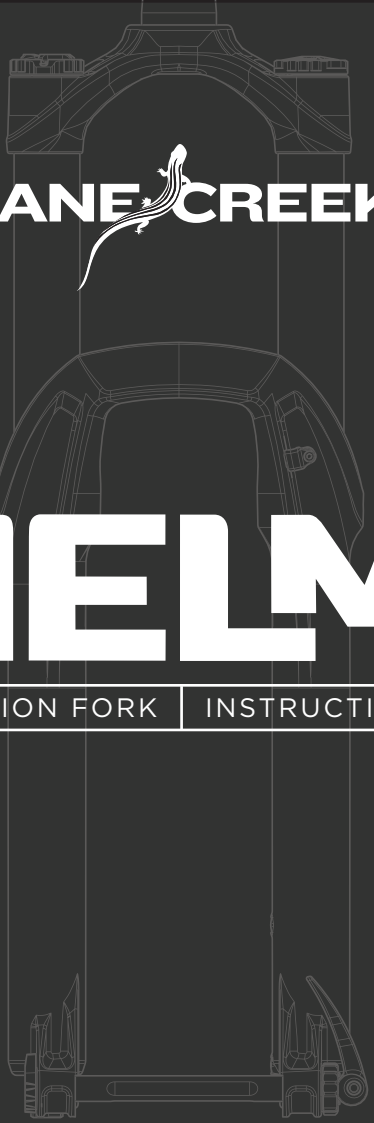
CANE CREEK®

HELM

SUSPENSION FORK | INSTRUCTION MANUAL



EVERY RIDE *IS DIFFERENT*

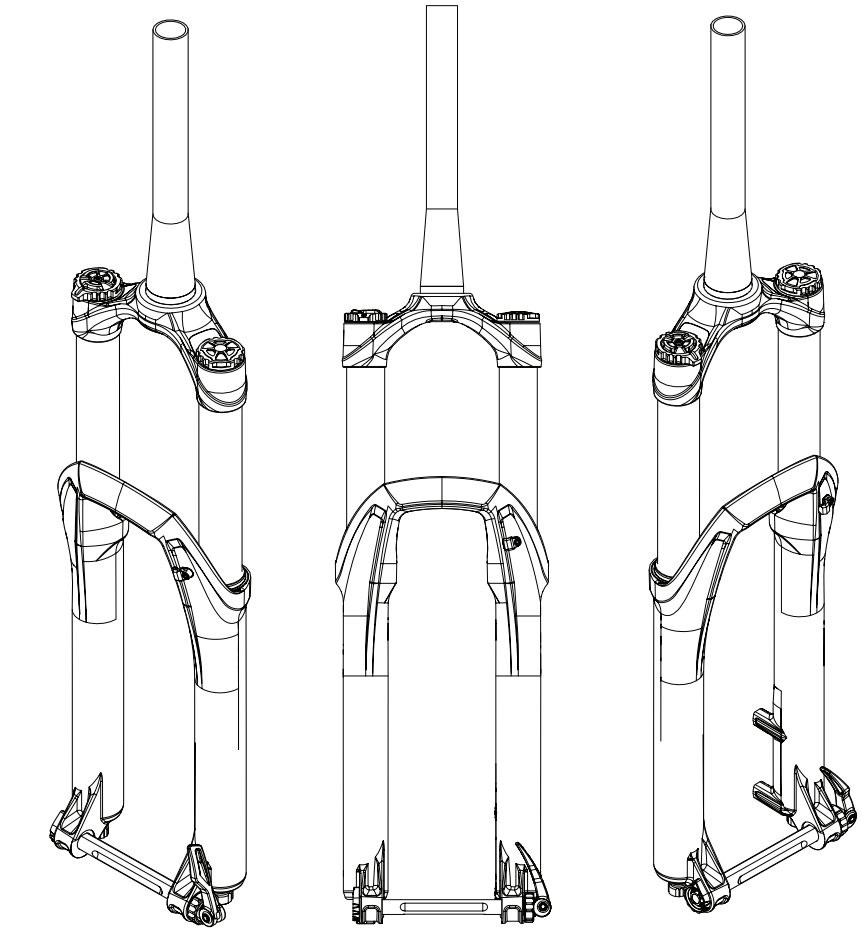


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⚠ Safety Warnings

The fork is an important part of your bicycle. Before installing and using your new front fork, carefully read this owner's manual to learn the correct installation and adjustment procedures of this fork.

⚠ Warning
Improperly installed and/or adjusted forks can cause serious harm or death and may severely damage your bicycle.

⚠ Warning
A broken or malfunctioning fork may cause loss of vehicle control and result in SERIOUS INJURY OR DEATH. If the fork ever loses oil, air or makes unusual noises, stop riding and have the fork inspected by a Cane Creek Authorized Suspension Service Center or call the Cane Creek Customer Service Team.

⚠ Warning
Modification, improper service or use of aftermarket replacement parts voids the warranty and may cause the fork to malfunction, resulting in loss of vehicle control and SERIOUS INJURY OR DEATH. Do not modify your bike frame or fork. Use only genuine Cane Creek Helm parts.

Follow service maintenance recommendations. Fork service should be performed by Cane Creek Cycling Components or a Cane Creek Authorized Suspension Service Center. Visit **www.canecreek.com** or contact us at **800-234-2725** to locate a Cane Creek Authorized Suspension Service Center.

Tools Needed

Special tools and materials are needed for the installation of your Cane Creek parts. Installation of Cane Creek parts by a qualified bicycle mechanic is highly recommended.

Tools Needed For Installation:

- Saw for cutting steerer
- Crownrace setter (Recommended Cane Creek part code HST005)
- Star Nut Setter (Recommended: Cane Creek part code .TL1100 and .TL1102)
- 2.5mm hex wrench

Tools Needed For Maintenance:

- T10 torx wrench (Coil Forks Only)
- 2.5mm hex wrench
- 13mm wrench
- 18mm wrench
- 22mm wrench
- 30mm wrench

Fork Features Overview

Fork Chasis Information

Wheel Spacing	Boost	110mm	15mm Axle Diameter
Brake Connection	Post Mount	180mm Minimum Rotor Size	Adaptor Needed For 200mm Rotor 27.5" and 29"/27.5+" Helm forks
Axle to Crown Measured at 160mm travel	(Axle to crown will change proportionally to travel change)	553mm for 27.5	568mm for 29/27.5"+
Tire Clearance	Maximum Tire Size Helm 27.5 Air & Coil	*65mm wide by 714mm tall.	
Tire Clearance	Maximum Tire Size Helm 29"/27.5+ Air & Coil	*29" 64mm wide by 749mm tall. *27.5+" 75mm wide by 739mm tall	

Spring Specifications

Air Pressure Both 27.5" and 29/27.5+	Minimum = 30psi	Maximum = 150psi	Recommended Sag 15-25%	
Coil Spring Rates	Minimum = Extra Soft 35lb Spring (Red)	Soft 45lb spring (Black)	Medium 55lb spring (Green)	Maximum = Firm 65lb Spring (Blue)

Damping Adjustments

Compression	Low Speed	17	Clicks
Compression	High Speed	10	Clicks
Rebound	Low Speed	10	Clicks

Internal Adjustments

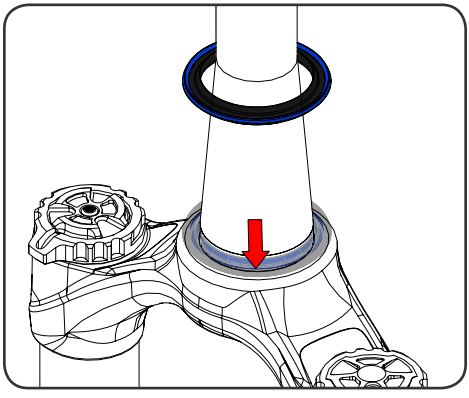
Volume Reduction	Indexed	8	Positions
Air Travel Adjustment 27.5 Air	Indexed System	(up to 7) 10mm Travel Reducers	170mm-100mm travel positions are possible with the use of (up to 7) 10mm travel reducers
Air Travel Adjustment 29/27.5+ Air	Indexed System	(up to 6) 10mm Travel Reducers	160mm-100mm travel positions are possible with the use of (up to 7) 10mm travel reducers
Coil Travel Adjustment Both 27.5" and 29/27.5+ Coil	Indexed System	(4) 10mm Increments on compression rod	160mm-130mm travel positions are possible with accessory-free travel adjustment rod

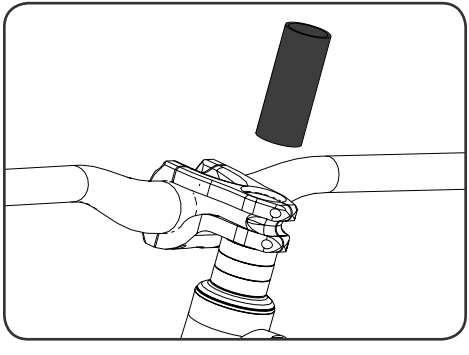
*WARNING: Due to wide variations in rim and tire widths, always check tire clearance before riding. Remove air and compress the fork completely to verify at least 10mm of clearance across the complete arc of the tire and the crown.

Crown Race Install/Steer Tube Cutting

Crown Race Install:
After installing a headset into the bicycle frame, install the crown race included with the headset onto the fork according to the headset manufacturers instructions.

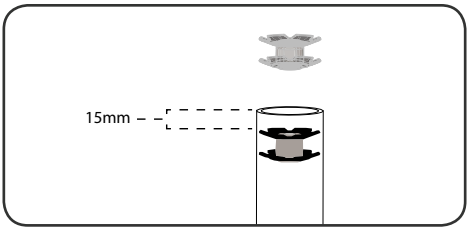
Steerer Tube Cutting:
Measure the steerer tube twice and cut to length according to the stem manufacturers instructions.
⚠ WARNING: Do not install more than 30mm of spacers below the stem.



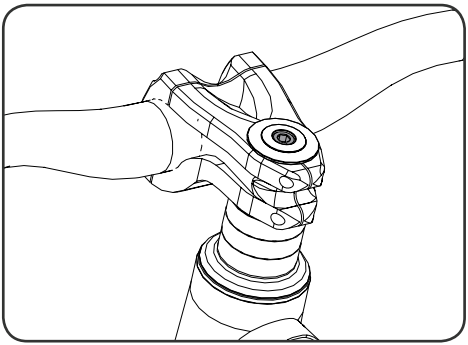


Star Nut/Stem Install and Headset Preload

Star Nut Installation:
Use a star nut setter tool to install a star nut into the steerer tube at a depth of 15mm.

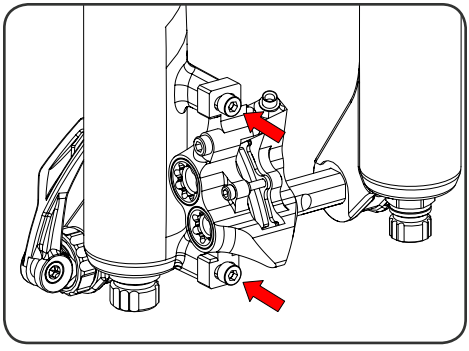


Stem Installation and Headset Preload:
Install fork into frame and stem on steerer tube. Tighten headset and stem according to the manufacturer's instructions.

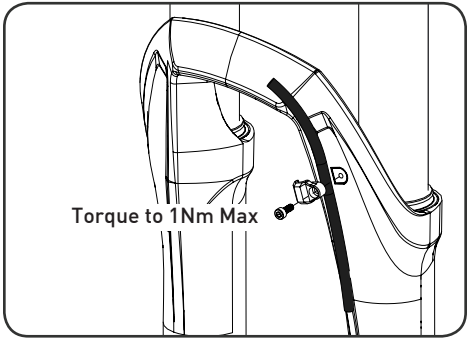


Front Brake and Cable Guide Installation

Front Brake and Cable Guide Screw/Cover Installation:
Install brake caliper according to the brake manufacturer's instructions. Route the front disc brake hose or cable housing on the inside of the lower fork leg through the disc brake housing guide , fasten the cable housing into the brake line holder using a 2.5mm allen wrench.

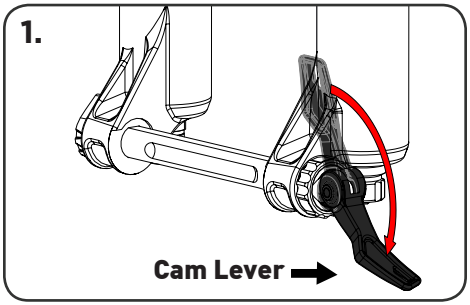


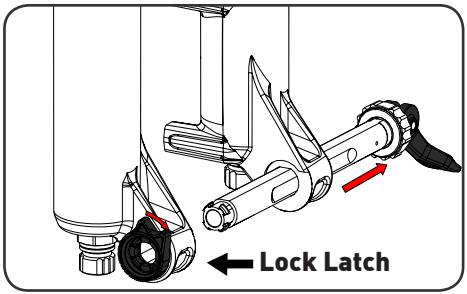
⚠ WARNING: Ensure that all bolts are tightened to the correct torque and that fork movement is not restricted by improper assembly when the suspension is fully compressed or extended.



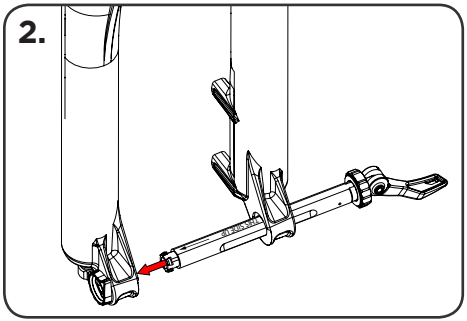
D-Loc Axle Installation

1. Remove D-LOC axle from fork by opening the cam lever, then moving the axle lock latch to the "unlocked" position and slide the axle out of the fork.



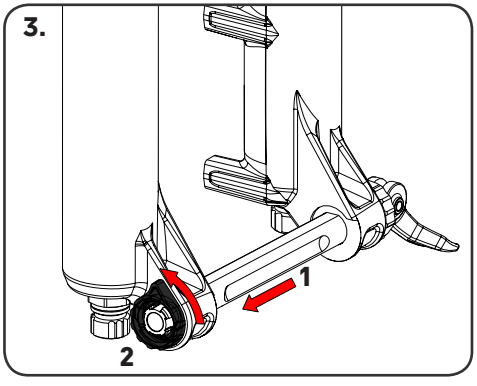


2. Install front wheel into the dropouts and insert the D-LOC axle with text "THIS SIDE UP" facing towards the head tube through the dropout. Use an anti seize or grease on axle shaft to promote longevity of axle function.



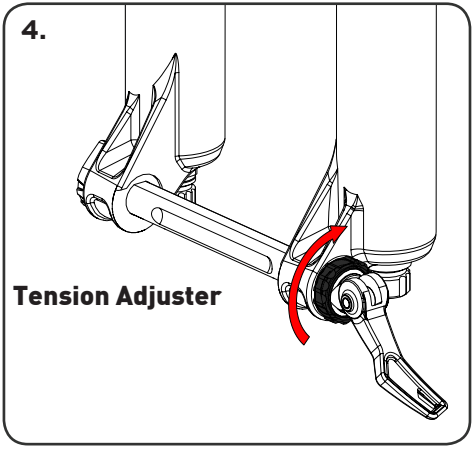
D-Loc Axle Installation

3. Fully seat the D-LOC axle into the dropouts and Lock the D-LOC axle lock latch.



4. Use the tension adjuster to adjust the axle's clamp strength and close axle lever to complete wheel installation.

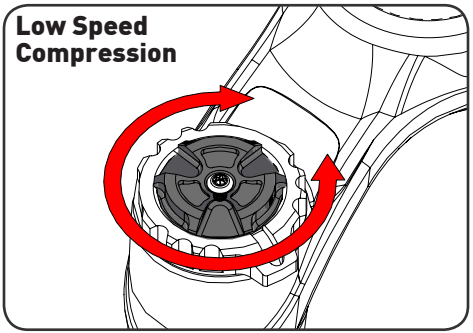
   ⚠ **WARNING:** A properly tensioned axle preloads the hub bearings so that the hub of the front wheel has no side to side movement without overtightening the D-LOC axle system. An improperly tensioned axle, a lever not completely engaged or a lever not positioned in the upward closed position could result in disengagement of the axle and possibly causing serious injury or death.



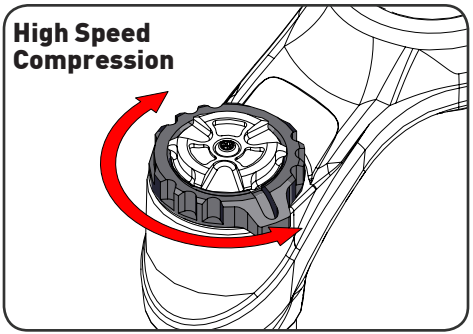
Damper Adjustments

Compression Damping:
Compression damping controls how easily the fork compresses under impacts.

Low Speed Compression:
Is used to manage traction and chassis stabilization. LSC adjustment eliminates pedal induced "bob", influences small bump sensitivity, reduces brake dive and determines how the bike will react to weight changes. To adjust, turn middle adjuster on the top of the right side leg labeled **Low Speed Compression**. Turn clockwise to increase damping, turn counterclockwise to decrease damping.

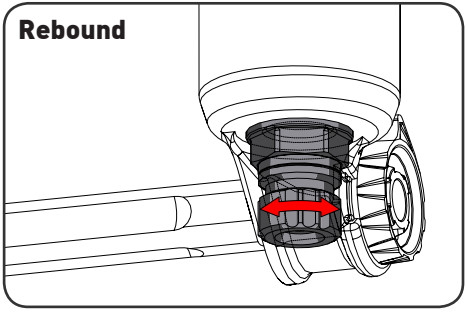


High Speed Compression:
Is critical to absorbing energy from high impact forces, such as square edge hits and harsh landings. It also aids in bottom-out resistance. To adjust, turn outside adjuster on the top of the right side leg labeled **High Speed Compression**. Turn clockwise to increase damping, turn counterclockwise to decrease damping.



Damper Adjustments

Rebound Damping:
Rebound damping controls the speed at which the fork will return to normal height after a compression cycle. To adjust, turn adjuster on the bottom of the right side leg labeled **Rebound**. Turn clockwise to increase damping (Slower fork return speed), turn counterclockwise to decrease damping (Faster fork return speed).



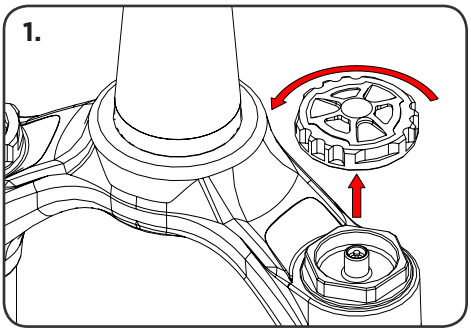
Air Spring Set Up

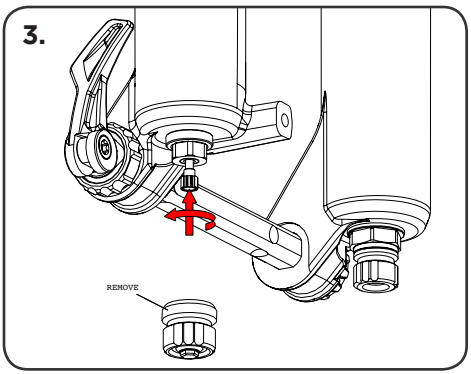
Setting Sag is a crucial part of set up as it affects the ride height and head angle of bicycle. Follow these steps carefully.

1. Unscrew AIR top cap to reveal air valve and thread on shock specific pump.

2. Start by adding around half of your body weight (in lbs) in psi to the positive chamber of the fork. For example a 150lb rider, should start with 75psi and adjust from there if necessary.

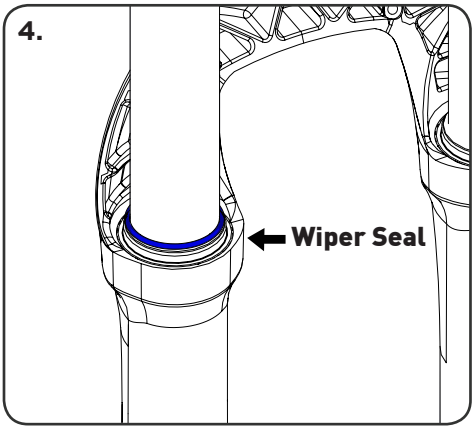
3. Unscrew cap on lower leg to reveal the negative air chamber equalizing system. Unthread equalizing valve and press button in to allow air into the negative chamber. Charging negative air chamber via the equalizing button will reduce overall pressure in the positive chamber.





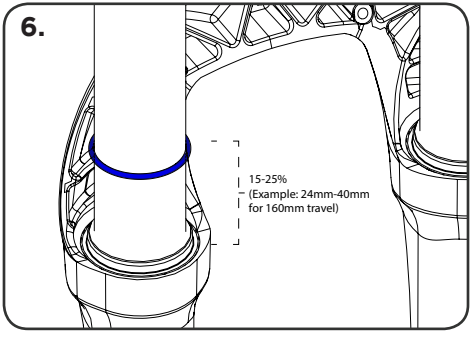
⚠ WARNING: The fork can become lowered when applying downward force while the negative air equalizer button is pressed, falsely lowering the travel of the fork as more air volume is moved from the positive chamber to the negative chamber. If this occurs, press negative air chamber equalizer button down and pull up on the uppers of the fork until full travel is restored.

4. Move sag ring indicator to the wiper seal of the fork according to the illustration.



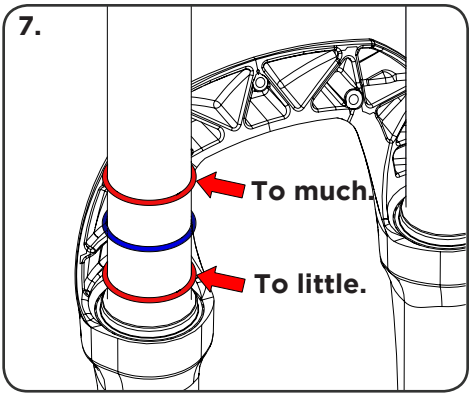
5. Dressed in full riding gear, mount bicycle via normal descending ride position. Push down on fork to cycle travel 3-5 times. Then return sag ring indicator to the wiper seal at your sag position.

6. Step off bicycle and measure the sag O-ring movement distance. Sag should be set approximately 15-25% of the total fork travel. Set sag with damper compression settings fully open to prevent damper influence during this procedure.



7. Too little sag: Release air pressure from air valve, and equalize negative chamber. Too much sag: Increase air pressure and equalize negative chamber.

For sag recommendations and trouble-shooting contact Cane Creek Cycling Components customer service at 1-800-234-2725



Recomended Air Pressure:
We recommend inflating the Helm fork with air pressure equal to half of your body weight (in lbs) in psi. Example 150lb rider weight, start with 75psi and adjust from there if necessary.

Due to variations in travel, volume reduction settings, and rider standing position air pressure will vary. This guide is intended to be used during initial set up and only provides recommendations for air pressure and is not intended to define settings in air pressure.

Air Volume Adjustment

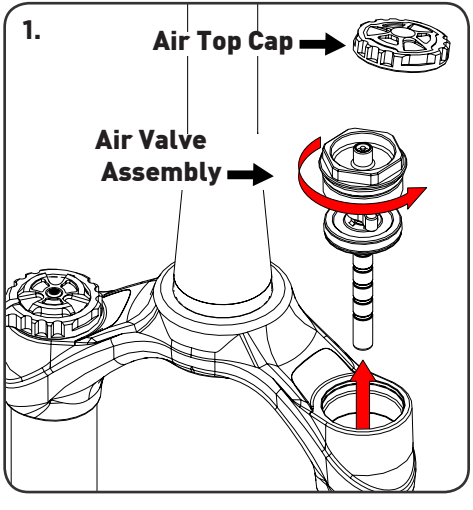
If sag is set properly, but you are using all of the fork's travel prematurely, a reduction of volume should be performed. Cane Creek's air volume reduction system allows any rider to achieve their desired "bottomless" feel without the need for additional materials. The system uses a static piston that is positioned on an indexed rod. This piston can be moved down the rod to decrease volume in the positive air chamber and increase the ramp of the air spring. Increased ramp = more progressive.

Tools Needed:

- 30mm Wrench
- Shock Pump

1. ⚠ WARNING: If working on air spring be sure to remove all air from positive and negative air chambers.

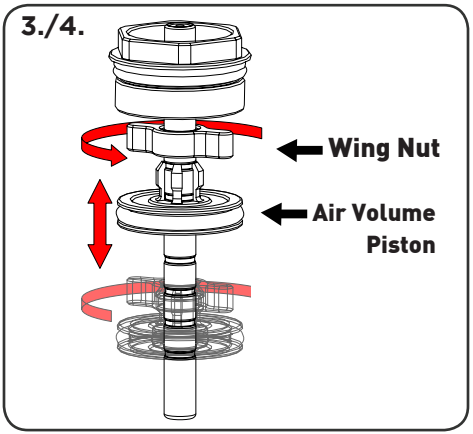
2. Remove AIR top cap on left side leg and release air pressure from the top of the fork.
   ⚠ WARNING: Be sure all air pressure is released before the next step.Using a 30mm Wrench, turn air valve assembly counterclockwise.



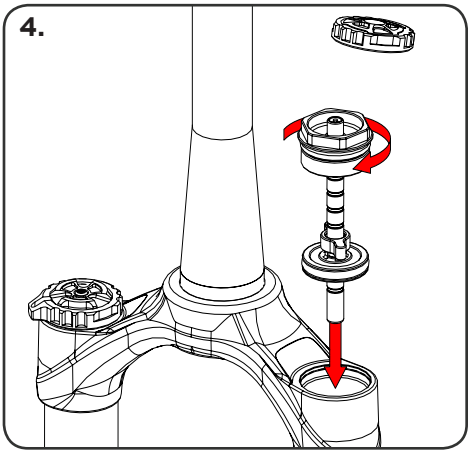
Air Volume Adjustment

3. Remove air valve assembly and unthread the air volume piston wing nut.

4. Reposition air volume piston to desired reduction and refasten the air volume piston wing nut.



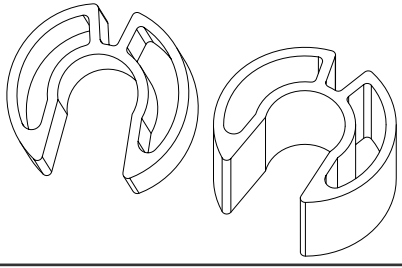
5. Confirm that the system is clean and lightly greased, including the threads. Reinstall air valve assembly, torque to 36Nm, and set sag.



Air Internal Travel Adjustment

Cane Creek Helm fork travel is preset from the factory, but travel can be changed internally in 10mm increments if desired. Two travel reducers are included with every HELM fork.
(Additional travel reducers can be purchased in packs of 2, Cane Creek part number **BAG0392**.)

Travel Reducers



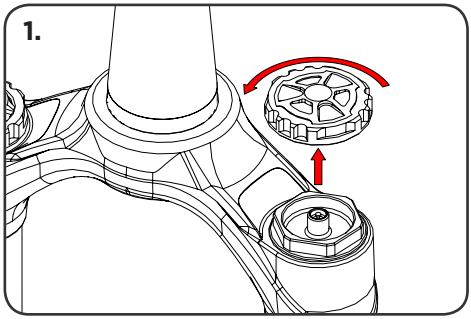
Tools required:

- 13mm Wrench
- 18mm Wrench
- 22mm Wrench
- Travel Reducers

⚠ WARNING: READ ALL STEPS BEFORE PERFORMING TRAVEL ADJUSTMENT Follow these steps carefully to avoid foul assembly, warranty void, or serious injury. If you do not feel confident performing this procedure, contact a professional bike mechanic or a Cane Creek authorized Service Center. *For a detailed step by step video of this process, visit **www.canecreek.com**

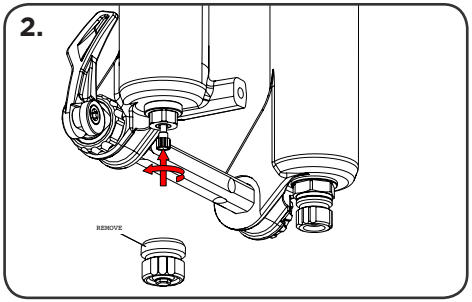
Clean the entire fork before performing a travel adjustment to ensure no dirt enters the lowers during reassembly. Dirt in the lowers can cause damage to the seals and stanchions.

1. Remove air cap from top of fork, remove charge air cap off bottom of fork, unthread air charge button on bottom of fork.

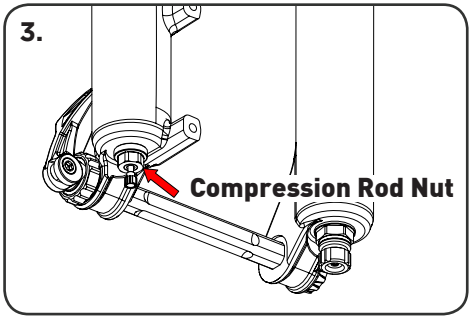


Air Internal Travel Adjustment

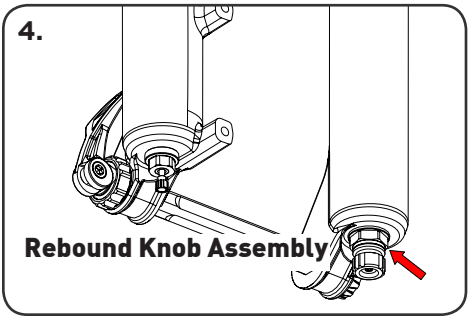
2. Pressing the charge button down, release air from the top of fork *Verify that all air is removed from the fork in both the positive and negative air chambers by pressing negative chamber equalized button while releasing air from the positive chamber on the top of the fork.



3. Using a 13mm wrench, loosen compression rod nut on air side leg DO NOT UNTHREAD COMPLETELY.



4. Using 18mm wrench, loosen rebound knob assembly on damper side leg. Rebound adjustment knob is connected to the 18mm rebound assembly and will be removed with the assembly during this process DO NOT UNTHREAD COMPLETELY.



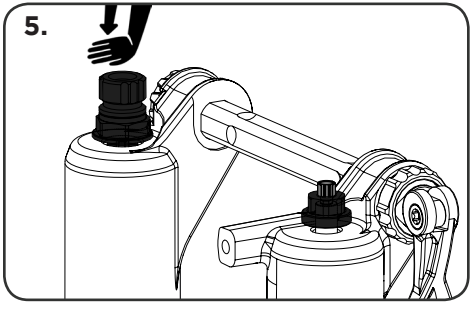
Air Internal Travel Adjustment

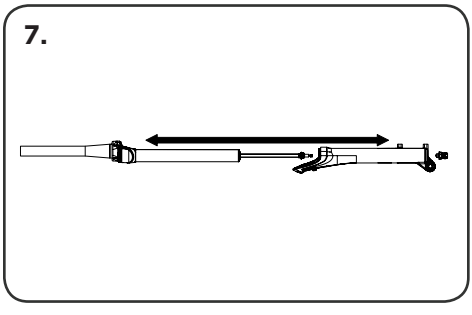
5. Using your hand, tap lightly on compression rod nut and rebound knob assembly to disengage seals on lowers. Now, completely unthread compression rod nut and rebound knob assembly and remove from fork.

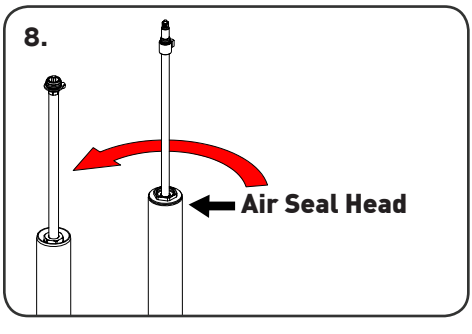
6. Lay fork face down on something protective.

7. Grabbing the lowers and the upper legs with a hand on each, pull and separate *LEAVE LOWERS LAYING FACE DOWN TO PREVENT THE LOSS OF OIL. If oil is lost from the lowers, Helm forks use 15w Motul fork oil, 5-7ml in air spring leg, 10-15mL in damper leg.

8. Clamp the steerer tube of the separated uppers in a bike stand with the legs facing up. Using a 22mm wrench, unthread air seal head on air side leg.

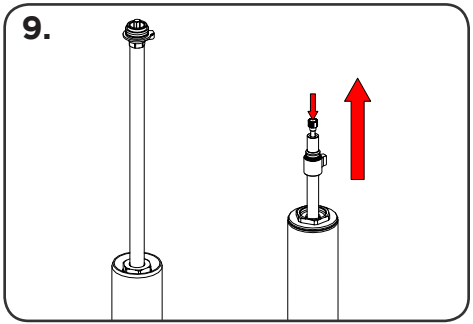






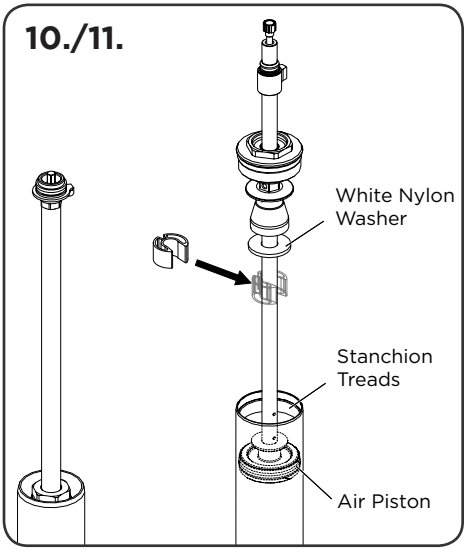
Air Internal Travel Adjustment

9. Pull air seal head upward exposing compression rod assembly. Avoid lifting air piston past threads on upper legs. The o-ring of the air piston could be damaged if it is lifted past the threads on the stanchion.



10. Pull top out bumper towards air seal head to expose nylon washer.

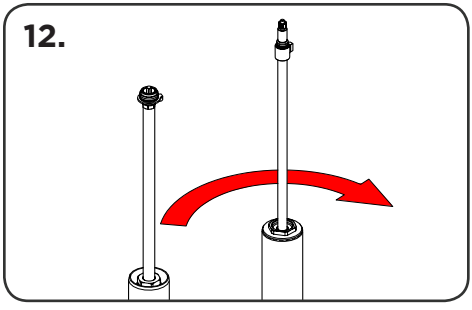
11. Clip travel reduction reducer onto the compression rod between the white nylon washer and air piston.

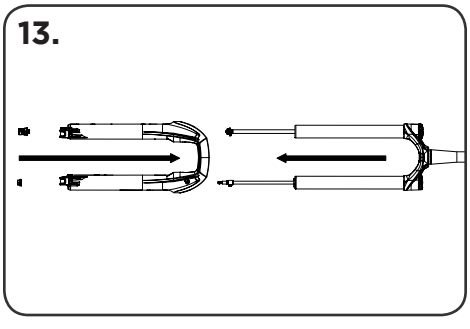


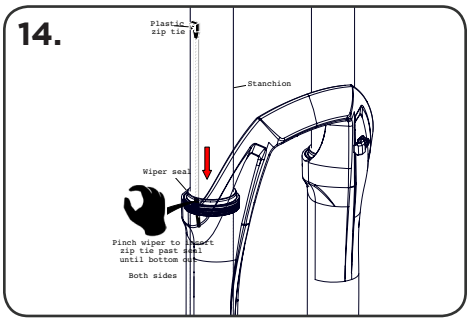
12. Reinstall air seal head with 22mm wrench. Torque air seal head to 16Nm. USE A TORQUE WRENCH. UNDER TIGHTENING THE AIR SEAL HEAD COMPROMISES FORK STRUCTURAL INTEGRITY AND OVER TIGHTENING THE AIR SEAL HEAD WILL EXPAND THE END OF THE STANCHION AND CAUSE HARSH BUSHING/STANCHION OVERLAP ONCE THE FORK IS REASSEMBLED.

13. Reinstall lowers on fork, feed compression rod and damper rod into holes in lowers. Use Blue Loctite on the bolt threads of both the rebound knob assembly and the compression rod nut. Tighten rebound knob assembly with an 18mm wrench to 7Nm. Tighten compression rod nut with 13mm wrench to 5Nm.

14. After the fork is completely reassembled, unwanted air pressure or air vacuum can potentially be trapped in the lowers of the fork. To equalize the air pressure in the lowers, pass a zip tie through the wiper seals on both legs of the fork while the fork is at full extension.



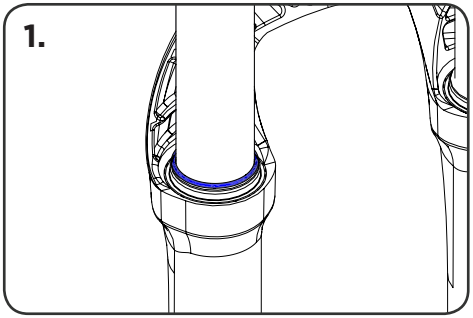


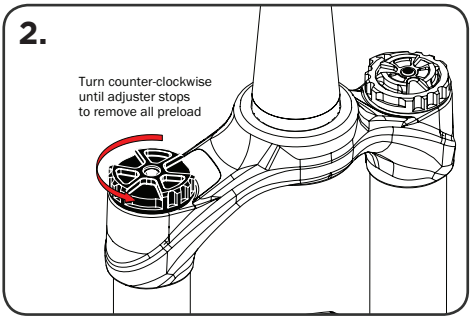


Coil Spring Set Up

1. Move the sag ring indicator to the wiper seal of the fork according to the illustration. Set sag with damper compression settings fully open and coil preload fully open to prevent influence of factors other than the spring rate during this procedure.

2. Dressed in full riding gear, mount bicycle normal descending ride position. Push down on fork to cycle travel 3-5 times. Then return sag ring indicator to the wiper seal at your sag position.

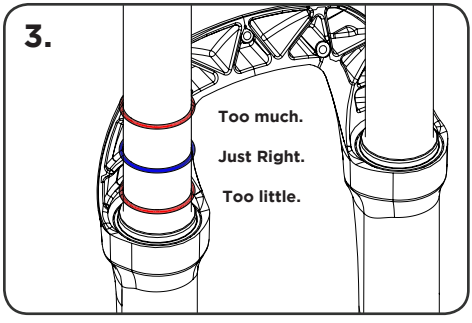


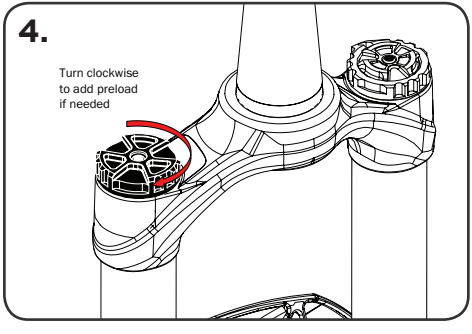


Coil Spring Set Up

3. Step off bicycle and measure the sag O-ring movement distance. Sag should be set approximately 10-25% of the total fork travel.

4. If sag used is 20-25% or greater, consider adding preload to the spring by turning the adjuster clockwise. Add preload as necessary. If sag is more than 25% after adding the maximum amount of preload, consider changing the current spring to a spring with a stiffer spring rate. If sag is below 10%, consider reducing the spring rate.

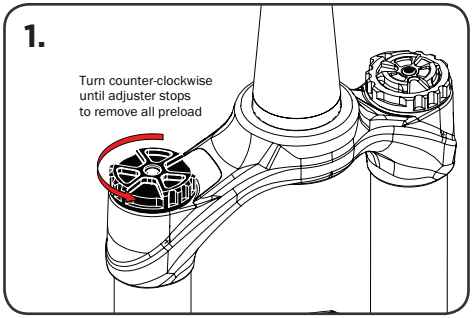




*Due to variations in travel, preload, and rider standing position optimal spring rate will vary. This guide is intended to be used during initial setup and only provides recommendations for spring rate and is not intended to define spring rates to specific rider weight.

Coil Spring Rate Change

If it is determined while setting sag that a different spring rate is required to achieve the appropriate amount of sag, an additional purchase of a different spring will be required. Contact your local dealer or visit canecreek.com for a coil spring purchase. Cane Creek offers extra soft (red), soft (black), medium (green), and firm (blue) spring rates.

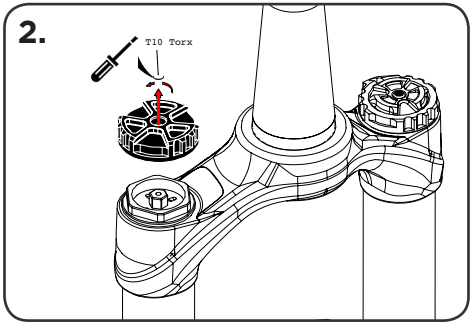


Tools required:

- T10 Torx Wrench,
- 30mm Wrench

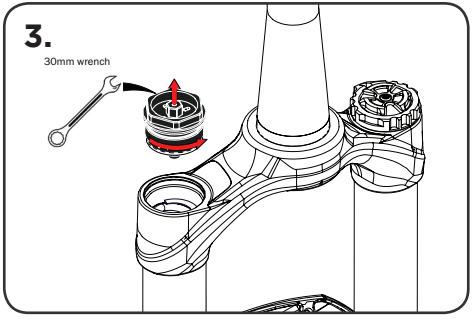
1. Turn the preload knob adjustment counterclockwise to remove all preload from the spring.

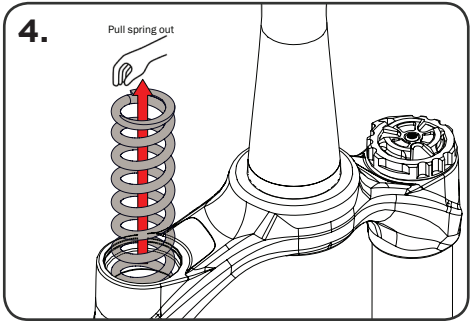
2. Using a T10 Torx wrench, remove the preload top cap.



3. Using a 30mm wrench, unscrew the spring preload assembly.

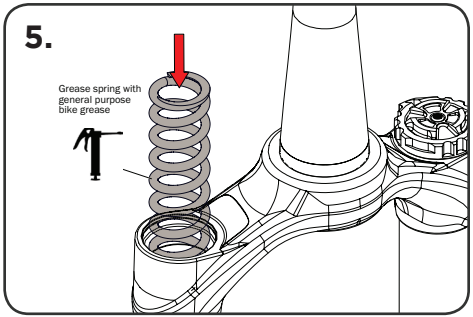
4. 4. Using your hand, remove the existing spring.

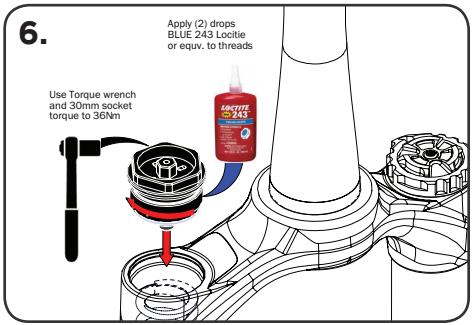




5. Apply grease to the new spring and insert the spring into the stanchion.

6. Apply 243 Blue Loctite to the threads of the spring preload assembly and reinstall the spring preload assembly with a torque wrench to 36Nm and reinstall the preload adjustment knob.





Coil Internal Travel Adjustment

Cane Creek Helm Coil forks are preset from the factory, but travel can be changed internally in 10mm increments between 160mm, 150mm, 140mm, and 130mm travel if desired.

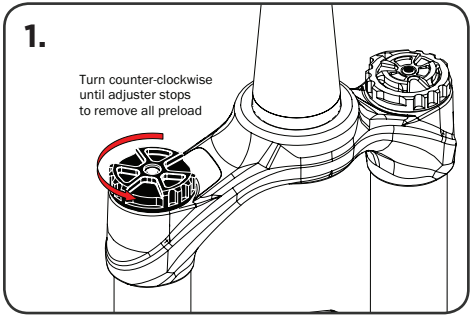
WARNING: READ ALL STEPS BEFORE PERFORMING TRAVEL ADJUSTMENT
Follow these steps carefully to avoid foul assembly, warranty void, or serious injury. If you do not feel confident performing this procedure, contact a professional bike mechanic or a Cane Creek authorised Service Center.

Tools required:

- 13mm Wrench
- 18mm Wrench
- 22mm Wrench

Clean the entire fork before performing a travel adjustment to ensure no dirt enters the lowers during reassembly. Dirt in the lowers can cause damage to the seals and stanchions.

1. Turn coil preload adjustment counterclockwise to remove all preload on the spring.

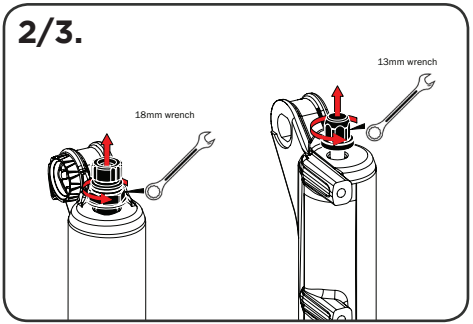


Coil Internal Travel Adjustment

2. Using a 13mm wrench, loosen the compression rod nut on the coil spring side of the lower leg **DO NOT UNTHREAD COMPLETELY.**

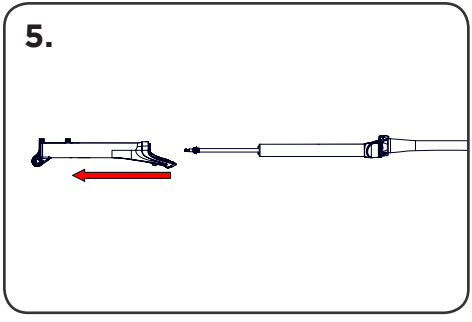
3. Using an 18mm wrench, loosen rebound knob assembly on damper side leg. Rebound adjustment knob is connected to the 18mm rebound assembly and will be removed with the assembly during this process **DO NOT UNTHREAD COMPLETELY.**

4. Using your hand, tap lightly on compression rod nut and rebound knob assembly to disengage seals on lowers.Now, completely unthread compression rod nut and rebound knob assembly and remove from fork.

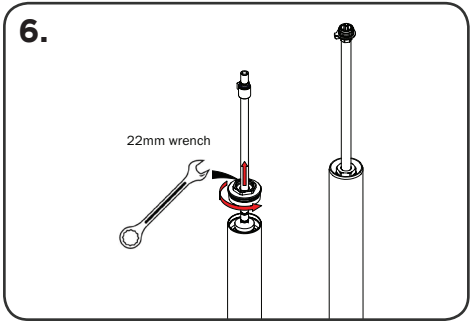


Coil Internal Travel Adjustment

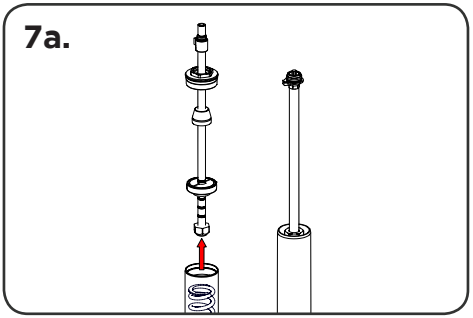
5. Lay fork face down on a protective flat surface. Grabbing the lowers and the upper legs with a hand on each, pull and separate. ***LEAVE LOWERS LAYING FACE DOWN TO PREVENT THE LOSS OF OIL**. If oil is lost from the lowers, Helm forks use 15w Motul fork oil, 5-7ml in coil spring leg, 10-15mL in damper leg.

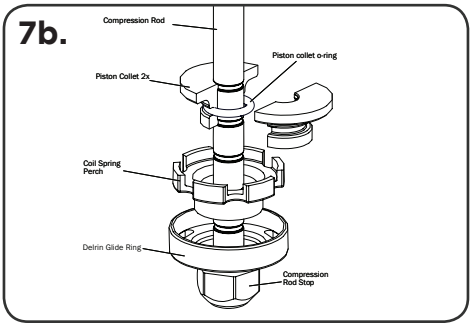


6. Clamp the steerer tube of the separated uppers in a bike stand with the legs facing up. Using a 22mm wrench, unthread coil seal head on the coil side leg.



7. Pull coil seal head upward and completely remove the compression rod assembly from the stanchion tube. **THE DELRIN GLIDE RING CAN SEPARATE FROM THE SPRING PERCH. ENSURE ALL PARTS OF THE COMPRESSION ROD ASSEMBLY ARE REMOVED DURING TRAVEL CHANGE.**

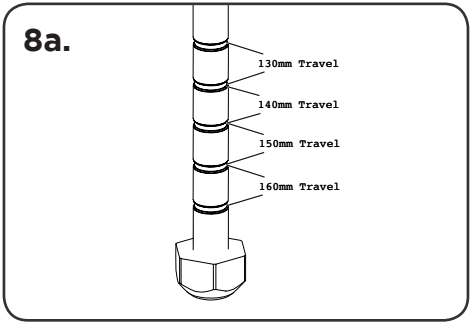


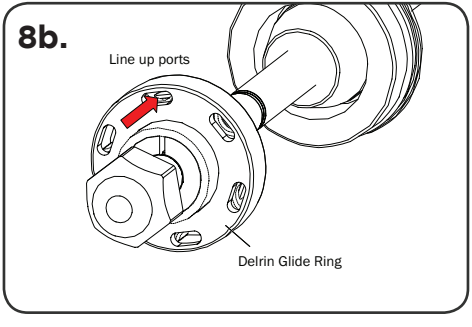


Coil Internal Travel Adjustment

8. Change the travel location to the desired position, choosing between 160mm, 150mm, 140mm, and 130mm travel options by positioning the spring perch on one of the four travel settings. Make sure the spring perch and glide ring are connected together so that the holes in the glide ring and the grooves in the spring perch allow air to flow past the piston.

9. Reinstall compression rod assembly into the stanchion tube and tighten coil seal head using a 22mm wrench.Torque coil seal head to 16Nm. **USE A TORQUE WRENCH. UNDER TIGHTENING THE AIR SEAL HEAD COMPROMISES FORK STRUCTURAL INTEGRITY AND OVER TIGHTENING THE AIR SEAL HEAD WILL EXPAND THE END OF THE STANCHION AND CAUSE HARSH BUSHING/STANCHION OVERLAP ONCE THE FORK IS REASSEMBLED.**





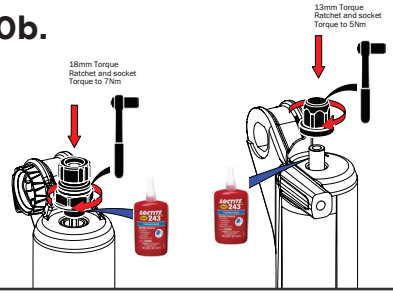
10. Reinstall lowers on fork, feed compression rod and damper rod into holes in lowers. Use Blue Loctite on the threads of the two assemblies. Tighten rebound knob assembly with an 18mm wrench to 7Nm. Tighten compression rod nut with a 13mm wrench to 5Nm.

11. After the fork is completely reassembled, unwanted air pressure or air vacuum can potentially be trapped in the lowers of the fork. To equalize the air pressure in the lowers, pass a zip tie through the wiper seals on both legs of the fork while the fork is at full extension.

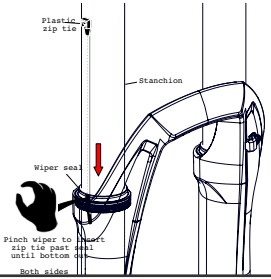
10a.



10b.



11.



Service and Maintenance Schedule

	Each Ride	Every 50 Hours	Every 100 Hours
Check sag and fork extension, reset air pressure in both chambers.	Every 5 Rides		
Clean and inspect fork exterior, including travel indicating o-ring. Clean with mild soap water.	x		
Inspect stanchions for scratches, dents or other damage.	x		
Inspect and clean air valve threads to prevent dirt from entering air spring during inflation.	x		
Inspect headset preload, brake caliper connection torque and axle tension.	Every 5 Rides		
Remove lowers, clean and inspect bushings and seals, change oil bath.		x	
Full fork air spring and damper rebuild performed by a Cane Creek Authorized Service Center.			x

Follow these recommended service intervals for best performance.

LIMITED ONE (1) YEAR WARRANTY ON SUSPENSION PRODUCTS

Subject to the limitations, terms and conditions here of, Cane Creek warrants, to the original retail owner of each new Cane Creek suspension product, that the Cane Creek suspension product, when new, is free from defects in materials and workmanship. This warranty expires one (1) year from the date of the original Cane Creek suspension product retail purchase from an authorized Cane Creek dealer or from a Cane Creek authorized original equipment manufacturer where Cane Creek suspension is included as original equipment on a purchased bike, unless otherwise dictated by requirement of law.

TERMS OF WARRANTY

This warranty is conditioned on the Cane Creek suspension product being operated under normal conditions and properly maintained as specified by Cane Creek. This warranty is only applicable to Cane Creek suspension purchased new from an authorized Cane Creek source and is made only to the original retail owner of the new Cane Creek suspension product and is not transferable to subsequent owners. This warranty is void if the Cane Creek suspension product is subjected to abuse, neglect, improper or unauthorized repair, improper or unauthorized service or maintenance, alteration, modification, accident or other abnormal, excessive, or improper use. Should it be determined, by Cane Creek in its sole and final discretion, that a Cane Creek suspension product is covered by this warranty, it will be repaired or replaced, by a comparable model, at Cane Creek's sole option, which will be conclusive and binding.

THIS IS THE EXCLUSIVE REMEDY UNDER THIS WARRANTY. ANY AND ALL OTHER REMEDIES AND DAMAGES THAT MAY OTHERWISE BE APPLICABLE ARE EXCLUDED, INCLUDING, BUT NOT LIMITED TO, INCIDENTAL OR CONSEQUENTIAL DAMAGES OR PUNITIVE DAMAGES. This limited warranty does not apply to normal wear and tear, malfunctions or failures that result from abuse, improper assembly, neglect, alteration,

improper maintenance, crash, misuse or collision. Subject to the terms and conditions of this warranty, leaking seals will be replaced within 90 days from the original date of purchase. Such replacement notwithstanding, seals are subject to relative movement between parts and are normal wear-and-tear items not subject to warranty coverage. This limited warranty gives the consumer specific legal rights. The consumer may also have other legal rights which vary from state to state or country to country. Some states and countries do not allow the exclusion or limitation of incidental or consequential damages or warranties, so the above limitations or exclusions may not apply to you. If it is determined by a court of competent jurisdiction that a certain provision of this limited warranty does not apply, such determination shall not affect any other provision of this limited warranty and all other provisions shall remain in effect.

THIS IS THE ONLY WARRANTY MADE BY CANE CREEK ON ITS SUSPENSION PRODUCTS AND COMPONENTS, AND THERE ARE NO WARRANTIES THAT EXTEND BEYOND THE DESCRIPTION HEREIN. ANY WARRANTIES THAT MAY OTHERWISE BE IMPLIED BY LAW INCLUDING, BUT NOT LIMITED TO, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE ARE EXCLUDED.



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