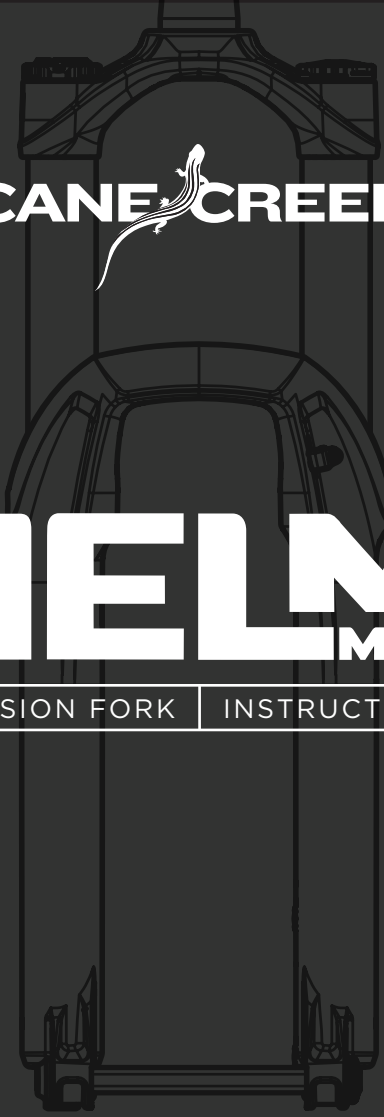
CANE CREEK®



HELM MKII

SUSPENSION FORK | INSTRUCTION MANUAL

EVERY RIDE *IS DIFFERENT*



CANE CREEK

We are a company of riders...

From our roots with the world's first threadless headset to the introduction of the eeWings titanium crankset, we have always approached cycling from a rider's perspective – with wonder and curiosity.

Riding a bike isn't just something we do, it's part of who we are – enriching our lives every time we sit in the saddle. It's our therapist, our best friend, our link to the kid in all of us – smiling from ear to ear pedaling to the end of the block and back for the first time. For us, being on a bike is joy and we know that the dedicated riders who choose Cane Creek products feel the same way.

For that reason, we strive to constantly make the act of riding better – in whatever form that may take. This is the lens we look through when we conceive, design, test and manufacture Cane Creek components. We look to the rider – to ourselves – on the bike and ask, "How will this improve the ride?"

It's our belief that a cycling component brand must be about more than just balance sheets, income statements and manufacturing quotas. Simply because a product may be profitable doesn't mean it's worth making. If it does nothing to make riding better – through innovative design, superior performance and quality craftsmanship – then, simply put, we don't do it.

At Cane Creek we are riders first and we know the difference that cycling makes in our lives and our customers lives. We know that every time someone chooses a Cane Creek product they are choosing to trust us with something that makes their life better.

We will honor that trust by making sure that every product we release – from a simple bearing to a four-way adjustable shock – is the best it can possibly be.

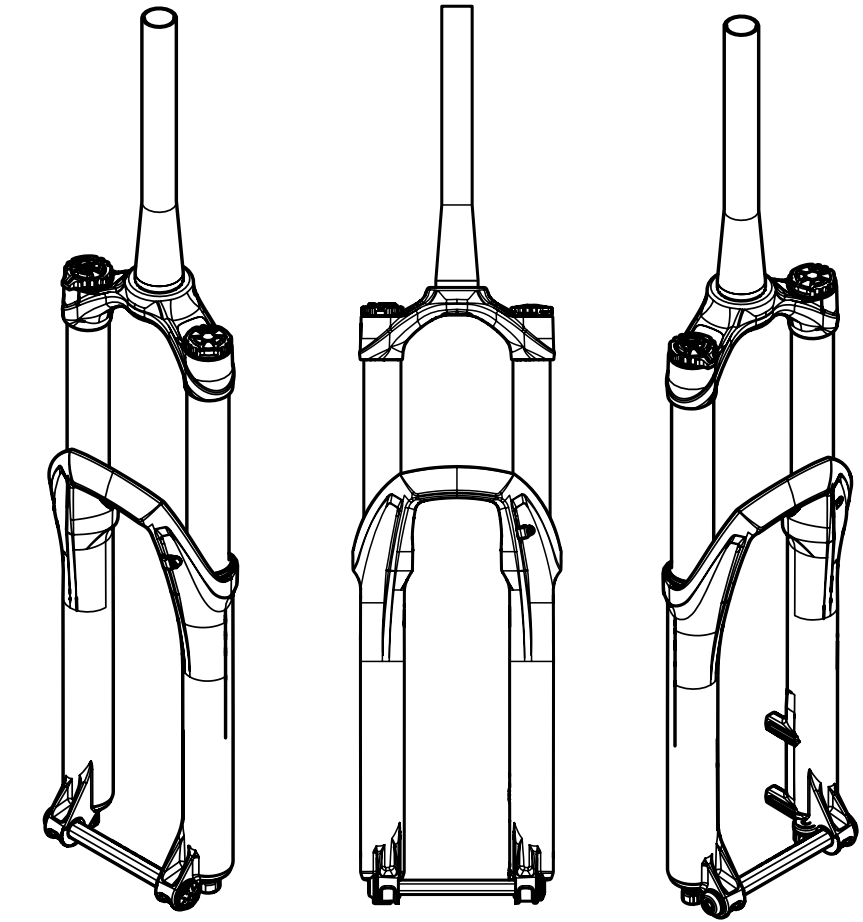


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Safety Warnings

Installation and service of Cane Creek products requires specific bicycle tools, supplies, and knowledge. All Cane Creek products should be installed and serviced by a qualified bicycle service technician, in accordance with Cane Creek specifications. Improperly installed, serviced, and maintained products can fail, resulting in **SERIOUS INJURY OR DEATH.**

Setup and configurations vary greatly between bicycle manufacturers, carefully read this manual and your bicycle's owner's manual. Failure to follow items outlined in these manuals, including but not limited to installation procedures, warnings, Nm torque specifications, maintenance requirements, service intervals, and/or modifications could lead damage causing loss of control of the bicycle and result in **SERIOUS INJURY OR DEATH.**

DO NOT attempt to force parts to fit. Confirm compatibility before installation and use. **DO NOT** disassemble, modify, or use aftermarket parts with or to repair Cane Creek components. Doing so many cause damage to the component or bicycle which could lead to loss of control of the bicycle and result in **SERIOUS INJURY OR DEATH.**

Each time, before you ride, be sure all components are installed correctly, tightened to specification and you are familiar with how your bicycle and Cane Creek components operate. Components that are out of adjustment, improperly installed, or are not used properly, can cause loss of control of the bicycle and result in **SERIOUS INJURY OR DEATH.**

All components on a bicycle, including Cane Creek components, should be inspected, and adjusted at periodic intervals and after a crash or fall. Inspect the exterior for wear or damage, inspect for correct torque settings and listen for unfamiliar noise. If any damage is noticed, stop use and contact your local dealer or Cane Creek directly.

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 shock inspected by a Cane Creek Authorized Suspension Service Center or call the Cane Creek Customer Service Team.

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 **828-641-9560** to locate a Cane Creek Authorized Suspension Service Center or for the most up to date revisions.

HELM MKII

Congratulations on the purchase of your Cane Creek Helm Fork.

Cane Creek has been supplying revolutionary suspension technology to the bicycle market since 2005. Based on a foundation of precision quality and cutting-edge innovation, our forks and rear shocks represent the pinnacle of high-performance bicycle suspension systems. This owner's manual is your reference guide to understanding and tuning your fork. It also provides important information about proper installation, set-up and maintenance of your fork.

For product registration or questions, visit **www.CaneCreek.com** or contact the Cane Creek Customer Service Team ready to help you at 800-234-2725.

Fork Features Overview

Fork Chasis Information

Wheel Spacing	Boost	110mm	15mm Axle Diameter
Brake Connection	Post Mount	180mm Minimum Rotor Size	Brake caliper specific adapter needed for larger rotors.
Axle to Crown Measured at 160mm travel	(Axle to crown will change proportionally to travel change)	553mm for 27.5	573mm 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 *Count of adjuster positions may vary with some fork builds. The range of adjustment will remain the same.

Compression	Low Speed	10	Positions
Compression	High Speed	10	Positions
Rebound	Low Speed	10	Positions

Internal Adjustments

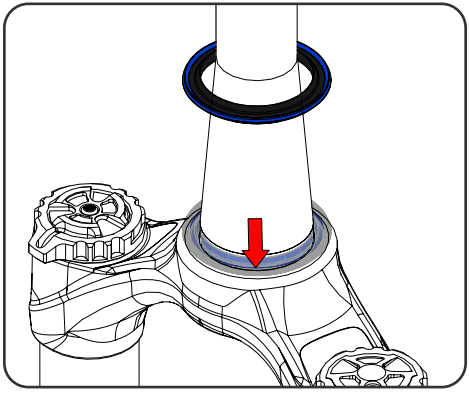
Volume Reduction	Indexed	8	Positions
Air Travel Adjustment 27.5 Air	Indexed System	(up to 7) 10mm Travel Reducers	170mm-100mm travel positions are possible with the use of (up to 7) 10mm travel reducers
Air Travel Adjustment 29/27.5+ Air	Indexed System	(up to 6) 10mm Travel Reducers	160mm-100mm travel 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

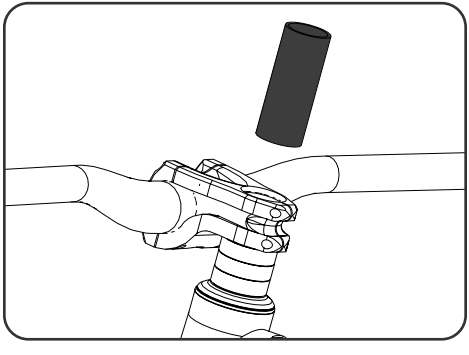
*WARNING: Due to wide variations in rim and tire widths, always check tire clearance before riding. Remove air and compress the fork completely to verify at least 10mm of clearance across the complete arc of the tire and the crown.

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.

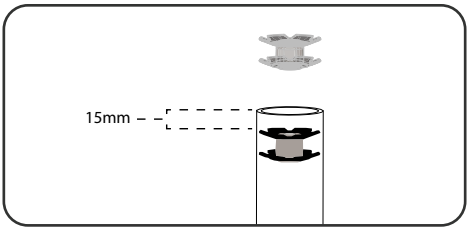
Steerer Tube Cutting:
Measure the steerer tube twice and cut to length according to the stem manufacturers instructions.
⚠ WARNING: Do not install more than 30mm of spacers below the stem.



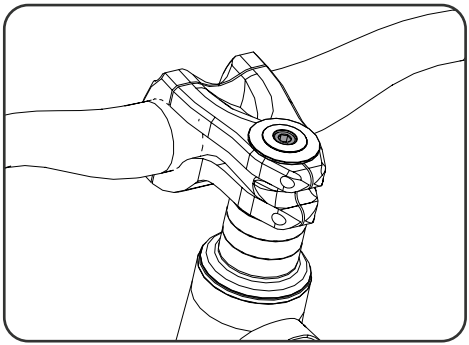


Star Nut/Stem Install and Headset Preload

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



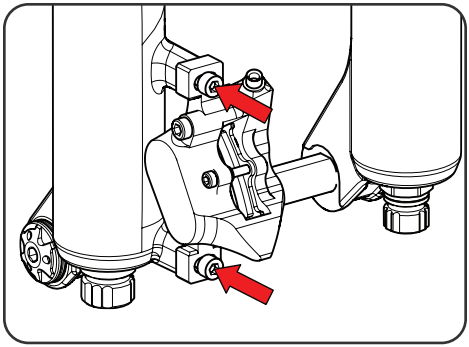
Stem Installation and Headset Preload:
Install fork into frame and stem on steerer tube. Tighten headset and stem according to the manufacturer's instructions.

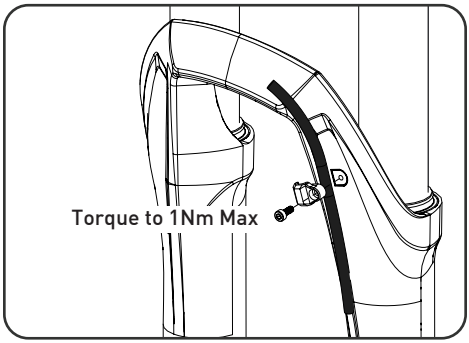


Front Brake and Cable Guide Installation

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.





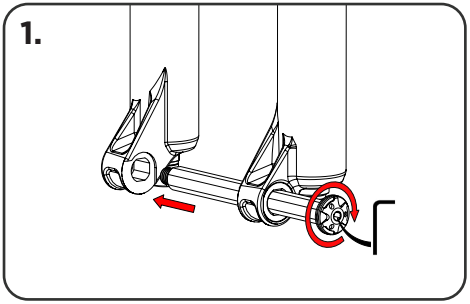
Bolt-On Axle Installation

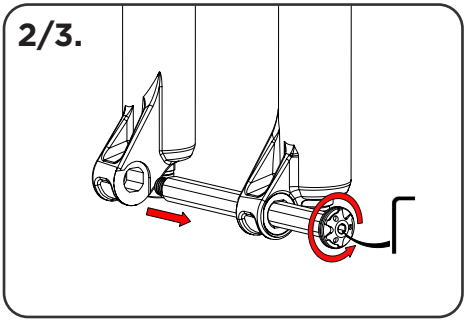
1. Remove Bolt-On axle from fork by turning counter clock-wise with a 5mm hex wrench and slide the axle out of the fork.

2. Install front wheel into the dropouts and insert the Bolt-On 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.

3. Fully insert the Bolt-On axle into the dropouts and tighten to 10Nm with a 5mm hex wrench.

⚠ 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 axle system. 10Nm is the suggested torque for the Bolt-On axle but may vary due to hub shell tolerances. Ensure that the torque used is the correct amount to properly tension the axle for your hub. tAn improperly tensioned axle, could result in disengagement of the axle and possibly causing serious injury





D-Loc Axle Installation

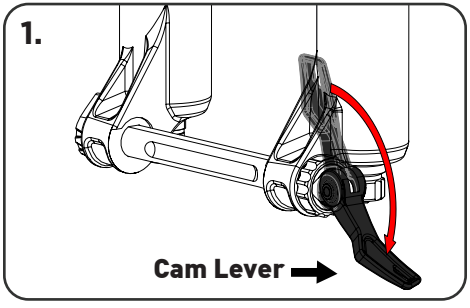
1. Remove D-LOC axle from fork by opening the cam lever, then moving the axle lock latch to the "unlocked" position and slide the axle out of the fork.

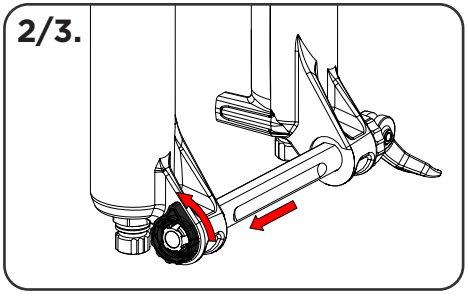
2. Install front wheel into the dropouts and insert the D-LOC axle with text "**THIS SIDE UP**" facing towards the head tube through the dropout. Use an anti seize or grease on axle shaft to promote longevity of axle function.

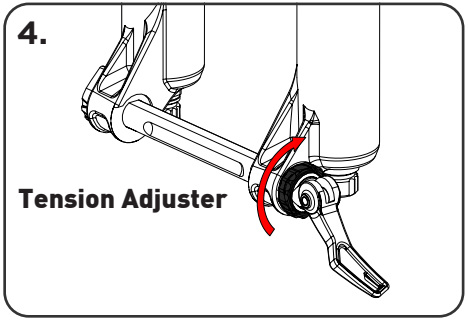
3. Fully seat the D-LOC axle into the dropouts and Lock the D-LOC axle lock latch.

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 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.



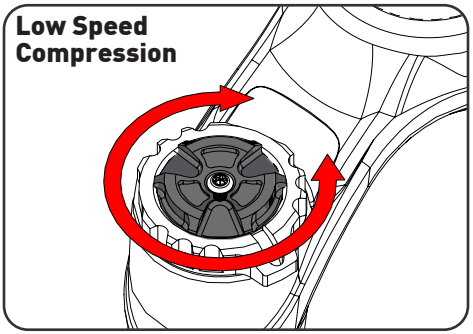




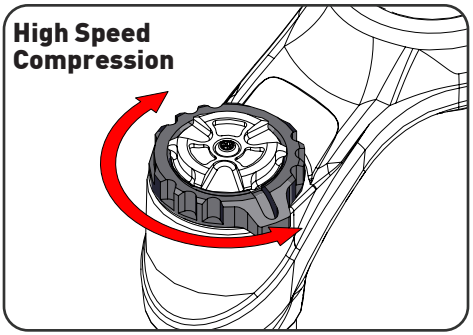
Damper Adjustments

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

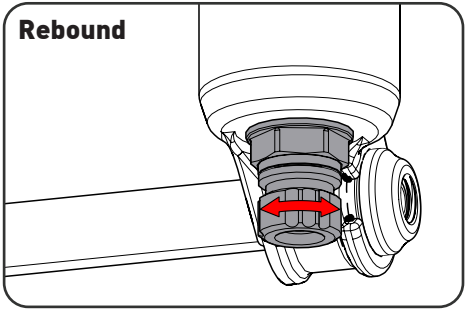
Low Speed Compression:
Is used to manage traction and chassis stabilization. LSC adjustment eliminates pedal induced "bob", influences small bump sensitivity, reduces brake dive and determines how the bike will react to weight changes. To adjust, turn middle adjuster on the top of the right side leg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



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 (more force needed to compress), turn counterclockwise to decrease damping (less force needed to compress).



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).

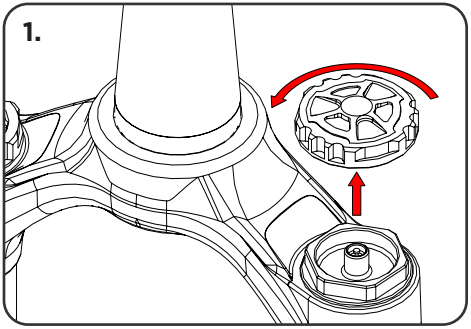
Air Spring Set Up

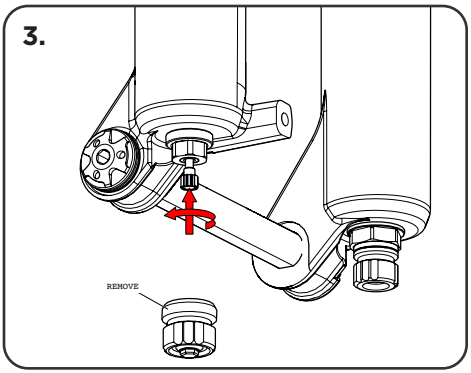
Setting Sag is a crucial part of set up as it affects the ride height and head angle of bicycle. Positive and negative air chambers are manually equalized... adding or removing air is a two step process (1. add or remove air 2. equalize chambers). Follow these steps carefully.

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

2. Start by adding around 30-40% of your body weight (in lbs) in psi to the positive chamber of the fork. For example a 150lb rider, should start with 45-60psi and adjust from there if necessary.

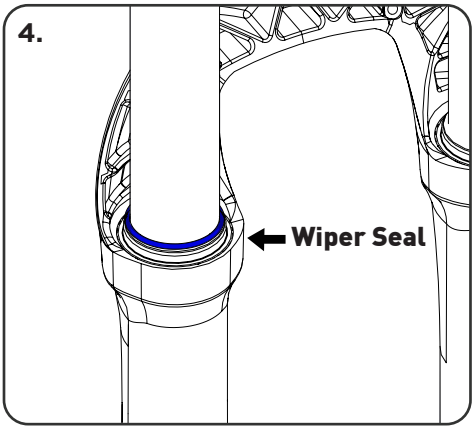
3. Unscrew cap on lower leg to reveal the negative air chamber equalizing system. Unthread equalizing valve and press button in to allow air into the negative chamber. Charging negative air chamber via the equalizing button will reduce overall pressure in the positive chamber.





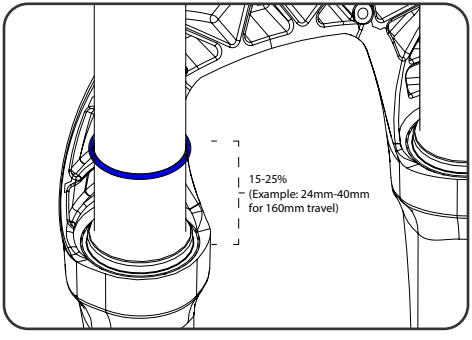
⚠ WARNING: The fork can become lowered when applying downward force while the negative air equalizer button is pressed, falsely lowering the travel of the fork as more air volume is moved from the positive chamber to the negative chamber. If this occurs, press negative air chamber equalizer button down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



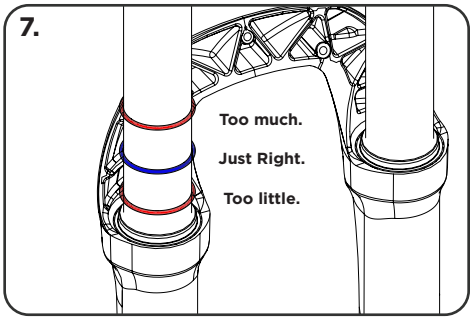
5. Dressed in full riding gear, mount bicycle via normal descending ride position. Push down on fork to cycle travel 3-5 times. Then return sag ring indicator to the wiper seal at your sag position.

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 troubleshooting contact Cane Creek Cycling Components customer service at 1-828-641-9560.



Recommended Air Pressure:
We recommend inflating the Helm fork with air pressure equal to 30-40% of your body weight (in lbs) in psi. Example 150lb rider weight, start with 45-60psi 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

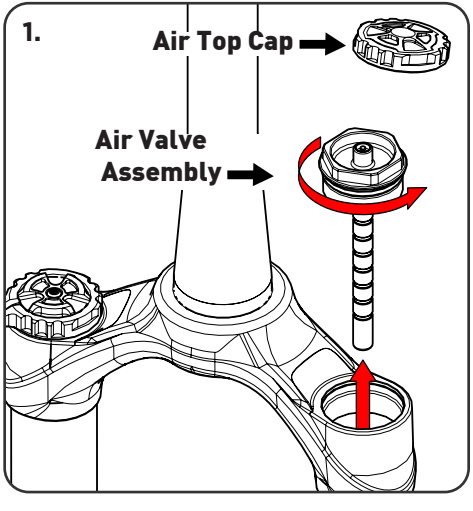
If sag is set properly, but you are using all of the fork's travel prematurely, a reduction of volume should be performed. Cane Creek's air volume reduction system allows any rider to achieve their desired "bottomless" feel without the need for additional materials. The system uses a static piston that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

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.

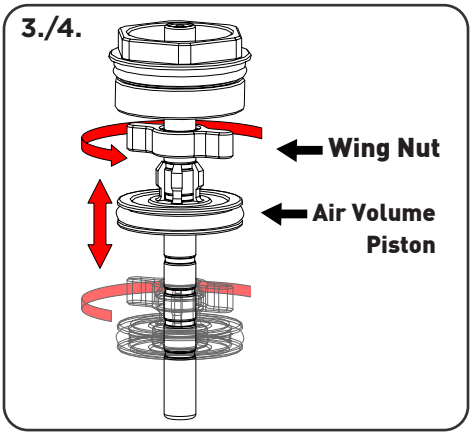
2. Remove AIR top cap on left side leg and release air pressure from the top of the fork.
   ⚠ WARNING: Verify that all air is removed from the fork in both the positive and negative air chambers by pressing negative chamber equalizer button while releasing air from the positive chamber on the top of the fork.



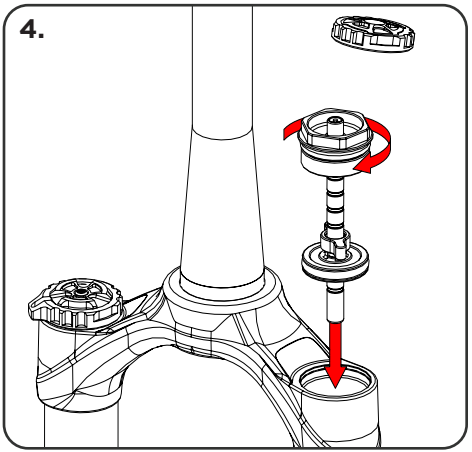
Air Volume Adjustment

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

4. Install the air volume piston to desired reduction point and fasten the air volume piston wing nut.



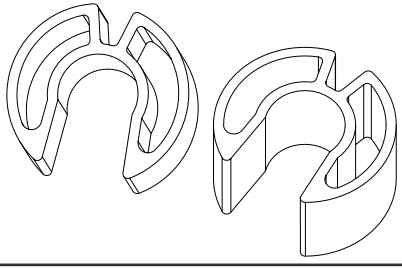
5. Confirm that the system is clean and lightly greased, including the threads. Reinstall air valve assembly, torque to 36Nm, and set sag.



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



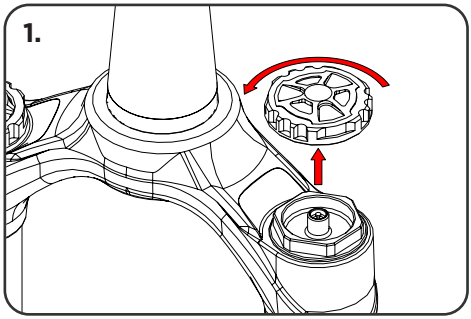
Tools required:

- 13mm Wrench
- 18mm Wrench
- Pick Tool
- 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**

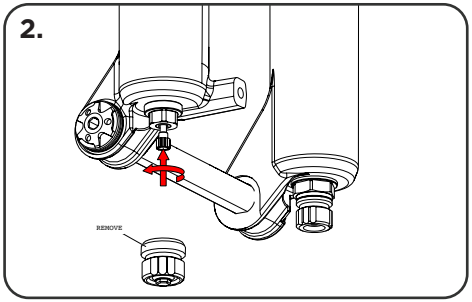
Clean the entire fork before performing a travel adjustment to ensure no dirt enters the lowers during reassembly. Dirt in the lowers can cause damage to the seals and stanchions.

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

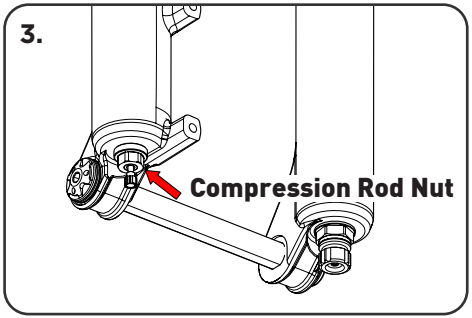


Air Internal Travel Adjustment

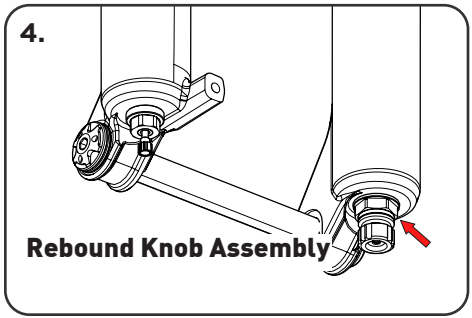
2. Pressing the charge button down, release air from the top of fork *Verify that all air is removed from the fork in both the positive and negative air chambers by pressing negative chamber equalizer button while releasing air from the positive chamber on the top of the fork.



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.



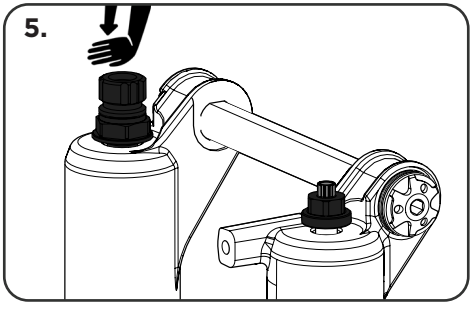
Air Internal Travel Adjustment

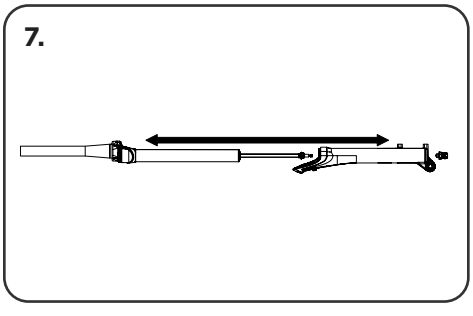
5. Using your hand, push on compression rod nut and rebound knob assembly to disengage seals on lowers. Now, completely unthread compression rod nut and rebound knob assembly and remove from fork.

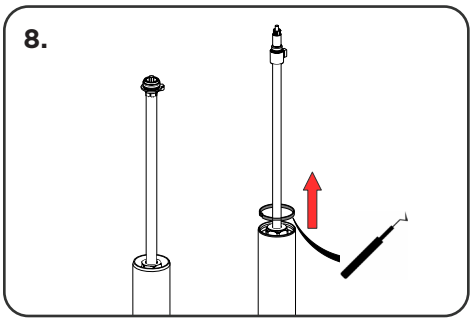
6. Lay fork face down on something protective.

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 Motorex Fork Oil, 5ml in Air Spring Leg, 7ml in Damper Leg.

8. Clamp the steerer tube of the separated uppers in a bike stand with the legs facing up. Using a pick, carefully remove retaining ring from air side leg.

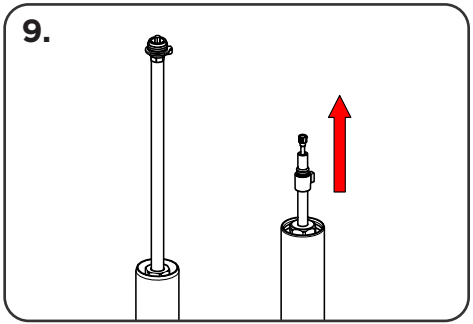






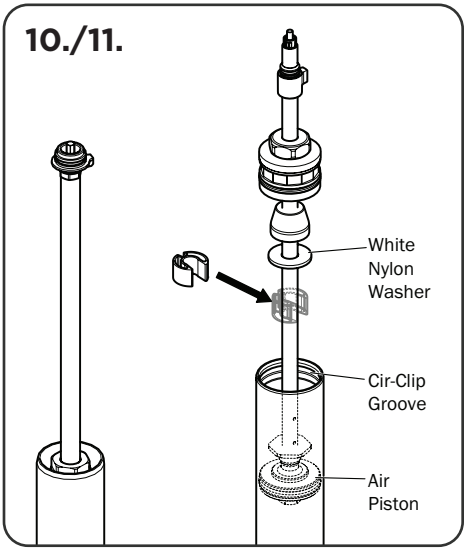
Air Internal Travel Adjustment

9. Pull air seal head upward exposing compression rod assembly.



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

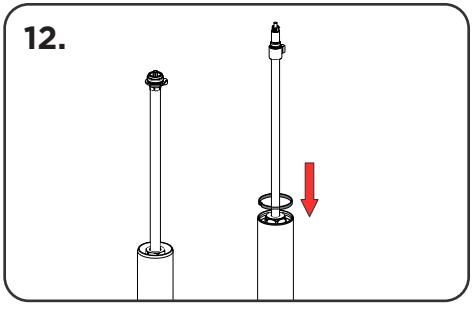
11. Clip travel reducer onto the compression rod between the white nylon washer and air piston.

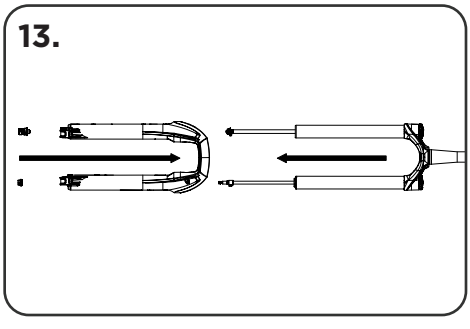


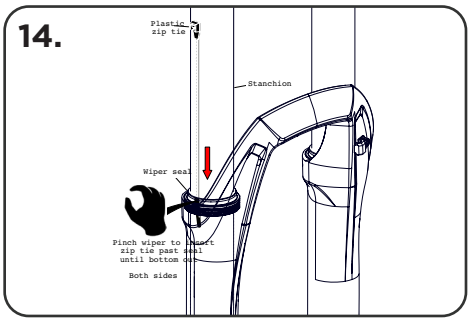
12. Reinstall air seal head past the retaining ring bore and install retaining ring. Start with one end of the retaining ring seated in the bore and work in a circle to install. It is extremely important to ensure the clip is fully seated in to the bore.

13. Reinstall lowers on fork by feeding fully extended compression rod and damper rod into holes in the 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, it is possible that air pressure may be trapped in the lowers causing a vacuum. If this occurs, equalize the air pressure in the lowers by passing a zip tie through the wiper seals on both legs of the fork while the fork is at full extension.



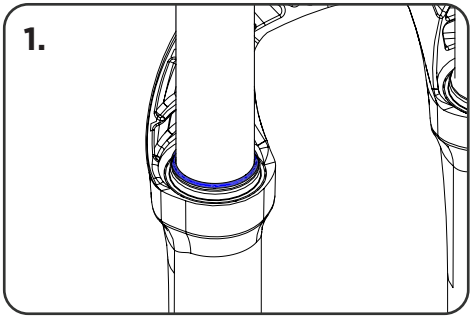


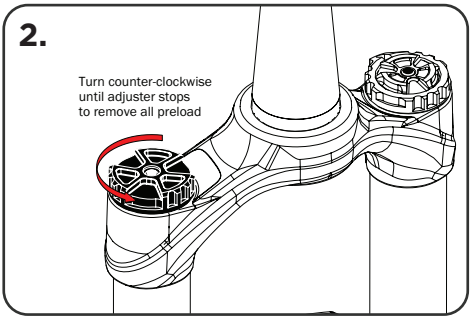


Coil Spring Set Up

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 in 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.

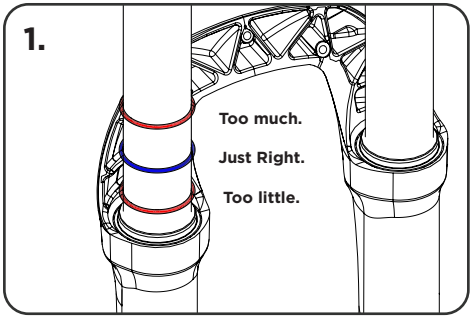


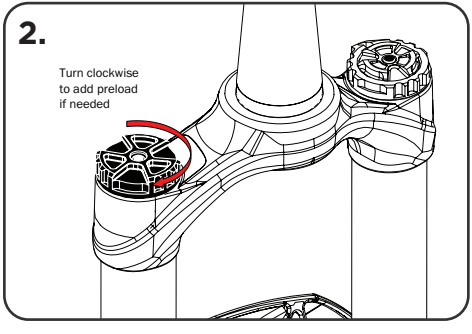


Coil Spring Set Up

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.

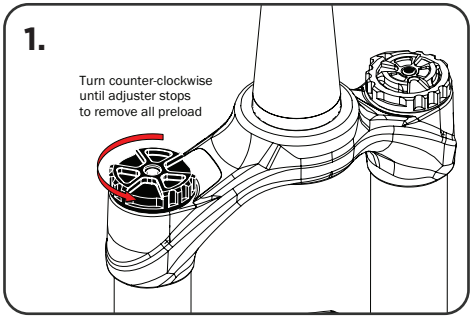




*Due to variations in travel, preload, and rider standing position optimal spring rate will vary. This guide is intended to be used during initial setup and only provides recommendations

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.

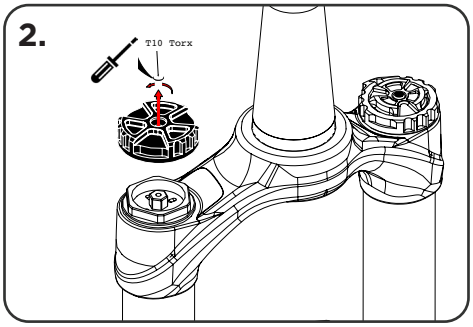


Tools required:

- T10 Torx Wrench,
- 30mm Wrench

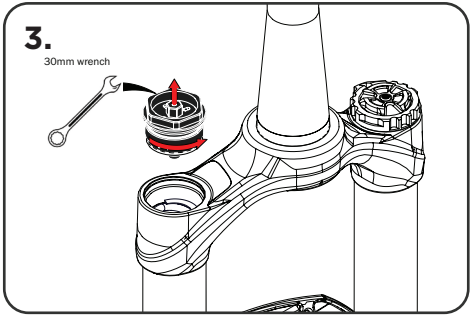
1. Turn the preload knob adjustment counterclockwise to remove all preload from the spring.

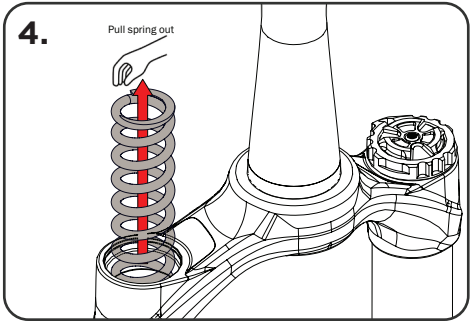
2. Using a T10 Torx wrench, remove the preload top cap.



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

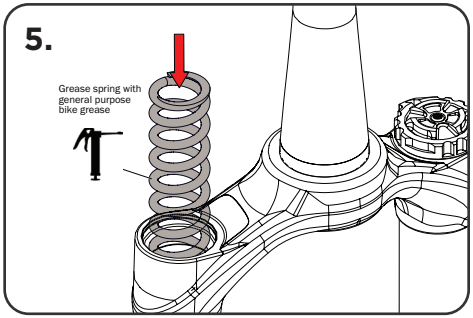
4. 4. Using your hand, remove the existing spring.

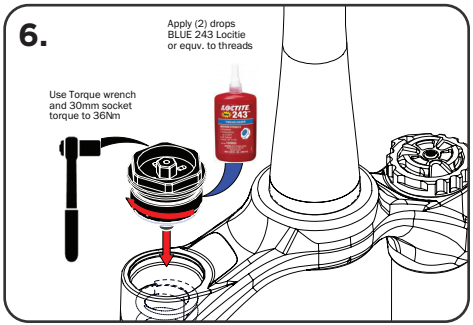




5. Apply grease to the new spring and insert the spring into the stanchion.

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

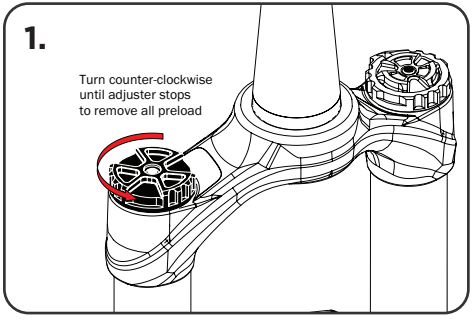
Cane Creek Helm Coil forks are preset from the factory, but travel can be changed internally in 10mm increments between 160mm, 150mm, 140mm, and 130mm travel if desired.

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 authorized Service Center.

Tools required:
- 13mm Wrench
- 18mm Wrench
- Pick Tool

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.

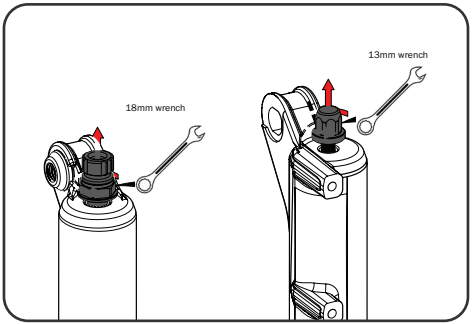


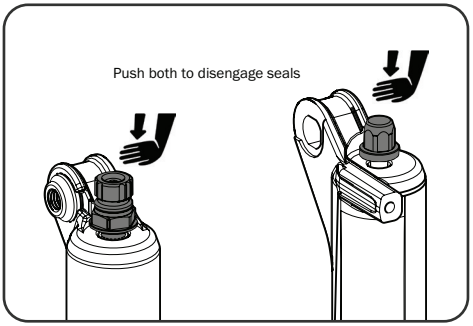
Coil Internal Travel Adjustment

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

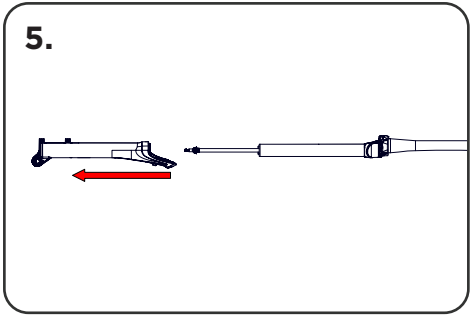
3. Using an 18mm wrench, loosen rebound knob assembly on damper side leg. Rebound adjustment knob is connected to the 18mm rebound assembly and will be removed with the assembly during this process **DO NOT UNTHREAD COMPLETELY.**

4. Using your hand, push 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.

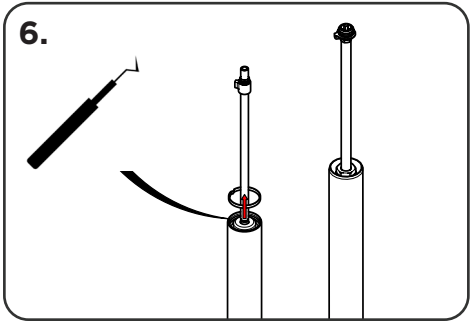




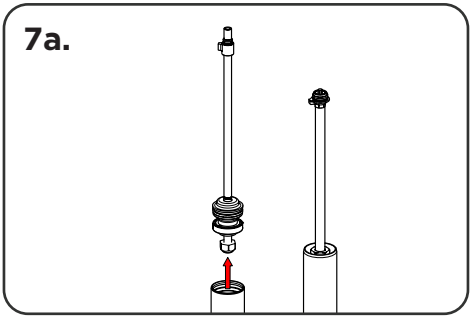
5. Lay fork face down on a protective flat surface. Grabbing the lowers and the upper legs with a hand on each, pull and separate. ***LEAVE LOWERS LAYING FACE DOWN TO PREVENT THE LOSS OF OIL**. If oil is lost from the lowers, Helm forks use 15w Motorex fork oil, 5ml in coil spring leg, 7ml in damper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

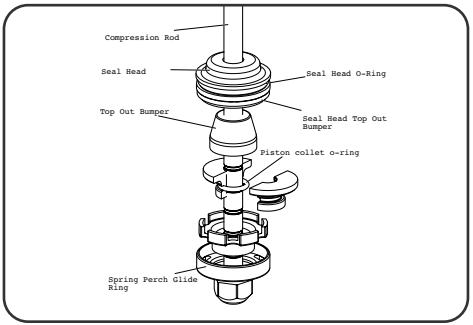


6. Clamp the separated uppers in a bike stand with the legs facing up. Using a pick, carefully remove the retaining ring from the stanchion.

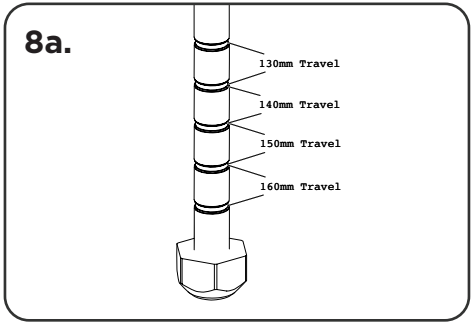


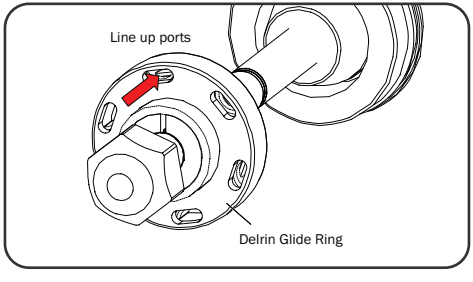
7. Pull coil seal head upward and completely remove the compression rod assembly from the stanchion tube. **THE DELRIN GLIDE RING CAN SEPARATE FROM THE SPRING PERCH. ENSURE ALL PARTS OF THE COMPRESSION ROD ASSEMBLY ARE REMOVED DURING TRAVEL CHANGE.**



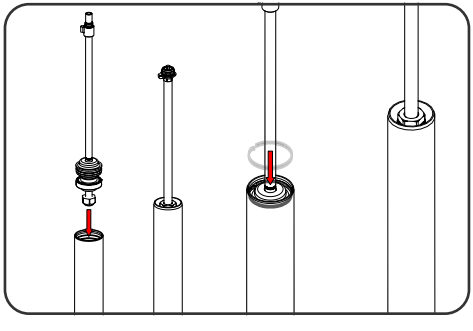


8. Change the travel to the location to the desired position, choosing between 160mm, 150mm, 140mm, and 130mm travel options by positioning the spring perch on one of the four travel settings. Make sure the spring perch and glide ring are connected together so that the holes in the glide ring and the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



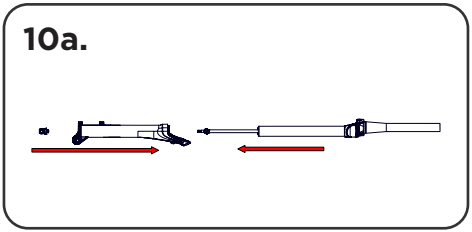


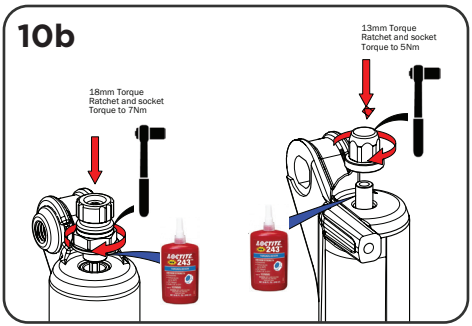
9. Reinstall compression rod assembly into the stanchion tube and insert coil seal head past the retaining ring bore and install retaining ring. Start with one end of the retaining ring seated in the bore and work in a circle to install. It is extremely important to ensure the clip is fully seated in to



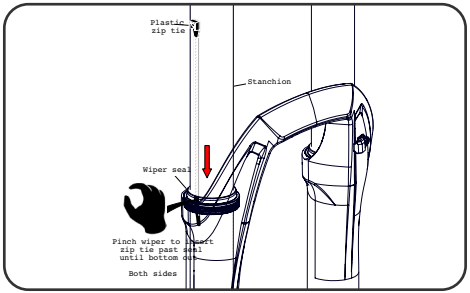
the bore.

10. Reinstall lowers on fork by feeding fully extended compression rod and damper rod into holes in the 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, it is possible that air pressure may be trapped in the lowers causing a vacuum. If this occurs, equalize the air pressure in the lowers by passing a zip tie through the wiper seals on both



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 hereof, 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.

Cane Creek components are designed for use only on bicycles that are pedal powered or pedal assisted.

This limited warranty does not apply to normal wear and tear, malfunctions or failures that result from abuse, neglect, improper assembly, alteration or modification, improper or unauthorized repair or maintenance, crash, accident or collision, or other abnormal, excessive or improper use.

Wear and tear parts are subject to damage as a result of normal use, failure to service according to Cane Creek recommendations, and/or riding or installation in conditions or applications other than recommended.

Wear and tear parts include:

- Air sealing O-rings
- Bearings
- Bottom out pads
- Bushings
- Corrosion
- Dust seals
- Foam rings, Glide rings
- Rear shock mounting hardware and main seals
- Rubber moving parts
- Stripped threads/bolts (aluminum, titanium, magnesium or steel)
- Upper tubes (stanchions)

This warranty shall not cover damages caused by the use of parts of different manufacturers or parts that are not compatible or suitable for use with Cane Creek components.

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.

To the extent allowed by local law claims under this warranty must be made during the warranty period and within one (1) year following the date on which any such claim arises.

When making a claim under this Limited Warranty you will be required to provide to an authorized Cane Creek Warranty Center:

1. The Product (or the affected part) and

2. A copy of the original proof of purchase, which clearly indicates the name and address of the seller, the date and place of purchase, the product part number and if utilized, a serial number. If Cane Creek products are sold as part of a complete bicycle, the bicycle brand, model, model year, and serial number should be included.



Cane Creek Cycling Components
355 Cane Creek Rd
Fletcher North Carolina 28732
1.828.641.9560
canecreek.com

AAG0632_Rev2