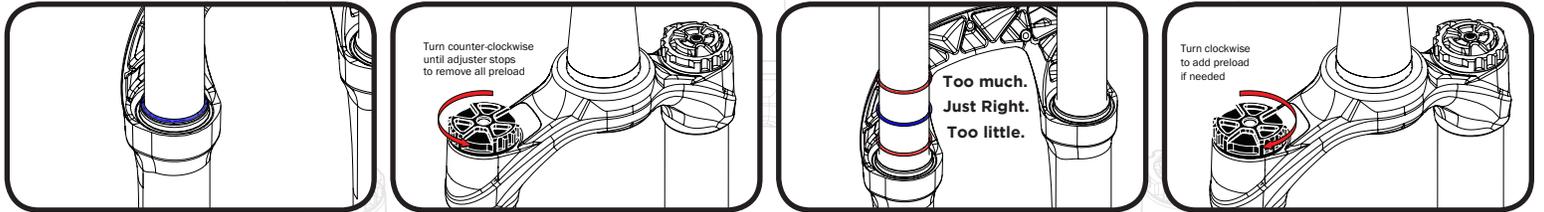


Setting Sag - Setting sag is a crucial part of set up as it affects the ride height and head angle of a bicycle. Follow these steps carefully.

Each Helm Coil fork is shipped from the factory with a spring installed. To check sag, install the fork on your bicycle (Refer to pages 7-12 in the Helm instruction manual for installation instructions).

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.
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.

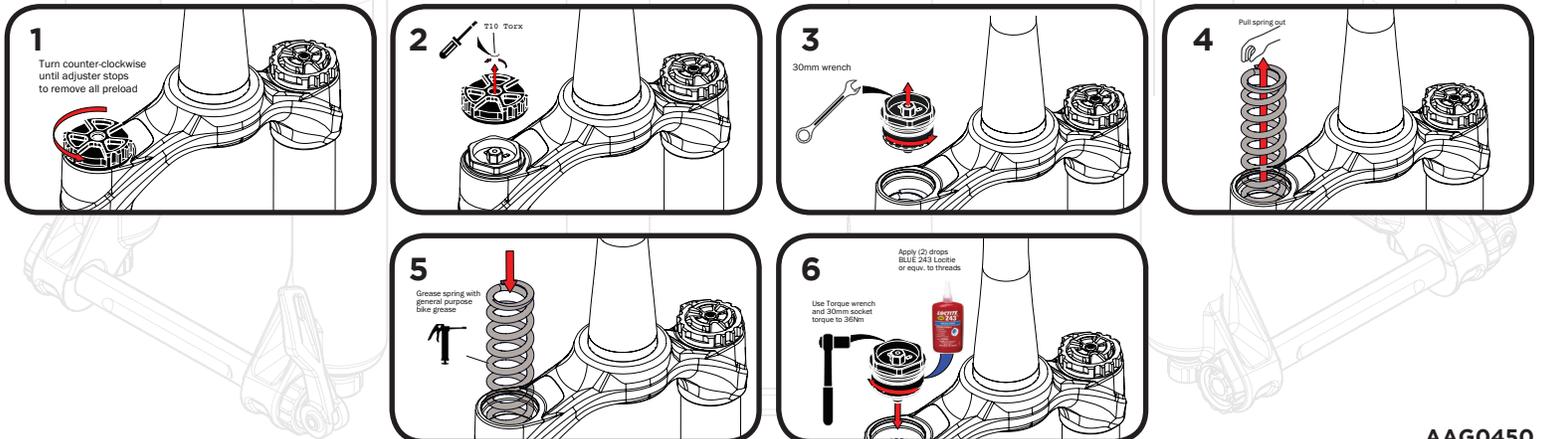


*Due to variations in travel, preload, and rider standing position optimal spring rate will vary. This guide is intended to be used during initial setup and only provides recommendations for spring rate and is not intended to define spring rates to specific rider weight.

Changing Spring Rate - 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 soft (black), medium (green), and firm (blue) spring rate.

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. 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.



Internal Travel Adjustment -

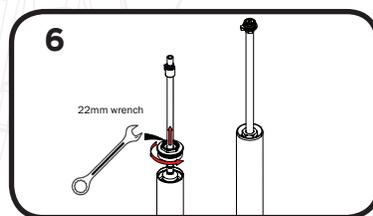
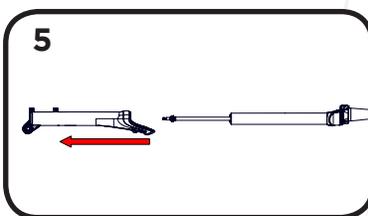
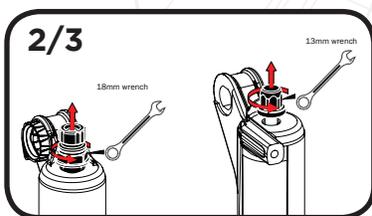
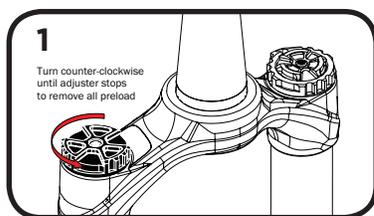
Cane Creek Helm Coil forks are preset from the factory, but travel can be changed internally in 10mm increments between 160mm, 150mm, 140mm, and 130mm travel if desired.

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

1. Turn coil preload adjustment counterclockwise to remove all preload on the spring.
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.
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 loss is excessive, reference service manual for oil specifications).
6. Clamp 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.
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. See Figure 8b.
9. Reinstall compression rod assembly into the stanchion tube and tighten coil seal head using a 22mm wrench. Torque coil seal head to 16Nm. DO NOT OVERTIGHTEN
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.

