



INSTALLATION INSTRUCTIONS HELM AIR AWK

HELM AIR AWK
140-170 mm travel
(2017-2018)

Tools needed

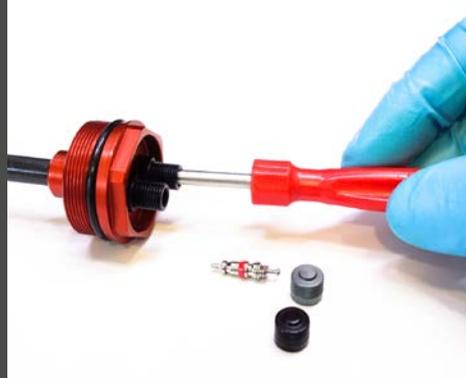
- 30 mm socket
- Torque wrench
- Clean rag
- Slick Honey grease, SRAM Butter, r.s.p. SlickKick or similar
- Shock pump

Please read these instructions carefully!
In case of doubt do not install the AWK unit.
Improper installation may cause malfunction, resulting in serious injury or death!
Modifying the AWK unit may cause system failure, resulting in serious injury or death!
Wear safety glasses and protective gloves during installation and maintenance!

Service and Maintenance	Each Ride	Every 10 hours	After 150 hours/annually*
Clean exterior with mild soap and water	x		
Inspect for visual damage and function	x		
Check the main chamber and AWK chamber pressure		x	
AWK internal service. Must be performed by an authorized Chickadeehill service center**			x

* Whichever comes first ** www.chickadeehill.de

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STEP 1

Depressurize positive and negative air chamber as described in the Helm instruction manual.

Remove the air top cap as described in the Helm instruction manual.

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STEP 2

Remove both air valve caps from the AWK unit top cap.

Remove the valve-core from the main chamber valve (the unlabeled valve). Use a Schrader valve-core tool.



STEP 3

Apply Slick Honey grease, SRAM Butter, r.s.p. SlickKick or similar to the AWK air piston and seal.

STEP 4

Apply Slick Honey grease, SRAM Butter, r.s.p. SlickKick or similar to the top cap threads. This is necessary to protect the AWK piston seal ring during installation.



STEP 5

Carefully push the AWK piston 30-40 mm into the stachion.

Apply 1.5 ml 0W-30 Rock Shox Oil (engine oil 5W-30...40 also possible).

Do not use longlife engine oil!



STEP 6

Carefully push the AWK top cap to the beginning of the threads. Be careful not to strip the threads of your topcap and/or crown. Use a torque wrench with a 30 mm socket to tighten the top cap to 36 Nm.

Advice: A thin piece of plastic bag between socket and AWK protects the black anodized surface. Make sure the outside edge of your socket doesn't damage the fork crown.



STEP 7

Reinstall the valve-core and tighten to 0.35-0.55 Nm.



STEP 8

Pressurize the AWK chamber (marked) according to the pressure chart below.

Rider weight:

60-72 kg -> 59 psi

70-80 kg -> 66 psi

80-90 kg -> 84 psi

90-100 kg -> 89 psi

Note: This is the AWK pressure presetting, not the final AWK pressure! Do not exceed 90 psi when main air chamber is unpressurized. This could cause damage to the AWK unit.



STEP 10

Pressurize the main air chamber (the unlabeled valve) according to the pressure chart below.

Rider weight:

- 60-72 kg -> 34-49 psi
- 70-80 kg -> 44-57 psi
- 80-90 kg -> 54-72 psi
- 90-100 kg -> 67-83 psi

Unscrew cap on lower leg to equalize the negative air chamber as described in the Helm instruction manual.

Note: Make sure that the AWK chamber pressure is higher than the main air chamber pressure.

STEP 11

Pressurize the AWK chamber to the final pressure according to the pressure chart below.

Rider weight:

- 60-72 kg -> 71-103 psi
- 70-80 kg -> 82-121 psi
- 80-90 kg -> 99-141 psi
- 90-100 kg -> 110-152 psi

Fine Tuning:

Adjust the SAG to 20-26% to identify the final main air chamber pressure. The best pressure ratio between AWK chamber and main air chamber is:

- 1.8-2.2 for 170 mm travel
- 1.7-2.1 for 160 mm travel
- 1.65-2.05 for 150 mm travel
- 1.55-2.0 for 140 mm travel

Note: A pressure difference between AWK chamber and main air chamber greater than 90 psi is not permitted! Do not exceed 170 psi in the AWK chamber!

STEP 12

Install the air valve caps on both valves.

Note: Operation without air valve caps is not allowed!

Note: Due to higher construction height a collision check between frame and AWK is required!