

Kelstr's E150 Fork "Slick Honey" & Alignment Owner Maintenance

As with any fork, it is necessary to be very sure & careful to keep the seals and bushings lubricated with "Slick Honey" and that E150 forks have internal cartridges so really they do not require any oil (or very little), in the "Outers". However, it is nonetheless considered beneficial to add at least 25cc's of a good quality oil in the "Outers" (this will necessitate setting the bike upside-down the night before a ride in order to get the "Outer" lubricated up to the seals and bushings at the top)

To align these (and most all forks); firstly, take the cartridges out of both sides (an easy task, which involves removal of the nuts and Schrader cap from the "Bottoms" and removing the screws and controls from the top; followed by loosening the "Upper" clamp's 4mm pinch bolts and removing the "Upper" caps and pulling the cartridges out through the top). Then, it is necessary to remove the "Upper" triple clamp handlebar assembly and hang it from the ceiling on tie-downs, leaving the bars and controls off of the clamp

Then, take the brake-line and calliper from the fork and hang it also from the ceiling. Then slide out the whole fork assembly and/or just the lower sliders with the front wheel and attachments all still bolted on in order to pull off the stanchions

Following this; slide the steerer-tube and lower clamp out with the stanchions still bolted to the lower clamp. Whereby, now everything can be cleaned spotlessly. Then (with an acid brush attached to a long 1/8" diameter welding rod) brush on the "Slick Honey" into the packing, seals, bushings and all over the outer parts of the cartridges (if you are not going to overhaul and change fluid in the cartridges at this time)"

The next stage is to then (with the front the wheel and sliders all lubricated up and positioned between your legs), to insert the stanchions that are still bolted into the lower triple-clamp and steerer into the lubricated seals and sliders. Whereupon, now the stanchions can be returned all the way into the sliders until they hit the bottoming-bumpers and then back out again to where it is felt that there is stiction present (there will undoubtedly be tight spots, some of which are likely to be particularly problematic)

At this point it is possible to loosen the floating lower right-hand axle pinch bolt and to push in or out-ways and to re-clamp the pinch bolt; whereupon, re-sliding the sliders up & down again until a sweet spot is identified where there is no stiction present (depending on what position the axle boss is clamped). Generally, for the E150 forks, one must pull the lower slider out on the axle fairly far to attain a smooth slide, as the fork brace at the top tends to pinch the lower axle bosses together causing stiction

Once the perfect spot has been identified; the right-hand axle boss can be located in on the axle and then the perfect setting can be marked with Dykem or a Sharpie for future reassembly purposes, enabling the front wheel and right axle-boss to be located on that same spot on the axle for a perfect alignment and enabling a smooth action (this eliminates stiction from adding to the damping and making the fork adherent and harsh)

At this point, the front-end can be put back together; bolting the cartridges back in and adding 25cc's or thereabouts of oil through the bottom of the fork. Then, the sliders are pushed down and the bottom nuts tightened back on the fork

It is also advised to add more oil in the front fork "Outers" if there is a need to cure a bottoming issue (commonly 60cc's of oil in the "Outers" has proven to add sufficient bottom resistance)

Now with it all aligned and freshly lubricated (an operation which should be undertaken approximately each month, along with similar procedures for an AFR Shock air sleeve service) it will be found easy to set ride height (it will also be found that it will take considerably more air pressure to correctly set your ride height because the suspension components are now moving smoothly and not so adherent)

This service should be done before ever riding any suspension bike from new, as they tend to be provided with a bare-minimum amount of lubrication on the suspension components and seldom are they ever aligned correctly

It is considered particularly important that tale-tale oil lines on both stanchions and shock shaft components can always be observed; otherwise indicating that they are dry and sticking and this in-turn will incur damage and/or the suspension not working correctly

It has been found that Honda HP5 fork oil works well in the "Outers"; starting with 25cc of Honda fluid added through the bottom cartridge bolt holes. Similarly, for the right-hand damper cartridge with the floating piston; Belray HVI 3wt (which Mick McAndrews assisted towards developing) is considered to be a good product for this purpose