

# AIR CELL FORK RECEIVERS

A bolt-on fork management system



*The Air Cell System is basic. It feeds through the air bleed holes in your fork, flowing into the damping valve, which controls how fast the air enters the tanks. It's adjustable, and allows the rider to screw in a damping rate that fits his style and ability. For \$289 bucks the Air Cell fork receiver makes a difference. It increases the plush factor, allows you to bump up control for the big hit, they mount easily, and you can take them from bike to bike.*

► Because all of today's machines come with very polished suspension components, the world of bolt-on suspension modifications is fairly slight. Yes, there's big trade in suspension re-valving, and this is good money spent when you choose a truly schooled suspension wizard (anytime that you can dial in componentry with internal valving to fit your size, weight and ability, this is a good thing). But the bolt-on world has been etched with air bleeders, fork protectors and a handful of expensive fork bottle damping systems. Enter the Air Cell Fork Receiver. The Air Cell is a pair of stainless steel air receivers that attach to your motorcycles forks (behind the number plate/headlight assembly). They plug (screw) into the fork bleeder and are designed to manage the compressed air in your forks. Via an external adjuster, the rider can control of how soft or stiff your forks feel over small to intermediate bumps and obstacles.

Installation of the system is fairly straightforward. High-pressure tubing connects the Air Cells to specially designed stainless steel fittings that screw into the existing fork cap vent screw holes. There is no drilling or tapping required. They supply a special cutter (for the plastic tubing), which slips into very sano fittings. The toughest part is figuring out where to hang the air cells. We tested them on a KTM and YZ450F and the YZ used the supplied clamps and took mere minutes. The KTM has clearance issues and we zip-tied them to the fork tubes.

The theory is that the high-pressure compressed air leaves your forks and enters the Air Cells through a Dampening Valve (ACD Valve). The ACD Valve controls how fast this compressed air can enter the Air Cells; this adjustable valve allows you to dial in how plush you want your forks to feel or how much dive your forks have entering a corner. The air returning to the forks is unrestricted.

The Air Cells have a built-in oil return system that lets any oil that migrates into the Air Cells return to the main damper. This means no oil maintenance and eliminates the need for removing the Air Cells from the bike to drain the oil back into the forks.

## TRACK AND TRAIL TEST

The damping is easily adjustable via top knobs that also work as push button bleeders (to relieve internal pressure). We followed the guidelines and set the damping to spec before hitting the track. It comes set up in the softest position (full counter-clockwise open) and for moto we went with six turns out. On the track the action felt, well, like it should. It wasn't until we softened it up four turns that we could feel a difference, and in the softer position the fork went through the stroke more easily, which was not good for the loamy track conditions. During the initial test, we toyed with various settings, going to softer damping as the track hardened. The result was excellent and gave us the ability to make subtle changes quite easily. Our last test came when we screwed in the ACD valve all the way in, which effectively cuts off the air supply to the cells. And the difference, though not earth shattering, was very apparent. The fork felt harsher and feedback transmitted to the rider was nastier and less plush.

Kudos to the Air Cell Management system for ease of installation, price and most importantly, improving the forks ability to handle hack, whoops and the off-road world.

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