



TRIAIR 1



TRIAIR
ESTABLISH TRACTION

REFINED SIMPLICITY™



CONTENT – TRIAIR 1

SPECS, TECHNOLOGY & FEATURES

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TRIAIR

ESTABLISH TRACTION

Split second reactions to rapidly approaching terrain must be translated smoothly through the bike for the rider to have genuine control. The TRIAIR was designed to handle the abuse of long, challenging descents while maintaining consistent damping, holding a steady line. Adjustable Air-backed IFP technology helps reducing oil cavitation (air and oil mixing, creating oil bubbles) for more damping consistency on any type of terrains. Piggy back provides a better heat dissipation by isolating the oil in a separated room. The 3CR damping allows for 3 positions compression adjustment and 8-clicks of rebound range to create the proper balance between fork and shock. Riders can easily adjust the air volume with spacers to get the desired spring curve. TRIAIR is QSP designed for reliability and serviceability, and is the perfect match for the DuroLux, Auron, and Aion.



PISTON COMPENSATOR SYSTEM – PCS

MORE TRACTION, CONTROL AND CONSISTENCY

The PCS system uses an internal floating piston (IFP) to keep the air in the damping circuit separate from the damping fluid. This ensures high performance under the most demanding conditions while adhering to our philosophy of quick and easy serviceability.

The PCS system not only improves damping control and consistency, but has also proven to be both extremely durable and reliable.

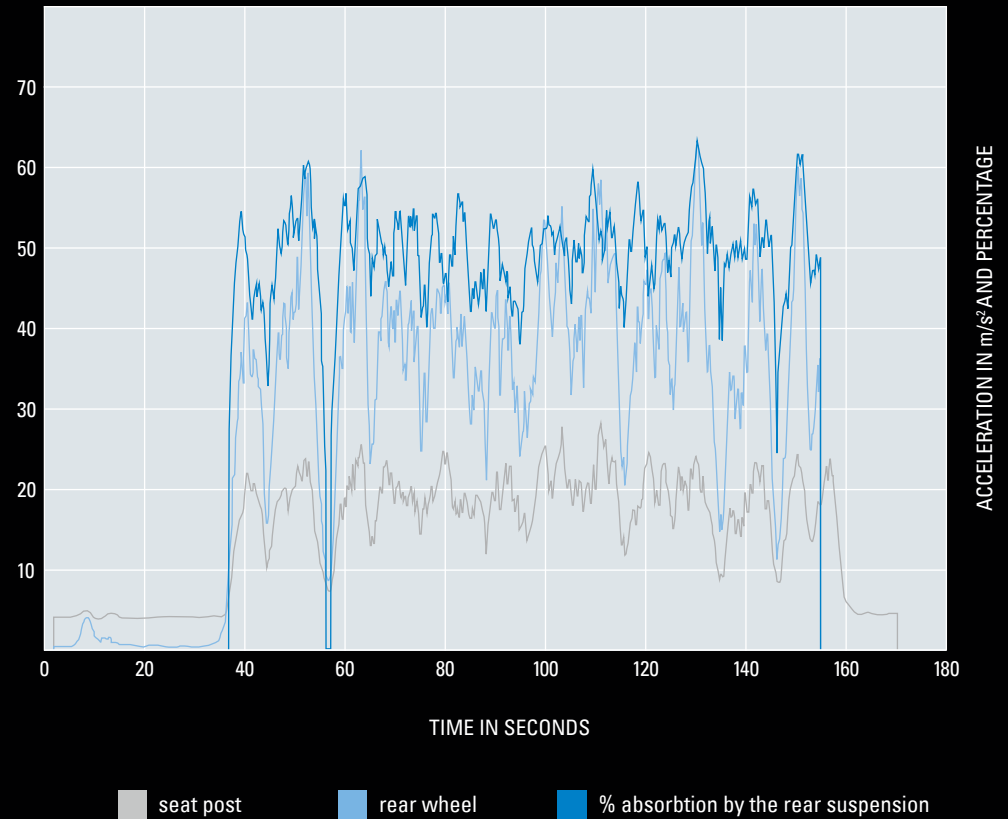
The air-backed IFP (piggy back) allows for an adjustment range of 50 psi, letting experienced riders and suspension savvy enthusiasts tune to perfection.

Trained mechanics and suspension service experts will appreciate this QSP rear shock for a quick and easy, yet thorough overhaul.



RIDER NAME NAME
 LOCATION MEGAVALANCHE ALPE D'HUEZ, FRANCE
 PHOTO HOSHI YOSHIDA

HIGH PERFORMANCE



DDA ANALYSIS

New technologies have to prove themselves with modern data acquisition. We measured 20 to 30 percent less chatter on the handlebar compared to the predecessor. SR Suntour WERX athletes are closely

involved in the development work - with success: Rémy Absalon 12-times megavalanche and multiple winner of the French Enduro series.

WATCH THE VIDEO



CLICK TO WATCH THE
VIDEO ON OUR YOUTUBE
CHANNEL



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VIDEO ON OUR YOUTUBE
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www.srsuntour.com/triair

KEY SPECIFICATIONS

- ⊕ 8 click rebound
- ⊕ 3CR (3 mode compression)
- ⊕ IFP (international floating piston)
- ⊕ Air volume spacers (positive and negative rooms)
- ⊕ PCS-Piston compensator system





DETAILED SPECS

MODEL	TRIAIR1
INTENDED USE	DOWNHILL, FREERIDE, ENDURO, TRAIL
COMPRESSION	3CR (3 MODES: OPEN, MEDIUM, FIRM)
REBOUND	8 CLICKS
SPRING	AIR (AIR VOLUME SPACER, IFP SYSTEM)
WEIGHT	STARTING FROM 400 g
TRAVEL	INCH: 200x57, 216x63 METRIC: 210X50, 210X55, 230X65, 250X70, 250X75, 230X60 TRUNNION: 185X50, 185X55, 205X60, 205X65, 225X70, 225X75



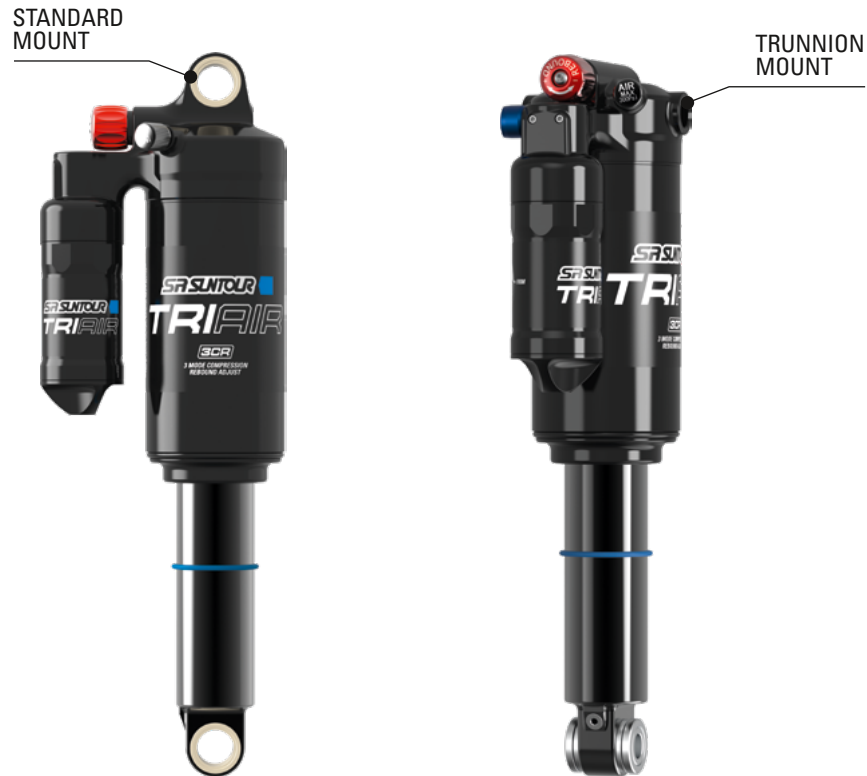
PISTON
COMPENSATOR
SYSTEM



E-BIKE
READY

RIDER DAN SLACK
LOCATION LA FENASOSA, SPAIN
PHOTO HOSHI YOSHIDA

SPECIFICATIONS



MODEL YEAR	MODEL NAME	WEIGHT (g)	DAMPER	TRAVEL (IMPERIAL)	TRAVEL (METRIC)	TRAVEL (TRUNNION)	SPRING	FEATURE
RS18	TRIAIR-TR 3CR	403g (185x50)	3CR	-	-	185x50 mm, 185x55 mm, 205x60 mm, 205x65 mm, 225x70 mm, 225x75 mm	AIR	- Compression: 3 modes - Rebound: 8 clicks - Air Volume Spacer, IFP system.
RS18	TRIAIR 3CR	400g (200x57) 402g (216x63)	3CR	200x57, 216x63	210x50, 210x55, 230x65, 250x70, 250x75	-	AIR	- Compression: 3 modes - Rebound: 8 clicks - Air Volume Spacer, IFP system.



RIDER JAMES DOERFLING
 LOCATION CACHE CREEK, BC CANADA
 PHOTO HOSHI YOSHIDA

REAR SHOCK SETTINGS

HOW TO USE THE 3 STEP COMPRESSION LEVER

The SR SUNTOUR Triair series shock offers 3-steps compression settings quickly & easily to allow for the rider to adjust the compression damping for any trail condition.

TRAIL STYLE	COMPRESSION SETTING		
	OPEN	MIDDLE	CLOSE
ROUGH DH	Plush	–	–
SMOOTH DH	Plush	Supportive	–
TECHNICAL CLIMB	–	Supportive	Firm
SMOOTH CLIMB	–	–	Firm
SANDY DH	Plush	–	–
SANDY CLIMB	–	Supportive	Firm
MUDDY DH	Plush	–	–
MUDDY CLIMB	–	Supportive	Firm

OPEN – It reduces compression damping allowing the oil to easily flow through the circuit, offering maximum sensitivity. Open position is also best for lighter riders or for dry, dusty terrain, where maximum traction is required.

MIDDLE – It is for traversing. Sections of the trail where you need it to be active but still maintain a good pedaling platform.

CLOSE – It is great for climbing, in order to reduce undesirable suspension bob. The heavy/closed setting is NOT a lock-out, but does offer significant resistance to weight & pedal induced suspension movement.

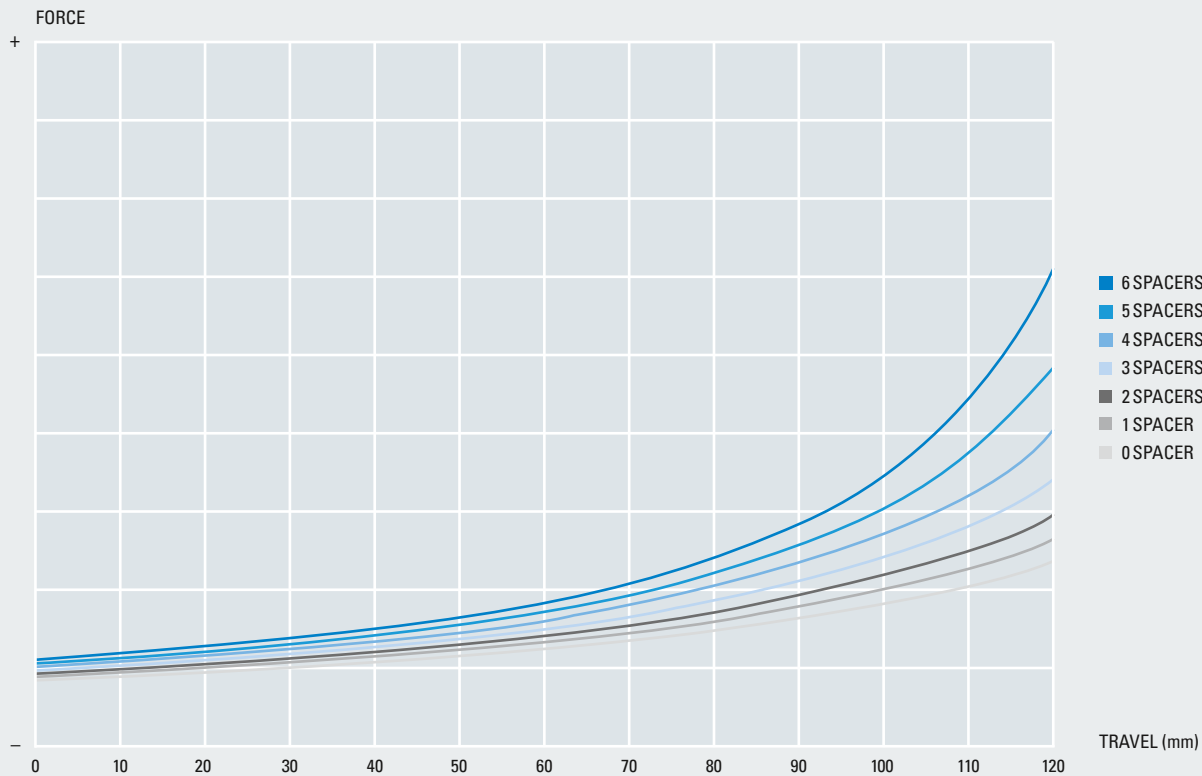


RIDER LOUIS REBOUL
LOCATION LA MINE, FRANCE
PHOTO HOSHI YOSHIDA

HOW TO ADJUST THE SPRING CURVE WITH AIR VOLUME SPACERS

EXAMPLE – SPRING CHARACTERISTIC: TRIAIR 1

Shock size 205x50; Pos Air Pressure 175 psi; IFP pressure 220 psi



Adjust your spring curve by using different amount of plastic volume spacers part FAA123.

TRIAIR 1		
	Factory setting	Max. possible spacers
Plastic volume spacers part FAA123	positive chamber: 0- negative chamber: 0-	positive chamber: 6- negative chamber: 3



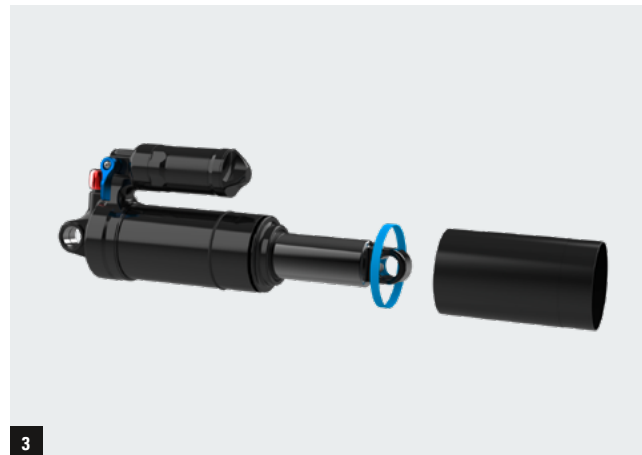
RIDER TORBEN DRACH
 LOCATION MEGAVALANCHE, ALPE D'HUEZ, FRANCE
 PHOTO HOSHI YOSHIDA

AIR VOLUME ADJUST

SYMPTOM	SOLUTION	
	POSITIVE CHAMBER	NEGATIVE CHAMBER
BOTTOM OUT TOO EASILY	Add 1-2 positive spacers	–
LACKING SUPPORT FOR PEDALING	–	Add 1-2 negative spacers
LOOKING FOR MORE MIDSTROKE SUPPORT	Add 1-2 positive spacers	Add 1-2 negative spacers
CANNOT GET FULL TRAVEL	First step: remove 1-2 positive spacers	Second step, if first step doesn't work: add 1-2 negative spacers and decrease the air pressure



TUTORIAL – AIR VOLUME ADJUST



HOW TO ADJUST AIR VOLUME

- 01** Let all air out of the main canister. Remove the o-ring underneath the air chamber. Be cautious not to damage the o-ring.
- 02** Twist and push downward to remove the air sleeve.
- 03** Add or remove your desired amount of air volume spacers. Reinstall the air canister and make sure it is sealed with no gaps present. Reinstall the o-ring and you're ready to ride!

COMPLEMENTARY MATERIAL AND GLOBAL CONTACT



REFINED SIMPLICITY

SR SUNTOUR is a Japanese owned bicycle components manufacturer, operating factories in Taiwan, China, and Vietnam, with R&D and service offices collaborating globally for the success of one of the world's most prominent bicycle suspension components manufacturer. With this global infrastructure we strive to create suspension & drive train products for the widest range of people, from World Cup podiums, urban mobility to a kid's first bike. Our goal is to be the industry leader in value performance, reliability, durability, and serviceability following our guiding principle REFINED SIMPLICITY. With roots tracing back to 1912, established 1988.



Click or scan to see our rear shock glossary



Click to visit us online

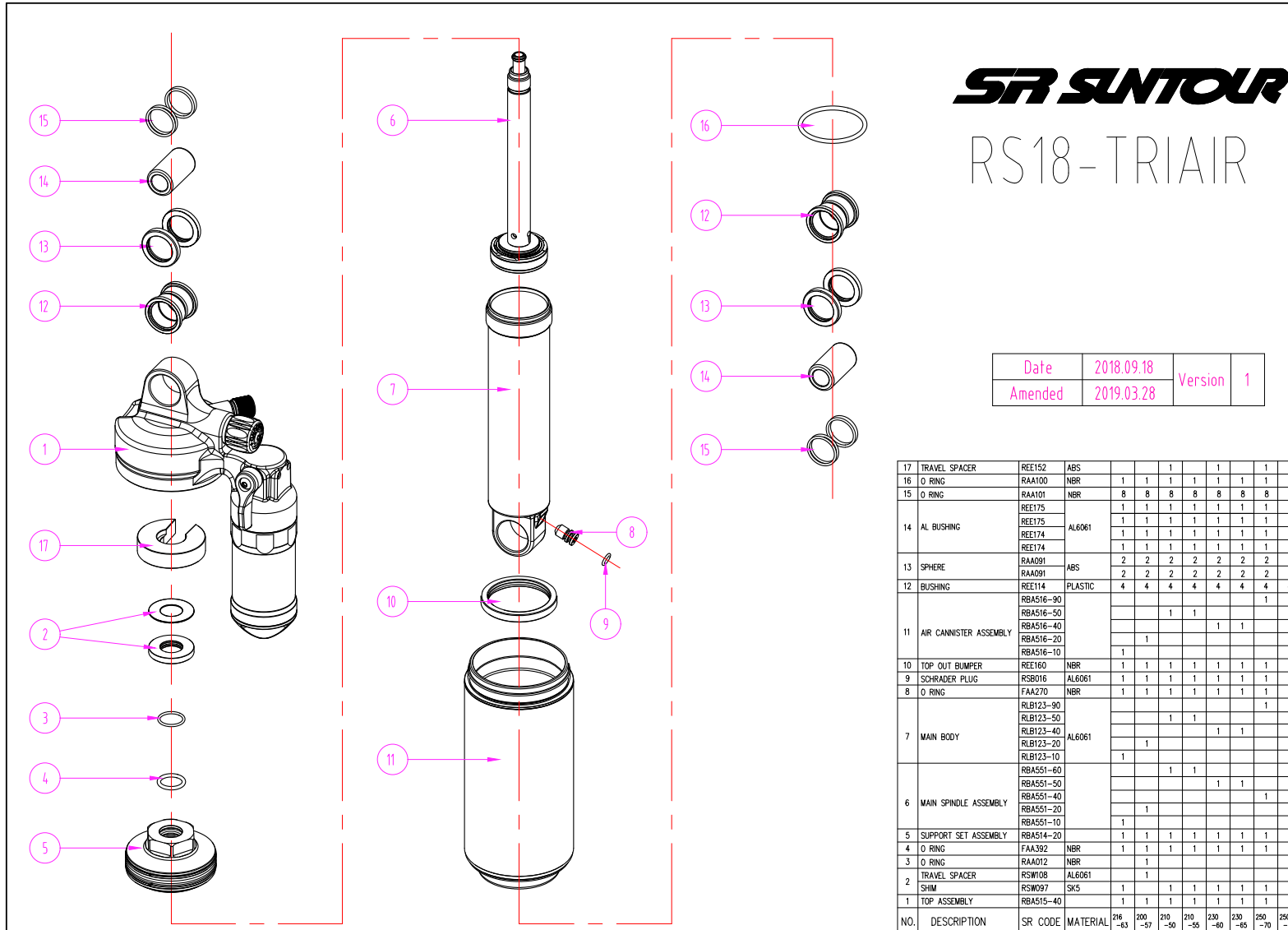


Contact our world-wide distributors



RIDER OLIVIER CUVET
LOCATION COL DU GALIBIER, FRANCE
PHOTO HOSHI YOSHIDA

TECHNICAL VIEW



SR SUNTOUR

RS18-TRIAIR

Date	2018.09.18	Version	1
Amended	2019.03.28		

NO.	DESCRIPTION	SR CODE	MATERIAL	216 -63	200 -57	210 -50	210 -56	230 -60	230 -65	250 -70	250 -75
17	TRAVEL SPACER	REE152	ABS					1	1	1	1
16	O RING	RAA100	NBR	1	1	1	1	1	1	1	1
15	O RING	RAA101	NBR	8	8	8	8	8	8	8	8
14	AL BUSHING	REE175	AL6061	1	1	1	1	1	1	1	1
		REE175		1	1	1	1	1	1	1	
		REE174		1	1	1	1	1	1	1	
		REE174		1	1	1	1	1	1	1	
13	SPHERE	RAA091	ABS	2	2	2	2	2	2	2	
		RAA091		2	2	2	2	2	2		
12	BUSHING	REE114	PLASTIC	4	4	4	4	4	4	4	4
		RBAS16-90								1	1
		RBAS16-50				1	1				
		RBAS16-40							1	1	
		RBAS16-20			1						
10	TOP OUT BUMPER	REE160	NBR	1	1	1	1	1	1	1	
9	SCHRADER PLUG	RSB016	AL6061	1	1	1	1	1	1	1	
8	O RING	FAA270	NBR	1	1	1	1	1	1	1	
7	MAIN BODY	RLB123-90	AL6061								1
		RLB123-50				1	1				
		RLB123-40							1	1	
		RLB123-20			1						
		RLB123-10									
6	MAIN SPINDLE ASSEMBLY	RBAS51-60									
		RBAS51-50							1	1	
		RBAS51-40									1
		RBAS51-20			1						
5	SUPPORT SET ASSEMBLY	RBAS14-20		1	1	1	1	1	1	1	
4	O RING	FAA392	NBR	1	1	1	1	1	1	1	
3	O RING	RAA012	NBR	1							
2	TRAVEL SPACER	RSW008	AL6061	1							
1	SHIM	RSW097	SK5	1	1	1	1	1	1	1	
1	TOP ASSEMBLY	RBAS15-40		1	1	1	1	1	1	1	

TECHNICAL VIEW

1: Trunnion assembly
2: O-ring
3: O-ring
4: O-ring
5: Spindle assembly

6: Piston rod
7: Piston rod
8: Piston rod
9: Piston rod
10: Piston rod
11: Piston rod

12: O-ring
13: O-ring
14: O-ring
15: O-ring
16: O-ring
17: O-ring

SR SUNTOUR

RS18-TRIAIR TRUNNION

Date	2018.09.18	Version	1
Amended	2019.03.28		

17 防尘圈 SPACER	REE152	ABS	1	1	1	1	1		
16 O 圈	RAA100	NBR	1	1	1	1	1		
15 O 圈	RAA101	NBR	4	4	4	4	4		
14 防尘圈 SHIM	REE175	AL6061	1	1	1	1	1		
	REE174	AL6061	1	1	1	1	1		
13 防尘圈	RAA091	ABS	2	2	2	2	2		
12 防尘圈	REE114	PLASTIC	2	2	2	2	2		
	RBAS16-90						1		
11 防尘圈 SPACER ASSEMBLY	RBAS16-50		1	1					
	RBAS16-40				1	1			
10 防尘圈 BUMPER	REE160	NBR	1	1	1	1	1		
9 防尘圈 PLUG	RSB016	AL6061	1	1	1	1	1		
8 O 圈	FAA270	NBR	1	1	1	1	1		
7 防尘圈 BODY	RB123-90	AL6061					1		
	RB123-50	AL6061	1	1					
	RB123-40				1	1			
6 防尘圈 SPINDLE ASSEMBLY	RBAS51-60		1	1					
	RBAS51-50				1	1			
	RBAS51-40						1		
5 防尘圈 SET ASSEMBLY	RBAS14-20		1	1	1	1	1		
4 O 圈	FAA392	NBR	1	1	1	1	1		
3 O 圈	RAA012	NBR							
2 防尘圈 SPACER	RSW08	AL6061							
1 防尘圈	RSW097	SKS	1	1	1	1	1		
	RBAS15-50		1	1	1	1	1		
规格	DISORDER	SR CODE	MATERIAL	185-50	185-55	205-60	205-65	225-70	225-75