ENGLISH

XCR36X
BOOST

SR SUNTOUR

CONTENT

2K25 HIGHLIGHTS / TECHNOLOGY & FEATURES

⚠ WARNING

Carefully read, understand and follow the instructions provided in this manual, and keep it in a safe place for future reference. If you have any doubt whatsoever regarding the use or maintenance of any SR SUNTOUR product, please contact SR SUNTOUR. Failure to follow these warnings and instructions can result in product malfunction, causing an accident, severe injury or death.

IMPORTANT SAFETY INFORMATION

- Read this manual thoroughly before using your suspension system.
- These instructions contain important information about the correct installation, service and maintenance of your suspension fork.Common mechanical knowledge may not be sufficient. Your suspension fork should be only be installed, serviced and/or maintained by a trained and qualified bicycle mechanic with specialized tools.
- Our suspension systems contain fluids and gases under extreme pressure. Never try to open any SR SUNTOUR suspension system! Pieces can be violently ejected.
- SR SUNTOUR suspension forks are designed as a single integrated system. To avoid product malfunction and an accident, use only genuine SR SUNTOUR spare parts. The use of third-party supplier spare parts also voids the warranty of your suspension system.
- Your suspension fork is not intended for jumps, aggressive downhill rides, freeride or dirt jumping if the warning sticker on your suspension system prohibits these activities. Disregarding these instructions may cause your suspension fork to fail, resulting in an accident, personal injury or death, and will void the warranty.

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- SR SUNTOUR suspension fork is designed for use by a single rider.
- Select the correct suspension fork according to your frame's dimensions and your personal riding style. lnstalling a suspension for which does not match the geometry of your frame could result into a failure of the suspension fork or frame could result into a failure of the suspension fork or frame itself and will void the shocks warranty. Failure of the suspension fork or frame ltself and will void the shocks warranty.
- Know the limits of your skill and experience, and never ride beyond them.
- Read, understand and follow all owner's manuals provided with your bike and all of its components.
- Always be equipped with proper safety gear. This includes a properly fitted and fastened helmet.

BEFORE EVERY RIDE

- lnspect your bicycle and suspension system including the handlebars, pedals, crank arms, seat post, saddle, etc. For any cracks, dents, bent or tarnished parts, Also search for any oil leaking out of your shocks. Be sure to check hidden areas on the underside of your bike. lf any condition exists, consult a trained and qualified bicycle mechanic to determine the cause and make any necessary correction.
- Compress your suspension system with your body weight. lf it feels too soft, make the necessary adjustments until you have reached the correct SAG value. Please also see the instruction in this manual regarding SAG.
- Make sure your brakes are properly installed/adjusted and work correctly.
- Spin the wheels. Make sure that wheels are perfectly centered and do not contact the suspension fork or brak es.
- lf you are using a quick release system to fasten your wheel set, make sure that all levers and nuts are properly tightened. In case you are using a through axle system, make sure that all fixing bolts are tightened with the appropriate torque values. Strictly follow the instructions provided by the manufacturer of the quick release or through axle system.

XCR36X BOOST

29" | 100/120 | 203 mm MAX DISC | STANCHION: 34 | E-BIKE READY | BOOST

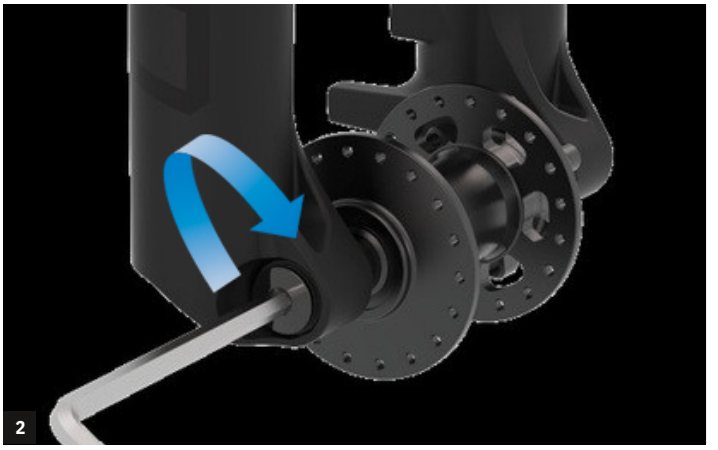
MODEL	XCR36X BOOST
INTENDED USE	EMTB TRAIL XC
TRAVEL	100,120 mm
WHEEL SIZE	29"x2.6",27.5"x2.6"
SPRING	AIR
CARTRIDGE	2CR/R
BOTTOM CASE	MAGNESIUM
AXLE TYPE	15AH4-110, OPTION 15LH-110
FEATURES	ABS MOUNT, LONG FENDER MOUNT, DETACHABLE INTEGRATED SHORT FENDER

THRU AXLE INSTALLATION

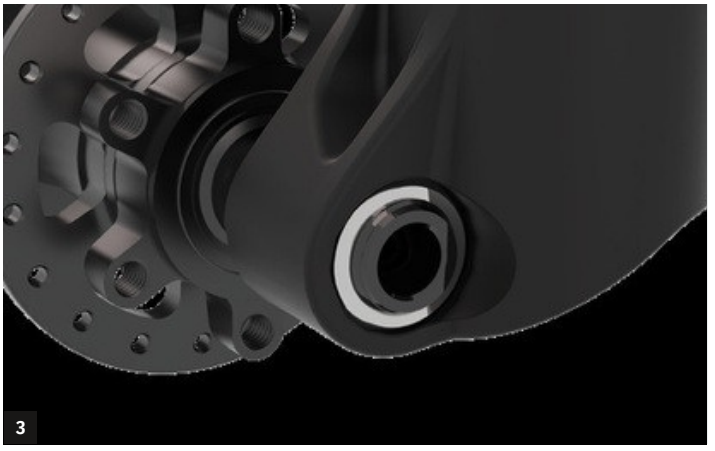
15AH4 BOLTED THRU AXLE ASSEMBLY

Note: Before installation, make sure to check the o-ring is correctly seated at the thread part.

1 Fully insert the axle on the drive-side.

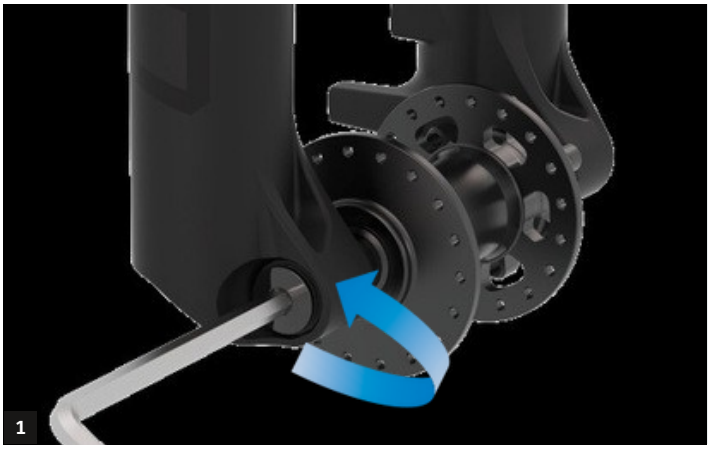


2 Tighten the axle with a 6mm Allen wrench by the suggested tightening torque of 8-10 Nm.



3 Check the axle's thread. It must be visible.

THRU AXLE REMOVAL

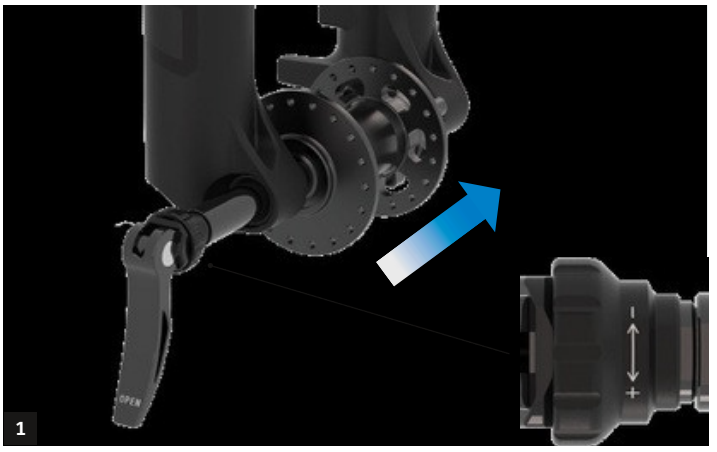


1 Loosen the axle on the drive side with a 6mm.

2 Pull out the axle.

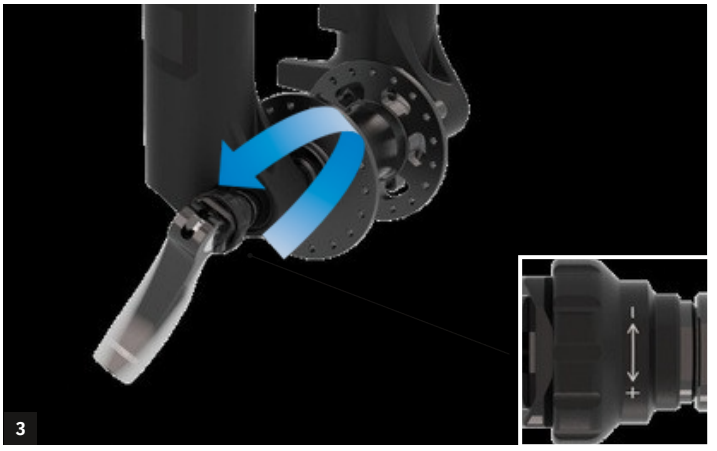
THRU AXLE INSTALLATION

LH THRU AXLE ASSEMBLY

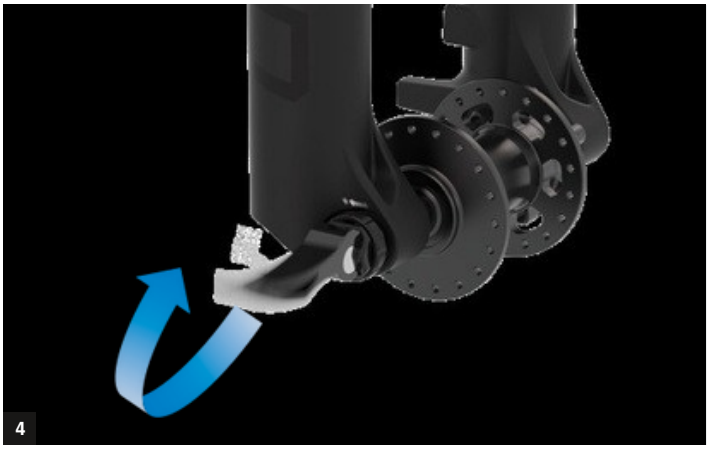


1 After turning the adjust nut towards "+" direction until it stops, put the wheel in the fork and insert the axle with the lever in the open position.

2 Turn the lever clockwise to tighten the axle until it stops. Do not turn with a torque greater than 10 Nm.

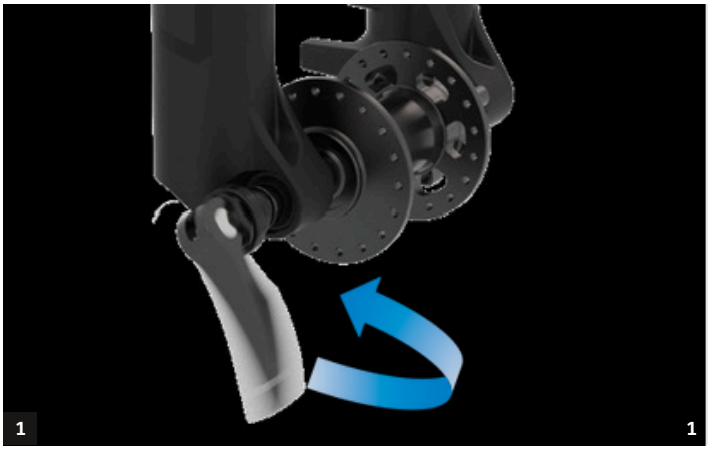


3 Move the lever counter clockwise so that it points at the ground. Loosen the adjust nut towards "-" direction until the lever starts to get tight at the half-way point. Suggested tightening force: 80-120N.



4 Close the lever all the way. It should leave an impression in the palm of the hand. "Close" should face towards outside as shown in 4.

THRU AXLE REMOVAL



1 Open the lever. Turn the axle counter clockwise.

2 Remove the axle from the fork.

TERMS AND SETUP

TOOLS NEEDED FOR THE ADJUSTMENT SETUP

- High pressure shock pump (up to 300psi)
- 27mm socket (item code ZFC160-R)
- Tape measure or caliper (for setting the SAG)
- Protective gloves and eyewear

BEFORE ADJUSTING YOUR FORK

The following setting recommendations have to be considered as starting points. After a few rides and once you get used to your fork, you might need to adjust it again so you feel even more comfortable and secure. Adjustments also depend on your riding style and the type of bike you use.

SAG / AIR PRESSURE SETTING

SAG is the amount of compression that the fork stanchion pushes down into the fork lower under body weight in the normal riding position and gear.

This is easily identified and measurable by how high the SAG indicator O-Ring (blue) sits above the fork's stanchion seal after the fork is air pressured to the appropriate Air pressure per rider's weight. See chart below for the recommended air pressure settings.

PER FORK STOCK TRAVEL	SAG MIN.-MAX. (mm)
100mm	15-30mm(15-30%) 18-
120mm	36mm(15-30%)

RIDER WEIGHT (KG)	(lbs)	RECOMMENDED AIR PRESSURE
< 55 kg	< 121 lbs	50 - 70 psi
55 - 65 kg	121 - 143 lbs	70 - 80 psi
65 - 75 kg	143 - 165 lbs	80 - 90 psi
75 - 85 kg	165 - 187 lbs	90 - 100 psi
85 - 95 kg	187 - 209 lbs	100 - 125 psi
95 < kg	209 < lbs	125+ psi
PRESSURE (FACTORY SETTING)		125 psi
MAX. PRESSURE		145 psi

⚠ WARNING

Do **not exceed** max air pressure of 145Psi. Failure to comply with these instructions may cause serious damage to your product, injury or even death.

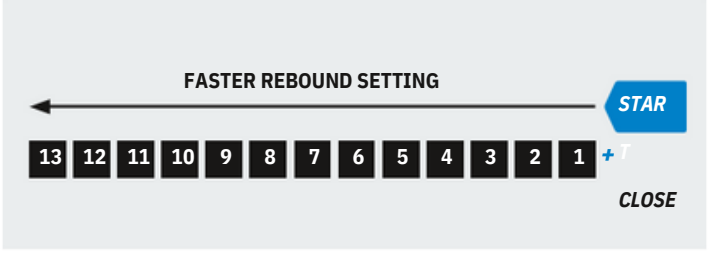
REBOUND SETTING

Rebound controls the speed of the fork extension after compression. Always start the rebound setting process with the rebound knob (located bottom of the drive-side of the fork) in closed position by turning the adjuster knob all the way to the end of the clock-wise position (+).

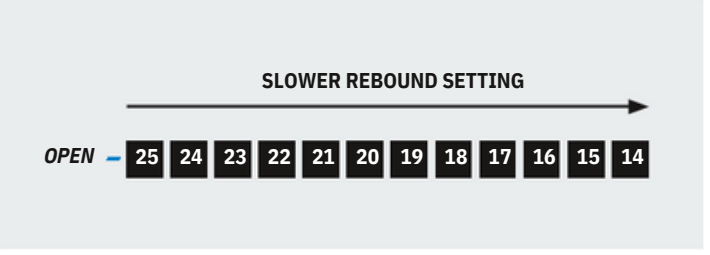
TO OPEN THE LOW-SPEED REBOUND

Turn the knob counter-clockwise toward the (-) to open the low-speed rebound. Each click allows the fork rebound faster per progression.

Note: Rebound tuning is relative to air pressure setting. Higher pressure should tune toward closed(+) setting. Lower pressure, in contrast, should set toward faster open setting (-).



For faster rebound, the counter clock-wise tuning should allow rider to stay leveled through fast and continuous bumps, causing compression to sink from mid to end of the stroke, thus increase chances of bottoming out and harsh impact and lost of traction.



For slower rebound, the clock-wise tuning should allow rider to skip over rougher terrain at slower speeds. Eliminating sharper feedback and gaining control in technical routes and jumps.

AIR VOLUME SETTING

VOLUME SPACERS

are available to further tune the air pressure setting by condensing the available air in piston chambers. Therefore, Making the fork compression more progressive and bottom-out resistant.

1. Make sure your fork is clean and free of any dirt, grease, moisture.

2. Unscrew and remove the Air cap (**1**).

3. Release ALL air pressure from the fork.

4. Use a 27mm socket tool (item code ZFC160-R) to loosen the Air cap assembly (**2**).

5. Pull out the Air cap assembly and add or remove the desired quantity of spacers to use in your fork (please refer to the next page).

6. Be sure to apply grease onto the O-ring seal (**3**) to ensure a good sealing.

7. Re-insert the Air cap assembly (**2**) back into the stanchion and tighten the unit to appropriate torque (20Nm) per user manual.

8. Inflate the fork to the appropriate setting of choice with a shock pump.

⚠ WARNING

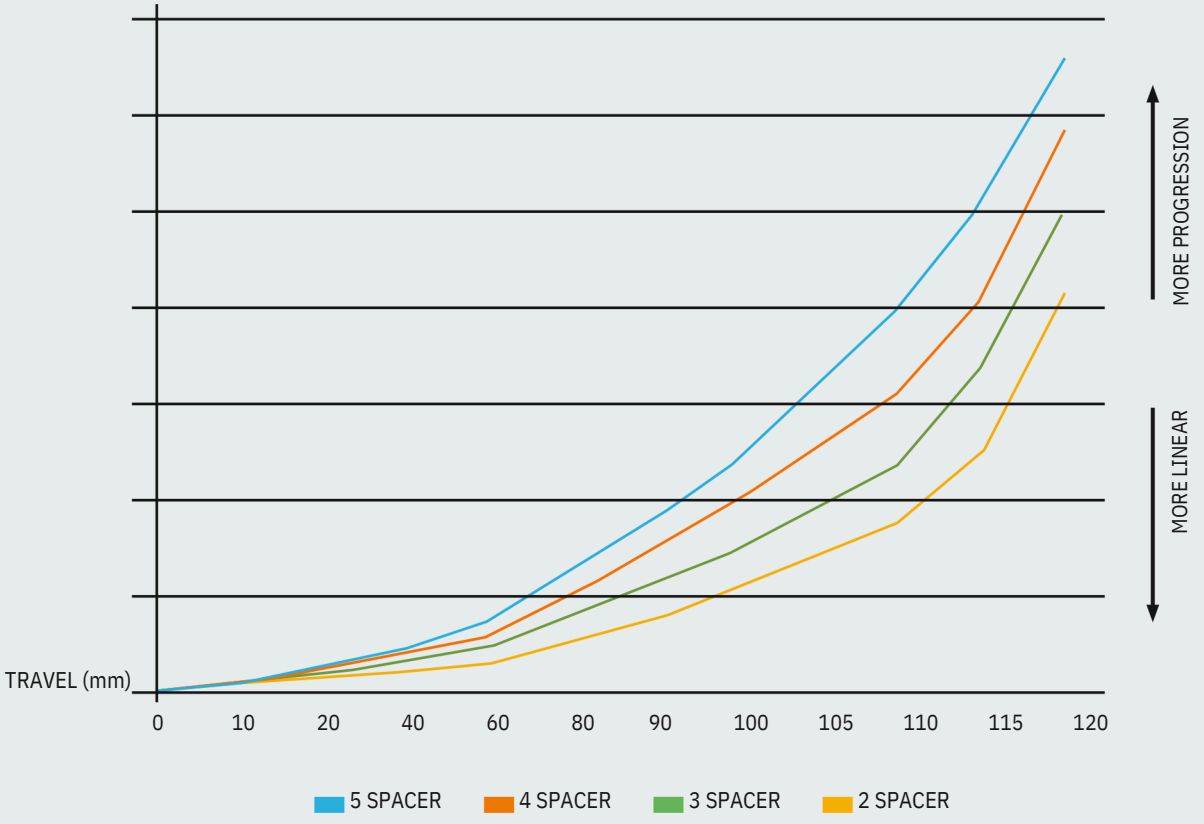
Improper installation of the volume spacers from above instruction may result in severe injury or death.

AIR VOLUME SETTING

VOLUME SPACERS

Adjust your spring curve by using different amount of rubber volume spacers.
More spacers for more progression from mid-stroke to end of travel stroke. Less spacer for more comfort.

XCR36X boost		
FEG270-10 volume spacers	**Factory setting**	**Max. possible spacers**
Travel 120	TBD	**TBD**
Travel 100	TBD	**TBD**



COMPRESSION ADJUSTMENT

2CR

Compression open mode: Turn the right-side adjuster knob counter-clockwise towards the “OPEN” direction.

Result: The fork is set to provide a supple feel with the full travel capacity.

Compression medium mode: Turn the right-side adjuster knob clockwise toward the “Firm” direction.

Result: The fork is set to provide maximum support in the uphill and flat sections. Do not use this mode in the descents.

QUICK SERVICE PORTS (QSP)

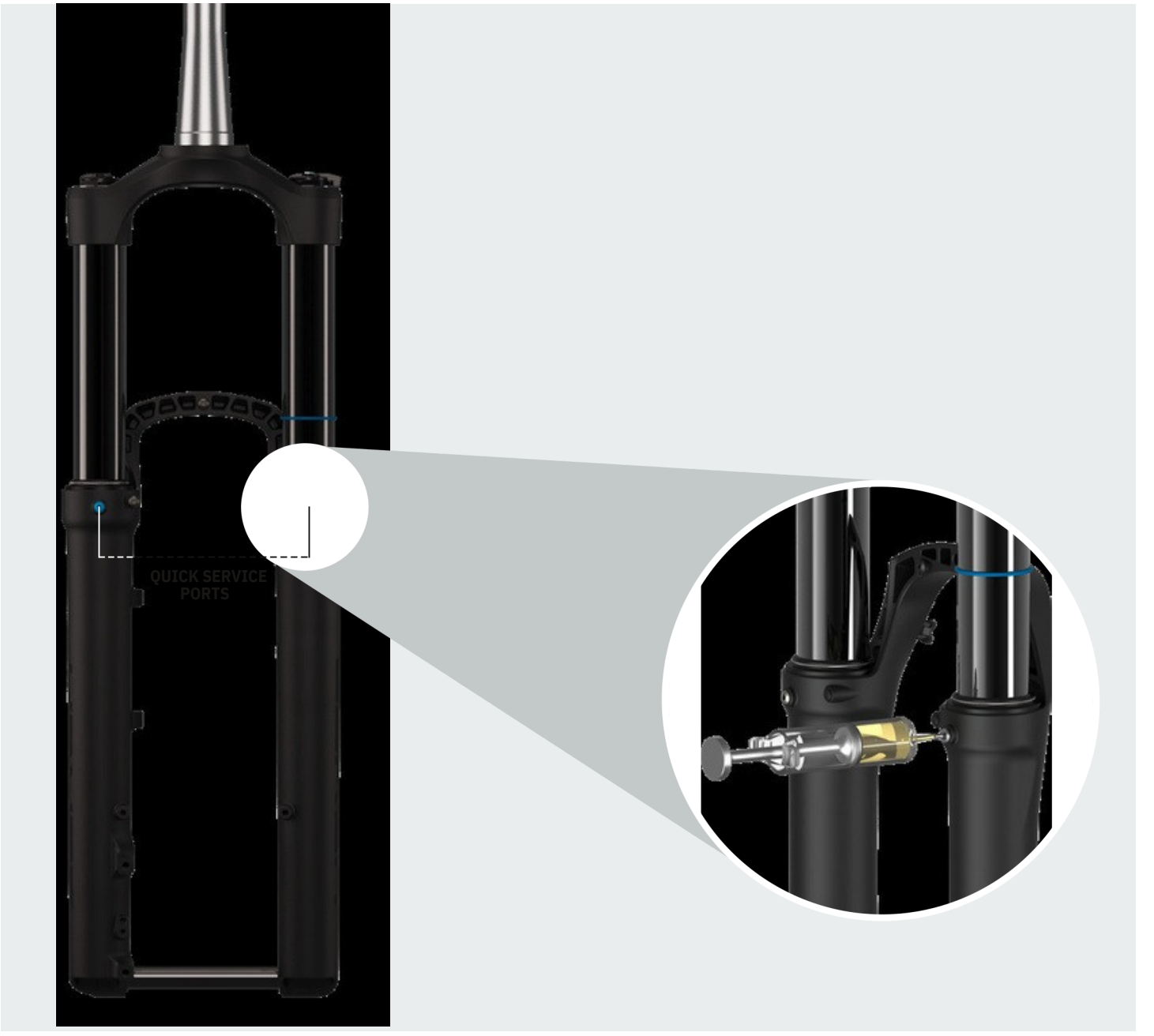
Quick service ports are provided for easy relubrication and air release. While the QSP doesn't replace regular service intervals as recommended in our manual they're useful for releasing trapped air pressure from the lower legs and for quickly lubricating the foam wipers between services.

RELEASE OF PRESSURE

Long and hard rides can sometimes cause air pressure to build up in the fork legs. Open the QSP port screws by using a 2.5mm allen key to release any possible built-up pressure. Retighten.

LUBRICATION

Using a 2.5mm allen key, remove the screws and o-rings from the QSP ports. Fill a standard syringe made for disc brake bleeding with 15wt oil and plug into the QSP port. Gently compress the syringe until you feel a bit of resistance. Compress and release the fork a few times and then disconnect the syringe (some oil can come out at this stage; this is normal). Replace the screw and o-ring. Repeat the process on the other side. Warning: Excess lubrication oil should be removed and the lower case cleaned after four relubrications. Too much oil could damage the damper cartridge. Always make sure that the amount of oil in one leg never exceeds 5CC.



SERVICE INTERVALS GUIDE

Service intervals guide are provided to allow our customer to keep his product running in the best possible way. Following this protocol assure customer to keep SR SUNTOUR product as good as new.

After every ride: Clean stanchions and dust wipers with light soapy water and wipe dry. Check the stanchion tubes for dents, scratches or other discoloration.

Before each ride: Check your SAG and adjust the pressure if necessary. Check the damper adjustments (compression/lockout and/or rebound)

Every 50 hours: Maintenance 1 (at the dealer)

Every 100 hours or once a year: Maintenance 2 (at the dealer, ideally before winter time in order to protect all parts from the effects of weather by proper greasing).

RECOMMENDED SERVICE ITEMS	AFTER EACH RIDE	AFTER 25 HOURS	AFTER 50 HOURS OR 6 MONTHS	AFTER 100 HOURS OR 12 MONTHS
Clean stanchion tubes and dust seals with soapy water and rinse with clear water	•			
lnspect stanchion tubes for wear	•			
Check fixing bolts and quick release for proper torque	•			
Clean fork with light soapy water and wipe dry	•			
Check air pressure and SAG		•		
Remove the quick release, check for deep marks in the fork dropouts		•		
Lower legs service			•	•
Air chamber service				•

SERVICE GUIDES

All the information you need to keep your Sr Suntour produt working perfectly.

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LOWER LEGS SERVICE

REQUIRED TOOLS & SUPPLIES:

- Ratchet wrench
- 8mm allen key
- 5mm allen key
- 3mm allen key
- Torque wrench (5-12N.m)
- Plastic mallet
- Rag or workshop towel
- Downhill tyre removal tool
- Dust seal installer 36mm (Sr Suntour fork Toolbox)
- SR SUNTOUR “Low friction” grease
- SR SUNTOUR suspension oil (15WT Suspension oil).
- Brush
- lower legs service kit : FKA122-04

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⚠ WARNING

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LOWER LEGS SERVICE

STEP 1

On the damper side, pull off the rebound adjuster knob to remove it, then set it aside.

STEP 2

Using an 8mm Allen key, turn the exposed bolt counterclockwise 2 turns to loosen it. Use a mallet to strike the bolt 2-3 times(Picture 3). Check to ensure the bolt is in contact with the leg. Remove the bolt and set it aside.

STEP 3

On the air/spring side, use a 5mm allen key, turning it counterclockwise 3-4 turns to loosen the bolt. Use a mallet to strike the bolt 2-3 times. Check to ensure the nut is in contact with the leg. Remove the nut and set it aside. Pull on the lower legs to remove them, and set them aside. Check bolt and washer for damage, if damaged replace.


1

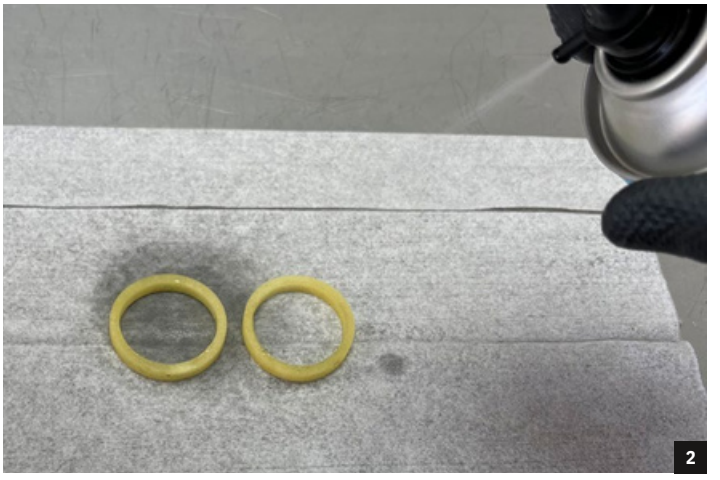

2

STEP 4

A) FOAM RING MAINTENANCE AND DUST SEAL CLEANING

ZERON forks use foam rings.Carefully remove them with a pick and rinse with isopropyl alcohol. Remove excess of isopropyl alcohol by pressing them using a clean rag. Repeat the process if necessary.


1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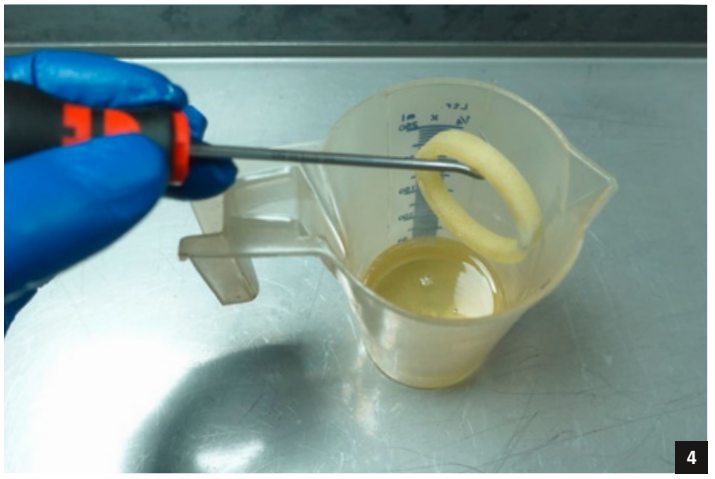
3

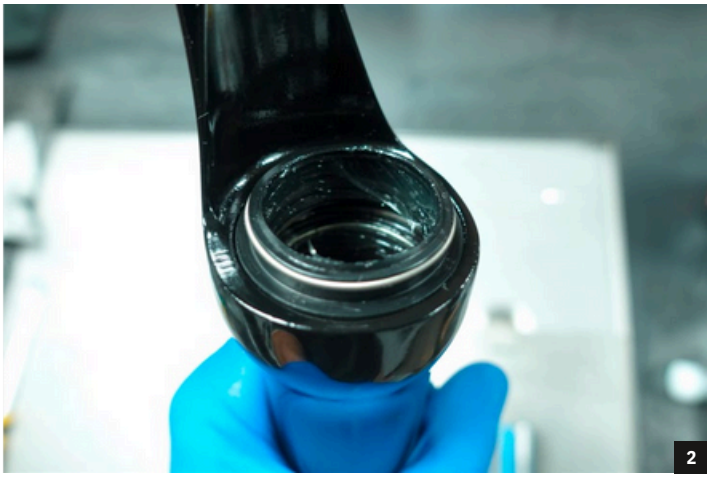
LOWER LEGS SERVICE

Soak the foam rings into 15wt oil for 5-10 minutes.



B) DUST SEAL MAINTENANCE

If the dust seals are in good condition, simply clean and degrease them using a clean workshop rag or towel.
Clean and grease the bushings as well as the dust seals using the dedicated SR SUNTOUR “Low-Friction” grease.
Put back in place the foam rings under the dust seals (picture 3).

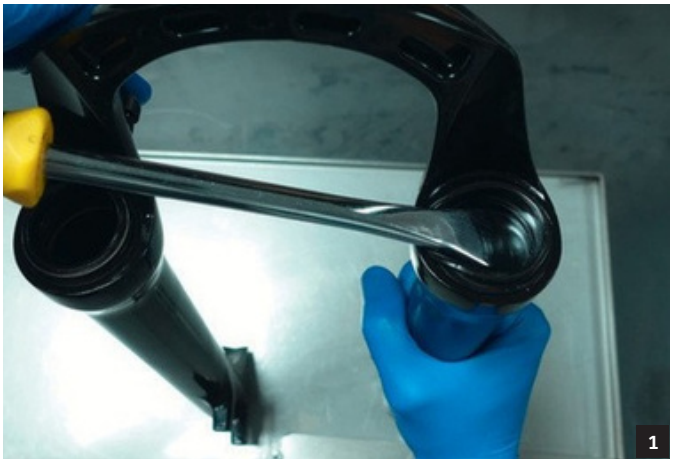


LOWER LEGS SERVICE

STEP 5 – NEW DUST SEAL / FOAM RINGS

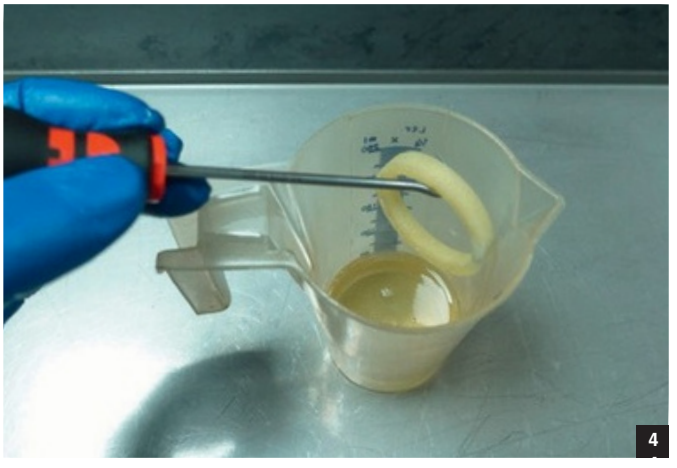
Hold the lower legs and remove the dust seals using a DH tire removal tool. If using a wrench, use caution not to damage the inside of the lowers. Repeat the process for the other side.

If your fork has foam rings, remove them from both sides and discard them.



Use a workshop towel and a plastic tube to clean the inner walls of the lower legs.

Take the new foam rings and soak them in 20wt oil for 5-10 minutes (picture 3). Place the new dust seal onto the dedicated installation tool(picture 5) and press the seal by hand into the fork lowers.



LOWER LEGS SERVICE

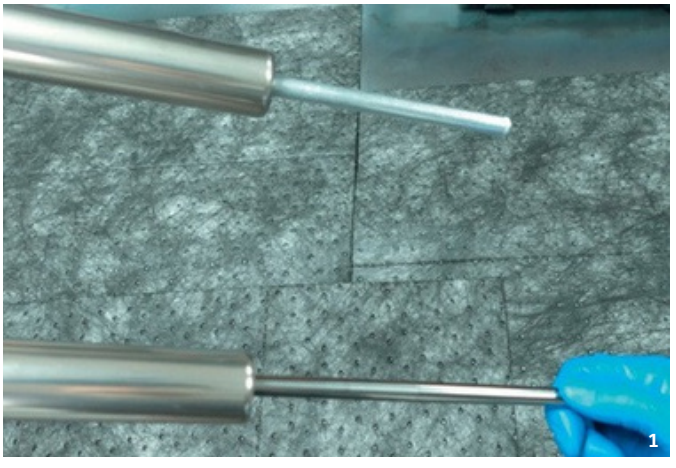
Hold the lower legs with one hand and finish the installation by tapping the installation tool with a plastic mallet. Once you hear a change in the tapping sound, remove the tool and check that the seal edge is flush with the lower leg. If necessary, repeat the process until the seal is flush with the lower leg.

Install the new foam rings (picture 7).

Grease the bushings and dust seals using the dedicated SR SUNTOUR “Low-Friction” grease.

STEP 6

Clean the stanchions. Fully extend the damper cartridge(1) and install the lower legs(2).



LOWER LEGS SERVICE

STEP 7

Make sure the damper cartridge shaft is aligned with the lower leg hole. If not, use a 3mm Allen key to center the shaft (2).

DAMPER SIDE

First thread the bolt in by hand then use an 8mm Allen key to tighten the bolt to **12Nm**.

LOWER LEGS SERVICE

Use a 3mm Allen key to set the rebound to fully-open (turning it counterclockwise) then close it by 1-2 turns (turning it clockwise). Remove the Allen key and reinstall the rebound adjuster knob by pressing it into the bolt. Now, re-adjust your rebound setting by hand.


3


4

AIR SIDE

Install both the washer and bolt. Use a torque wrench with 5mm allen key socket and tighten to **8Nm**.


1

2

AIR CHAMBER SERVICE

REQUIRED TOOLS & SUPPLIES:

- Ratchet wrench
- 27mm socket (ZFC160-R)
- 12mm socket
- 10mm socket
- 8mm allen key
- 5mm allen key
- 3mm allen key
- Torque wrench (2-20N.m)
- Plastic mallet
- O-ring removal tool
- Air chamber oil
- Rag or workshop towel
- Downhill tyre removal tool
- SR SUNTOUR “Low friction” grease
- SR SUNTOUR air chamber fluid(15W50 synthetic oil)
- Brush
- High pressure pump (Shock pump)

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⚠ WARNING

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AIR CHAMBER SERVICE

STEP 1

Remove the lower legs. Refer to the procedure “LOWER LEGS SERVICE...” specific to your fork.

STEP 2

Remove the air cap and depressurize the air chamber.

1


2

STEP 3

Use the dedicated 27mm socket and a ratchet to unscrew the air cap assembly (picture 1).


1


2

AIR CHAMBER SERVICE

STEP 4

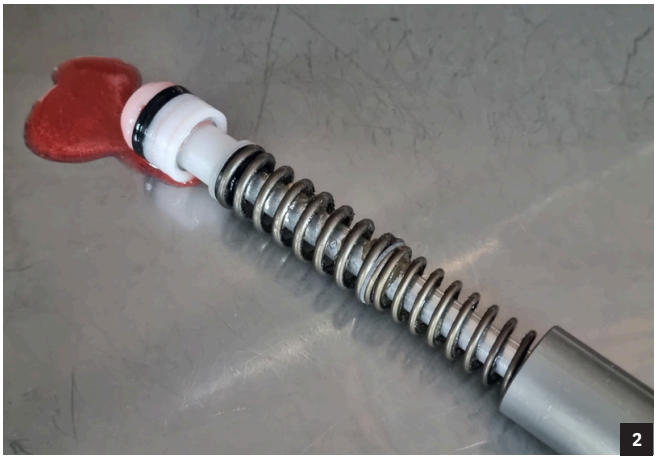
Pull the top cap and the air chamber assembly out of the stanchion. You can help movement by pushing on the air shaft.

STEP 5

Pull out the complete air cartridge

STEP 6

Pull off the air cap from the air cartirdge. Push onthe shaft, air piston will get out, some oil may flow from the air cartirdge. Negative spring will appear too.



AIR CHAMBER SERVICE

STEP 7

Separate air piston from negative spring (no mechanical link). Put all the parts apart. With a workshop towel and isopropyl alcohol, clean the inside of the air cartridge.

STEP 8

On top cap, remove both o-ring with a pick and then, clean with a workshop towel and isopropyl alcohol.

AIR CHAMBER SERVICE

STEP 9

Put the new o-ring on the top cap and grease them with Sr Suntour low friction grease.

STEP 10

Clean the air piston with a workshop towel and isopropyl alcohol. Remove the leap ring from the air piston with a pick.

STEP 11

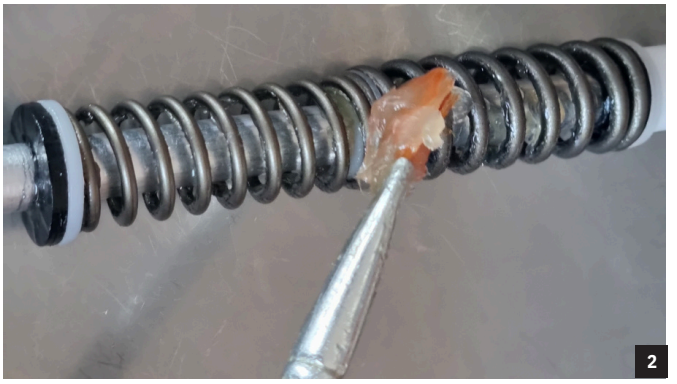
Put the new leap ring on the air piston, this seal have an unic position, bigger diameter should head toward conic side of the piston. Grease it with Sr Suntour low friction grease.

AIR CHAMBER SERVICE

STEP 12

Take the negative spring assembly, clean it with isopropyl alcohol. Inspect it for any damaged or wear parts (if needed, replace them). Grease the spring, the middle bushing and the lower bushing.


1


2

STEP 13

Put back the negative spring assembly in the air cartridge.


1

STEP 14

Insert the lower parts of the air piston in the air cartridge. Then, use an allen key of an alloy shaft to push the piston all the way down in the air cartiridge.


1


2

AIR CHAMBER SERVICE

STEP 15

Insert the air cartridge in the stanchion. Inject 1-2cc of air chamber oil directly in the stanchion.

STEP 16

Put the top cap in the stanchion, use a dedicated 27mm socket to tighten it at 15N.m

AIR CHAMBER SERVICE

STEP 17

Pressurize the air spring to 70 psi. Shake the air shaft to be sure the part is in the right place, you can feel movement and hear a “clunk” noise, this is the negative spring taking the right place.

STEP 18

Please refer to the lower legs tutorial to install back the lower.

TRAVEL CONVERTION

REQUIRED TOOLS & SUPPLIES:

- 27mm socket (ZFC160-R)
- Ratchet wrench
- 10mm socket
- 5mm Allen key
- Torque wrench
- Plastic mallet
- O-ring removal tool
- Air chamber oil
- SR SUNTOUR “Low-Friction” grease
- Brush
- Rag or workshop towel

⚠ WARNING

Always wear safety glasses and protective gloves during the maintenance of SR SUNTOUR products.

⚠ WARNING

Do not attempt this intervention without the proper tool, you may damage your Sr Suntour product

TRAVEL CONVERTION

STEP 1

Remove the lower legs. Refer to the procedure “LOWER LEGS SERVICE...” specifi c to your fork.

STEP 2

Remove the air cap and depressurize the air chamber.

1


2

STEP 3

Use the dedicated 27mm socket and a ratchet to unscrew the air cap assembly (picture 1).


1


2

TRAVEL CONVERTION

STEP 4

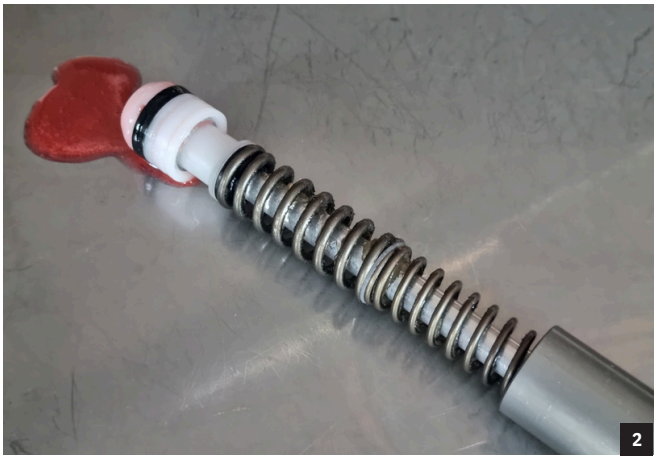
Pull the top cap and the air chamber assembly out of the stanchion. You can help movement by pushing on the air shaft.

STEP 5

Pull out the complete air cartridge

STEP 6

Pull off the air cap from the air cartirdge. Push on the shaft, air piston will get out, some oil may flow from the air cartridge. Negative spring will appear too.



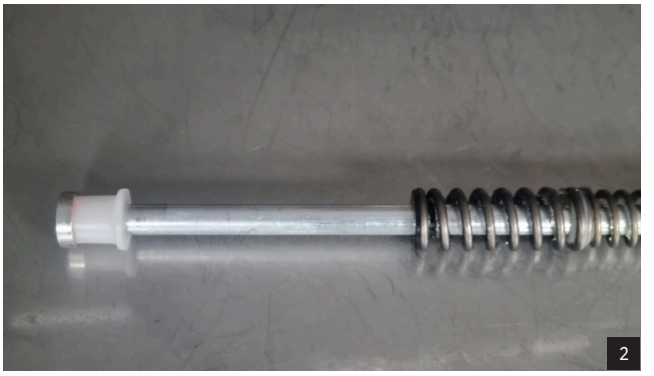
TRAVEL CONVERTION

STEP 7

Separate air piston from negative spring (no mechanical link). Put all the parts apart. With a workshop towel and isopropyl alcohol, clean the inside of the air cartridge.

STEP 8

Clean the negative spring assembly with isopropyl alcohol. Separate spring parts from travel spacer (picture 2).
Pull off all the parts from the shaft, you may need to turn parts while pulling to remove them. Check all the parts, if damaged, replace them.



TRAVEL CONVERTION

STEP 9

Take travel spacer (FEE247) and put it in place on the shaft,no spacer is 100mm, one psacer is 80mm, two spacers is 60mm of travel. Larger parts of the spacer take place against the top of the shaft.

STEP 10

Assemble all the parts of the negative spring back on the shaft.

STEP 12

Grease the spring, the middle bushing and the lower bushing.

TRAVEL CONVERTION

STEP 13

Put back the negative spring assembly in the air cartridge.

STEP 14

Clean with isopropyl alcohol and grease with Sr Suntour Low friction grease the top cap o-rings.

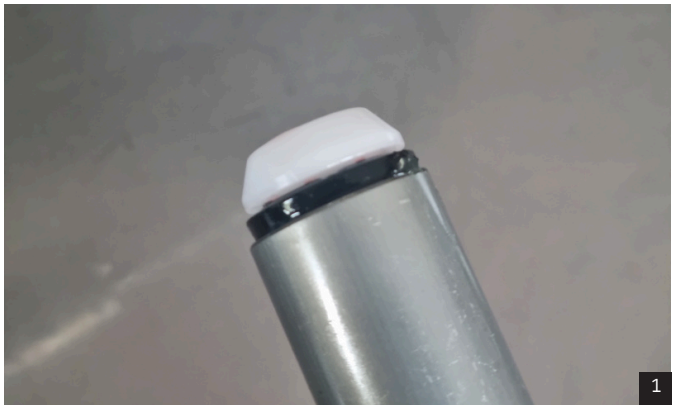
STEP 15

Clean with isopropyl alcohol and grease the air piston with Sr Suntour low friction grease.

TRAVEL CONVERTION

STEP 16

Insert the lower parts of the air piston in the air cartridge. Then, use an allen key of an alloy shaft to push the piston all the way down in the air cartiridge.


1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STEP 17

Insert the air cartridge in the stanchion. Inject 1-2cc of air chamber oil directly in the stanchion.


1


2

STEP 18

Put the top cap in the stanchion, use a dedicated 27mm socket to tighten it at 15N.m

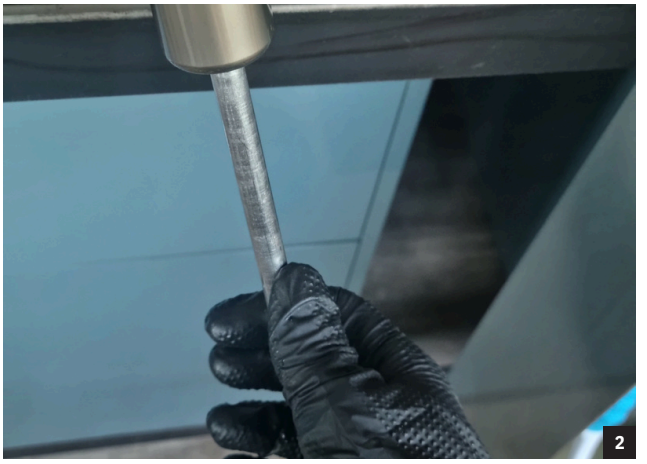

1


2

TRAVEL CONVERTION

STEP 19

Pressurize the air spring to 70 psi. Shake the air shaft to be sure the part is in the right place, you can feel movement and hear a “clunk” noise, this is the negative spring taking the right place.



STEP 20

Please refer to the lower legs tutorial to install back the lower.

CARTRIDGE REPLACEMENT

REQUIRED TOOLS & SUPPLIES:

- 27mm socket (ZFC160-R)
- Ratchet wrench
- 8mm allen key
- 5mm allen key
- Torque wrench (8-20N.m)
- Flat screwdriver or pick
- Plastic mallet
- Rag or workshop towel
- Plastic tyre lever

⚠ WARNING

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⚠ WARNING

Always wear safety glasses and protective gloves during the maintenance of SR SUNTOUR products.

STEP 1

On the damper side, pull on the rebound adjuster knob to remove it, then set it aside.

CARTRIDGE REPLACEMENT 2CR

STEP 1

With an 8mm Allen key, turn the exposed bolt counterclockwise, 2 turns to loosen it.

STEP 3

Use a mallet to strike the bolt 2-3 times. Check to ensure the bolt is in contact with the leg. Remove the bolt and set it aside.

STEP 4

Use your thumb or a plastic tyre lever, pull out compression knob

CARTRIDGE REPLACEMENT 2CR

STEP 5

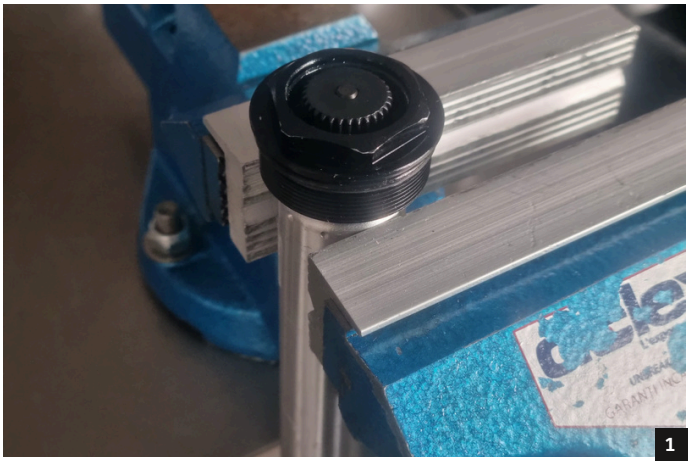
Use the dedicated 27mm socket with ratchet to untighten the cartridge.

STEP 6

Now pull and remove the cartridge from the fork.

STEP 7

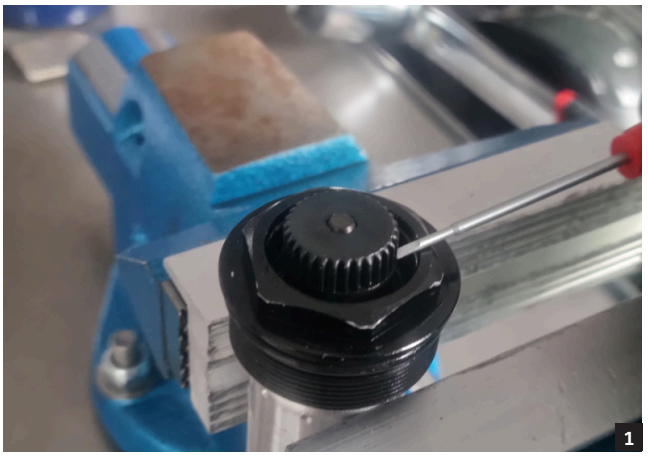
Put the cartridge in a vice with soft alloy jaw, install it just under the top cap.



CARTRIDGE REPLACEMENT 2CR

STEP 8

With a pick of flat screwdriver, remove lock link (picture 1)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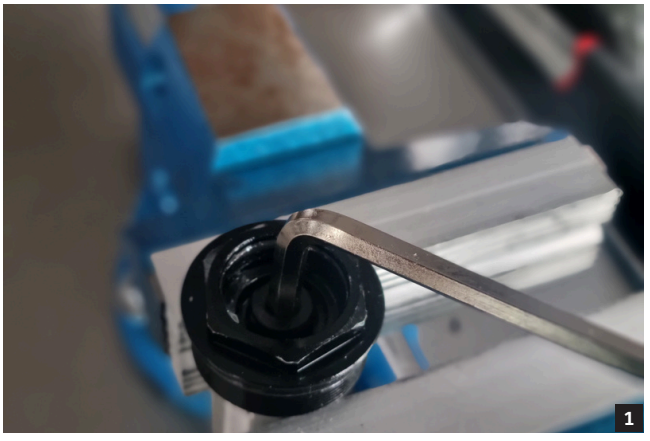
STEP 9

With a 5mm allen key, unscrew the top bolt in the top cap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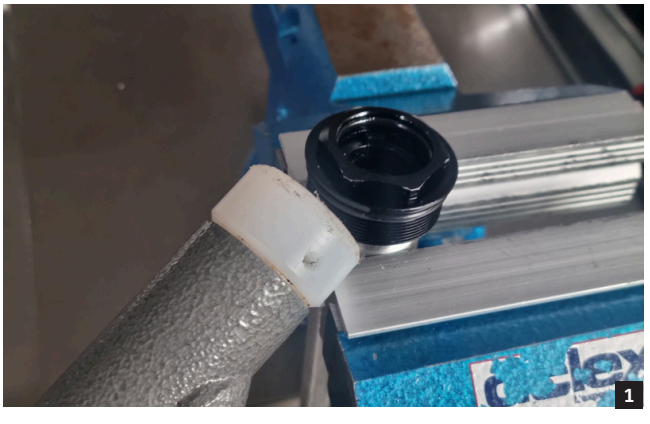
STEP 10

With a plastic mallet, softly hit the top cap from bellow to remove it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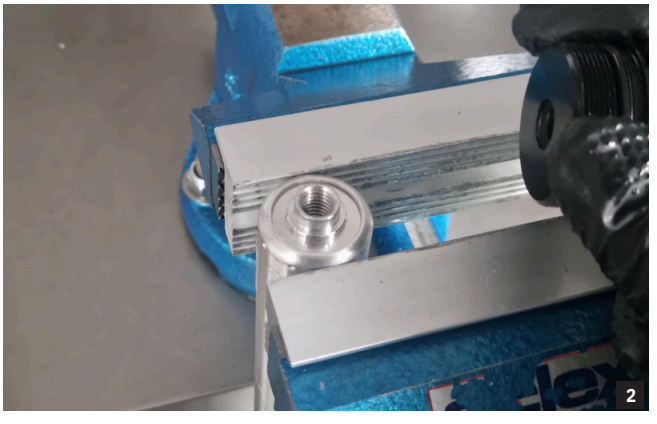
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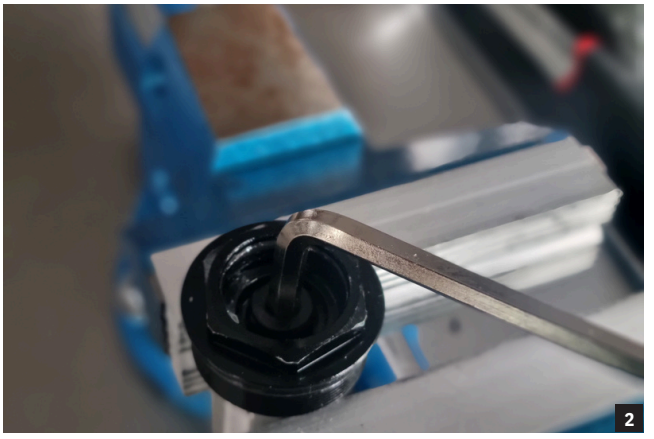
CARTRIDGE REPLACEMENT 2CR

STEP 11

Put the new cartridge in the vice, put back the top cap on tighten the 5mm allen key bolt at 8N.m.



STEP 12

Put back the lock link in place in the top cap.

STEP 13

Put the cartridge in the stanchion

CARTRIDGE REPLACEMENT 2CR

STEP 14

Install the new cartridge in the right stanchion. Use dedicated 27mm socket and ratchet and tighten at 15 N.m
Put back the lever by cliping it.


1


2

STEP 15

Make sure the damper cartridge shaft is aligned with the lower leg hole. If not, use a 3mm Allen key to center the shaft.


1


2


3

CARTRIDGE REPLACEMENT 2CR

STEP 16

First thread the bolt in by hand then use an 8mm Allen key to tighten the bolt to **12Nm**.


1


2

STEP 17

Use a 3mm Allen key to set the rebound to fully-open (turning it counterclockwise) then close it by 1-2 turns (turning it clockwise). Remove the Allen key and reinstall the rebound adjuster knob by pressing it into the bolt.


1


2

REFINED SIMPLICITY

SR SUNTOUR is a Japanese owned bicycle component, suspension and drivetrain product manufacturer and distributor. SR SUNTOUR operates factories in Taiwan, China and Vietnam, with R&D and service offices collaborating throughout the world.
Our goal is to be the industry leader in value globally for prominent bicycle suspension components. We strive to produce the highest performing, most durable and reliable and the easiest to service bicycle and ebike suspension components. With roots tracing back to 1912 and SR SUNTOUR itself established in 1988 and continues to innovate and evolve to meet the needs of current bicycle riders and manufacturers.

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