

ENGLISH

AXON34 SERIES



SUNTOUR 

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2K25 HIGHLIGHTS / TECHNOLOGY & FEATURES

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⚠ 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 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.

⚠ WARNING

- 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. Installing a suspension for which does not match the geometry of your frame could result in a failure of the suspension fork or frame could result in a failure of the suspension fork or frame itself and will void the shocks warranty. Failure of the suspension fork or frame itself 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

- Inspect 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. If 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. If 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 brakes.
- If 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.



AXON34 WERX BOOST AXON34 BOOST AXON34 ELITE BOOST



100/120/130/140



MAX
DISC

STANCHION: 34



E-BIKE
READY

BOOST



100/120/130/140



MAX
DISC

STANCHION: 34



E-BIKE
READY

BOOST

MODEL	AXON34 Series
INTENDED USE	EMTB Trail/Xc & ESub Hardtail
TRAVEL	100,120,130,140mm
WHEEL SIZE	29"x2.4", 27.5"x2.6", 24"x2.6"
SPRING	AIR EQ
CARTRIDGE	2CR/R-2CR/RL-RC
BOTTOM CASE	MAGNESIUM
AXLE TYPE	15AH4-110, OPTION 15LH-110
FEATURES	ABS MOUNT, LONG FENDER MOUNT, DETACHABLE INTEGRATED SHORT FENDER

EQ EQUALIZER SYSTEM

FOR PRECISE & EFFORTLESS AIR SPRING TUNING



CLICK OR SCAN THE
CODE TO WATCH THE
DUROLUX EQ VIDEO

LEARN MORE AT WWW.SRSUNTOUR.COM/EQ

EQ EQUALIZER SYSTEM

FOR PRECISE & EFFORTLESS AIR SPRING TUNING



- 1 Positive air chamber
- 2 Transfer port
- 3 Negative air Chamber
- 4 Positive air pressure
- 5 Negative air pressure

SET YOUR SAG AND THE EQUALIZER (EQ) AIR NEGATIVE SPRING SYSTEM WILL BALANCE IT FOR YOU.

Our tradition of product evolution brings our forks into a brand new era with our EQ air system. The EQ system perfectly balances positive and negative spring independent from rider weight, which results in amazing performance and precise support across the range. This customizes feel for each individual rider optimizing SAG and volume control. Pairing the EQ system with the external damping adjustments of our PCS cartridges promise a supple coil spring feel in a lightweight, progressive and easy to adjust air spring package. You can set your SAG according to your

intended riding style and the EQ system will balance it with the right amount of negative spring force helping you to create a precise and effortless tune. The EQ system will improve fork sensitivity of small repetitive bumps while providing plenty of mid-stroke support for those bigger hits resulting in enhanced comfort and performance when riding any kind of terrain.

FUNCTIONAL FEATURES

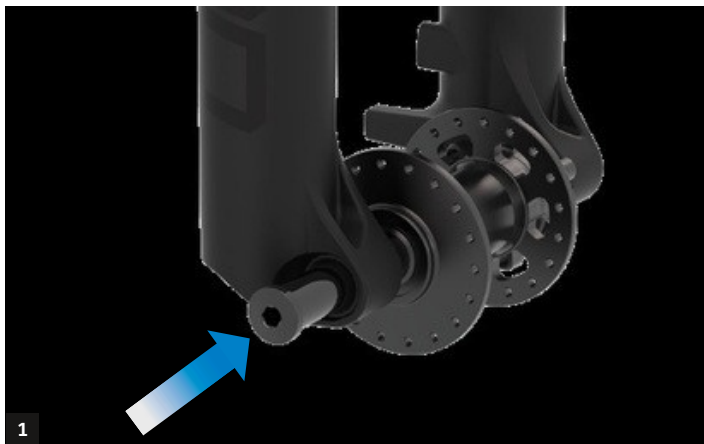
Greater, automatic spring adjustability based on the riding style and weight of the rider

- Improved fork sensitivity for those small but fast repetitive bumps
- Super consistent damping performance in tandem with the PCS system

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.

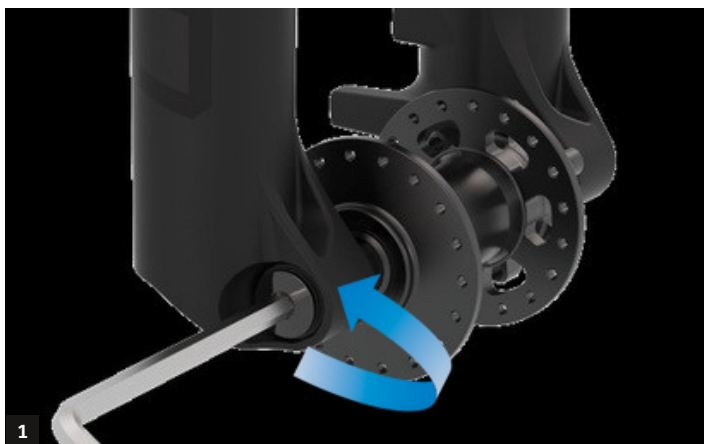


2 Tighten the axle with a 6mm Allen wrench by the suggested tightening torque of 8-10 Nm.



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

THRU AXLE REMOVAL

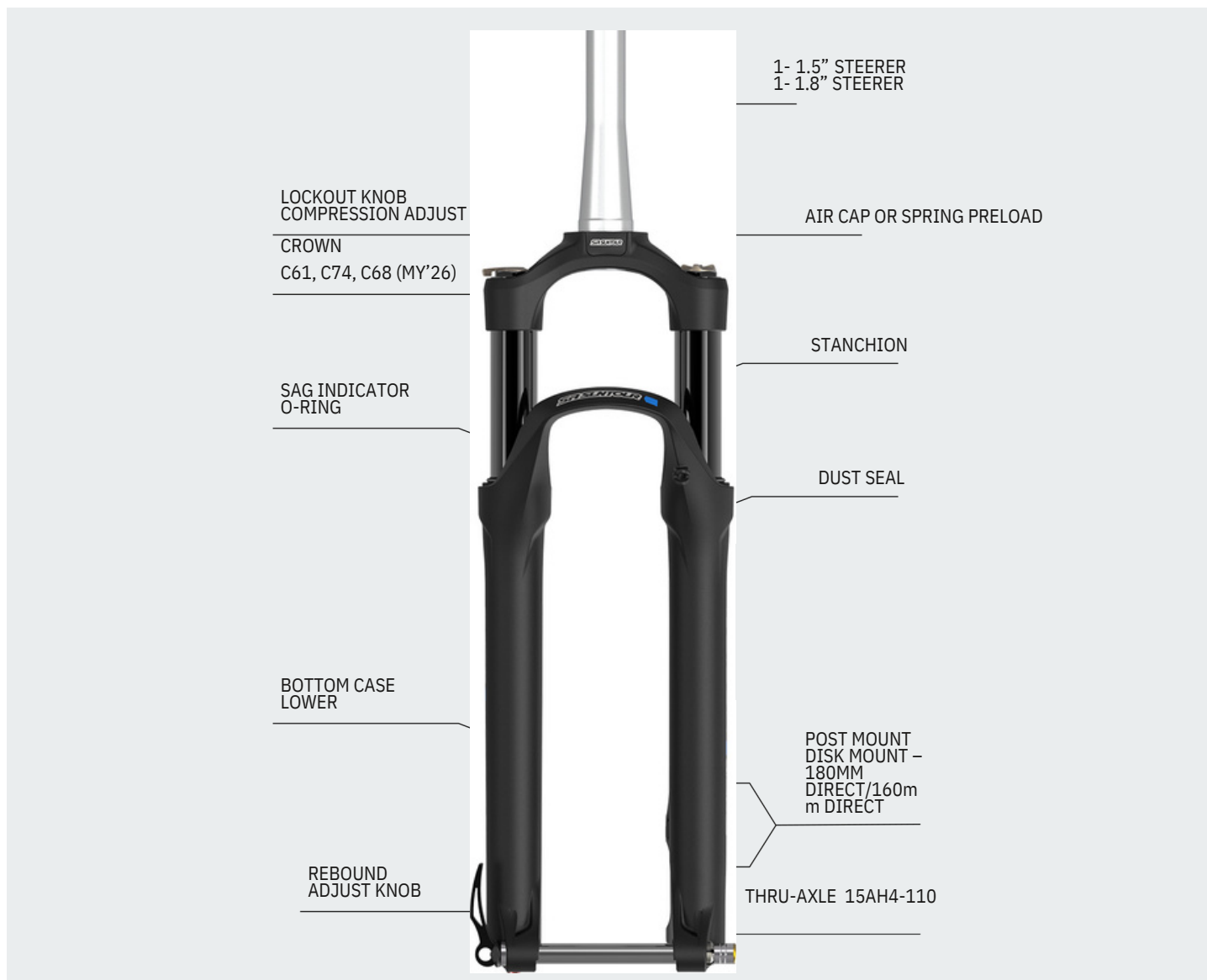


1 Loosen the axle on the drive side with a 6mm.



2 Pull out the axle.

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%)
110mm	16.5-33mm(15-30%)
120mm	18-36mm(15-30%)
130mm	19.5-39mm(15-30%)
140mm	21-42mm(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

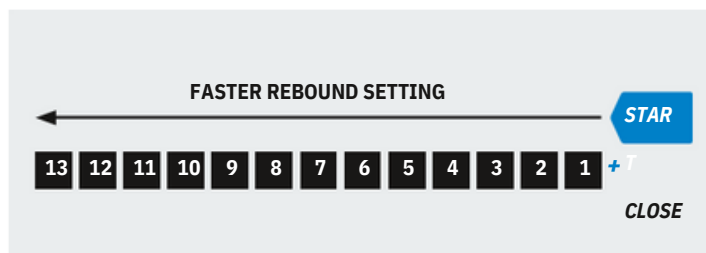


Rebound controls the speed of the fork extension after compression. Always start the rebound setting process with the rebound knob (located bottom of the drive-side of the fork) in closed position by turning the adjuster knob all the way to the end of the clock-wise position (+).

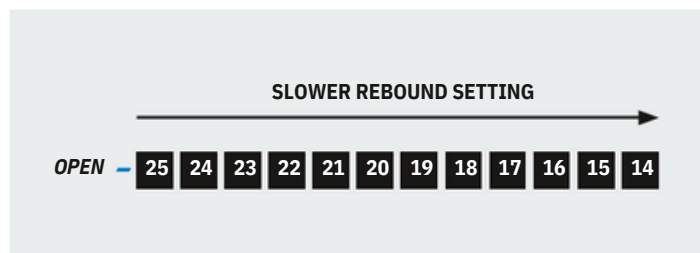
TO OPEN THE LOW-SPEED REBOUND

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.

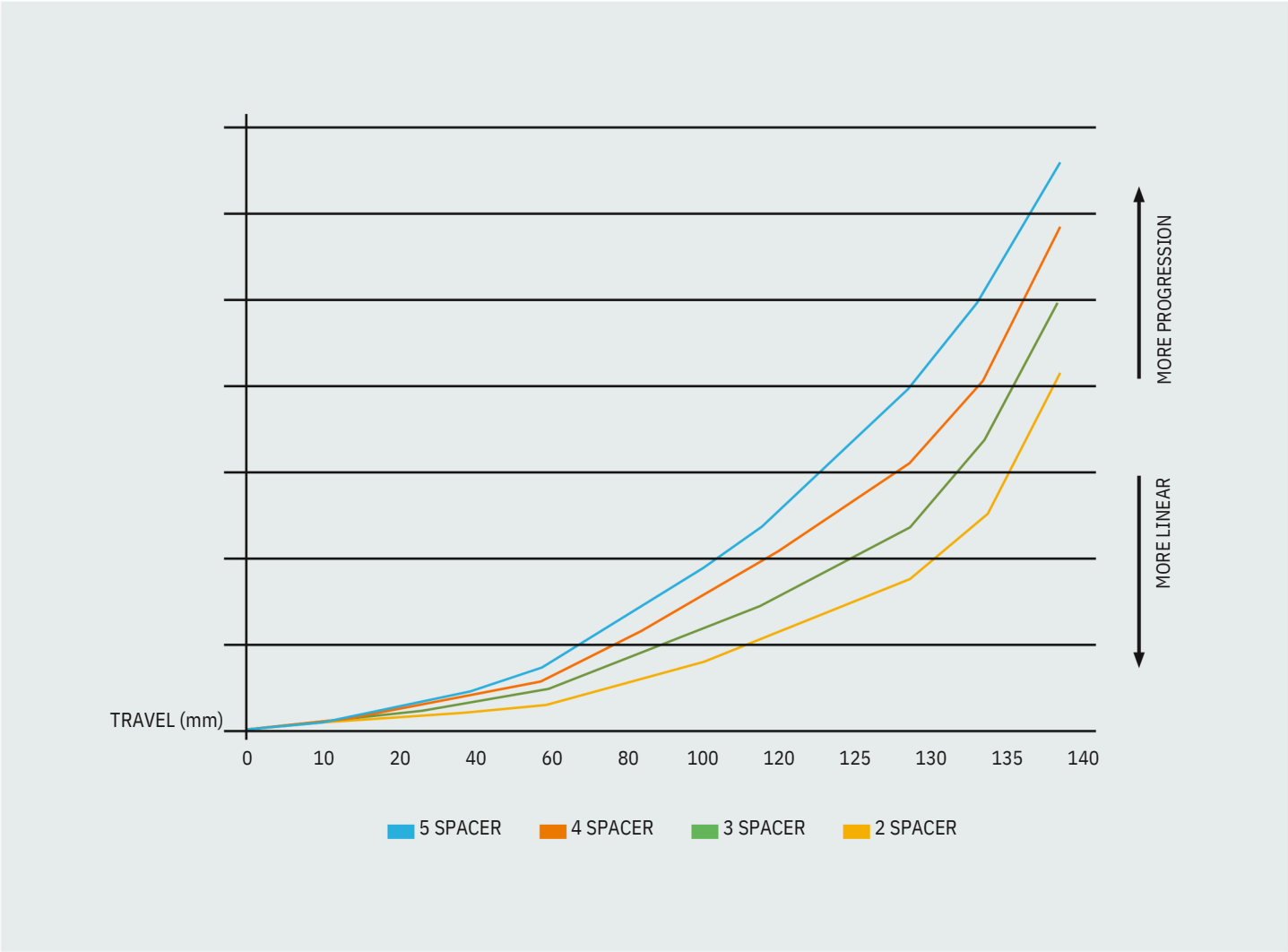


AIR VOLUME SETTING

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.

AXON 34 SERIES / AXON 34		
FEG270-10 volume spacers	Factory setting	Max. possible spacers
Travel 100	5/6	11/13
Travel 110	4/..	10/..
Travel 120	3/4	9/12
Travel 130	../3	../11
Travel 140	../2	../10



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.



R-2CR

Compression mode: Remote actuated 2 step (firm, open).

Extra : Ergonomic design remote lock lever for faster and easier operation



RL-RC

Compression mode: Remote actuated 2 step (firm, open) low speed compression adjustment.

Extra : Ergonomic design remote lock lever for faster and easier operation



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	•			
Inspect 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 product 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 34mm (Sr Suntour fork Toolbox)
- SR SUNTOUR “Low friction” grease or suspension grease without lithium
- Brush
- lower legs service kit : FKA122-02



⚠ WARNING

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

⚠ WARNING

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

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 10mm socket, turn the exposed bolt counterclockwise 2 turns to loosen it.



Put a socket on the bolt, push on the socket 2-3 times. Check to ensure the bolt is in contact with the leg. Remove the bolt and set it aside.



LOWER LEGS SERVICE

STEP 3

On the air, use a 10mm socket, turning it counterclockwise 3-4 turns to loosen the bolt.



Keep the socket on the bolt, push on 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.



STEP 4

A)FOAM RING and LOWER LEGS maintenance

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



Remove the isopropyl alcohol by pressing them using a clean rag. Repeat the process if necessary.



LOWER LEGS SERVICE

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



Soak the foam rings into 15WT 100% synthetic suspension oil for 5-10 minutes and reinstall them.



STEP 4

B) DUST SEAL AND BUSHING LUBRICATION

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.



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.



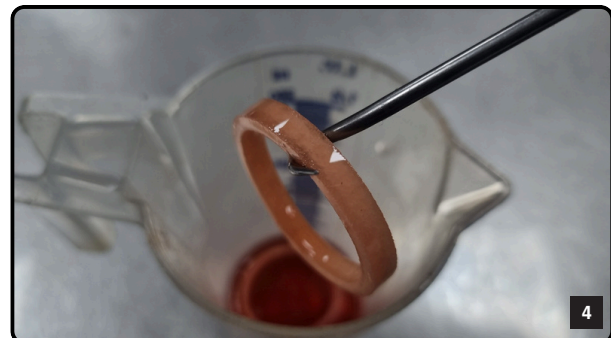
Remove the foam rings from both sides and discard them.



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



Take the new foam rings and soak them in 15wt oil for 5-10 minutes.



Place the new dust seal onto the dedicated installation tool 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.

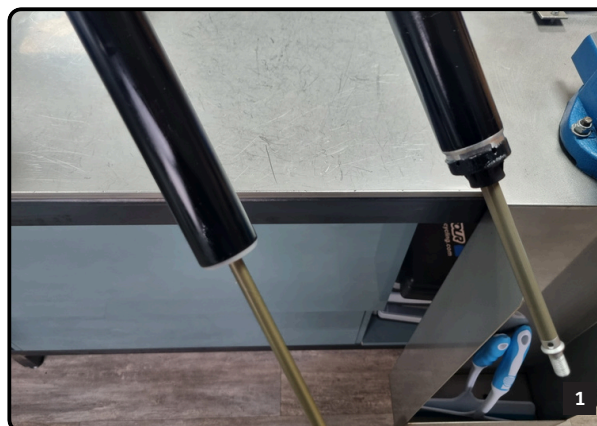


Grease the bushings and dust seals using the dedicated SR SUNTOUR “Low-Friction” grease.



STEP 6

Clean the stanchions. Fully extend the damper cartridge and install the lower legs.



LOWER LEGS SERVICE

STEP 7

Push the lower so the cartridge and air shaft will get out of the lower legs.



DAMPER SIDE

First install both washer and nut by hand. Use a 10mm socket to tighten the bolt to 8Nm.



Put back rebound knob in place by clipping it.



LOWER LEGS SERVICE

AIR SIDE

Install both the washer and nut. Use a torque wrench with 10mm socket and tighten to 8Nm.



AIR CHAMBER SERVICE

REQUIRED TOOLS & SUPPLIES:

- Ratchet wrench
- 27mm socket (ZFC160-R)
- Torque wrench (2-20N.m)
- O-ring removal tool
- Air chamber oil 15W50 synthetic oil
- Rag or workshop towel
- SR SUNTOUR “Low friction” grease or suspension without lithium
- Brush
- High pressure pump (Shock pump)
- Air service kit : FKA121-06

WARNING

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

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.



Depressurize the air chamber.



AIR CHAMBER SERVICE

STEP 3

Use the dedicated 27mm socket and a ratchet to unscrew the air cap assembly



Remove the top cap assembly for the crown.



STEP 4

Slide the Bumper/Guide on the air shaft by pulling it with hand.



AIR CHAMBER SERVICE

With a flat jaw plier or a 21mm crowfoot,
untighten the nose piece.



Remove the EQ air shaft from the stanchion.



STEP 5

Spray some brake cleaner on a workshop towel.
Use a plastic shaft to push the towel through the stanchion.
Inspect the inner surface of the stanchion
and check for potential scratches.



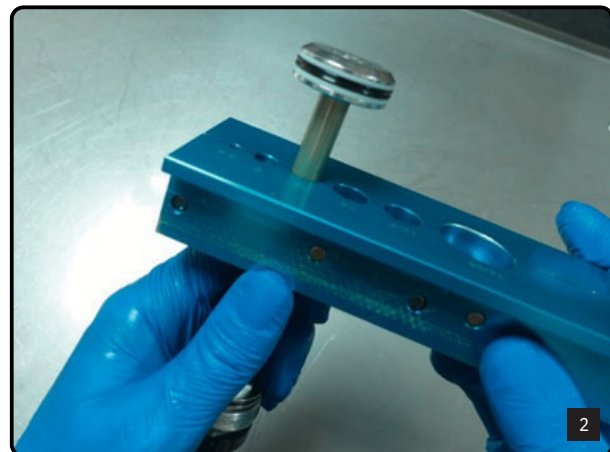
AIR CHAMBER SERVICE

STEP 6

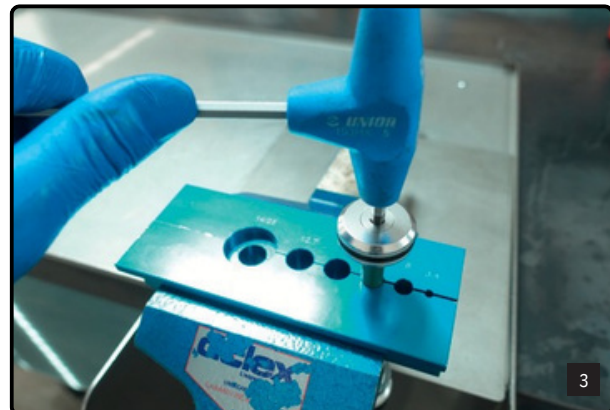
Slide the spacer, bumper, and nose piece down to expose the shaft. Clean the shaft with brake cleaner and a workshop towel.



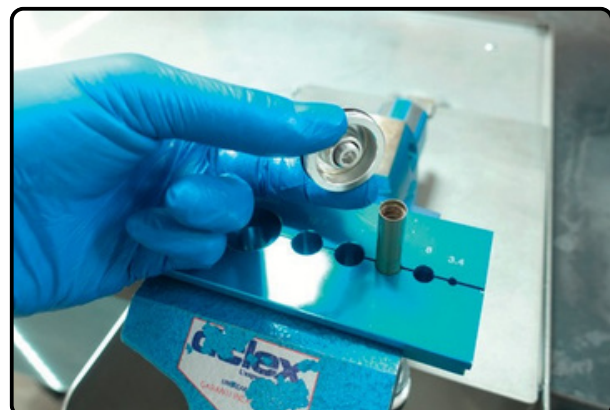
Use 10 mm clamps to hold the shaft in a vise. Leave a 20 mm gap between the piston and the clamps so that the shaft threads are not put under stress.



Use a 5 mm Allen key to loosen the piston bolt.



Remove the piston assembly and set it aside.



AIR CHAMBER SERVICE

STEP 7

Remove the shaft from the vise.



Remove the plastic spacer, bumper and nose piece from the shaft and set them aside.



STEP 8

Use a pick to remove the x-ring.



AIR CHAMBER SERVICE

Clean the seal seat with a rag.



Grease and install the new x-ring.



Make sure the seal is seated correctly without any twists.



STEP 9

Remove the O-ring and set it aside.



Clean the seal seat.



Apply grease to the new O-ring, then install it.



STEP 10

Hold the piston and remove the two backup rings and the x-ring seal.



Clean the piston.

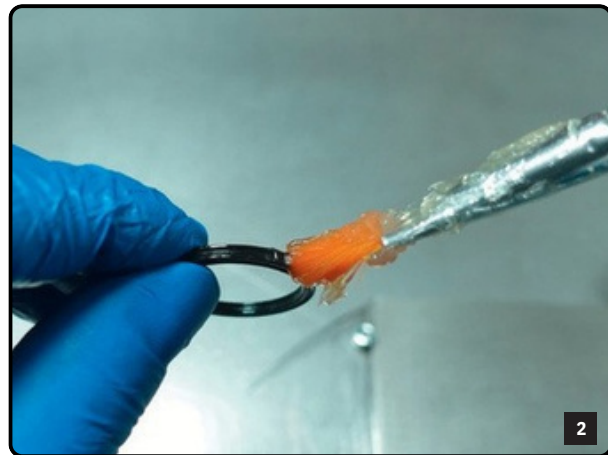


STEP 11

Install the first backup ring, making sure it is properly seated.



Apply SR SUNTOUR “Low-Friction” grease on the new x-ring.

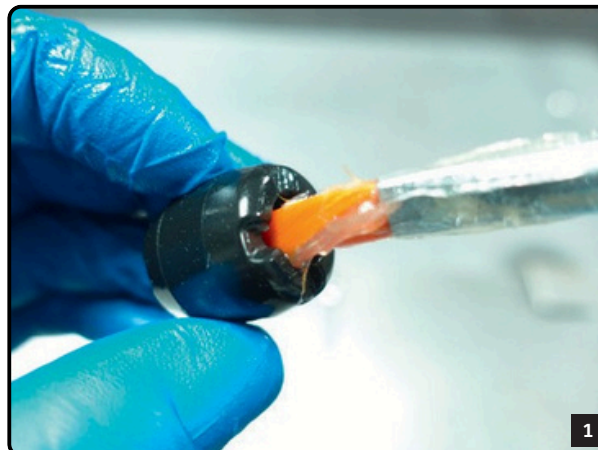


Install the new X-ring.
Install the second backup ring.



STEP 12

Apply SR SUNTOUR “Low Friction” grease on the inside of the rubber bumper.



Apply SR SUNTOUR “Low Friction” grease on the inside of the plastic spacer



Apply SR SUNTOUR “Low Friction” grease on the inside of the nose piece

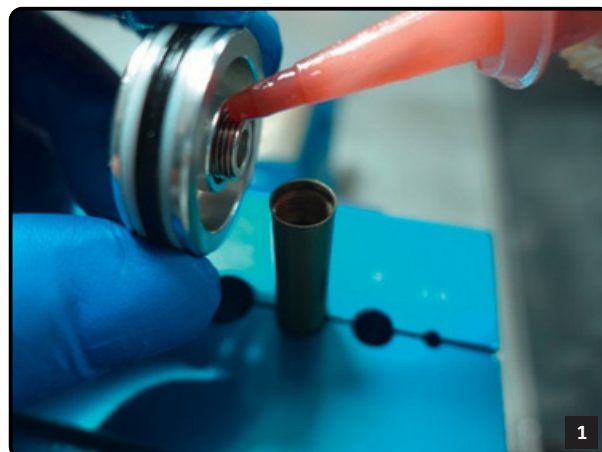


Carrefully install all those parts on the shaft in the correct order.

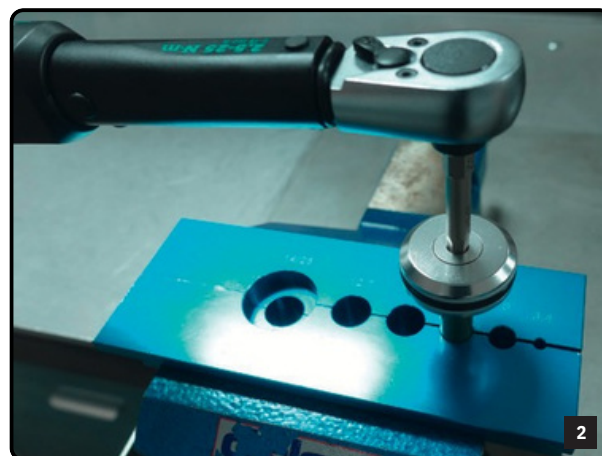


STEP 13

Use 10mm clamps to secure the shaft in the vise. Leave a 20mm gap between the piston and the clamps so that the shaft threads are not put under stress. Apply Loctite 262 or equivalent to the piston threads.



Use a torque wrench with a 5mm Allen bit and tighten the piston to **6Nm**.



Remove the air shaft assembly from the vise.



AIR CHAMBER SERVICE

STEP 14

Apply SR SUNTOUR “Low-Friction” grease to the piston x-ring seal and the nose piece O-ring.



Apply SR SUNTOUR “Low-Friction” grease to the inside of the stanchion.



STEP 15

Insert the air shaft assembly into the stanchion.



Begin threading it by hand.



Torque it to 2.7 Nm.



STEP 16

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

Do not exceed 2cc of oil, as too much could block the air transfer between the positive and negative air chambers.



Apply grease to the air cap assembly o-ring.



AIR CHAMBER SERVICE

STEP 17

Install the air cap assembly in the left stanchion using the dedicated 27 mm socket and ratchet, and torque to 15Nm.



STEP 18

Pressurize the air spring to 70 psi and refer to the lower legs tutorial to install back the lower.

TRAVEL CONVERSION

REQUIRED TOOLS & SUPPLIES:

- 27mm socket (ZFC160-R)
- Ratchet wrench
- Torque wrench
- Plastic mallet
- O-ring removal tool
- Air chamber oil , 15W50 synthetic oil
- SR SUNTOUR “Low-Friction” grease or suspension grease without lithium
- 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 CONVERSION

STEP 1

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

STEP 2

Remove the air cap.



Depressurize the air chamber.



TRAVEL CONVERSION

STEP 3

Use the dedicated 27mm socket and a ratchet to unscrew the air cap assembly



Remove the top cap assembly for the crown.



STEP 4

Slide the Bumper/Guide on the air shaft by pulling it with hand.



TRAVEL CONVERSION

With a flat jaw plier or a 21mm crowfoot,
untighten the nose piece.



Remove the EQ air shaft from the stanchion.



STEP 5

Spray some brake cleaner on a workshop towel.
Use a plastic shaft to push the towel through the stanchion.
Inspect the inner surface of the stanchion
and check for potential scratches.



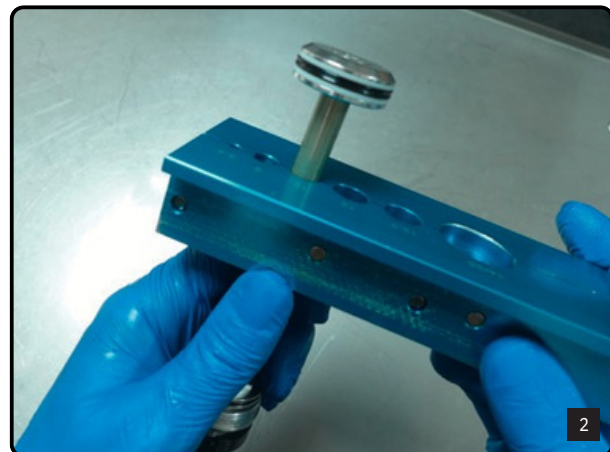
TRAVEL CONVERSION

STEP 6

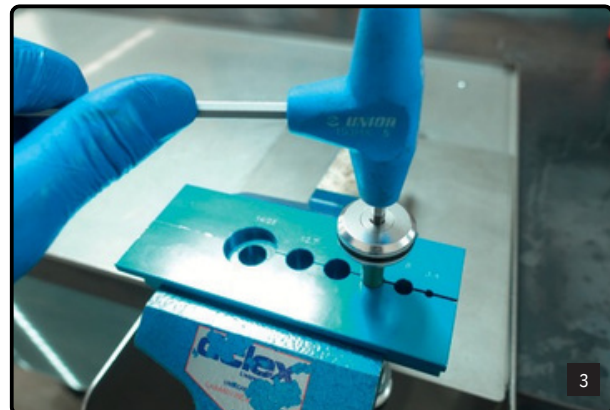
Slide the spacer, bumper, and nose piece down to expose the shaft. Clean the shaft with brake cleaner and a workshop towel.



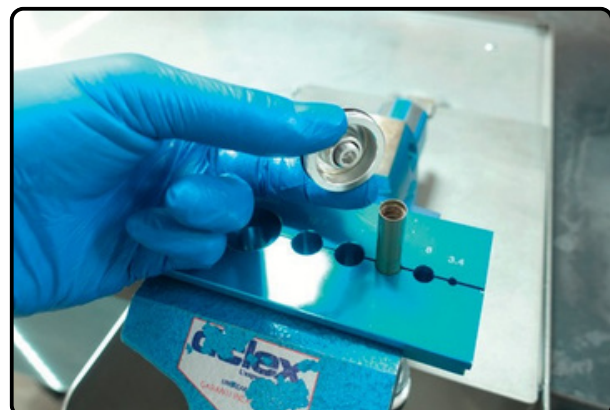
Use 10 mm clamps to hold the shaft in a vise. Leave a 20 mm gap between the piston and the clamps so that the shaft threads are not put under stress.



Use a 5 mm Allen key to loosen the piston bolt.



Remove the piston assembly and set it aside.

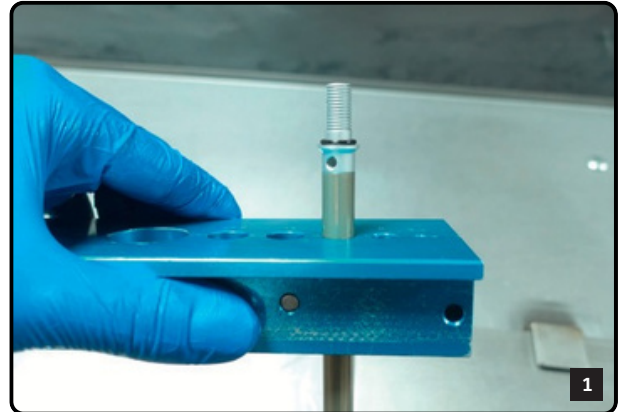


TRAVEL CONVERSION

STEP 9

Note: Leave a 20 mm gap between the threaded insert and the clamps so the shaft threads are not put under stress.

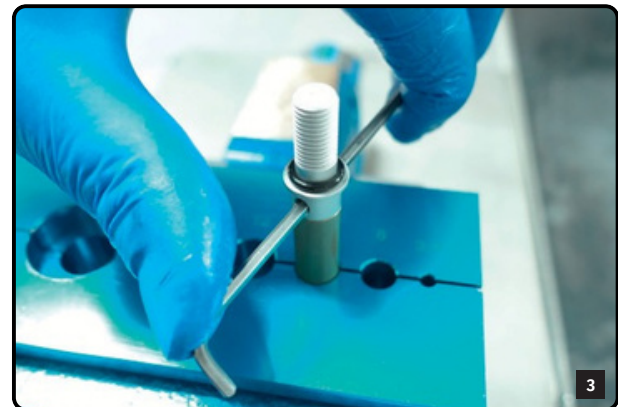
Flip the shaft and clamp it in the vice.



Heat the top part of the shaft for a few seconds. This will soften the thread locker and help with the removal of the threaded insert.



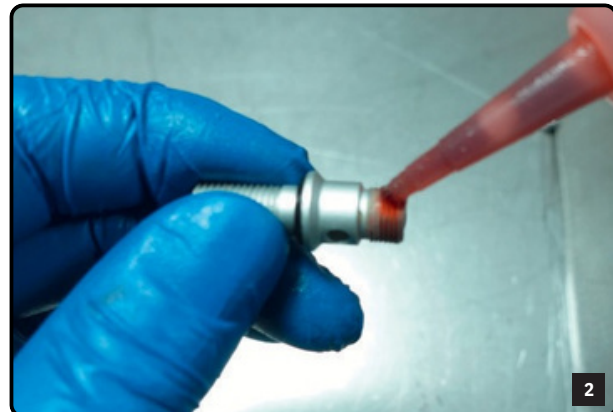
Use a 2.5mm steel shaft or 2.5mm Allen key to loosen the threaded insert by turning it counterclockwise.



TRAVEL CONVERSION

STEP 10

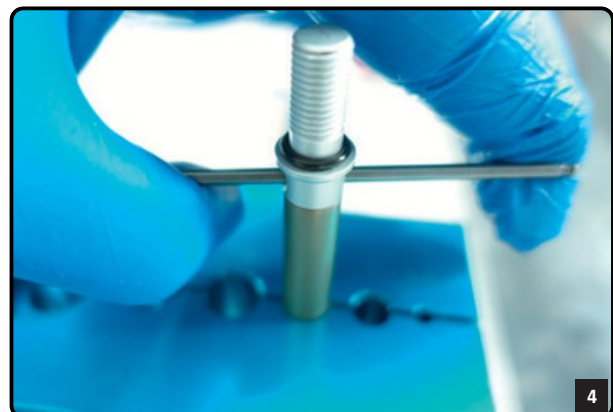
Clean the insert threads and apply Loctite 262 or equivalent.



Clamp the new air shaft and install it in the vice. Make sure to install the shaft in the correct way.clockwise.



Use a 2.5mm steel shaft or 2.5mm Allen key and firmly tighten the insert by turning it clockwise.



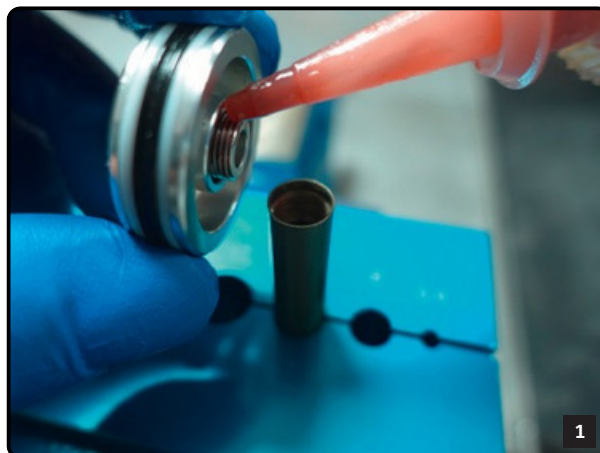
STEP 11

Carrefully install all those parts on the shaft
in the correct order.



STEP 13

Use 10mm clamps to secure the shaft in the vise. Leave a 20mm gap between the piston and the clamps so that the shaft threads are not put under stress. Apply Loctite 262 or equivalent to the piston threads.



Use a torque wrench with a 5mm Allen bit and tighten the piston to **6Nm**.



Remove the air shaft assembly from the vise.



TRAVEL CONVERSION

STEP 14

Apply SR SUNTOUR “Low-Friction” grease to the piston x-ring seal and the nose piece O-ring.



Apply SR SUNTOUR “Low-Friction” grease to the inside of the stanchion.



STEP 15

Insert the air shaft assembly into the stanchion.



Begin threading it by hand.



Torque it to 2.7 Nm.



STEP 16

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

Do not exceed 2cc of oil, as too much could block the air transfer between the positive and negative air chambers.



Apply grease to the air cap assembly o-ring.



TRAVEL CONVERSION

STEP 17

Install the air cap assembly in the left stanchion using the dedicated 27 mm socket and ratchet, and torque to 15Nm.



STEP 18

Pressurize the air spring to 70 psi and 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

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

⚠ WARNING

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

STEP 1

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



STEP 2

Using an 10mm socket, turn the exposed bolt counterclockwise 2 turns to loosen it.



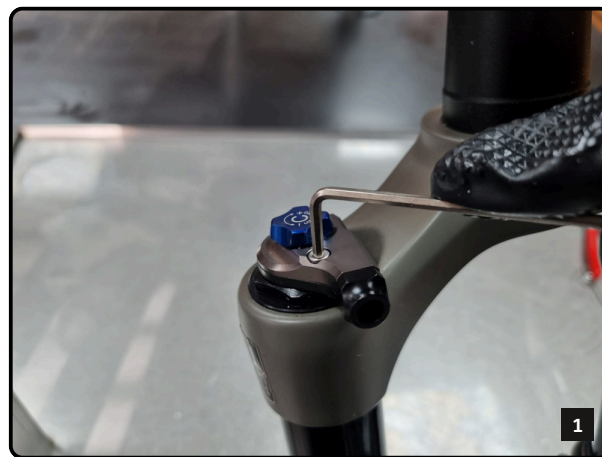
CARTRIDGE REPLACEMENT

Put a socket on the bolt, push on the socket 2-3 times. Check to ensure the bolt is in contact with the leg. Remove the bolt and set it aside.



STEP 3

With a 3mm allen key, untighten the bolt of the remote top cap.



STEP 4

Remove RL-RC cover from the top cap assembly.



CARTRIDGE REPLACEMENT

STEP 5

Use a 3mm allen key to untighten lower parts of the RL-RC top cap.



STEP 6

Remove lower parts of the RL-RC top cap and remove the white link by pulling it up.



STEP 7

With a 27mm Sr Suntour socket, untighten the cartridge.



CARTRIDGE REPLACEMENT

STEP 8

Pull the cartridge out of the fork.



STEP 9

Grab the new cartridge, completely extend it and insert it in the fork.



STEP 10

Check for the end of the cartridge to be visible on the lower side.



STEP 11

Torque it to 20N.m



CARTRIDGE REPLACEMENT

STEP 12

Put back the white link and the lower parts of the top cap.



STEP 13

With a 3mm allen key, tighten both bolts of the lower parts of the top cap assembly. Torque it to 3N.m



STEP 14

With a 3mm allen key, tighten upper parts of the top cap assembly. Torque it to 3N.m



CARTRIDGE REPLACEMENT

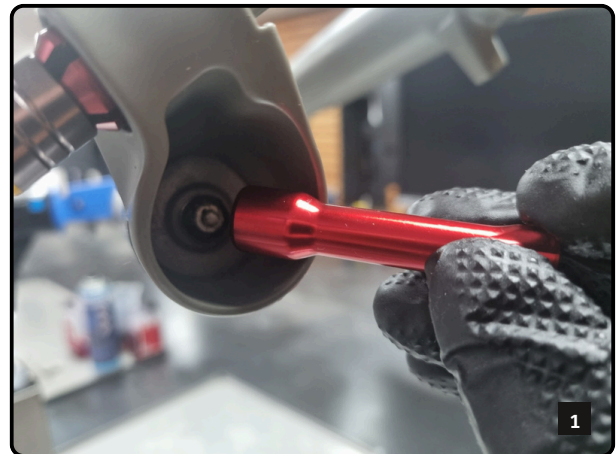
STEP 15

Put back in place bolt and washer of rebound side. With a 10mm socket, torque it to 8N.m.



STEP 15

Put back the rebound knob in place.



CARTRIDGE BLEEDING

REQUIRED TOOLS & SUPPLIES:

- 27mm socket (ZFC160-R)
- Ratchet wrench
- 10mm socket
- 2mm allen key
- 3mm allen key
- Torque wrench (8-20N.m)
- Flat screwdriver or pick
- 25.7mm alloy clamp
- Rag or workshop towel
- 5W 100% Synthetic suspension oil

⚠ 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 off the rebound adjuster knob to remove it, then set it aside.



STEP 2

Using an 10mm socket, turn the exposed bolt counterclockwise 2 turns to loosen it.



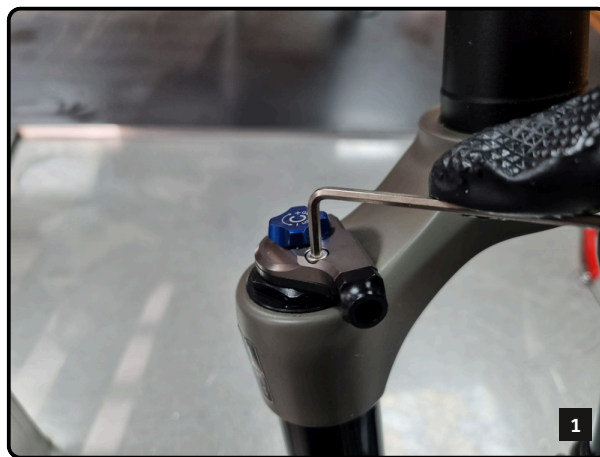
CARTRIDGE BLEEDING

Put a socket on the bolt, push on the socket 2-3 times. Check to ensure the bolt is in contact with the leg. Remove the bolt and set it aside.



STEP 3

With a 3mm allen key, untighten the bolt of the remote top cap.



STEP 4

Remove RL-RC cover from the top cap assembly.



CARTRIDGE BLEEDING

STEP 5

Use a 3mm allen key to untighten lower parts of the RL-RC top cap.



STEP 6

Remove lower parts of the RL-RC top cap and remove the white link by pulling it up.



STEP 7

With a 27mm Sr Suntour socket, untighten the cartridge.



CARTRIDGE BLEEDING

STEP 8

Pull the cartridge out of the fork.



STEP 9

With a towel or rag and isopropyl alcohol, clean the cartridge.



STEP 10

Install the 25.7mm alloy clamp on the cartridge, right on limit between black and silver parts.



STEP 11

Install the cartridge in a vise, untighten top cap with 27mm socket.



CARTRIDGE BLEEDING

STEP 12

Remove top cap, be careful, spring will push so you have to strongly grab the top cap.



STEP 13

Remove the PCS spring from the cartridge.



STEP 14

Put your finger on top of the compression assembly.



Keep your finger on the compression assembly and push the shaft in.



CARTRIDGE BLEEDING

PCS piston will go up while you push the shaft in completely.



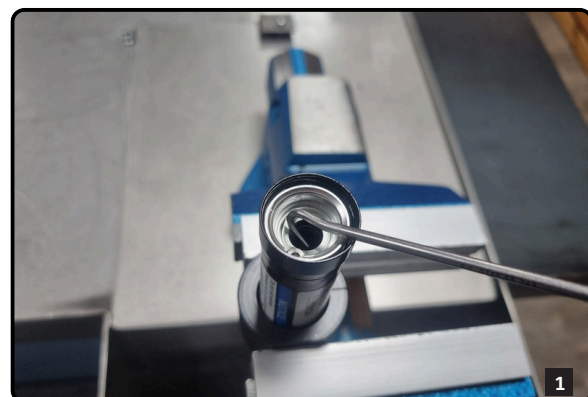
STEP 13

Grab the compression assembly and take it out of the cartridge. PCS piston may come with it.



STEP 14

With a pick, remove the PC piston from the cartridge if it's steel sit in it.



Finish to remove PCS piston with your hand.



CARTRIDGE BLEEDING

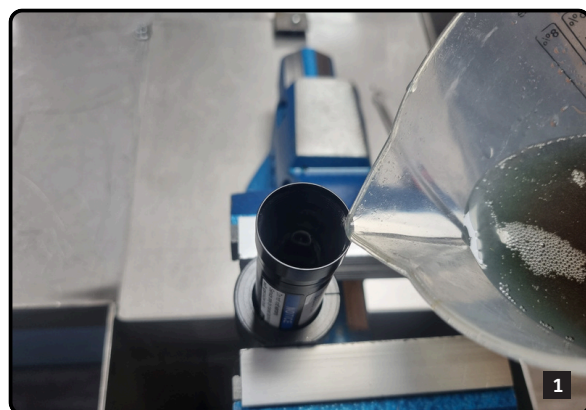
STEP 15

Remove cartridge from the vise, pour the oil out, move the shaft in and out until no more oil come out of the cartridge.



STEP 16

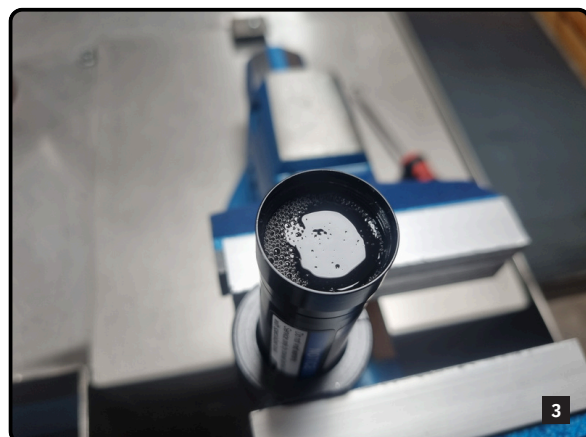
Put the cartridge back in the vise, pour new suspension oil (100% synthetic 5W) in it, fill at 90%.



Slowly move the shaft up and down, level of oil will go down as air bubble will go out. Add more oil to the top, move the shaft until there is no more air visible in the oil.



At the end, when shaft is completely in, level of oil should be like on the picture 3. Keep the cartirdge in this position.



CARTRIDGE BLEEDING

STEP 17

Remove bleed screw from PCS piston with a 2mm allen key. Clean the piston with a towell and isopropyl alcohol.



STEP 18

Slip the PCS piston on the compression assembly. Hole in the PCS piston should face the hole in the compression assembly.



Grease the O-ring seal of the PCS piston with low friction grease.



Insert them in the top part of the cartridge. Whact out for oil that can go out and splash. While pushing on compression assembly gently, you need to turn it so it can take the right spot.

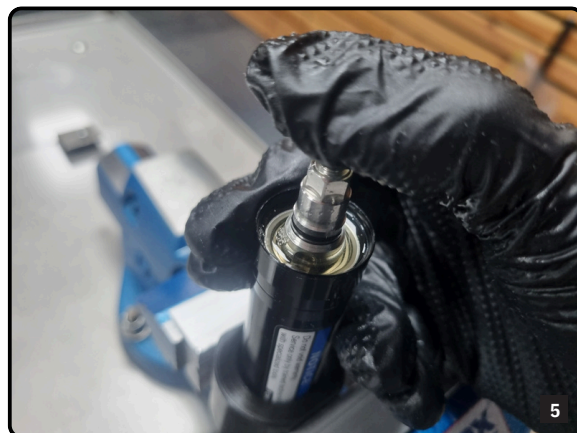


CARTRIDGE BLEEDING

If the bleed screw hole in the PCS piston is not align with the hole of the compression assembly, use a pick and slowly make the PCS piston turn to align both holes.



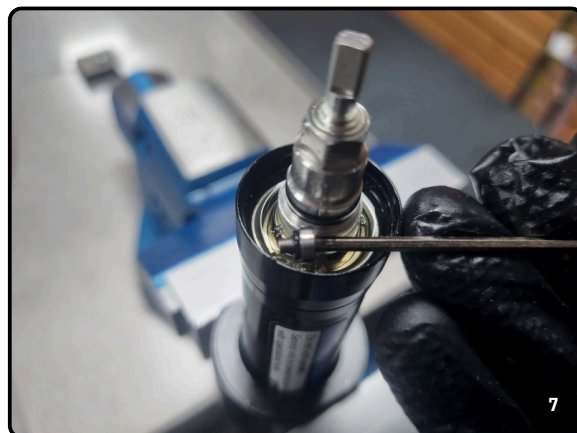
Put your finger on top of the compression assembly, slowly move the shaft on small movement, we want to remove last air bubble from the oil.



Tighten the top cap by hand all the way, this will set PCS piston position. Remove top cap when it's done.

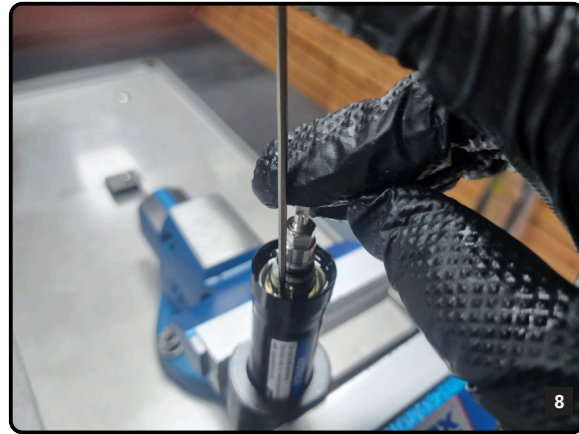


With a 2mm allen key, install the bleed screw on the PCS piston. Tighten until the point of contact.

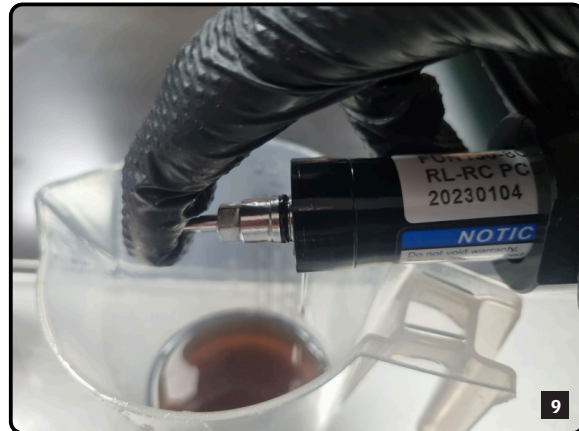


CARTRIDGE BLEEDING

Tricky point : With one finger, push on the compression assembly, with the other, push on the 2mm allen key that seat in the bleed screw, with your other hand, pull the shaft out slowly. PCS piston will go down as the shaft go out, we need to keep compression assembly in place and help PCS piston to avoid air to get in the cartridge at this moment.



Remove cartirdge from the vise, keep onefinger on the compression assembly and poor out the excess of oil. Put back the cartridge in the vise.



Grease the O-ring of the compression assembly with low friction grease.



Install the PCS spring back in the cartridge.



CARTRIDGE BLEEDING

Put back the top cap in place by pushing on the spring. Torque it to 20N.m



STEP 19

Grab the cartridge and insert it in the fork.



STEP 20

Check for the end of the cartridge to be visible on the lower side.



STEP 21

Torque it to 20N.m



CARTRIDGE BLEEDING

STEP 22

Put back the white link and the lower parts of the top cap.



STEP 23

With a 3mm allen key, tighten both bolts of the lower parts of the top cap assembly. Torque it to 3N.m



STEP 24

With a 3mm allen key, tighten upper parts of the top cap assembly. Torque it to 3N.m



CARTRIDGE BLEEDING

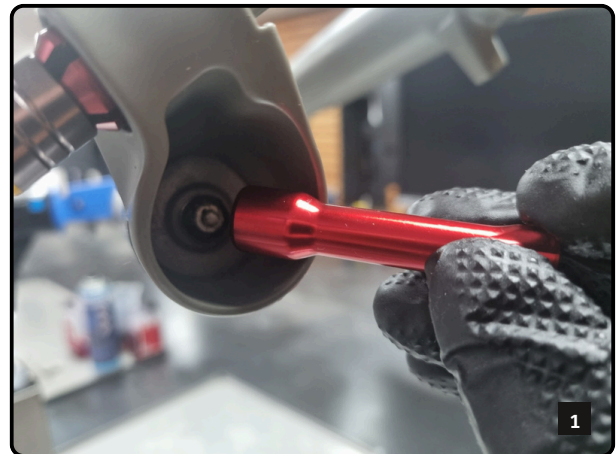
STEP 25

But back in place bolt and washer of rebound side. With a 10mm socket, torque it to 8N.m.



STEP 26

Put back the rebound knob in place.



REFINED SIMPLICITY

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

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