
HOLLOW CROWN
PCS
DUROLUX


38
DUROLUX


LOW SPEED COMPRESSION
RC+
+
-

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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- 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.

EQ EQUALIZER SYSTEM

FOR PRECISE & EFFORTLESS AIR SPRING TUNING

EQ EQUALIZER SYSTEM

FOR PRECISE & EFFORTLESS AIR SPRING TUNING

EQUALIZER

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

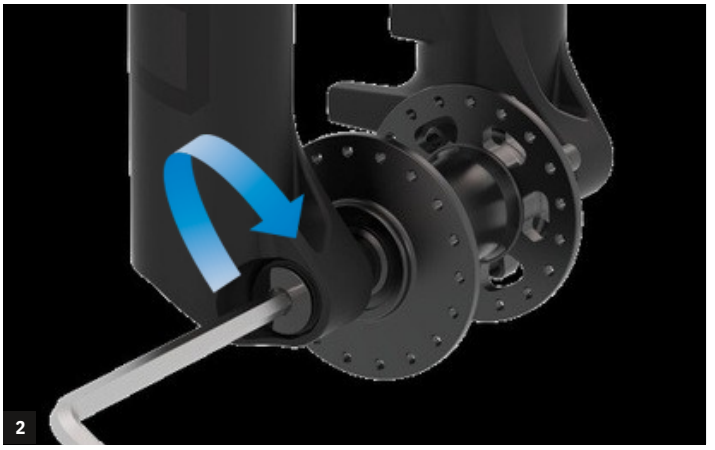
- Improved fork sensitivity for those small but fast repetitive bumps
- Super consistent damping performance in tandem with the PCS system

THRU AXLE INSTALLATION

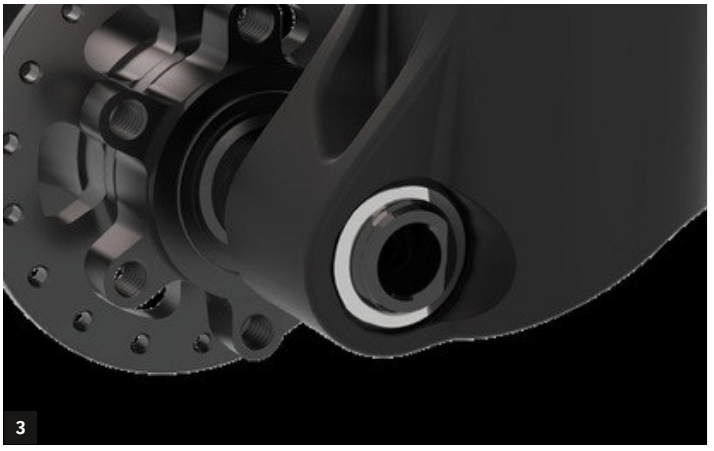
15AH2 12AH2 BOLTED THRU AXLE ASSEMBLY

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.

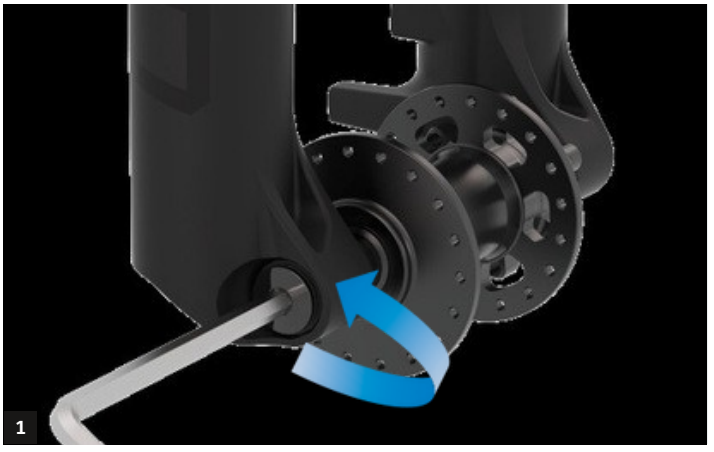


2 Tighten the axle with a 6mm Allen wrench by the suggested tightening torque of 8-10 Nm.



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

THRU AXLE REMOVAL

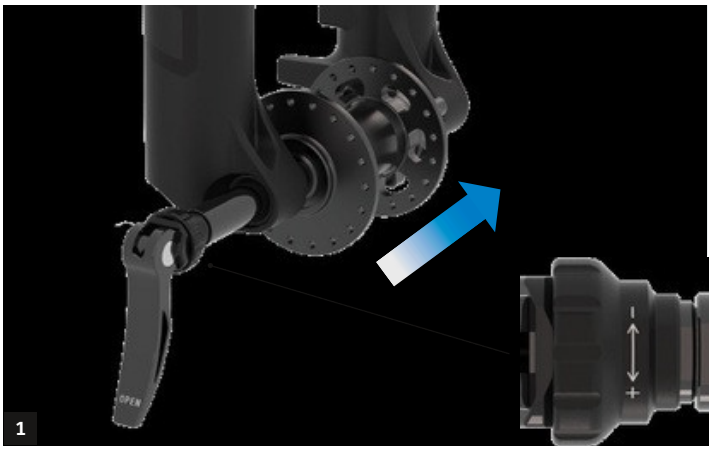


1 Loosen the axle on the drive side with a 6mm.

2 Pull out the axle.

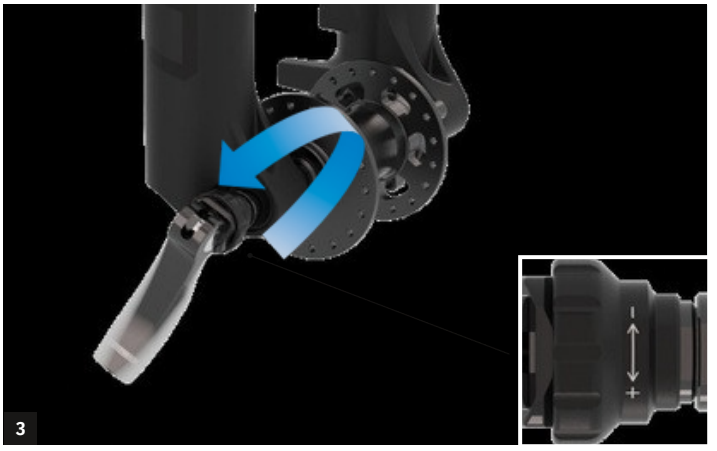
THRU AXLE INSTALLATION

LH THRU AXLE ASSEMBLY

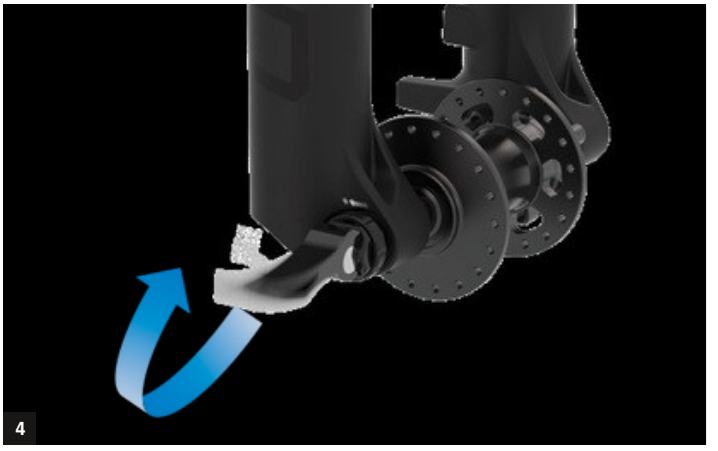


1 After turning the adjust nut towards "+" direction until it stops, put the wheel in the fork and insert the axle with the lever in the open position.

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

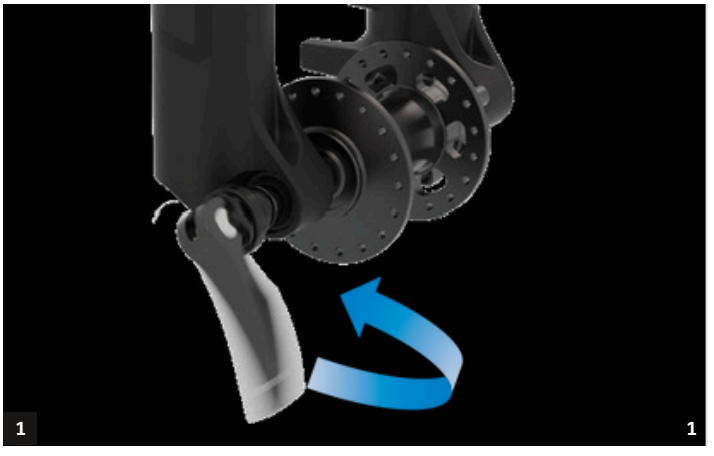


3 Move the lever counter clockwise so that it points at the ground. Loosen the adjust nut towards "-" direction until the lever starts to get tight at the half-way point. Suggested tightening force: 80-120N.



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.

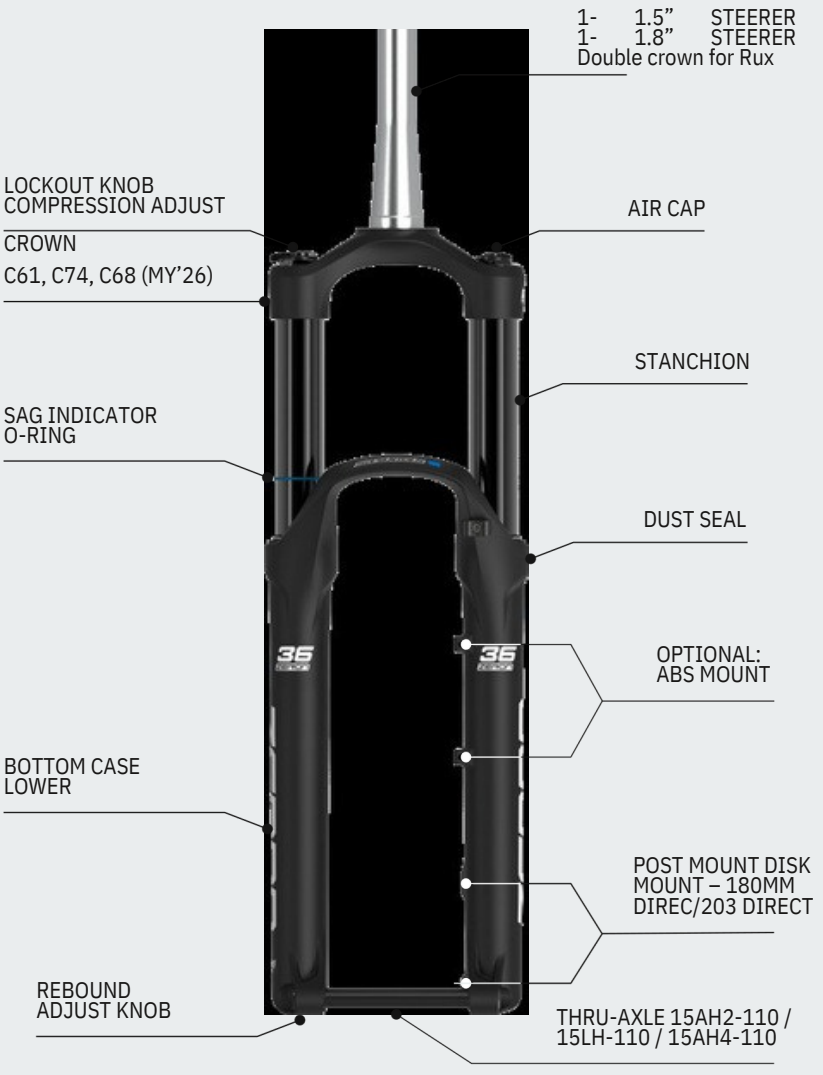
THRU AXLE REMOVAL



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.

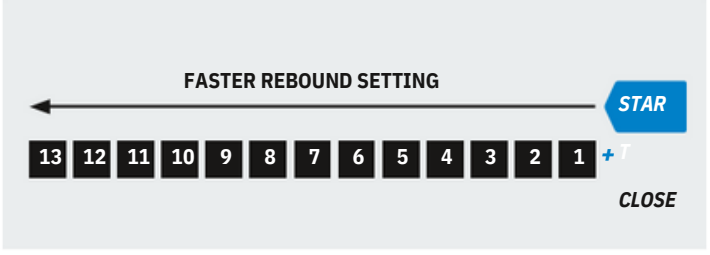
REBOUND SETTING

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 (+).

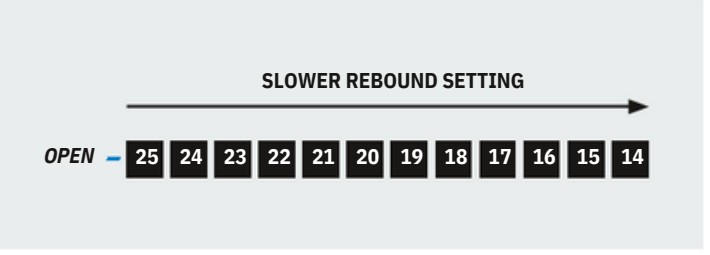
TO OPEN THE LOW-SPEED REBOUND

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.

COMPRESSION ADJUSTMENT

RC+

To open the low-speed compression: Turn the right-side adjuster knob counter-clockwise towards the (-) direction.

Result: Compression is tuned to provide a supple feel with sensitivity on small bumps.

To close the low-speed compression: turn the right-side adjuster knob clockwise toward the (+) direction.

Result: By closing the compression, the compression will feel firmer for more predictable and supported ride.

RC+

RIDE BOLD

Extra oil flow for high speeds and hard impacts

Our new RC+ cartridge has extra oil flow for high speeds and hard impacts while still offering excellent performance for both small bumps and trail chatter. With a new semiopen oil bath & easy adjustment it means the best stability and suspension for you on the trail. RC+ is developed by our SR Suntour engineers and top professional riders as part of our WERX program.

RC+ PCS Cartridge Features

- Extra oil flow for high speeds and hard impacts while still offering excellent performance for both small bumps and trail chatter
- Internal shim based high speed compression and rebound management
- External low speed compression & rebound adjust
- High and low speed circuit work independent but transition seamlessly into each other
- Race proven WERX cartridge with PCS (Piston Compensator System) floating piston provides consistent damping in all conditions, eliminating cavitation
- Updated internal seals greatly improve durability for Trail/AM and Enduro usage
- Forged alloy adjust knobs with integrated design and light „Click“ index feeling for easy and sure operation

QUICK SERVICE PORTS (QSP)

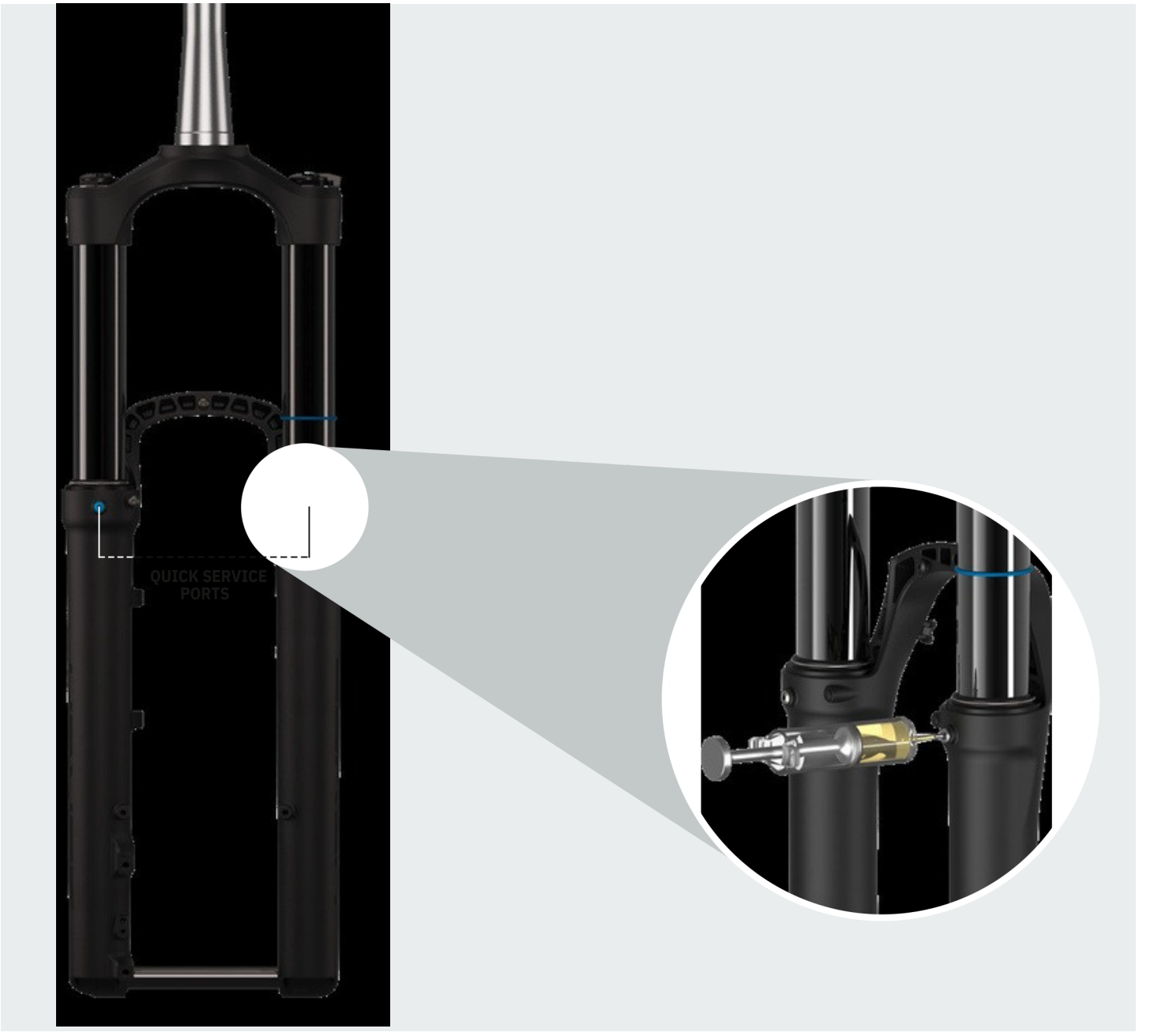
Quick service ports are provided for easy relubrication and air release. While the QSP doesn't replace regular service intervals as recommended in our manual they're useful for releasing trapped air pressure from the lower legs and for quickly lubricating the foam wipers between services.

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 way possible. Following this protocol assure customer to keep Sr Suntour product as good as new.

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 woth 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				●
Cartridge 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
- 10mm socket
- 12mm socket
- Torque wrench (8-12N.m)
- Plastic mallet
- Rag or workshop towel
- Bucket to collect oil
- Downhill tyre removal tool
- Dust seal installer (Sr Suntour fork Toolbox)
- SR SUNTOUR “Low friction” grease
- SR SUNTOUR suspension oil
- Brush
- Lower legs service kit : RUX/DUROLUX FKA122-05

⚠ WARNING

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

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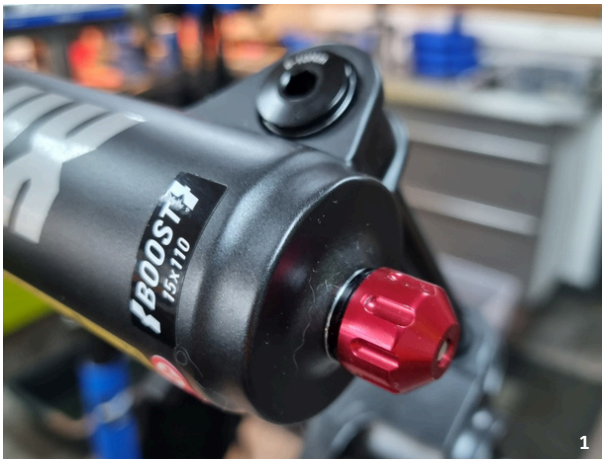
LOWER LEGS SERVICE

REMOVAL: STEP 1

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



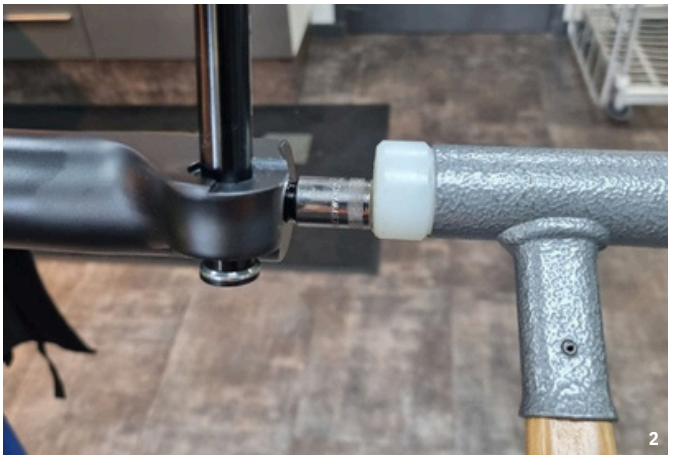
1

STEP 2

Using an 12mm socket, turn the exposed bolt counterclockwise 2 turns to loosen it.

1

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

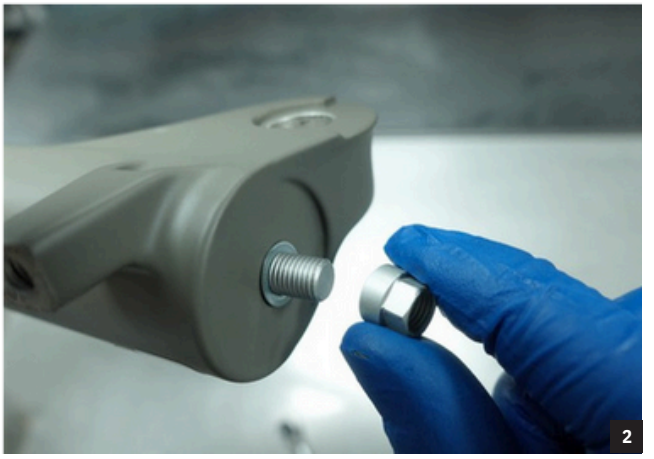

2

LOWER LEGS SERVICE

STEP 3

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


1


2

⚠ WARNING

This product have lubrification oil in the lower legs

⚠ WARNING

Before removing lower legs, prepare a bucket to receive oil lubrification.

STEP 4

A) FOAM RING MAINTENANCE

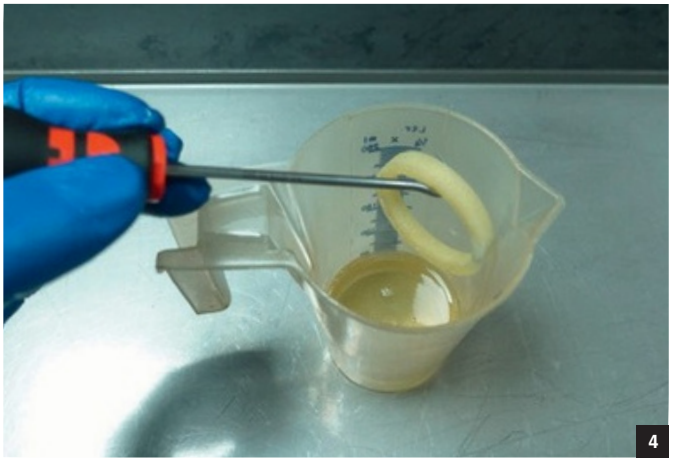
AURON forks use foam rings. Carefully remove them with a pick and rinse with degreaser.
Remove the degreaser by pressing them using a clean rag. Repeat the process if necessary.


1


2


3

Soak the foam rings into 20wt oil for 5-10 minutes and reinstall them.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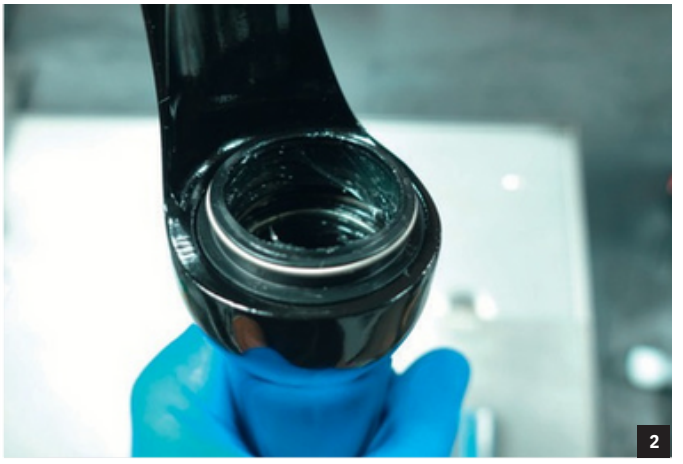
5

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.



STEP 5 – NEW DUST SEAL / FOAM RINGS

Start with the foam rings, remove them from both sides and discard them**.** 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.


1

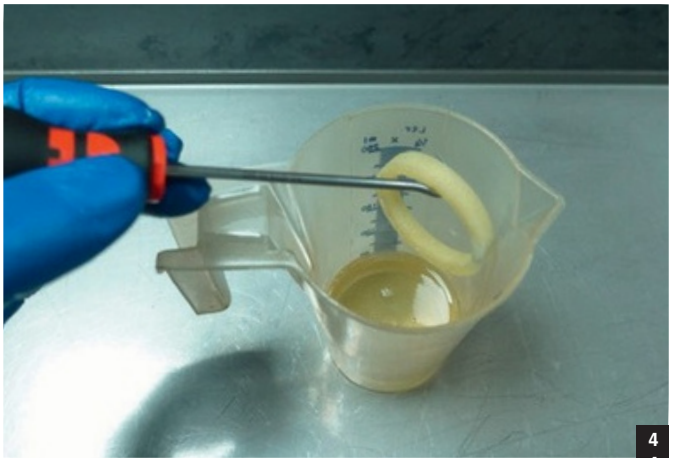

2

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

3

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 and press the seal by hand into the fork lowers (picture 4).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5

LOWER LEGS SERVICE

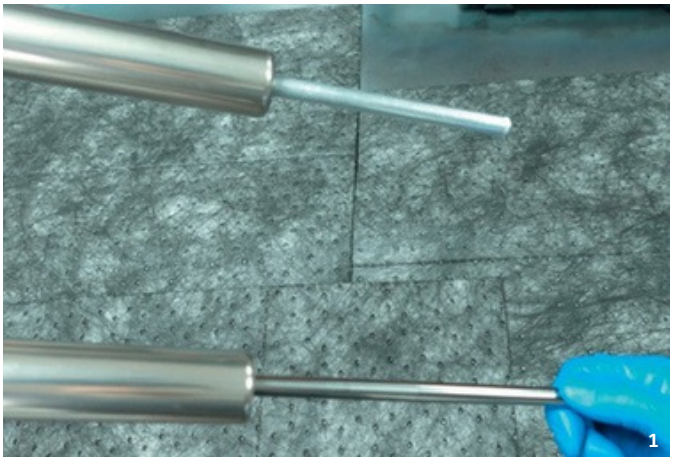
Hold the lower legs with one hand and finish the installation by tapping the installation tool with a plastic mallet. Once you hear a change in the tapping sound, remove the tool and check that the seal edge is flush with the lower leg. If necessary, repeat the process until the seal is flush with the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

Install the new foam rings (picture 6).

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

STEP 6

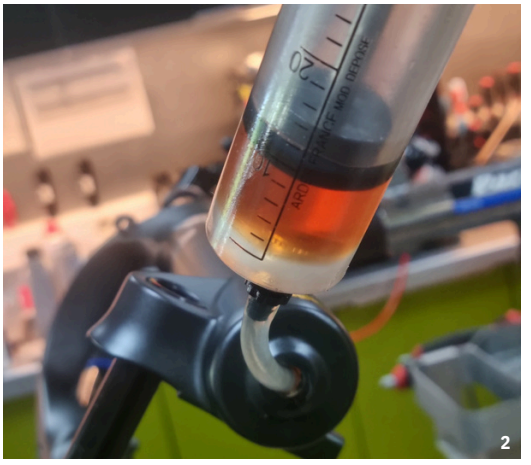
Clean the stanchions. Fully extend the damper cartridge and install the lower legs.



LOWER LEGS SERVICE

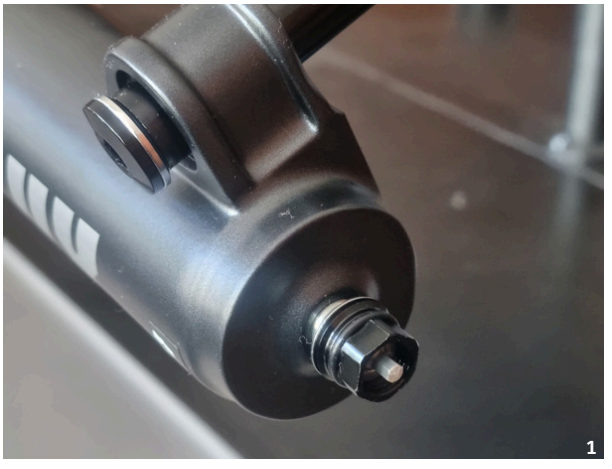
STEP 7

Place the lower legs with the cartridge and air side rodes 5mm inside the legs. Use a seringe to add 10CC (air side) and 15CC (cartridge side) of Sr Suntour suspension oil.



A/DAMPER SIDE

First thread the bolt in by hand then use a 12mm socket to tighten the bolt to **8Nm**.



LOWER LEGS SERVICE

B/AIR SIDE

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

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 (8-20N.m)
- 10mm shaft clamp
- Loctite 542 or equivalent
- Pliers (smooth jaw, flat surface) or wrench
- Plastic mallet
- Pin Pusher
- O-ring removal tool
- Air chamber oil
- Rag or workshop towel
- Downhill tyre removal tool
- SR SUNTOUR “Low friction” grease
- SR SUNTOUR Bullet tool
- Brush
- High pressure pump (Shock pump)
- Air chamber seal kit : RUX FKA121-07 DUROLUX FKA121-16 AURON FKA121-14

⚠ 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

GENERAL INFORMATION

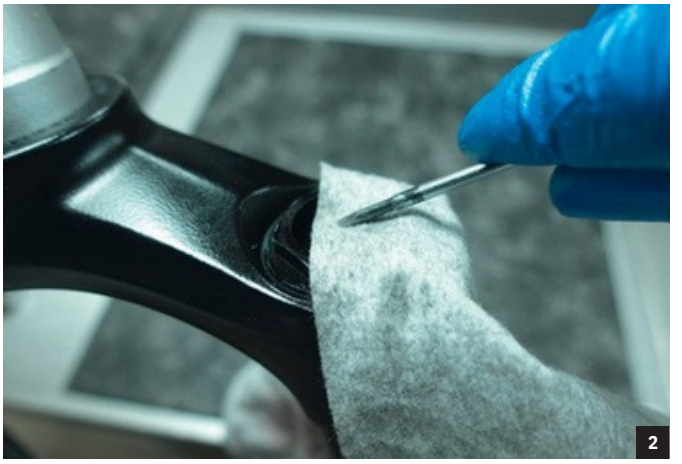
All EQ forks can be identified by the EQ sticker on the crown of the fork.

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.



STEP 3

Use the dedicated 27mm socket and a ratchet to unscrew the air cap assembly (picture 1). Carefully remove the air cap assembly from the stanchion and set it aside (picture 2).

AIR CHAMBER SERVICE

STEP 4

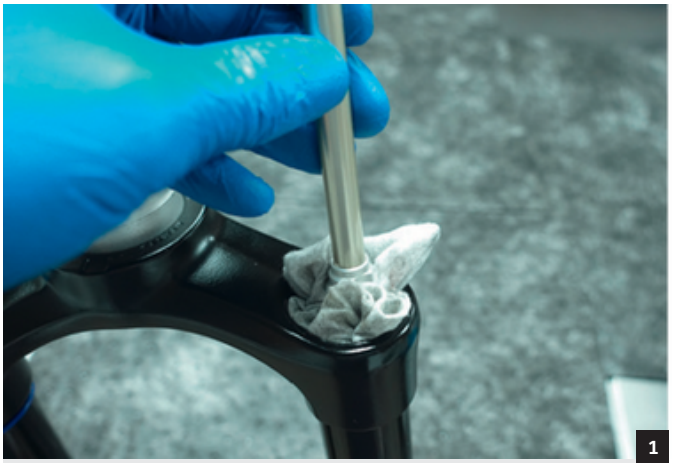
Use a wrench or a Knipex smooth-jaw pliers to unscrew the nose piece by turning it counterclockwise

STEP 5

Move the nose piece partway down the shaft (picture 1). Pull the shaft and remove the air shaft assembly. Set it aside (picture 2). If air shaft is inside the leg after removal of air pressure, this is normal, just pull harder on the shaft and it will go out.

STEP 6

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.



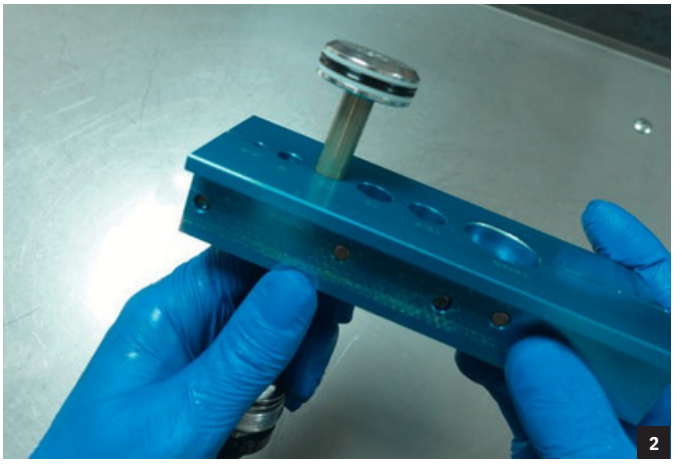
STEP 7

Slide the spacer, bumper, and nose piece down to expose the shaft (picture 1). Clean the shaft with brake cleaner and a workshop towel. Use 10 mm clamps to hold the shaft in a vise (picture 2).

Note: 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.


1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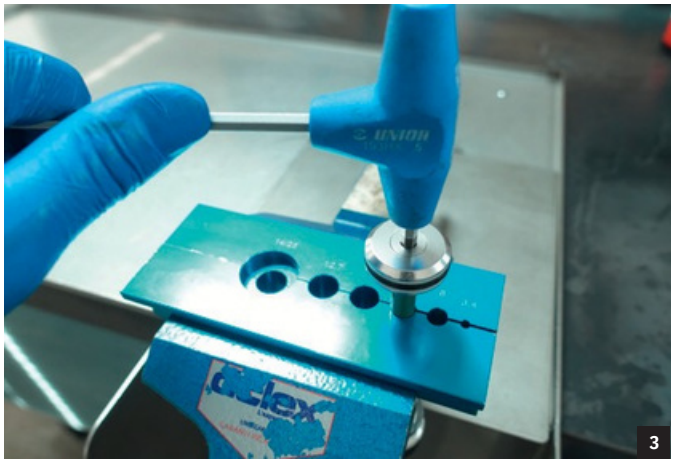
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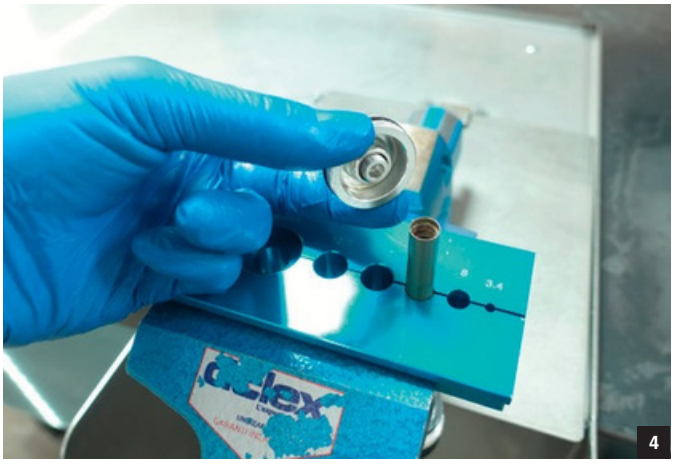
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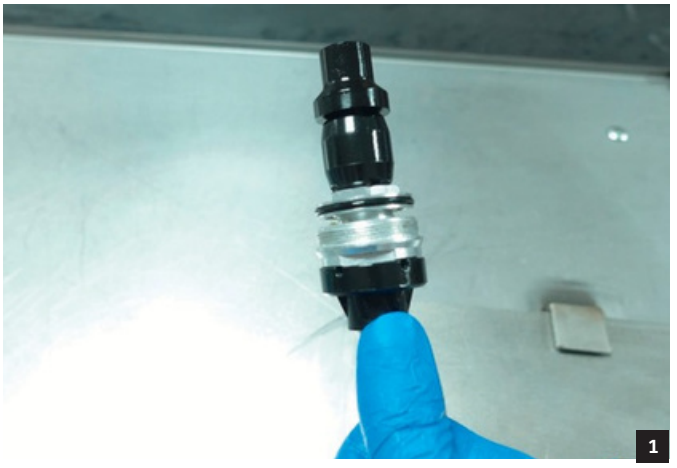
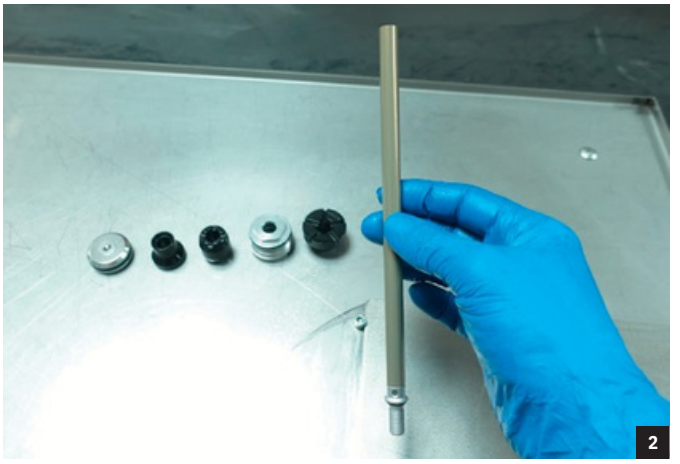
STEP 8

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





AIR CHAMBER SERVICE

STEP 9

Use a pick to remove the x-ring.

Clean the seal seat with a rag. Grease and install the new x-ring.

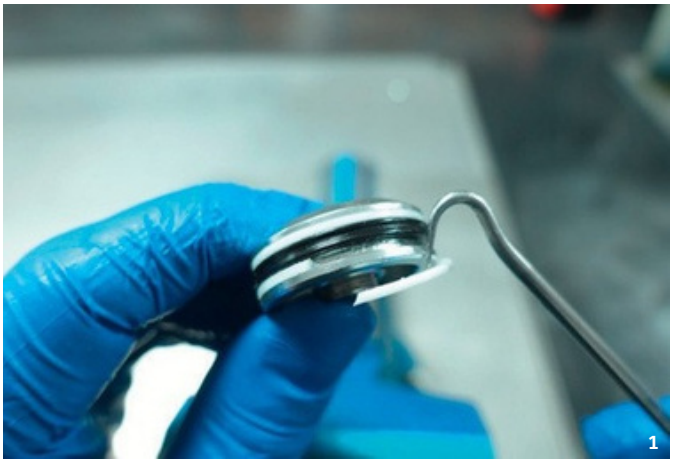
Make sure the seal is seated correctly without any twists.

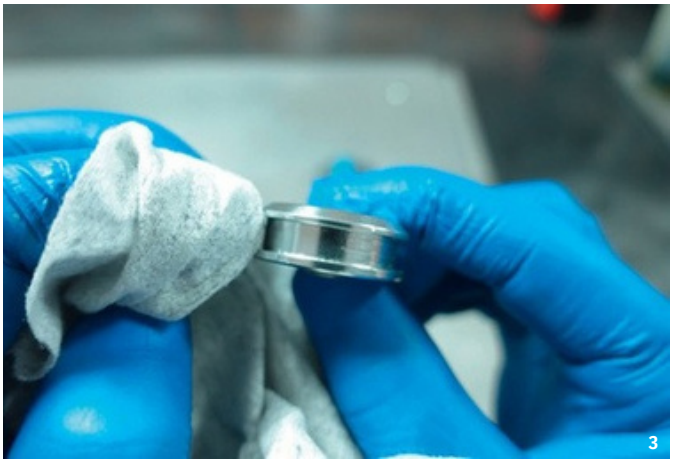
AIR CHAMBER SERVICE

Remove the O-ring and set it aside. Clean the seal seat, apply grease to the new O-ring, then install it.

AIR CHAMBER SERVICE STEP 10

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

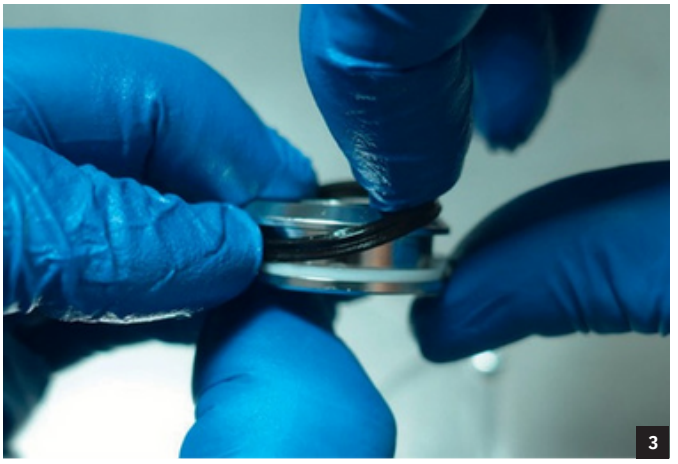


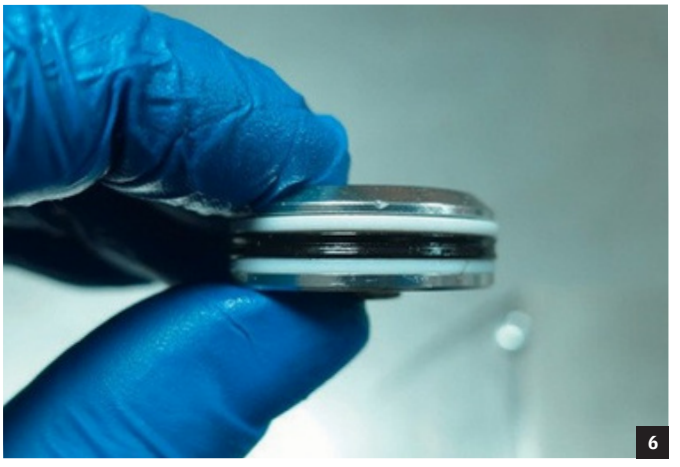


STEP 11

Install the first backup ring, making sure it is properly seated. Apply SR SUNTOUR “Low-Friction” grease on the new x-ring and install it. Install the second backup ring.

AIR CHAMBER SERVICE





STEP 12

Apply SR SUNTOUR “Low Friction” grease on the inside of the rubber bumper, plastic spacer and nose piece. Use a bullet tool to install them on the shaft in the correct order.

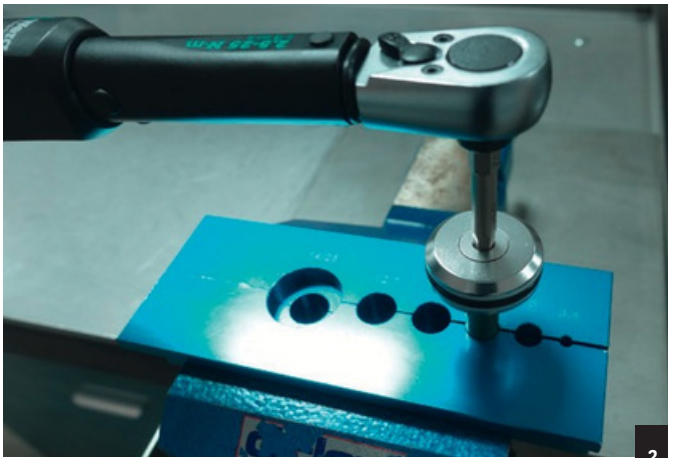
STEP 13

Use 10mm clamps to secure the shaft in the vise.

> **Note:** 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.


1


2


3

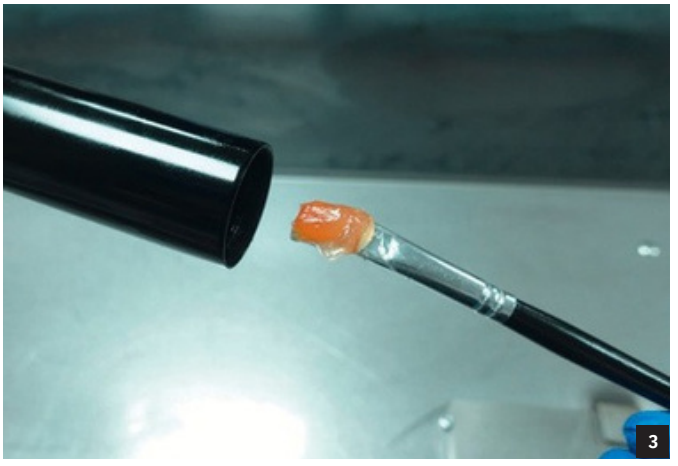
AIR CHAMBER SERVICE

STEP 14

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


1


2

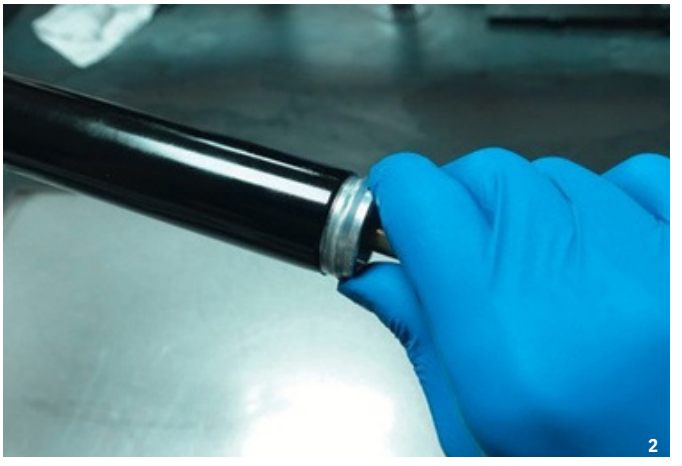

3

STEP 15

Insert the air shaft assembly into the stanchion. Begin threading it by hand and finish with a torque wrench set to **2.7 Nm**.

Note: Do not exceed 2.7Nm of torque, as this could damage the stanchion.


1


2

AIR CHAMBER SERVICE

STEP 16

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

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

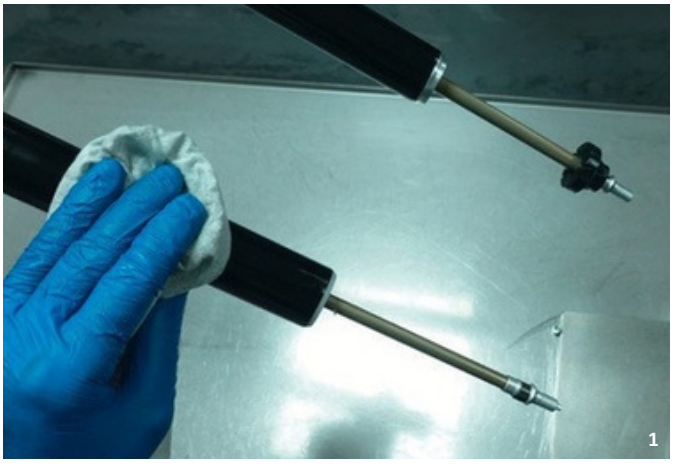
Apply grease to the air cap assembly o-ring.

AIR CHAMBER SERVICE STEP 17

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

STEP 18

Clean the stanchions.



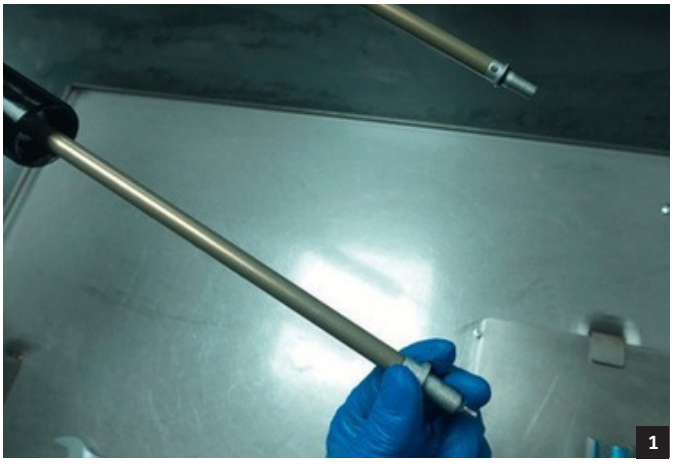
Prepare the lower leg assembly. For more details, please refer to the “LOWER LEG SERVICE...” guide specific to your fork for detailed instructions.
In summary, start by cleaning the lower legs bushings. Clean or replace the dust seals and foam rings.
Grease the inner surface of both dust seals and bushings with SR SUNTOUR “Low friction” grease. Soak
the foam rings with 20wt oil, then reinstall.

AIR CHAMBER SERVICE

STEP 19

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

In summary, make sure the o-rings are installed at the bottom of both the air shaft and damper shaft respectively. Pull the damper shaft to the bottom of the stanchion, then install the lower legs onto the stanchions.


1


2

STEP 20

Pressurize the air spring to 70 psi and equalize the positive and negative chambers by compressing the fork a few times within the sag portion of the fork travel.


1

TRAVEL CONVERTION

REQUIRED TOOLS & SUPPLIES:

- 27mm socket (ZFC160-R)
- ½Ratchet wrench
- 12mm socket (R2C2 cartridges forks)
- 10mm socket
- 5mm Allen key
- Torque wrench
- 10mm shaft clamps
- Loctite 262 or equivalent
- Plier wrench (fl at surface) or 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

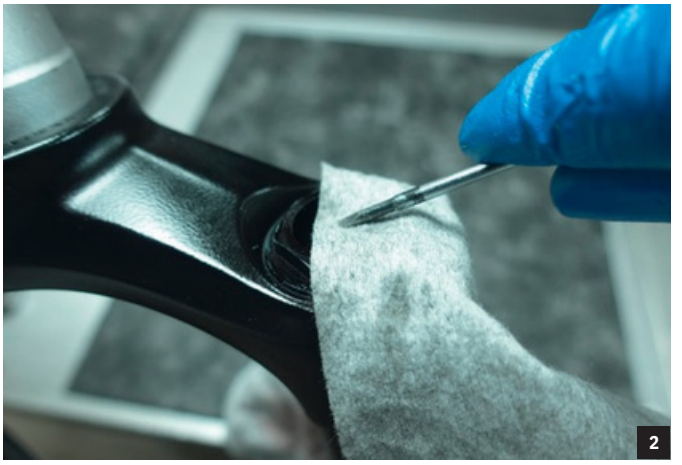
Do not attempt this intervention without the proper tool, you may damage your Sr Suntour product

GENERAL INFORMATION

All EQ forks can be identifi ed by the EQ sticker on the crown of the fork.

STEP 2

Remove the air cap and depressurize the air chamber.



STEP 3

Use the dedicated 27mm socket and a ratchet to unscrew the air cap assembly (picture 1). Carefully remove the air cap assembly from the stanchion and set it aside (picture 2).

STEP 4

Use a wrench or a Knipex smooth-jaw pliers to unscrew the nose piece by turning it counterclockwise.

STEP 5

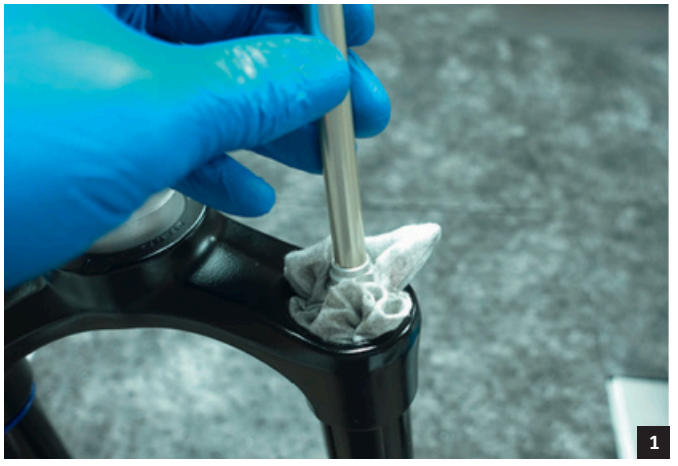
Move the nose piece partway down the shaft (picture 1). Pull the shaft and remove the air shaft assembly.
Set it aside (picture 2).


1


2

STEP 6

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 scratches.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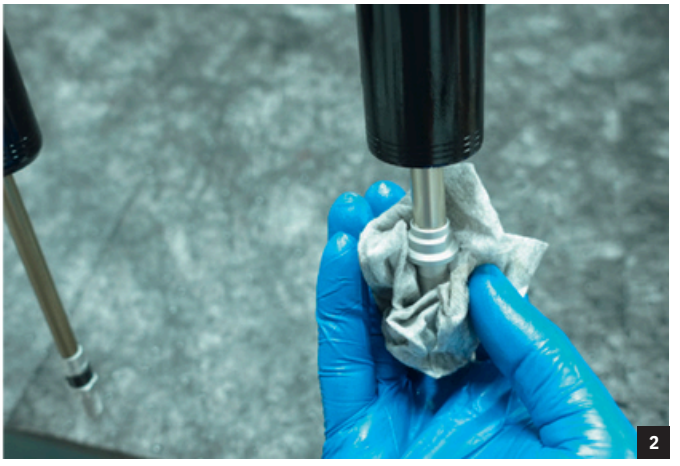

2

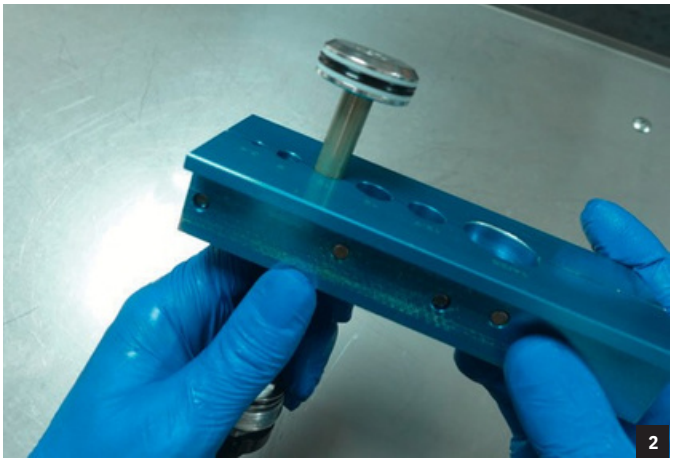
STEP 7

Slide the spacer, bumper, and nose piece down to expose the shaft. Clean the shaft with brake cleaner and a workshop towel. Use 10mm clamps to hold the shaft in a vice.

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

Use a 5mm Allen key to loosen the piston bolt. Remove the piston assembly and set it aside.


1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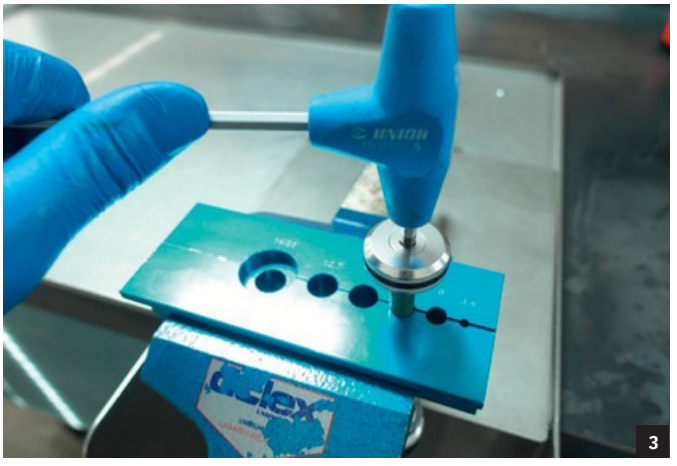
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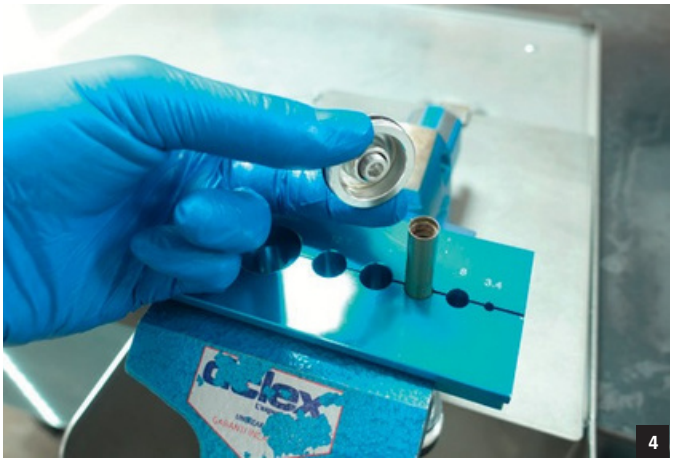
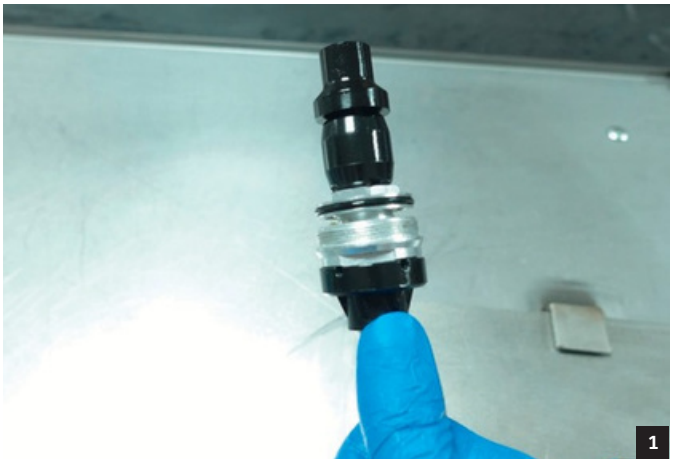

4

STEP 8

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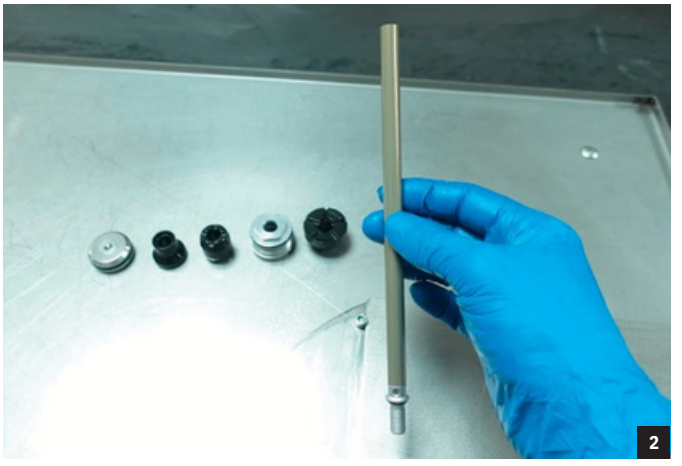
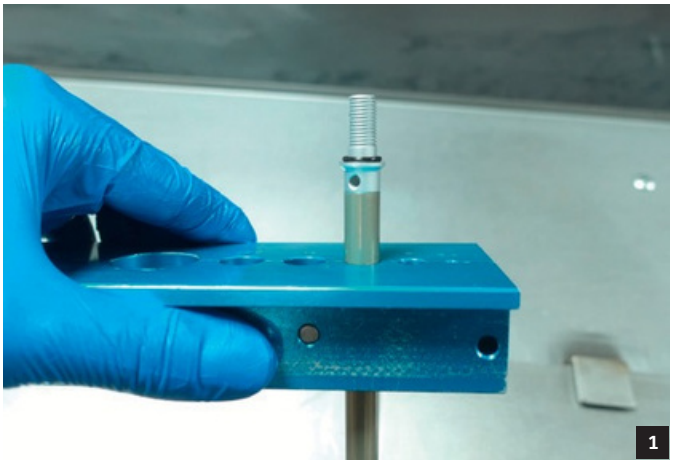

2

STEP 9

Flip the shaft and clamp it in the vice.

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

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.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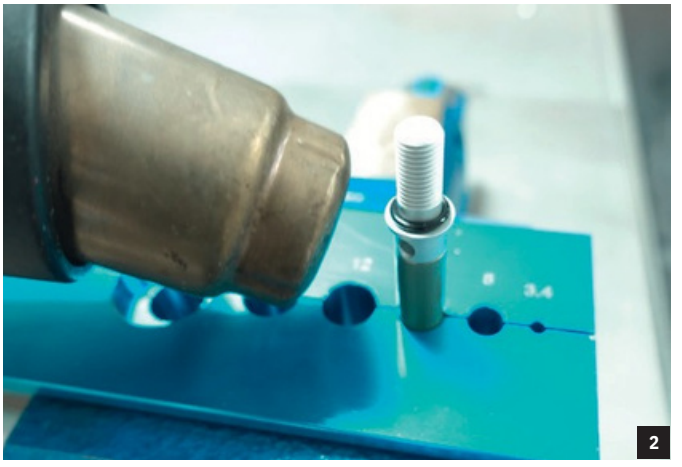
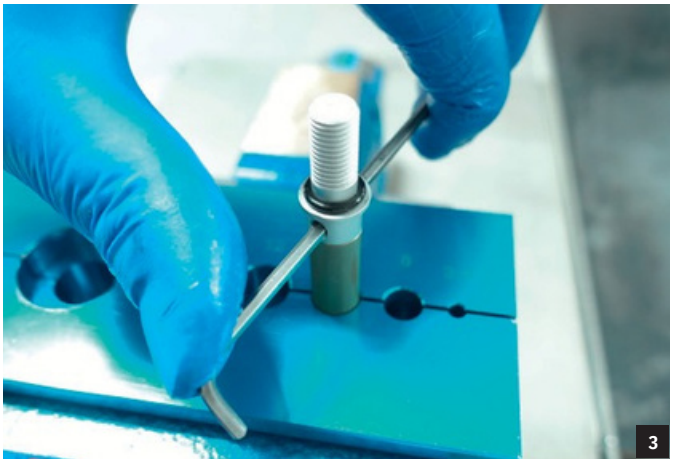

2

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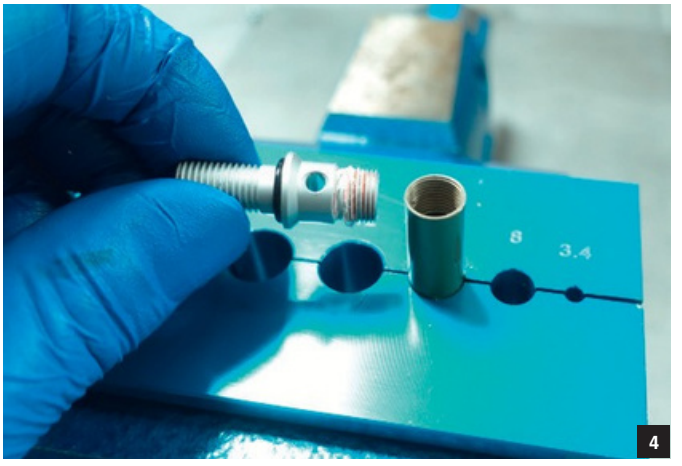

4

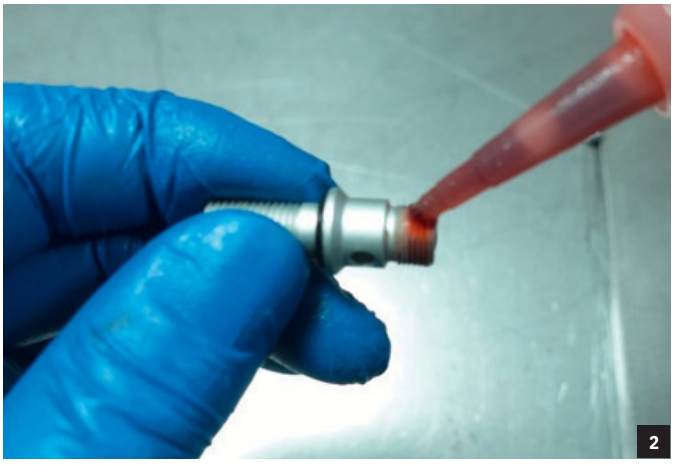
STEP 10

Clamp the new air shaft and install it in the vice. Make sure to install the shaft in the correct way (picture 3).

Note: Leave a 20mm gap between the top part of the shaft and the clamps so the shaft threads are not under stress (picture 3).

Clean the insert threads and apply Loctite 262 or equivalent. Use a 2.5mm steel shaft or 2.5mm Allen key and firmly tighten the insert by turning it clockwise.


1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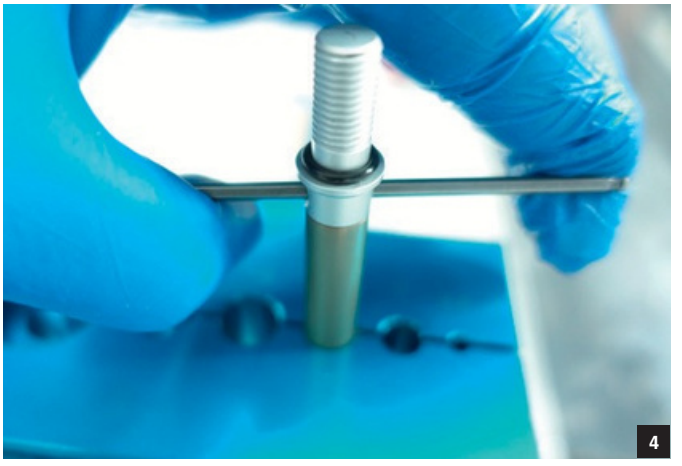

4

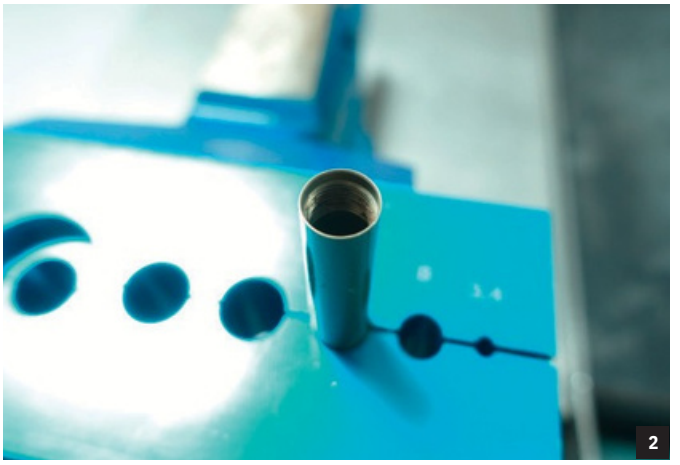
STEP 11

Flip the shaft. Apply SR SUNTOUR “Low-Friction” grease to the inner surface of the spacers, nose piece and rubber bumper, then install them on the shaft in the correct order (picture 1). Slide them down the shaft and clamp the air shaft in the vice.

The seal seat (an unthreaded section inside the end of the shaft) should now be visible (picture 2).

Note: Leave a 20mm gap between the top part of the shaft and the clamps so the shaft threads are not under stress.

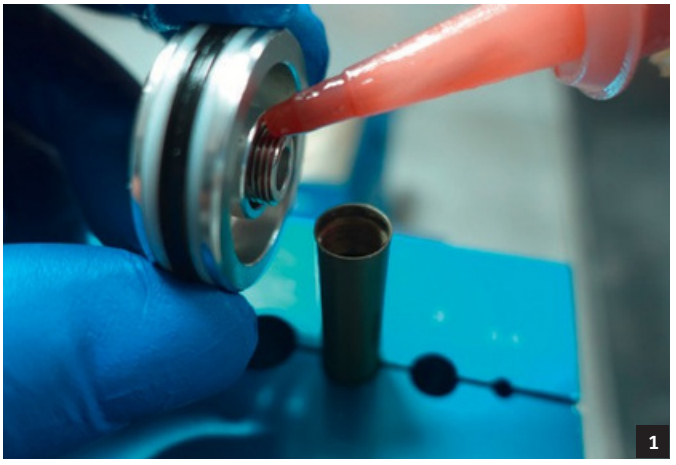

1


2

STEP 12

Apply Loctite 262 or equivalent to the piston threads.

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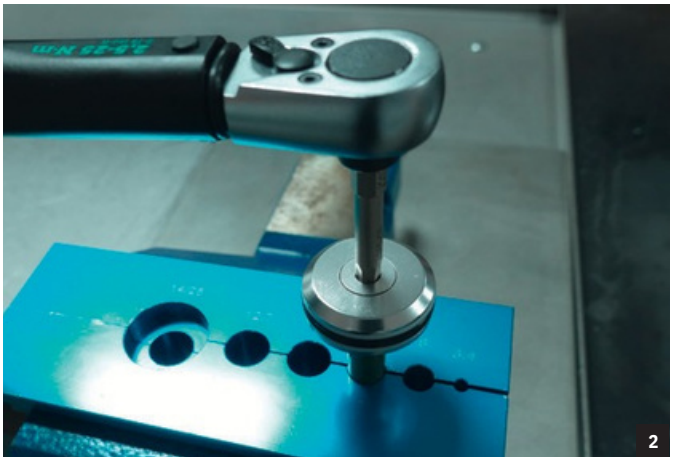

2

Remove the negative air shaft assembly from the clamps.

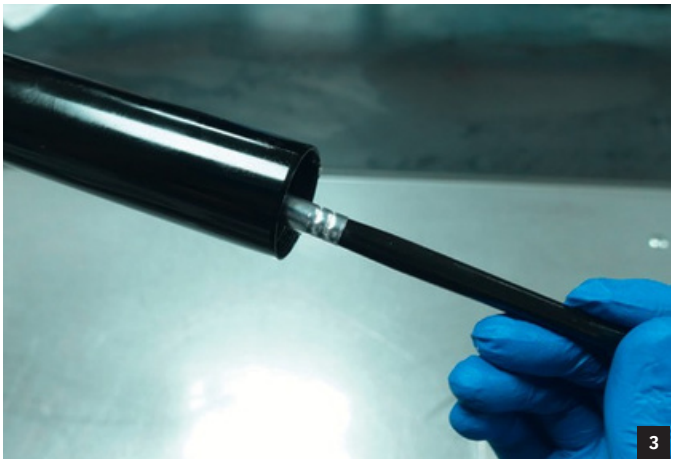

3

STEP 13

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

1


2

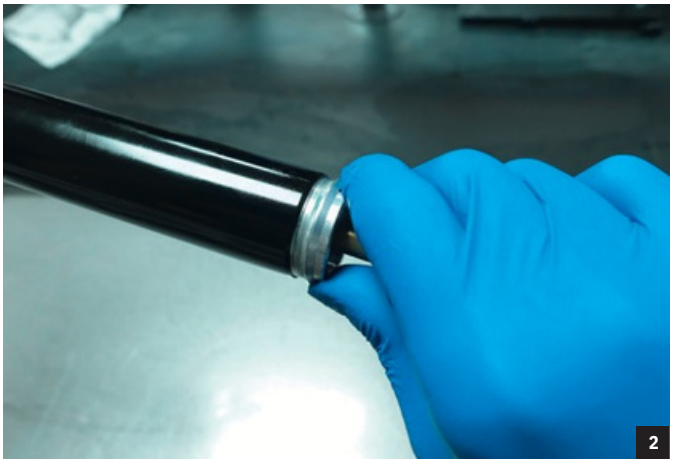

3

STEP 14

Insert the air shaft assembly into the stanchion. Begin threading it by hand and finish with a torque wrench set to **2.7Nm**.

Note: Do not exceed 2.7Nm of torque, as this could damage the stanchion.


1


2

STEP 15

Inject 1-2cc of air chamber oil directly in the stanchion (picture 1). Apply grease to the air cap assembly o-ring (picture 2).

STEP 16

Install the air cap assembly in the left stanchion using the dedicated 27mm socket and ratchet, and tighten to **15Nm** (picture 1). Pressurize the air chamber to 80 psi (picture 2).

STEP 17

Clean the stanchions.

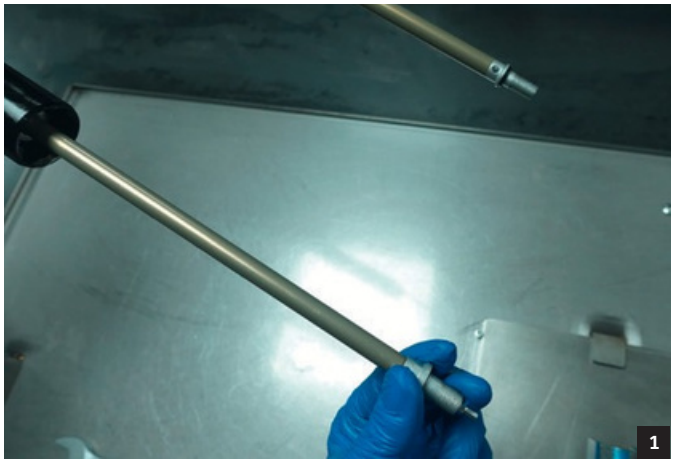
Prepare the lower leg assembly. For more details, please refer to the “LOWER LEG SERVICE...” guide specific to your fork for detailed instructions.

In summary, start by cleaning the lower legs bushings. Clean or replace the dust seals and foam rings. Grease the inner surface of both dust seals and bushings with SR SUNTOUR “Low friction” grease. Soak the foam rings with 20wt oil, then reinstall.

STEP 18

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

In summary, make sure the o-rings are installed at the bottom of both the air shaft and damper shaft respectively. Pull the damper shaft to the bottom of the stanchion, then install the lower legs onto the stanchions.



STEP 19

Pressurize the air spring to 70 psi and equalize the positive and negative chambers by compressing the fork a few times within the sag portion of the fork travel.

1

CARTRIDGE REPLACEMENT AND BLEEDING

REQUIRED TOOLS & SUPPLIES:

- 27mm socket (ZFC160-R) • Ratchet wrench
- 12mm socket (RC+ cartridges forks)
- 2mm allen key and one spoke
- Torque wrench (8-20N.m)
- Plastic mallet
- Rag or workshop towel
- Plastic tyre lever
- SR SUNTOUR suspension oil
- SR SUNTOUR 27.7mm cartridge clamp

⚠ 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

Fully open rebond and compression settings. Remove the rebond lever

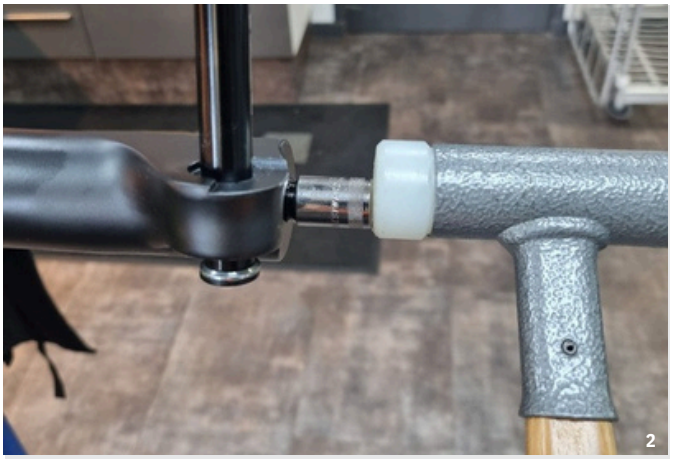
1

2

STEP 2

Using an 12mm socket, turn the exposed bolt counterclockwise 2 turns to loosen it. Put a socket on the bolt, use a mallet to strike the socket 2-3 times. Check to ensure the bolt is in contact with the leg. Remove the bolt and set it aside.

1


2

CARTRIDGE REPLACEMENT AND BLEEDING

STEP 3

Remove rebound nut and push rebound shaft

1

⚠ WARNING

This product have lubrification oil in the lower legs

⚠ WARNING

Before removing cartridge, prepare a bucket to receive oil lubrification.

STEP 4

Use a plastic tyre lever to pull out compression knob

1

STEP 5

Use the wrench with 27 socket to untighten top end of the cartridge.

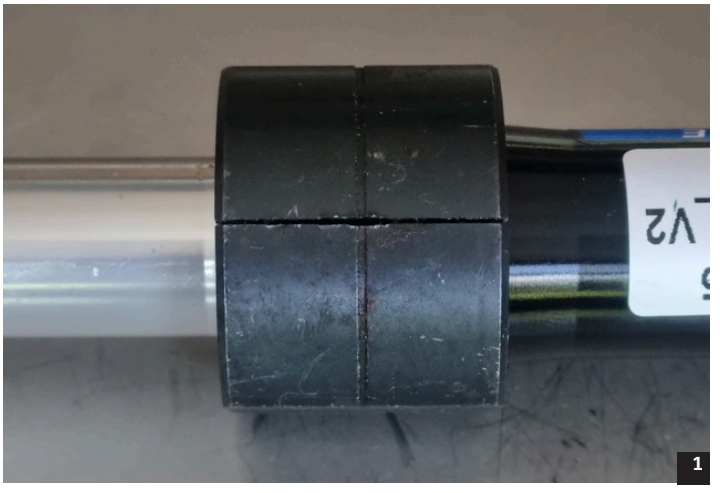

1

STEP 6

Pull out the cartridge of the fork

STEP 7

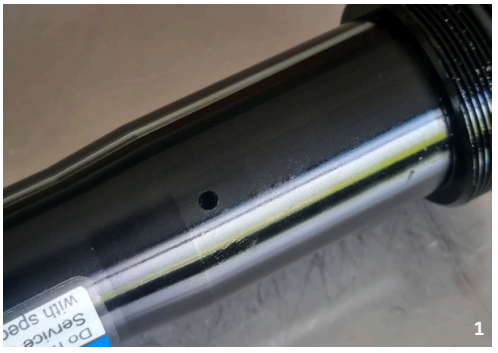
Put the cartridge in full extension by pulling the rebound shaft. Position the Sr Suntour clamp on the cartridge, right over the connection between the black parts and the grey parts.



CARTRIDGE REPLACEMENT AND BLEEDING

STEP 8

Localize the bleed hole on the black parts of the cartridge and seal it with a scotch.

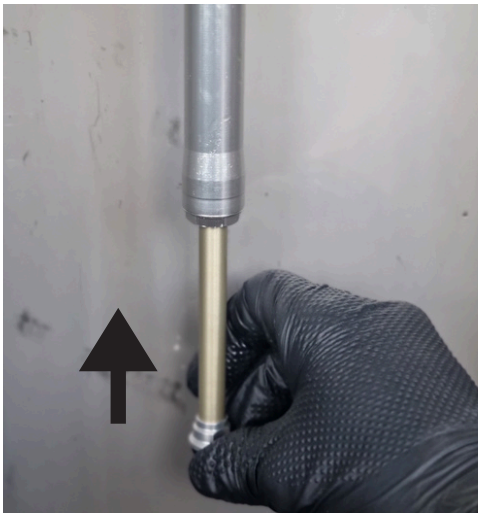


STEP 9

Install the cartridge in the vise in verticla position. Use the 27mm socket to untighten the top cap (unclockwise) of the cartridge. Remove the spring.

STEP 10

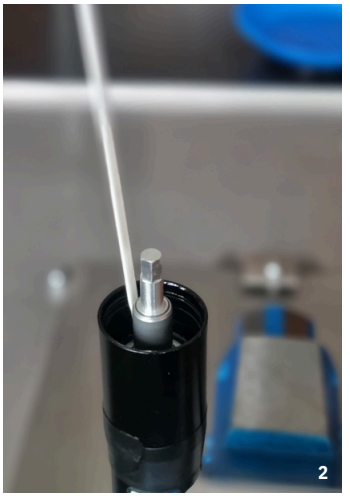
Push the rebound shaft completly in. Flotting piston will come up.



CARTRIDGE REPLACEMENT AND BLEEDING

STEP 11

With a 2mm allen key, remove bleed screw off the flotting piston. With a spoke, screw it in the bleed port, pull out flotting piston off the cartridge.

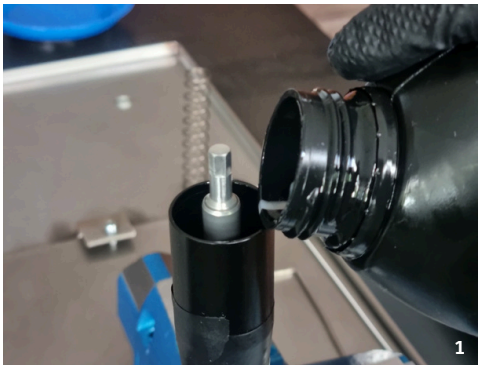


STEP 12

Remove the cartridge from the vice, put the cartridge upside down to remove the oil by gravity, move the rebound shaft to remove the remaining oil.

STEP 13

Put the cartridge back in the vice, poor SR SUNTOUR suspension oil in the cartridge.
Slowly move the rebond shaft up and down, no more bubbles should appear during this movement.
When rebond shaft is fully in, oil level need to be at 35mm from top. Move shaft until no bubble visible. Add oil until level is good.



CARTRIDGE REPLACEMENT AND BLEEDING

STEP 14

Place the pcs piston back in the cartridge, push it to reach 35mm depth, be sure that oil is going over the piston. Then, put back the 2mm bleed screw. Tighten it at 3N.m.

STEP 15

In the same time, pull the rebound shaft down and push the flotting piston down with an allen key. When cartridge fully extended, put back spring over the flotting piston and close the top cap with the 27mm socket. Tighten it at 10N.m. Remove the scotch that cover the hole.

STEP 16

Put back the cartridge in the fork, tighten upper parts at 20N.m

STEP 12

Put 15cc of SR SUNTOUR suspension oil in the lower, put back the cartridge nuts, tighten at 8N.m and put the rebound knob.

1


2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4

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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