



**EDGE X Series**

REBER ALBAH AUBE T. LOCATYKY ST. GUTTHA. LD. PASSE. SWISS. REBER. CH. WWW.REBER.COM

# edge



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## **2K25 HIGHLIGHTS / TECHNOLOGY & FEATURES**

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## ⚠ WARNING

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## IMPORTANT SAFETY INFORMATION

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- 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

- 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.

# EDGE



## **EDGE X - FOR LIVING LIFE ON THE EDGE**

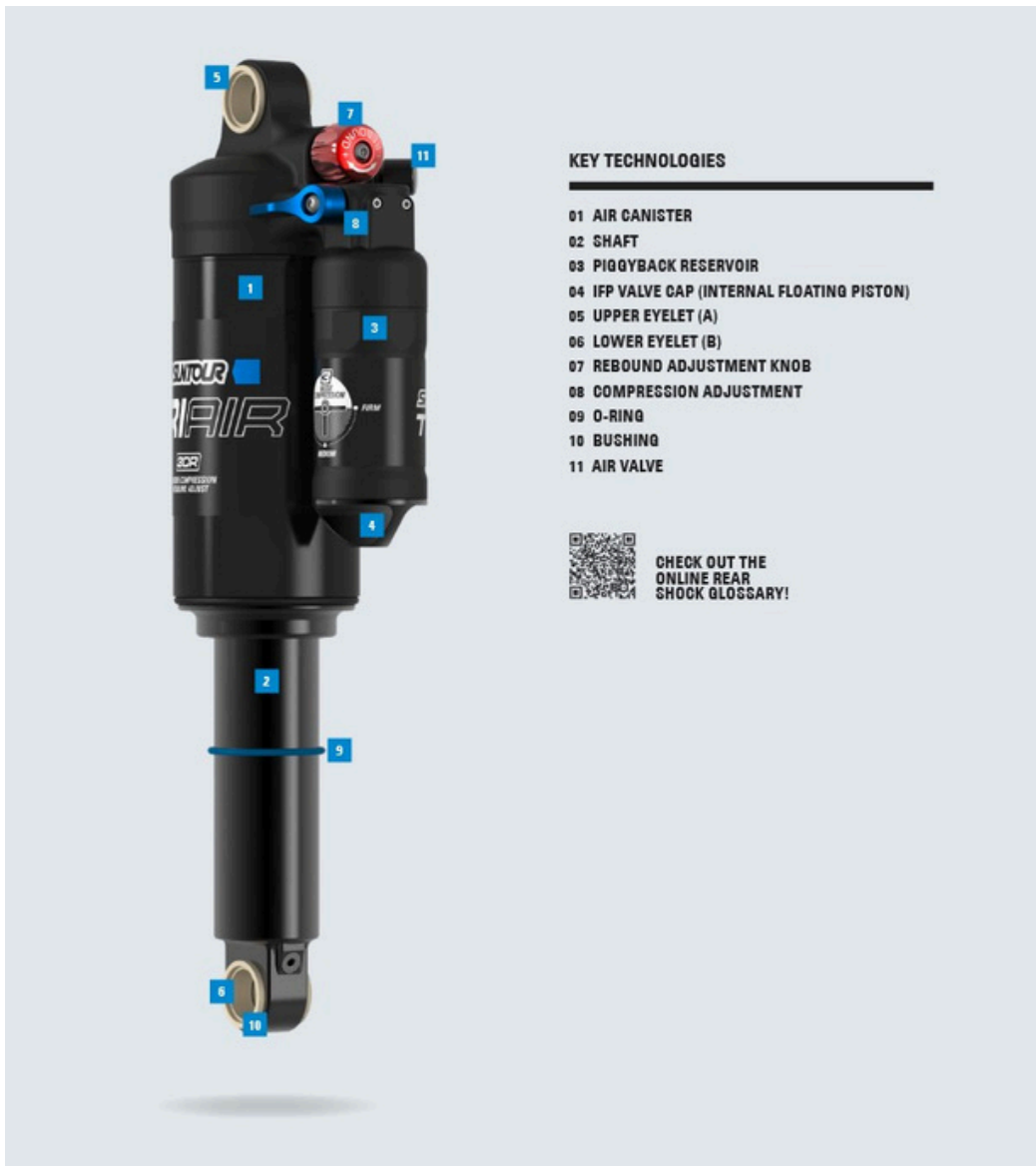
From modern XC racing to technical trail riding you demand damping performance for the most efficient yet comfortable ride. The EDGE was created to perform as a lightweight and fast forward moving XC racing shock, featuring adjustable compression and rebound damping for a custom, controlled ride. The EDGE X is the latest addition to our growing family. While the EDGE name remains synonymous for short to mid-travel bikes, the X indicates a reinforced and updated structure dealing with the demands modern full suspension ebikes are bringing to the table. Coming in an overhauled and refreshed design, the new EDGE X features a redesigned shaft delivering extra strength right out of the core with improved sliding behavior that creates excellent small bump compliance under heavier loads and stress. This is also supported by a larger negative air chamber to create a smooth ride off the top while delivering the desired support. While we've prioritized comfort, the efficiency of the EDGE X reigns supreme. The efficiency is supported by an increased amount of mid-stroke support when paired with precise rebound damping gives you a calmer ride all while keeping the focus on the forward movement. Historically XC racing bikes have used a full lockout but for the modern full suspension ebike we've developed a firm switch, giving efficiency, but leaving the right amount of travel for the comfortable ride and ultimate traction. So choose the X and go for an Ohh!

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<b>MODEL</b>	EDGE X
<b>INTENDED USE</b>	URBAN, XC, TRAIL
<b>FUNCTION</b>	2CR, RC, R
<b>SPRING</b>	AIR, ADJUSTABLE VOLUME, AIR CAN OPTIONS AVAILABLE
<b>TRAVEL</b>	INCH : 152x31mm, 165x38mm, 184x44mm METRIC : 170x27.5/30/35mm 190x37.5/40/42.5/45mm 210x47.5/50/52.5/55mm TRUNNION : 145x27.5/30/32.5/35mm 165x37.5/40/42.5/45mm 185x47.5/50.52.5/55mm

## TERMS AND SETUP

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### TOOLS NEEDED FOR THE ADJUSTMENT SETUP

- High pressure shock pump (up to 300psi)
- Tape measure or caliper (for setting the SAG)
- Protective gloves and eyewear

### BEFORE ADJUSTING YOUR SHOCK

The following setting recommendations have to be considered as starting points. After a few rides and once you get used to your shock, 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 shock stanchion pushes down into the shock air can 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.

### SAG - HOW TO MEASURE SAG



TRAVEL (mm) METRIC/TRIUNION	TRAVEL (mm) IMPERIAL	25% SAG (mm)	25% SAG (mm)	30% SAG (mm)
20	-	5	7,5	9
-	21	5,2	7,75	9,3
25	-	7	8,75	10,5
-	26	7,6	9,5	11,4
30	-	8	10	12
-	31	8,2	11	13,2
35	-	9	11,25	13,5
-	36	10	12,5	15
-	37	10,2	12,75	15,3
40	-	11	13,75	16,5
-	38	11,4	14,25	17,1
45	-	12	15	18
-	39	12,6	15,75	18,9
50	-	13	16,25	19,5
-	40	14	17,5	21
55	-	15	18,75	22,5



## REBOUND SETTING

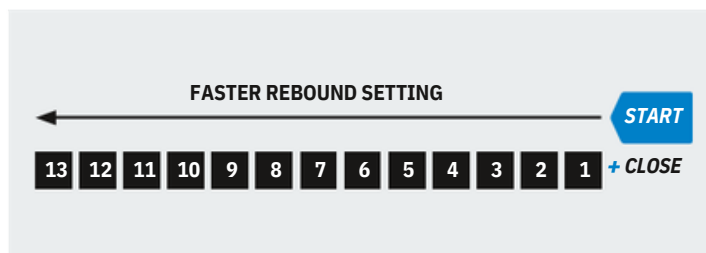


Rebound controls the speed of the shock extension after compression. Always start the rebound setting process with the rebound knob in closed position by turning the adjuster knob all the way to the end of the clock-wise position.

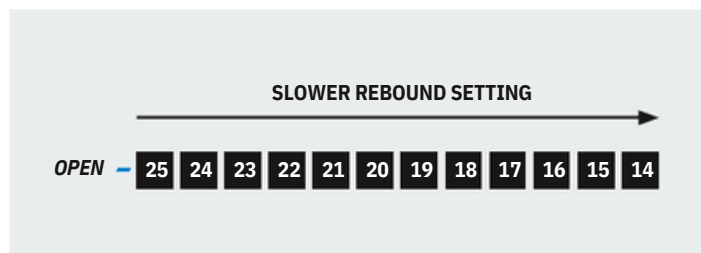
### TO OPEN THE LOW-SPEED REBOUND

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.

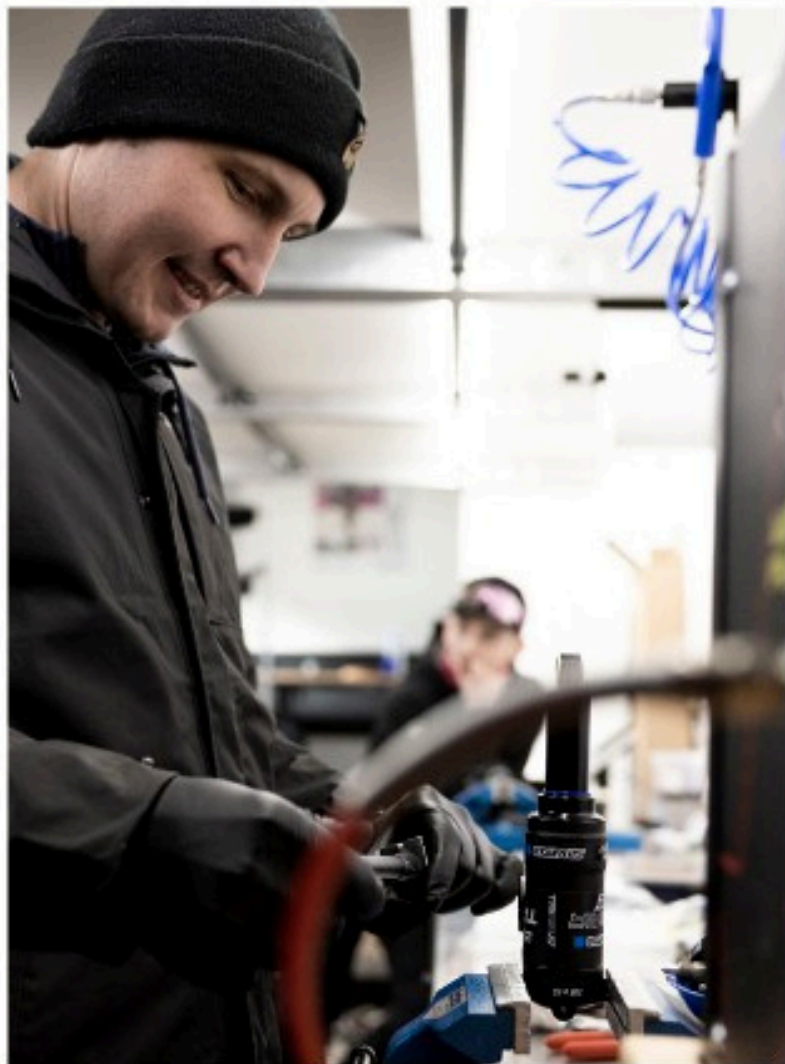
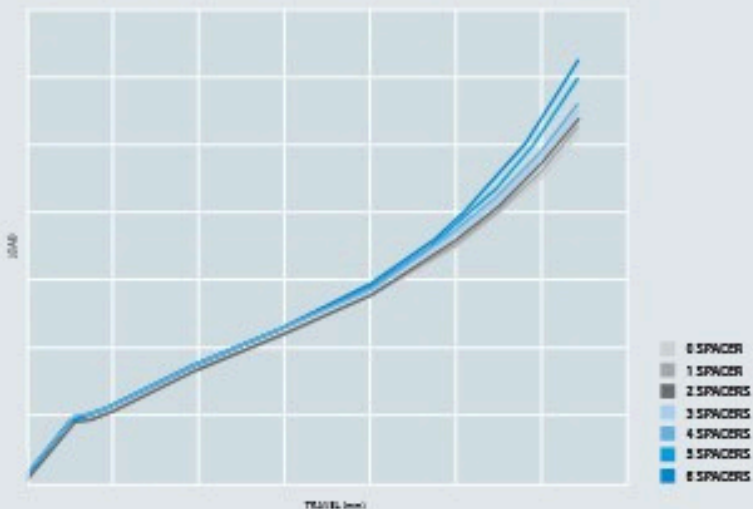


For slower rebound, the clock-wise tuning should allow rider to skip over rougher terrain at slower speeds. Eliminating sharper feedback and gaining control in technical routes and jumps.

# ADJUSTABLE AIR CHAMBER VOLUME



**EXAMPLE SPRING CHARACTERISTIC: EDGE AIR**  
Shock size 230x86; Pos Air Pressure 100psi; IFP pressure 300 psi



## COMPRESSION ADJUSTMENT

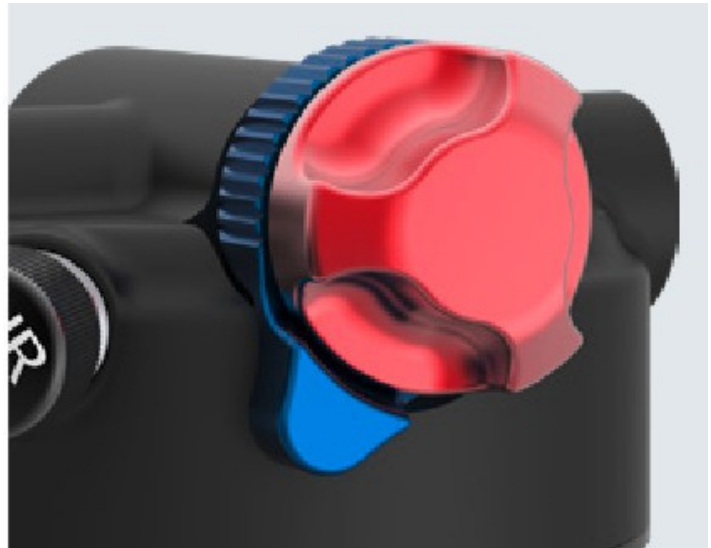
### RC

**To open the low-speed compression:** Turn the right-side adjuster knob counter-clockwise.

**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.

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



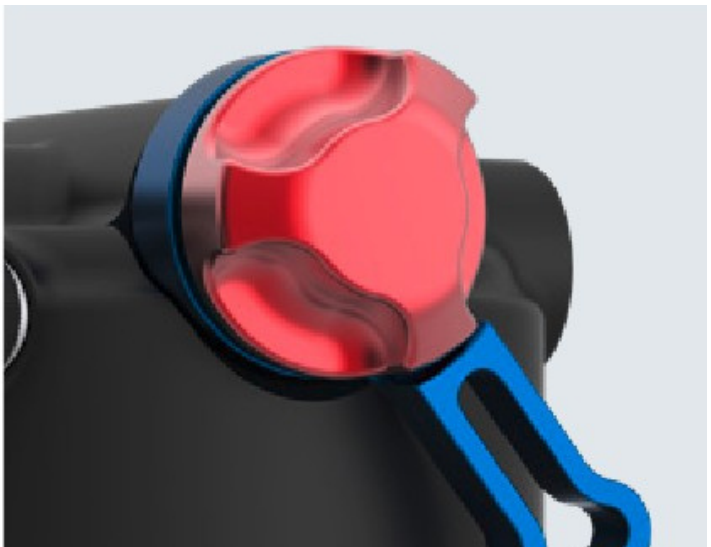
### 2CR

**Compression open mode:** Turn the right-side adjuster knob counter-clockwise.

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

**Compression medium mode:** Turn the right-side adjuster knob clockwise toward.

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



## 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	•			
Inspect stanchion tubes for wear	•			
Check fixing bolts for proper torque	•			
Clean shock with light soapy water and wipe dry	•			
Check air pressure and SAG		•		
Air chamber service			•	•
Hydraulic service				•

## SERVICE GUIDES

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

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## AIR CHAMBER SERVICE

### REQUIRED TOOLS & SUPPLIES:

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- Rubber strap wrench
- Valve core tool
- Plastic pick
- Rag or workshop towel
- SR SUNTOUR “Low friction” grease
- Brush
- Edge X air seal kit : RBA399-13-10 small volume  
RBA399-13-20 large volume

#### **WARNING**

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#### **WARNING**

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## STEP 1

---

Remove the O ring



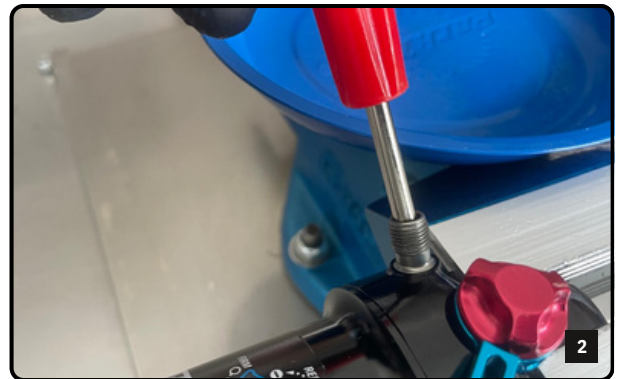
## STEP 2

---

Remove the air cap.



Unscrew and remove valve core to depressurize the air chamber.



## STEP 3

---

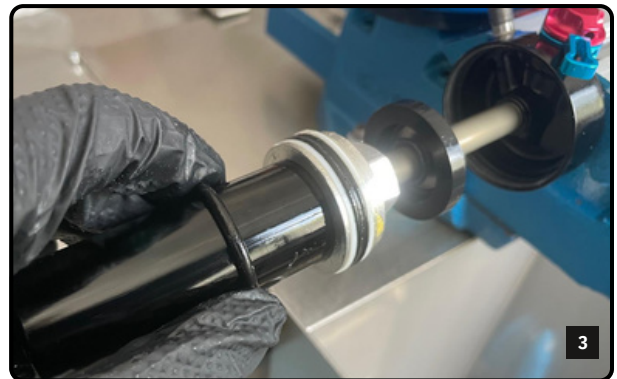
Using a strap wrench, unscrew the air can.



Remove the air can carefully by hand. Finish by removing the O ring.



Remove the O ring.



## STEP 4

---

Use a pick to remove the O-ring from the head of the top assembly.



## STEP 5

Clean the O-ring seat with a rag.



Apply SR SUNTOUR “Low-Friction” grease on the new O-ring and install it.



# STEP 6

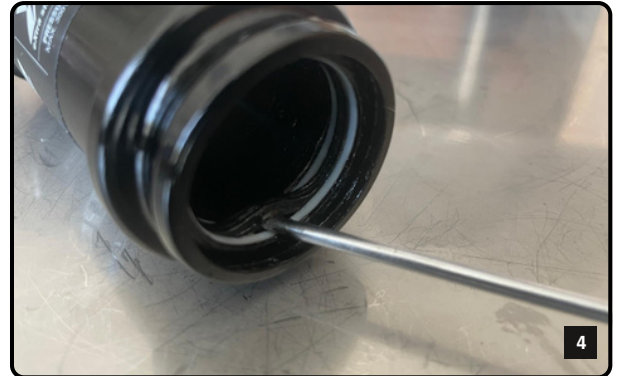
Use a pick to remove the lip seal.



Clean the lip seal seat with a rag.



Use a pick to remove the quad ring seal.



## STEP 7

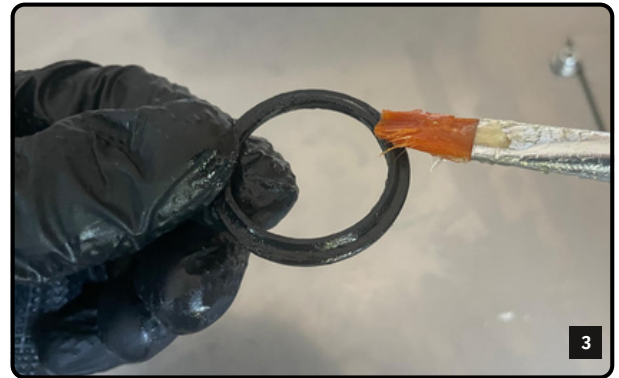
Apply SR SUNTOUR “Low-Friction” grease on the new x-ring and install it.



Make sure the X ring is seated correctly without any twists.



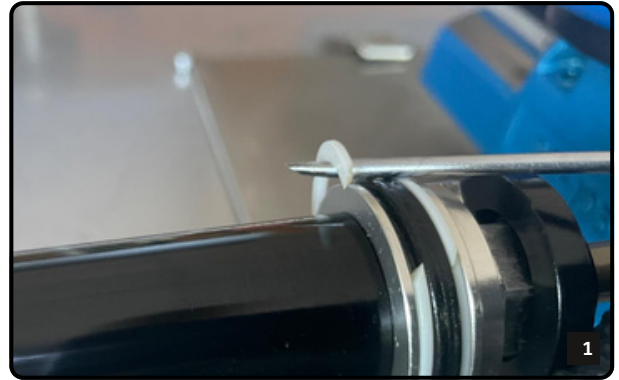
Grease and install the new lip seal.



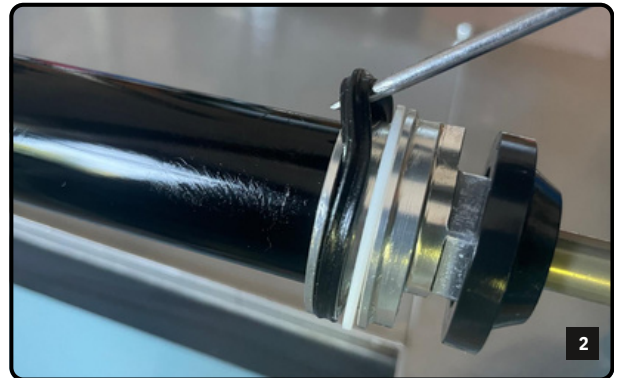
## STEP 8

---

Remove the two backup rings and the x-ring seal from the piston. Clean the piston and the two backup rings



Remove the x-ring seal from the piston.



Clean the X-ring seal.



Clean the seal seat.



## STEP 9

Pinch the ring so that it returns to its original shape.



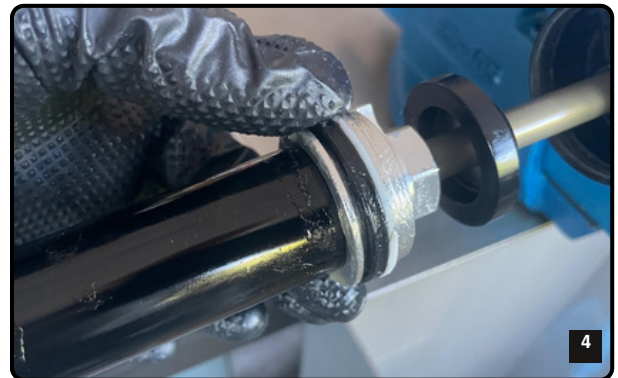
Install the first backup ring, making sure it is properly seated.



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



Install the new x-ring, be sure it's not twisted.  
Install the second backup ring.



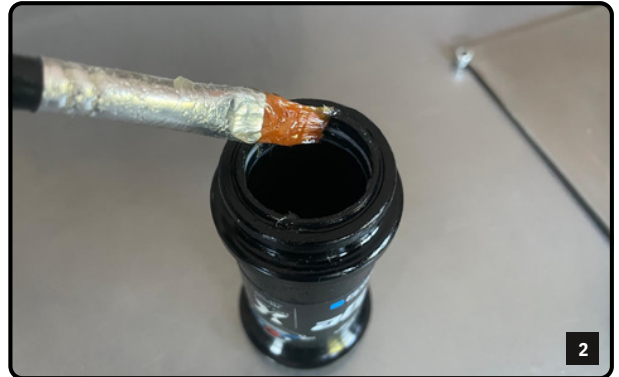
Install the second backup ring.



## STEP 10

---

Apply SR SUNTOUR “Low-Friction” grease to the piston x-ring as well as the x-ring and the seal of the cylinder.



## STEP 11

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Replace the O-ring on the main body. Install the cylinder and screw it.



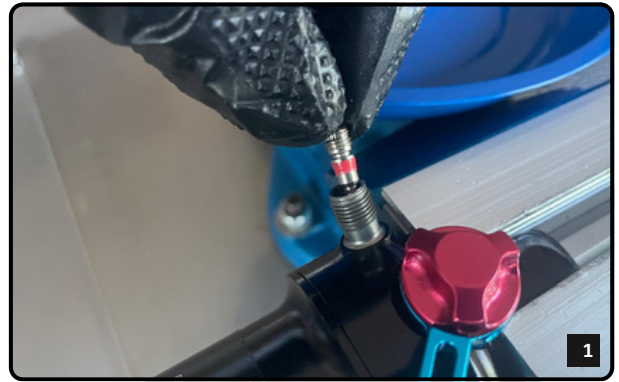
Screw it hand first and then finish with strap wrench.



## STEP 12

---

Replace the valve.



Pressurize the air chamber. Check that the valve is working properly.



Screw the valve cap back on



## STEP 13

---

Replace the o-ring.



## HYDRAULIC SERVICE

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### REQUIRED TOOLS & SUPPLIES:

- Rubber strap wrench
- Valve core tool
- Plastic pick
- Rag or workshop towel
- SR SUNTOUR “Low friction” grease
- Brush
- Sr Suntour rear shock clamp
- 3mm allen key
- 5mm allen key
- Flat jaw wrench
- IFP adaptor tool
- 2in1 bleeding tool
- 21mm specific sr suntour sockt
- Loctite 362
- Edge X hydraulic seal kit :

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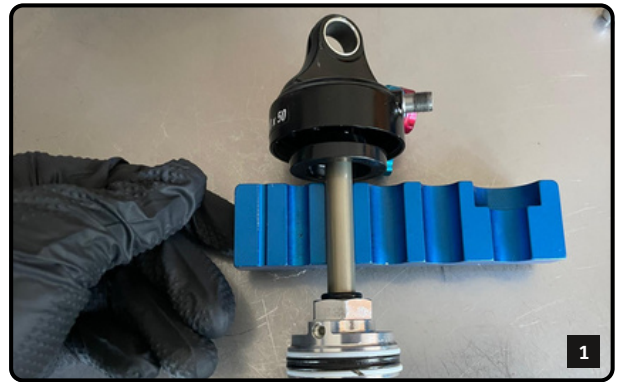
## STEP 1

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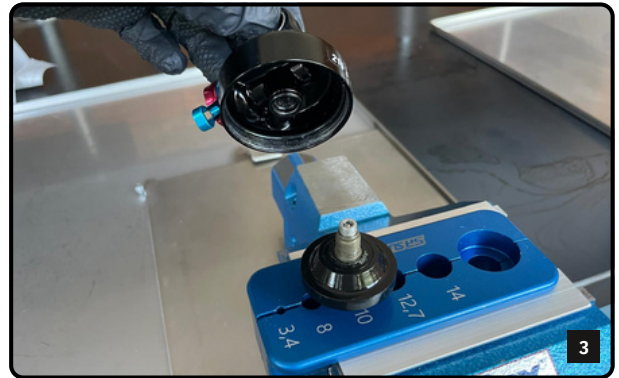
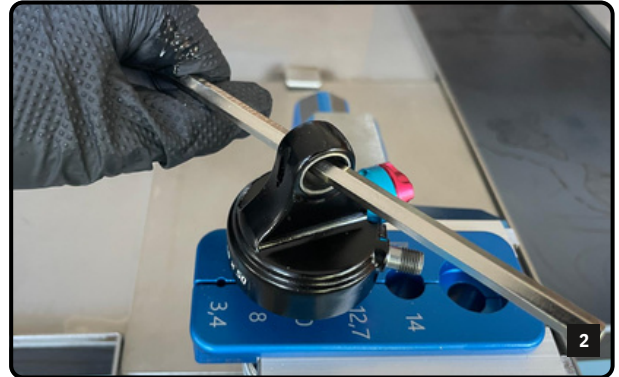
Remove the air can. Refer to the procedure “AIR SERVICE...” specific to your shock.

## STEP 2

Clamp the main spindle in the special  
10 mm soft clamp.



Carefully unscrew the top assembly  
using an Allen key.



Remove the spacer.



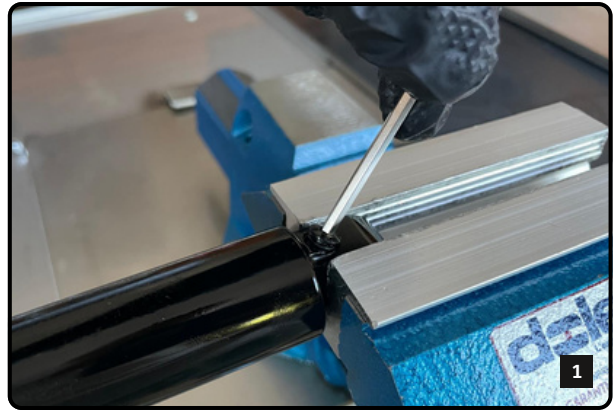
Remove the bottom out o-ring



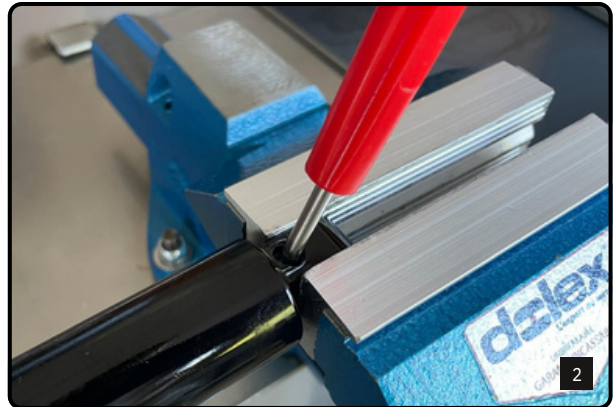
## STEP 5

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Remove the IFP cap with a 3mm allen key.



Untighten valve core.



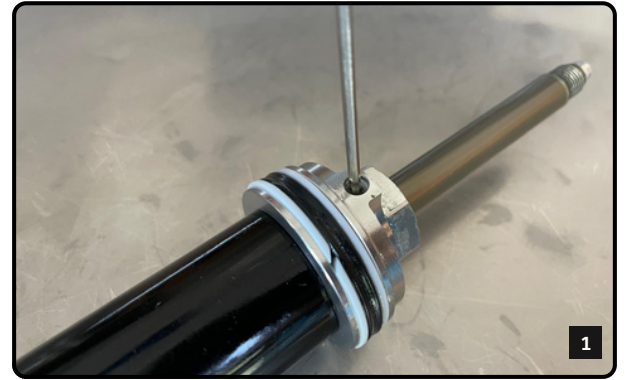
Remove valve core.



## STEP 6

---

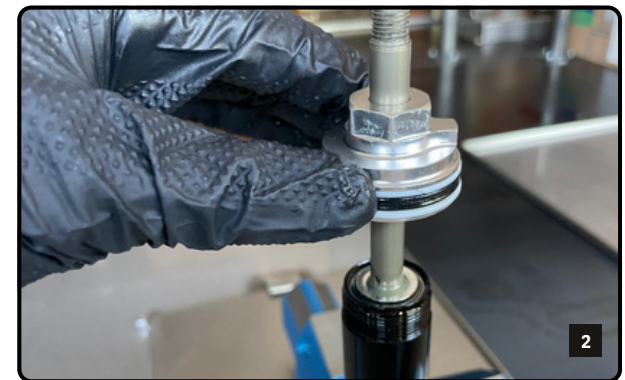
With a 1.5mm allen key, loosen the bleed screw slightly until a trickle of oil appears. Be careful not to unscrew it completely. While oil pressure is reducing through the bleed screw, push a little on the shaft to release pressure.



## STEP 7

---

With a crowfoot wrench or a smooth-jaw pliers, unscrew and remove the support set assembly.



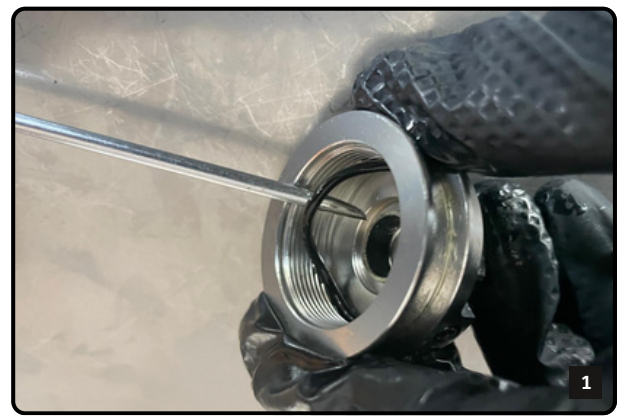
## STEP 8

---

Use a pick to remove the o-ring inside the head.



Use a pick to remove the o-ring outside of the inner head cap.



Use a pick to remove the quad-ring in the top of the head cap.



## STEP 9

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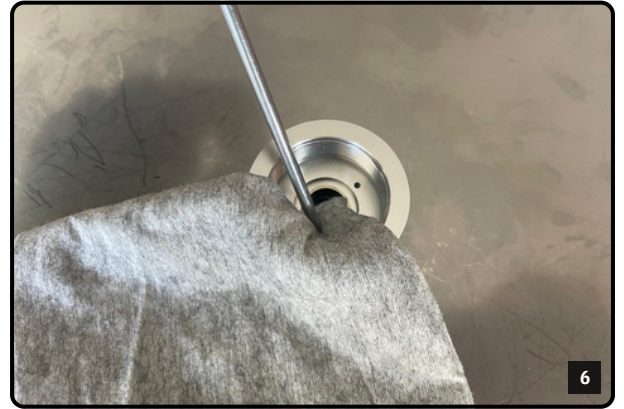
Clean the seal seat with a rag with isopropyl alcohol.



Grease and install the new x-ring.



Clean the two seals seat with a rag and isopropyl alcohol.  
Grease and install the two new seals



Make sure the seals are seated correctly without any  
twists.



## STEP 10

---

Carefully remove the main spindle from the stanchion



## STEP 11

---

Take the main body and drain the dirty oil



## STEP 12

---

Thread our TOOLRS3 in the IFP air port, then, connect an high pressure pump to it.



By actionning the pump, the floating piston will move up and get out of the stanchion. Put a drag on your workshop so the IFP piston could land without damaged.



## STEP 13

Remove the piston X-ring and clean the piston with a rag.



## STEP 14

Grease and put on the new X-ring.



Make sure the seal is seated correctly without any twists.

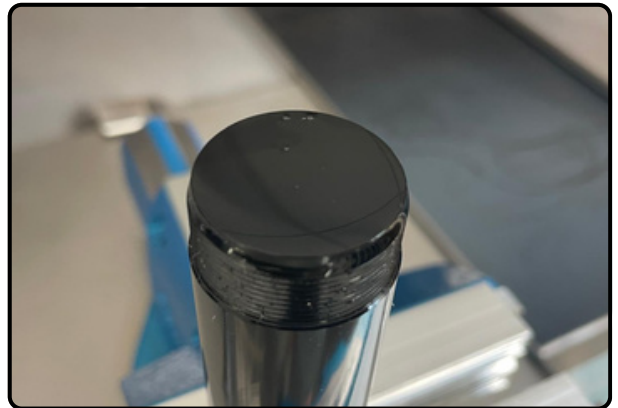
## STEP 15

Replace the floating piston in the main body and press it to the stop



## STEP 16

Fill up with oil from main body to the rim.



## STEP 17

Use the suntour tool to open the lock and allow the oil to flow through, then gently reinsert the piston into the body.



## STEP 18

Reinsert and screw on the support set assembly with a wrench or a Knipex smooth-jaw pliers.



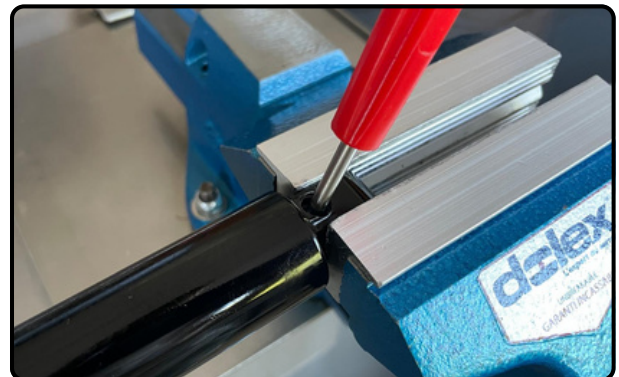
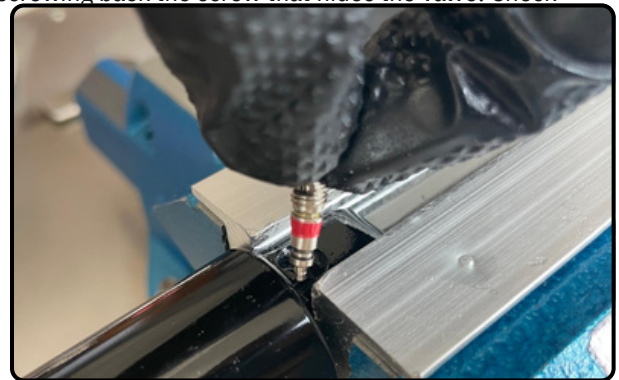
## STEP 19

Bleed the system by gently pressing the stem while opening the bleed screw to allow the oil to drain. Once the system is completely purged, close the bleed screw.



## STEP 20

Reinstall air chamber valve. Then pressurize the system to 15 bar. Finish by screwing back the screw that hides the valve. Check that the valve is working properly.





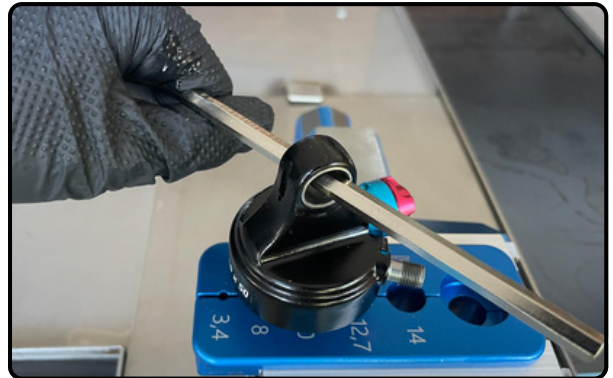
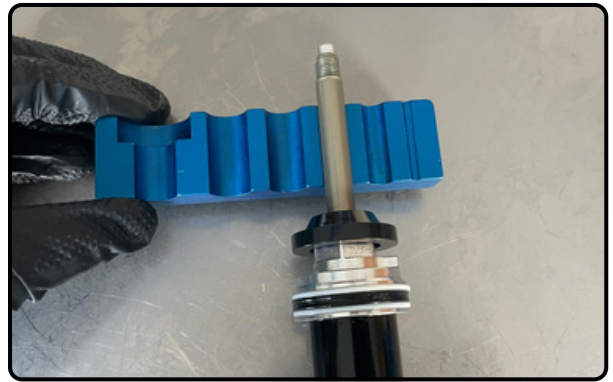
## STEP 21

Reinstall the seal and the spacer.



## STEP 22

Place the rod in the vice to screw the damper head back on with an allen key.



## STEP 23

Check that the hydraulic part is working perfectly. Check blocking, rebound and trigger.

## STEP 24

Screw the cylinder. Refer to the procedure “\*\*\*\* SERVICE...” specific to your shock.

# EDGE X Series

MODEL YEAR	MODEL NAME	WEIGHT (g)	DAMPER	TRAVEL (INCH)	TRAVEL (METRIC)	TRAVEL (TRUNNION)	SPRING	FEATURE
RS24	EDGEX-2CR-LV	-	2CR	152 x 31 mm 165 x 38 mm 184 x 44 mm	170 x 27.5 / 30 / 32.5 / 35 mm 190 x 37.5 / 40 / 42.5 / 45 mm 210 x 47.5 / 50 / 52.5 / 55 mm	-	AIR	Air volume descriptions: LV_Large positive air volume and large negative air volume. SV_Small positive air volume and small negative air volume.
RS24	EDGEX-2CR-SV	-	2CR					
RS24	EDGEX-RC-LV	-	RC					
RS24	EDGEX-RC-SV	-	RC					
RS24	EDGEX-R-LV	-	R					
RS24	EDGEX-R-SV	-	R					
RS24	EDGEX-2CR-LV-TR	-	2CR	-	-	145 x 27.5 / 30 / 32.5 / 35 mm 165 x 37.5 / 40 / 42.5 / 45 mm 185 x 47.5 / 50 / 52.5 / 55 mm		
RS24	EDGEX-2CR-SV-TR	-	2CR					
RS24	EDGEX-RC-LV-TR	-	RC					
RS24	EDGEX-RC-SV-TR	-	RC					
RS24	EDGEX-R-LV-TR	-	R					
RS24	EDGEX-R-SV-TR	-	R					

## 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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