ENGLISH

GVX32 SERIES

SR SUNTOUR

CONTENT

2K25 HIGHLIGHTS / TECHNOLOGY & FEATURES

⚠ WARNING

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

IMPORTANT SAFETY INFORMATION

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

⚠ 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. lnstalling a suspension for which does not match the geometry of your frame could result into a failure of the suspension fork or frame could result into a failure of the suspension fork or frame itself and will void the shocks warranty. Failure of the suspension fork or frame ltself and will void the shocks warranty.
- Know the limits of your skill and experience, and never ride beyond them.
- Read, understand and follow all owner's manuals provided with your bike and all of its components.
- Always be equipped with proper safety gear. This includes a properly fitted and fastened helmet.

BEFORE EVERY RIDE

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

GVX32 S
GVX32 D
GVX32 E

700C | 40/50/60 | 180mm MAX DISC | STANCHION: 32 | EQ EQUALIZER

700C | 40/50/60 | 180mm MAX DISC | STANCHION: 32

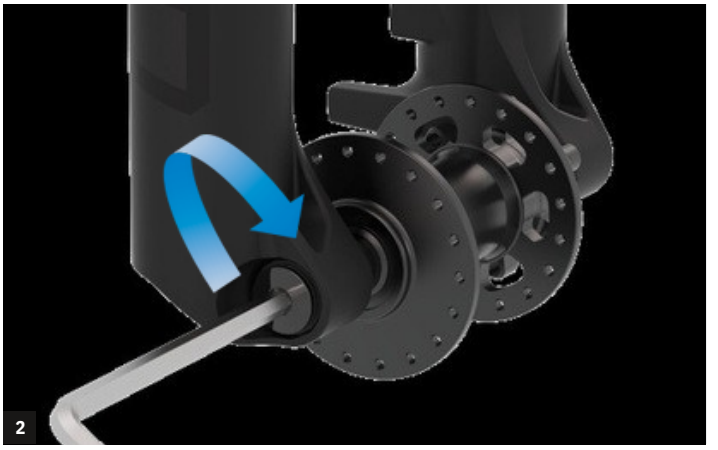
MODEL	GVX32 Series
INTENDED USE	Gravel
TRAVEL	40/50/60
WHEEL SIZE	700Cx48C
SPRING	AIR/AIR EQ
CARTRIDGE	2CR/2CR-PCS/R-2CR/
BOTTOM CASE	MAGNESIUM
AXLE TYPE	15-100, 12-100
FEATURES	LONG FENDER MOUNT, DETACHABLE INTEGRATED SHORT FENDER

THRU AXLE INSTALLATION

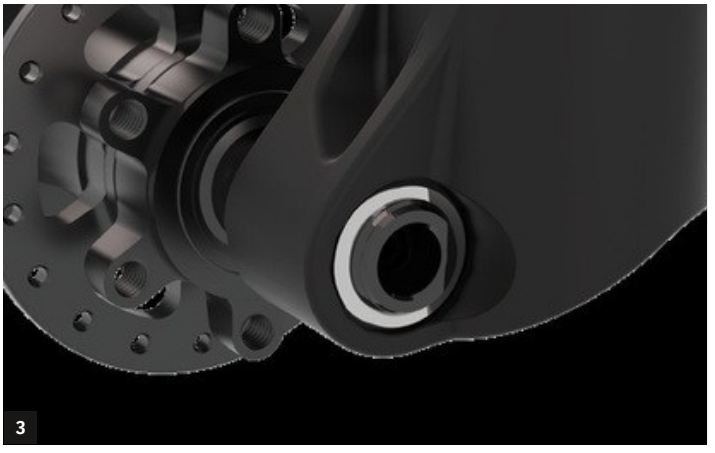
15AH4 BOLTED THRU AXLE ASSEMBLY

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

1 Fully insert the axle on the drive-side.

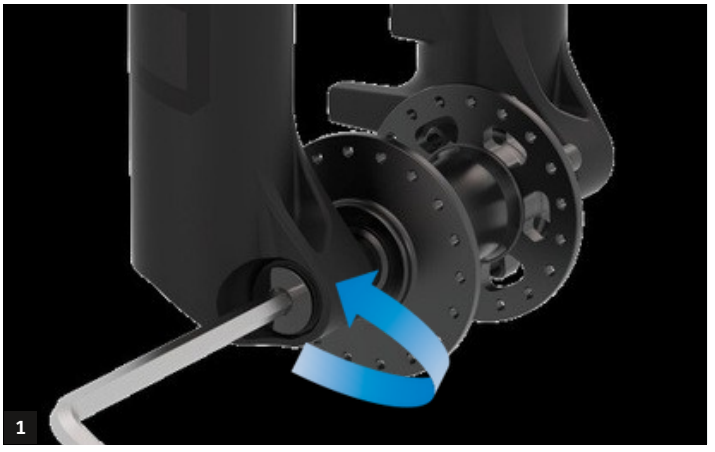


2 Tighten the axle with a 6mm Allen wrench by the suggested tightening torque of 8-10 Nm.

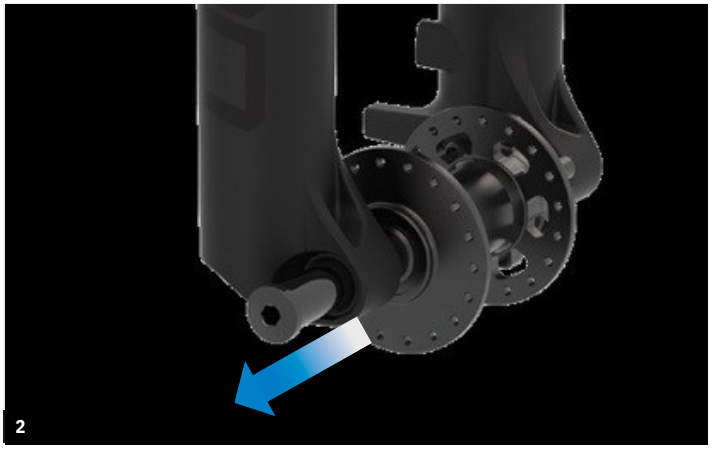


3 Check the axle's thread. It must be visible.

THRU AXLE REMOVAL

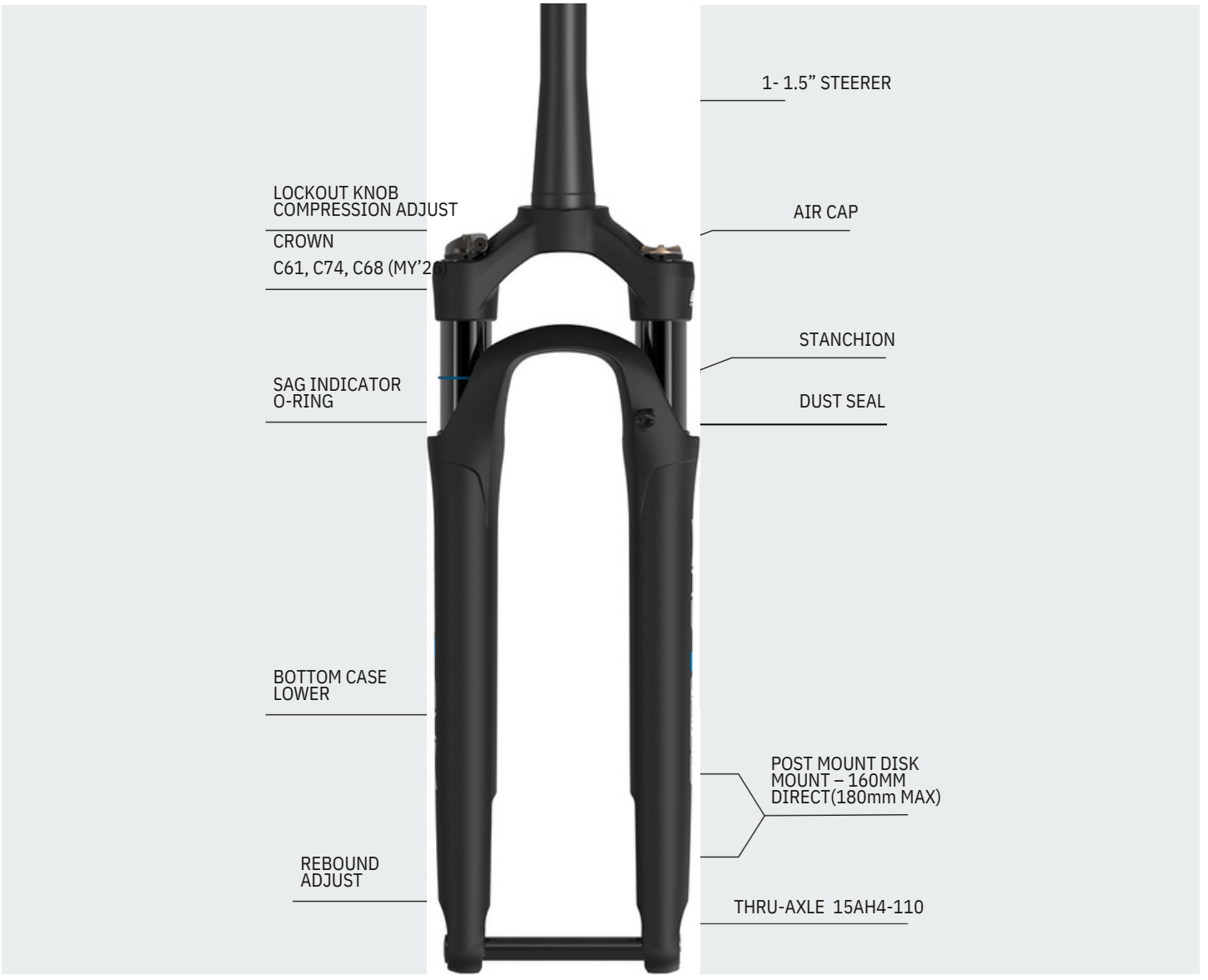


1 Loosen the axle on the drive side with a 6mm.



2 Pull out the axle.

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)
40mm	6-12mm(15-30%) 7.5-
50mm	15mm(15-30%) 9-
60mm	18mm(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.

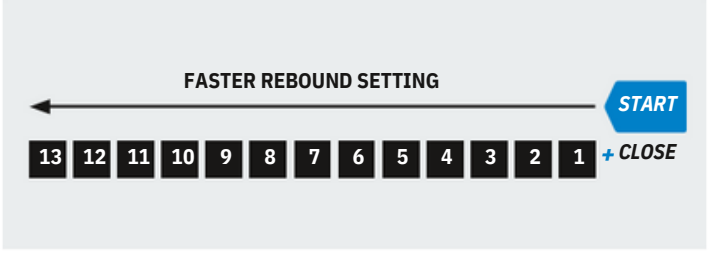
REBOUND SETTING

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 (+).

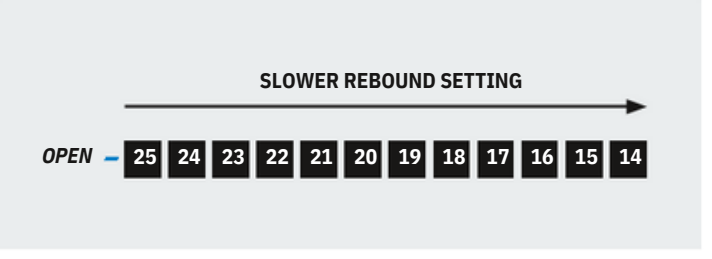
TO OPEN THE LOW-SPEED REBOUND

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.

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) 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	•			
lnspect stanchion tubes for wear	•			
Check fixing bolts and quick release for proper torque	•			
Clean fork with light soapy water and wipe dry	•			
Check air pressure and SAG		•		
Remove the quick release, check for deep marks in the fork dropouts		•		
Lower legs service			•	•
Air chamber service				•

SERVICE GUIDES

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

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SKILL LEVEL

Before each tutorial, you will find a pictogram that will indicate the level of difficulty.
Bellow, you will find the description of those levels.

ONE FORK level : basic bike mechanic skill and bike tool required.

TWO FORKS level : Advance bike mechanic skill with experience in suspension technology. Specific Sr Suntour and suspension tools required.

THREE FORKS level : Bike suspension specialist with Sr Suntour training. Sr Suntour and suspension specific hand and heay tools.

LOWER LEGS SERVICE

REQUIRED TOOLS & SUPPLIES:

- Ratchet wrench
- 6mm allen key
- 5mm allen key
- 3mm allen key
- Torque wrench (5-12N.m)
- Flat screwdriver
- Plastic mallet
- Rag or workshop towel
- Downhill tyre removal tool
- Dust seal installer 32mm (Sr Suntour fork Toolbox)
- SR SUNTOUR “Low friction” grease or suspension grease without lithium
- Brush
- lower legs service kit : FKA122-13

⚠ 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.

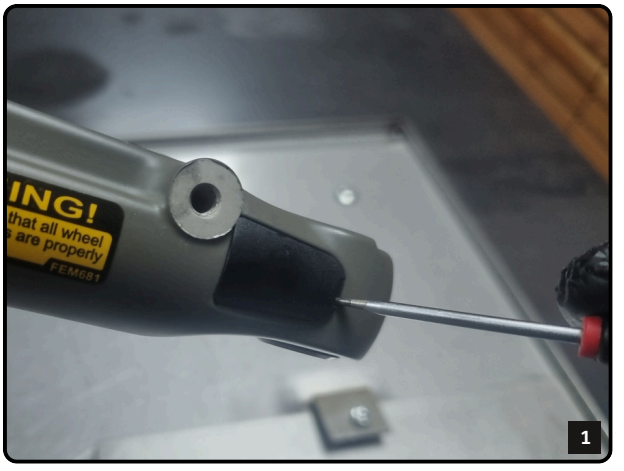
LOWER LEGS SERVICE

STEP 1

Remove the wheel axle with a 6mm allen key.

STEP 2

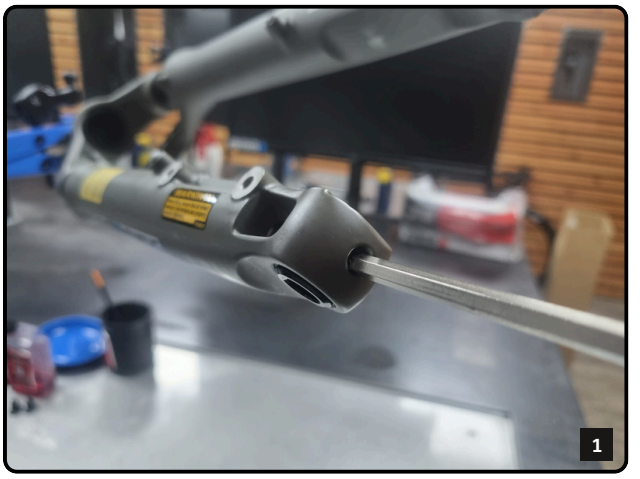
With a small flat screwdriver,
remove plastic cover on each leg.



LOWER LEGS SERVICE

STEP 3

On both side, use a 5mm allen key,
turning it counterclockwise 3-4 turns to loosen the bolt.



Use a mallet to strike the bolt 2-3 times.

Check to ensure the nut is in contact with the leg.

LOWER LEGS SERVICE

STEP 4

To remove nuts from the lower,
turn the fork on itself and
let the nuts fall carefully on both side.

STEP 5

With your hand pull the lower off the
stanchion.

STEP 6

A) DUST SEAL MAINTENANCE

If the dust seals are in good condition, simply clean
and degrease them using a clean workshop rag or towel.

LOWER LEGS SERVICE

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

STEP 6

B) DUST SEAL REPLACEMENT

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.

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

LOWER LEGS SERVICE

Place the new dust seal onto the dedicated installation tool and press the seal by hand into the fork lowers.

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.

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

STEP 7

Clean the stanchions. Fully extend the damper cartridge.

Install the lower legs

STEP 8

Install the fork in the position of the picture.

LOWER LEGS SERVICE

Work on the cartridge side first, place a small flat screwdriver in the allen key hole, then, place the nut and guide it with the screwdriver in the legs.

With a 5mm allen key, tighten completly the nut and torque to 12N.m.

Repeat this process for the air side, put back the plastic cover.

AIR CHAMBER SERVICE GVX32-E & GVX32-S

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
- Flat jaw or 21mm wrench
- SR SUNTOUR “Low friction” grease or suspension without lithium
- Brush
- 10mm alloy clamp
- 5mm allen key
- Threadlock type 262.
- High pressure pump (Shock pump)
- Air service kit : FKA121-23

⚠ WARNING

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⚠ WARNING

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

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

Remove the Bumper/Guide from 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

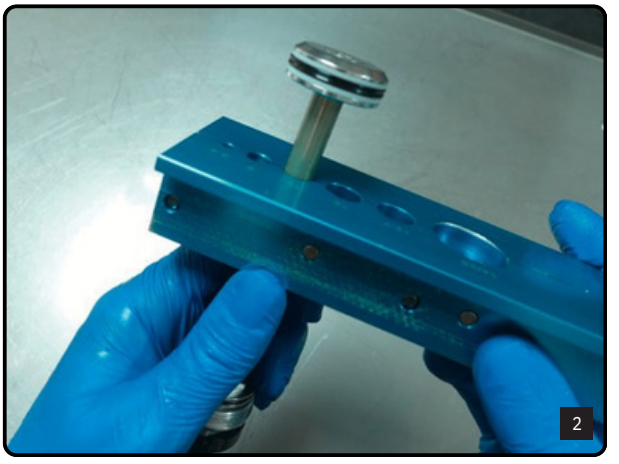
Spray some brake cleaner on a workshop towel.
Use a plastic shaft to push the towel through the stanchion.
Inspect the inner surface of the stanchion
and check for potential scratches.

AIR CHAMBER SERVICE

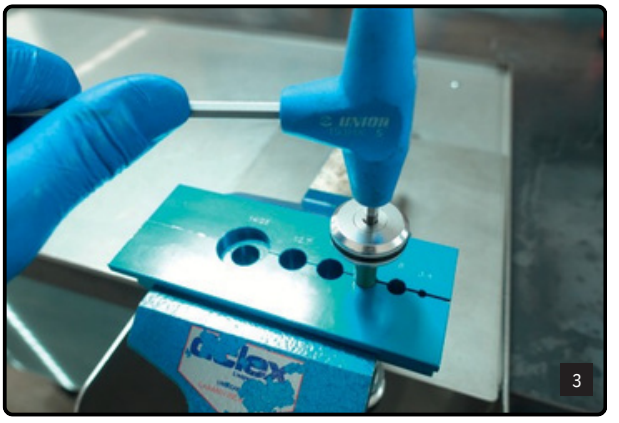
STEP 6

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

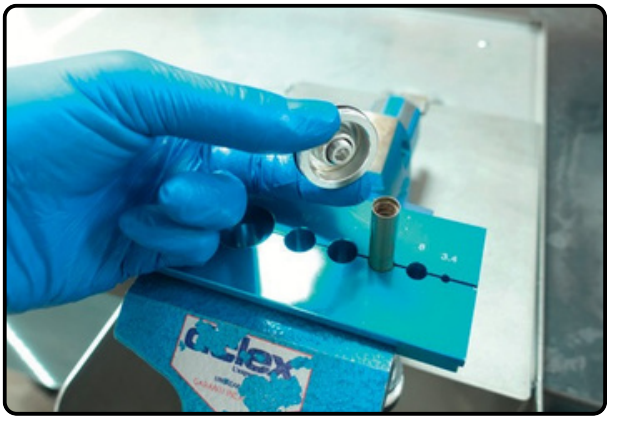
Use 10 mm clamps to hold the shaft in a vise. Leave a 20 mm gap between the piston and the clamps so that the shaft threads are not put under stress.



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



Remove the piston assembly and set it aside.

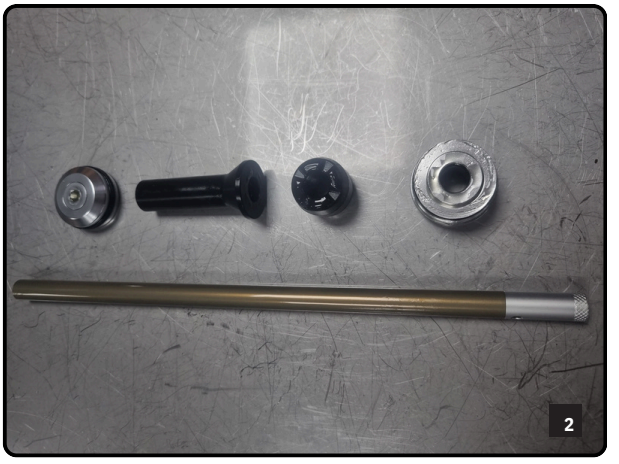


AIR CHAMBER SERVICE

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

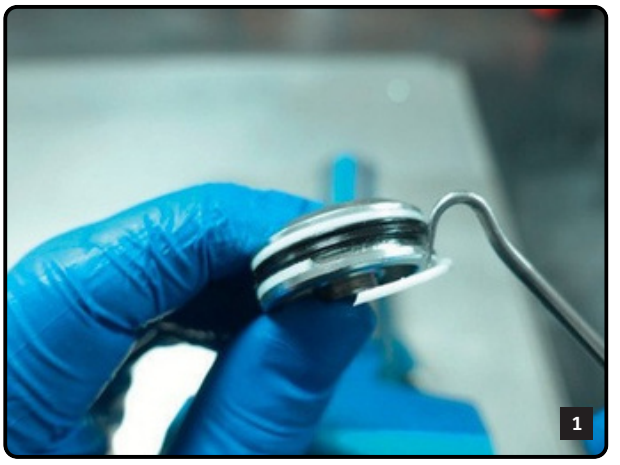
Remove the O-ring and set it aside.

Clean the seal seat.

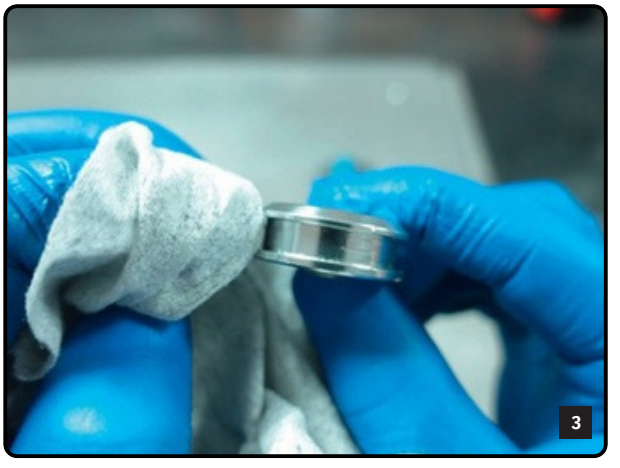
Apply grease to the new O-ring, then install it.

STEP 10

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

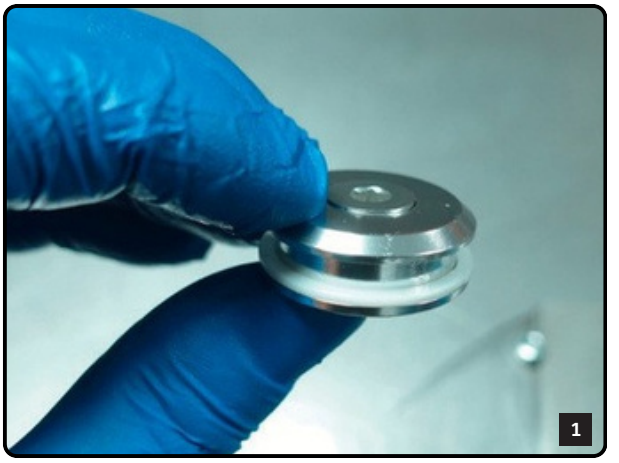


Clean the piston.

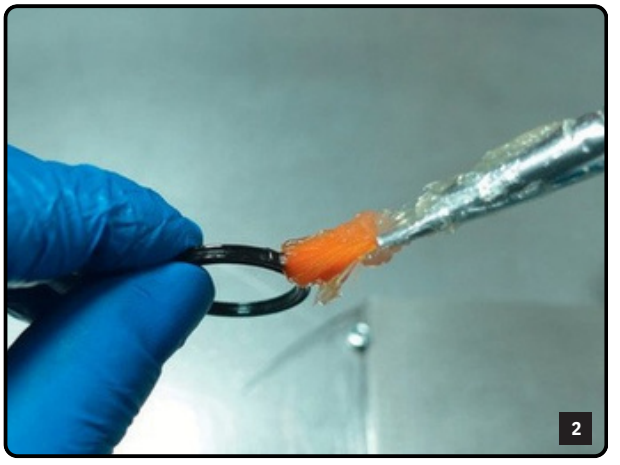


STEP 11

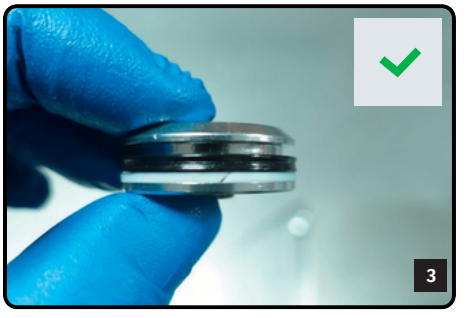
Install the first backup ring, making sure it is properly seated.



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

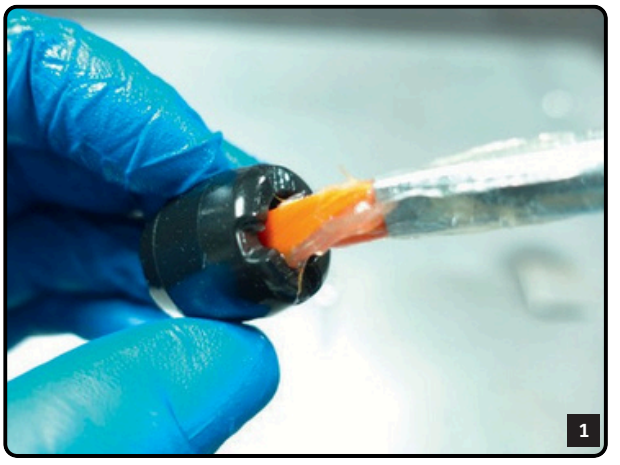


Install it the new X-ring.
Install the second backup ring.

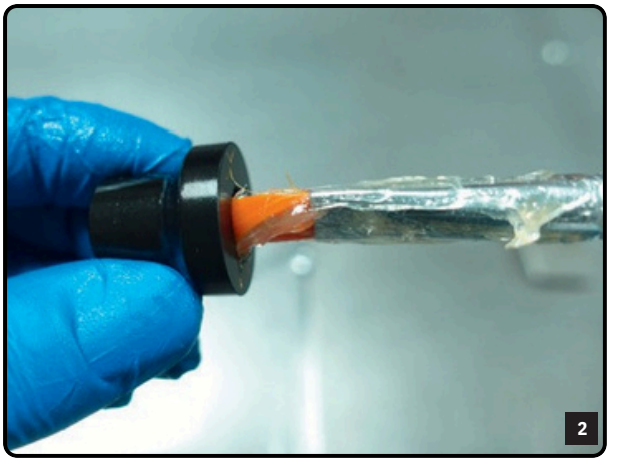


STEP 12

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

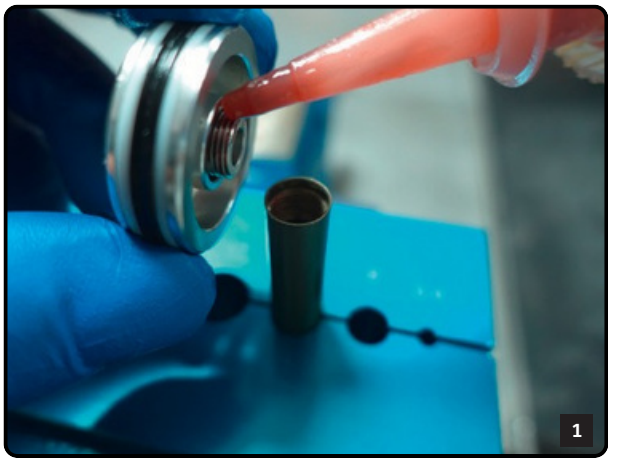


Apply SR SUNTOUR “Low Friction” grease on the inside of the nose piece

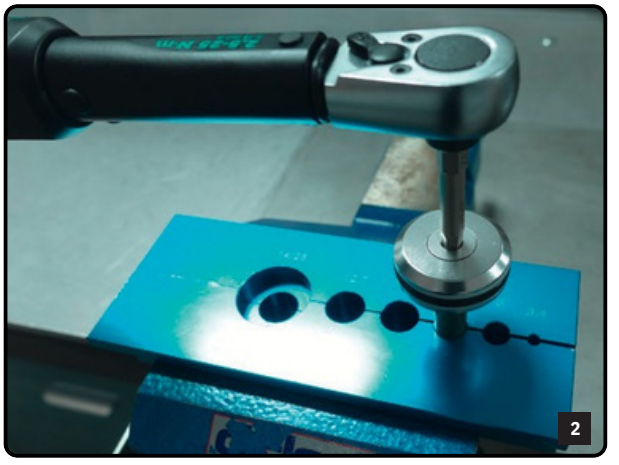
Carrefully install all those parts on the shaft in the correct order.

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.



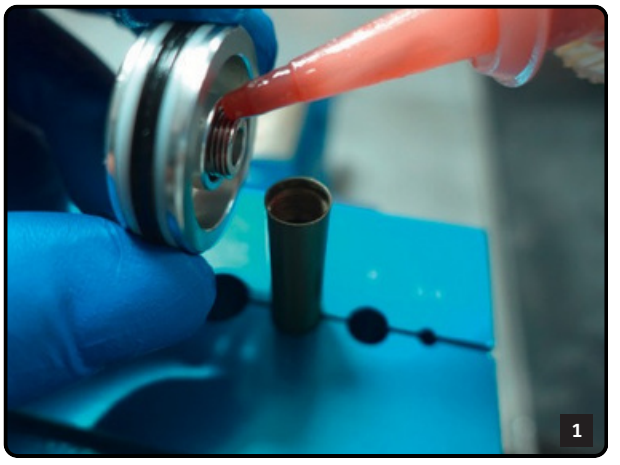
Use a torque wrench with a 5mm Allen bit and tighten the piston to **6Nm.**



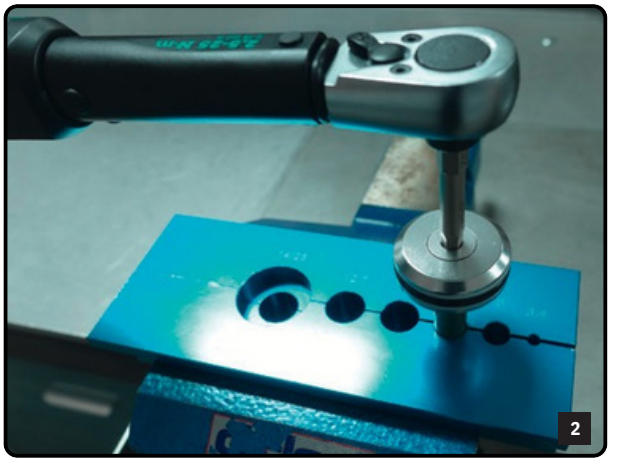
Remove the air shaft assembly from the vise.

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.**

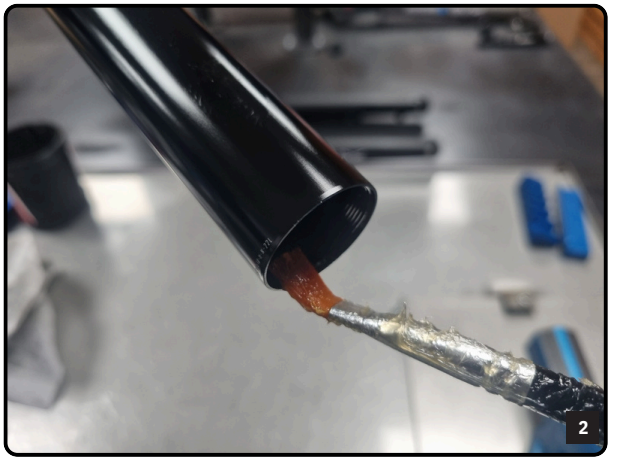


Remove the air shaft assembly from the vise.

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.

AIR CHAMBER SERVICE

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 CONVERTION GVX32-E & GVX32-S

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
- Flat jaw or 21mm wrench
- SR SUNTOUR “Low friction” grease or suspension without lithium
- Brush
- 10mm alloy clamp
- 5mm allen key
- Threadlock type 262.
- High pressure pump (Shock pump)
- Air service kit : FKA121-23

⚠ WARNING

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

⚠ WARNING

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

TRAVEL CONVERTION

STEP 1

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

STEP 2

Remove the air cap.

Depressurize the air chamber.

TRAVEL CONVERTION

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

Remove the Bumper/Guide from the air shaft by
pulling it with hand.

TRAVEL CONVERTION

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

Remove the EQ air shaft from the stanchion.

STEP 5

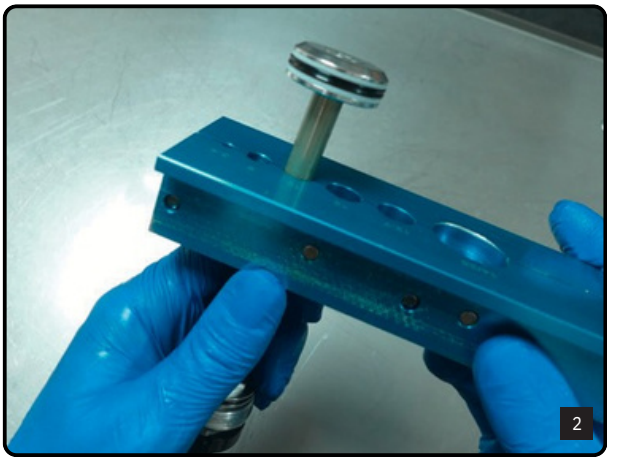
Spray some brake cleaner on a workshop towel.
Use a plastic shaft to push the towel through the stanchion.
Inspect the inner surface of the stanchion
and check for potential scratches.

TRAVEL CONVERTION

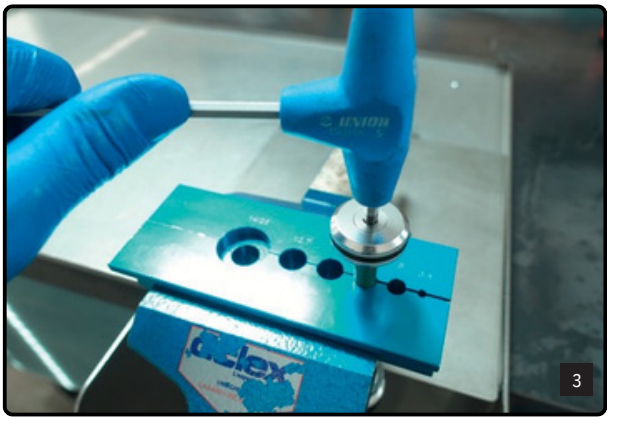
STEP 6

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

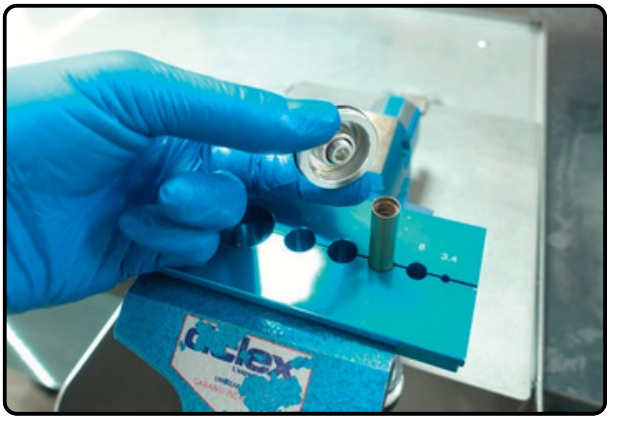
Use 10 mm clamps to hold the shaft in a vise. Leave a 20 mm gap between the piston and the clamps so that the shaft threads are not put under stress.



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



Remove the piston assembly and set it aside.

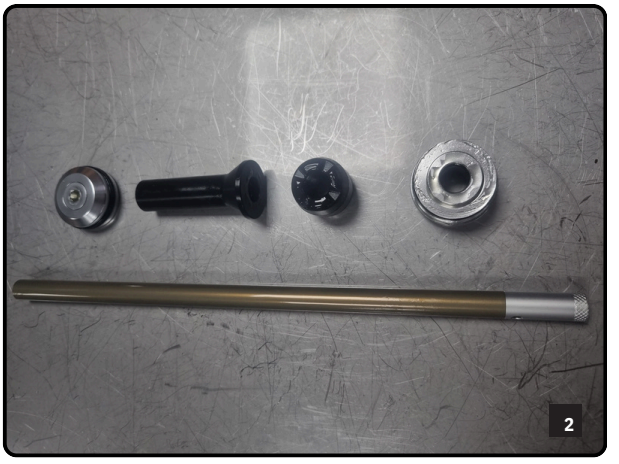


TRAVEL CONVERTION

STEP 7

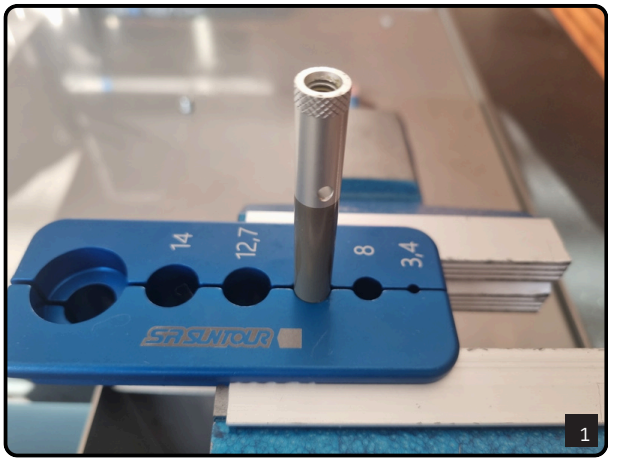
Remove the shaft from the vise.

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



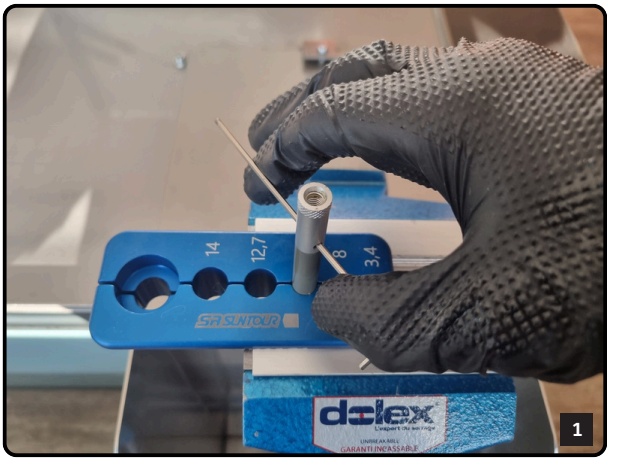
STEP 8

Put the shaft with a 10mm clamp in the vise. Install it like on the picture, 20mm under the thread.

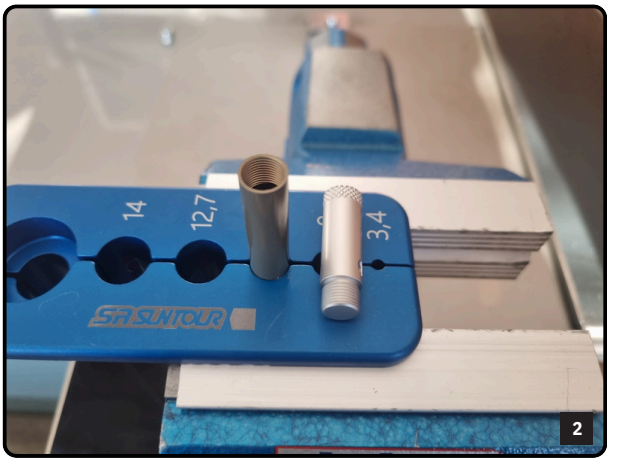


TRAVEL CONVERTION

With a 3mm allen key, untighten the bottom part of the shaft. You may need to heat it to remove the threadlock.

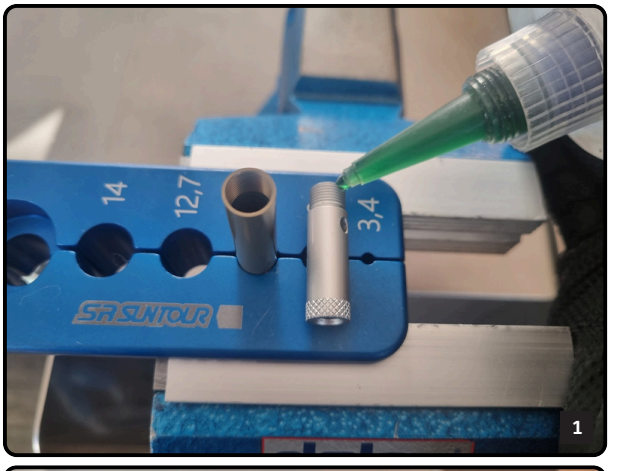


Replace the shaft to change travel of your GVX fork.
FKE584-20 : 40mm
FKE584-10 : 50mm
FKE584-00 : 60mm

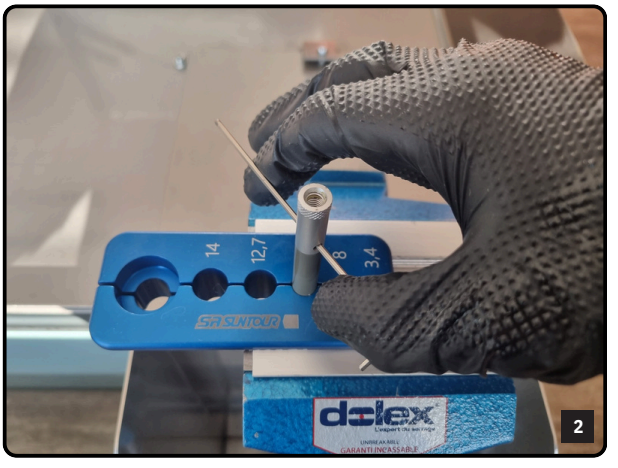


STEP 9

Clean all the parts with a towel and isopropyl alcohol. Apply 262 threadlock or equivalent on the bottom parts thread of the shaft.



With a 3mm allen key, tighten the bottom part of the shaft. Tighten until contact.

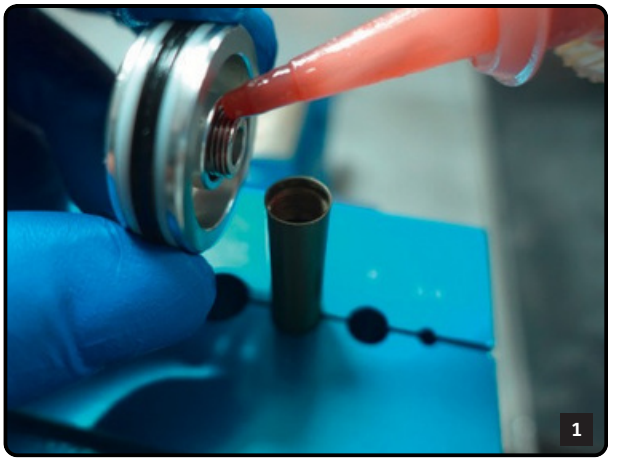


STEP 10

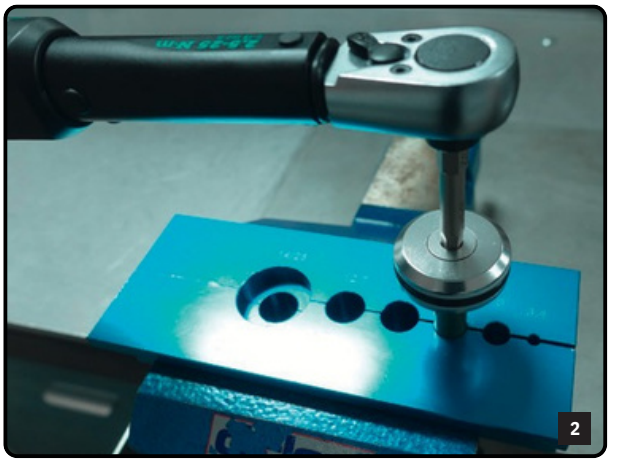
Remove shaft from the vise. Grease each parts and carrefully install them on the shaft in the correct order.

STEP 11

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.**

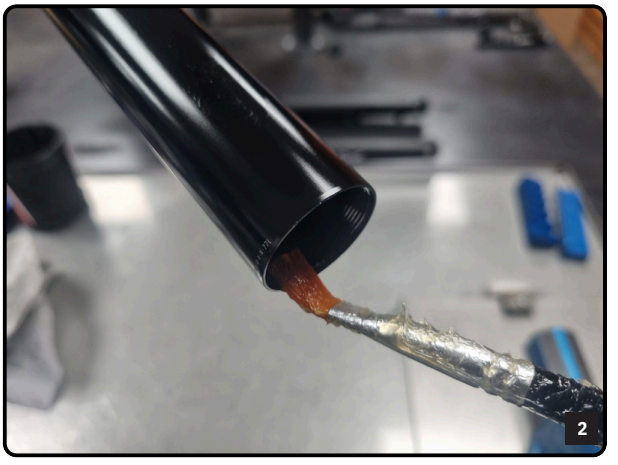


Remove the air shaft assembly from the vise.

STEP 12

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 13

Insert the air shaft assembly into the stanchion.

Begin threading it by hand.

Torque it to 2.7 Nm.

STEP 14

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.

STEP 15

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

STEP 16

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

AIR CHAMBER SERVICE GVX32-D

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 : FKA121-03

⚠ WARNING

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⚠ WARNING

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AIR CHAMBER SERVICE

STEP 1

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

STEP 2

Remove the air cap.

1

Depressurize the air chamber.


2

STEP 3

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

Remove the top cap assembly for the crown.

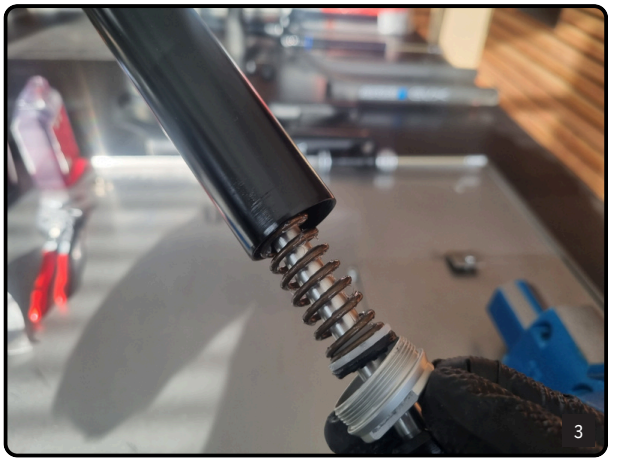
STEP 4

Remove the Bumper/Guide from the air shaft by
pulling it with hand.

AIR CHAMBER SERVICE

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

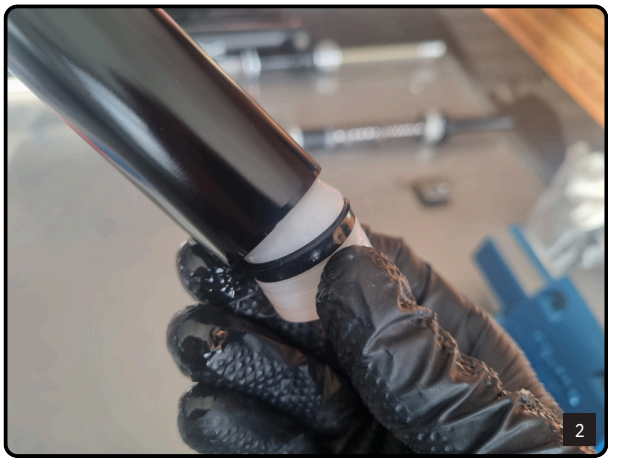
Remove the air shaft from the stanchion.



STEP 5

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

Shaft will push air piston out.



AIR CHAMBER SERVICE

STEP 10

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

STEP 11

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

STEP 12

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

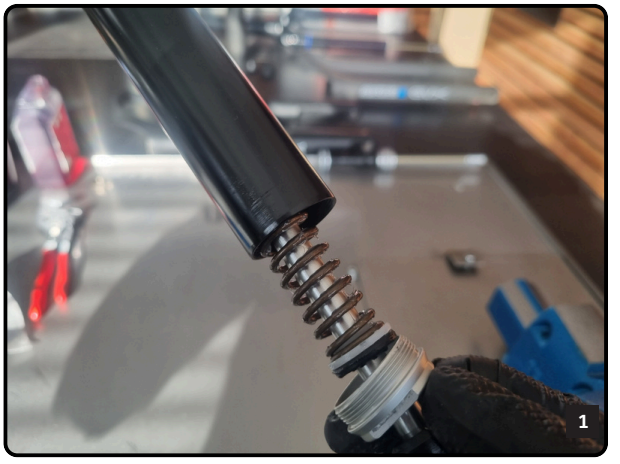
AIR CHAMBER SERVICE

STEP 13

Insert piston in the stanchion with care as it need to go inside without damaging seal of the thread.

STEP 14

Insert the negative spring assembly, push the air piston until you can tighten the nose piece on the stanchion.



STEP 15

Put back the bumper/guide on the shaft. Torque the nose piece to 2.7N.m.

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

AIR CHAMBER SERVICE

STEP 16

With a towel and isopropyle alcohol, clean the air top cap and remove o-ring with a pick.

STEP 17

Place the new o-ring on the air top cap, grease it.

STEP 18

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

AIR CHAMBER SERVICE

STEP 20

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

STEP 21

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

TRAVEL CONVERTION GVX32-D

REQUIRED TOOLS & SUPPLIES:

- 27mm socket (ZFC160-R)
- Ratchet wrench
- Torque wrench
- 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

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⚠ WARNING

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TRAVEL CONVERTION GVX32-D

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.

STEP 3

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

Remove the top cap assembly for the crown.

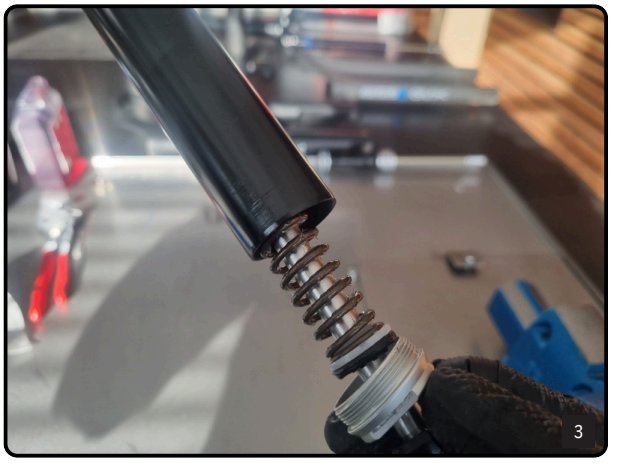
STEP 4

Remove the Bumper/Guide from the air shaft by
pulling it with hand.

TRAVEL CONVERTION GVX32-D

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

Remove the negative spring assembly from the stanchion.



STEP 5

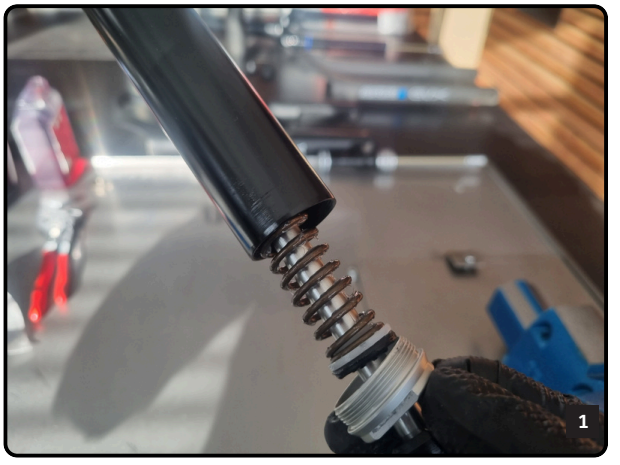
Spray some isopropyl alcohol on a workshop towel and clean the negative spring assembly.
If you want to adjust travel, you have to clip or un-clip the black travel spacer (blue circle). If you add one, you reduce travel by 10mm, if you remove one, you increase travel by 10mm.

STEP 12

Inspect it for any damaged or wear parts (if needed, replace them). Grease the spring, the middle bushing and the lower bushing.

STEP 14

Insert the negative spring assembly, push the air piston until you can tighten the nose piece on the stanchion.



STEP 15

Put back the bumper/guide on the shaft. Torque the nose piece to 2.7N.m.

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

TRAVEL CONVERTION GVX32-D

STEP 16

Grease the o-ring on the air top cap.

STEP 17

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

STEP 18

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

STEP 19

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

CARTRIDGE REPLACEMENT 2CR-PCS

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

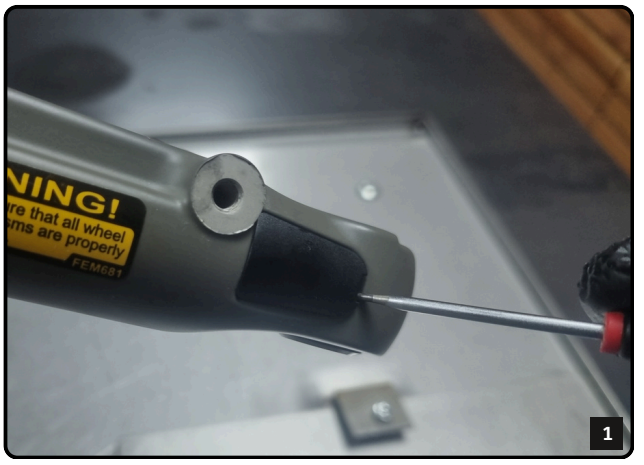
Always wear safety glasses and protective gloves during the maintenance of SR SUNTOUR products.

STEP 1

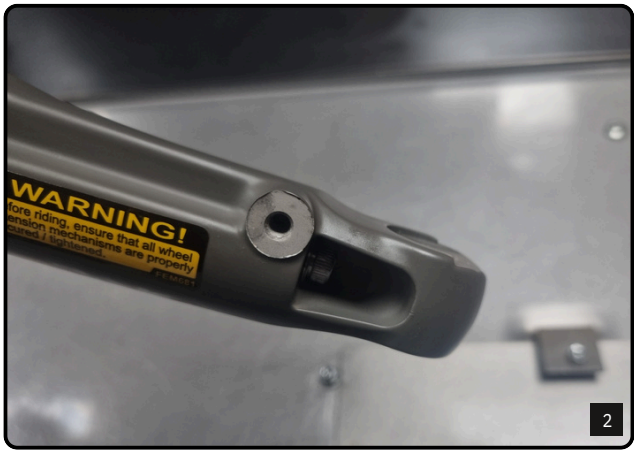
Remove the wheel axle with a 5mm allen key.

STEP 2

With a small flat screwdriver,
remove plastic cover on each leg



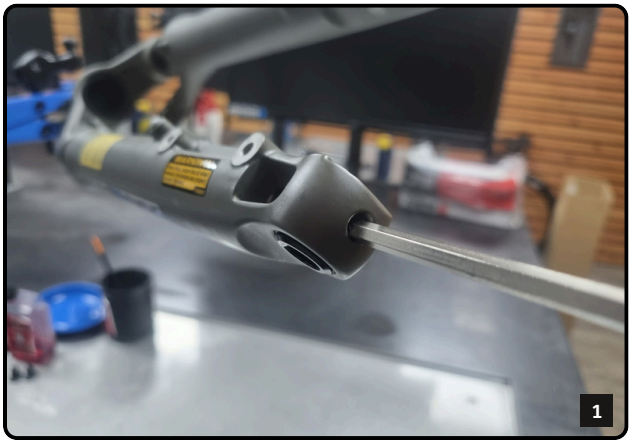
1



2

STEP 3

On cartridge side, use a 5mm allen key,
turning it counterclockwise 3-4 turns to loosen the bolt.


1

Use a mallet to strike the bolt 2-3 times.

2

Check to ensure the nut is in contact with the leg,
then untighten it completly.

3

STEP 4

To remove nuts from the lower,
turn the fork on itself and
let the nuts fall carefully.


1

STEP 5

With your hand, carrefully push on the
lock knob to remove it from the fork.


1


2

STEP 6

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

STEP 7

Now pull and remove the cartridge from the fork.

STEP 8

Put the new cartridge in the fork

CARTRIDGE REPLACEMENT 2CR-PCS

Use dedicated 27mm socket and ratchet and tighten at 15 N.m

STEP 9

Put back the internal parts of the lock knob in place.

Put back the the lock knob in open position then make sure it freely from open to close position.

CARTRIDGE REPLACEMENT 2CR-PCS

STEP 10

Install the fork in the position of the picture.

1

Place a small flat screwdriver in the allen key hole, then, place the nut and guide it with the screwdriver in the legs.

2

With a 5mm allen key, tighten completly the nut and torque to 12N.m.

3

Repeat this process for the air side, put back the plastic cover.

4

CARTRIDGE REPLACEMENT 2CR

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.

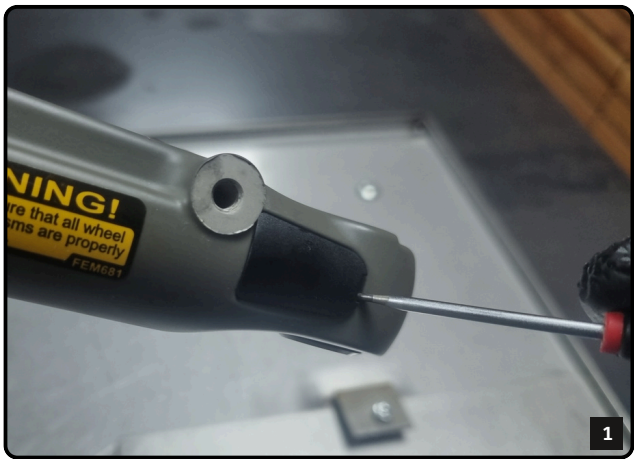
STEP 1

Remove the wheel axle with a 5mm allen key.

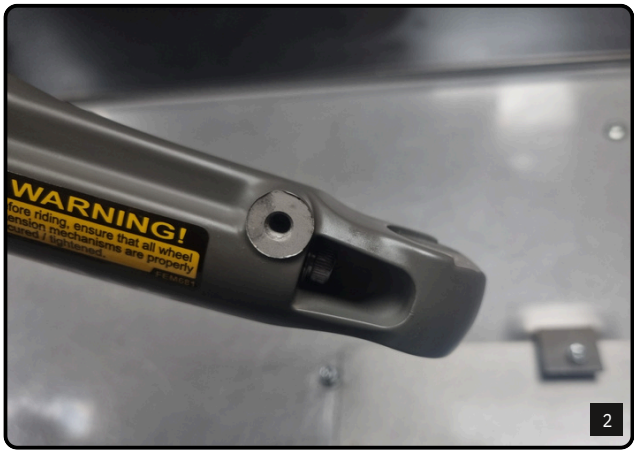
CARTRIDGE REPLACEMENT 2CR

STEP 2

With a small flat screwdriver,
remove plastic cover on each leg



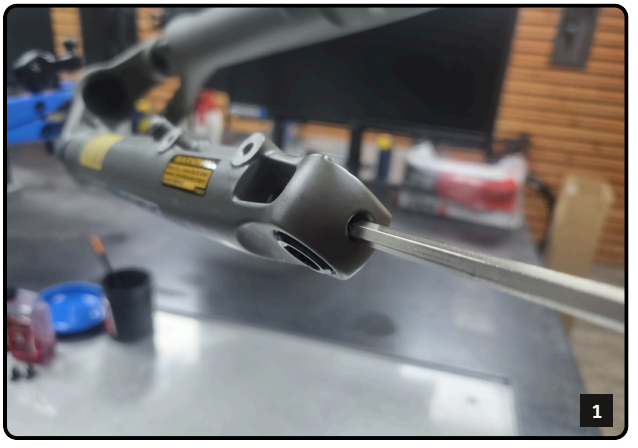
1



2

STEP 3

On cartridge side, use a 5mm allen key,
turning it counterclockwise 3-4 turns to loosen the bolt.


1

Use a mallet to strike the bolt 2-3 times.

2

Check to ensure the nut is in contact with the leg,
then untighten it completly.

STEP 4

To remove nuts from the lower,
turn the fork on itself and
let the nuts fall carefully.

STEP 5

With your hand, carrefully push on the
lock knob to remove it from the fork.

STEP 6

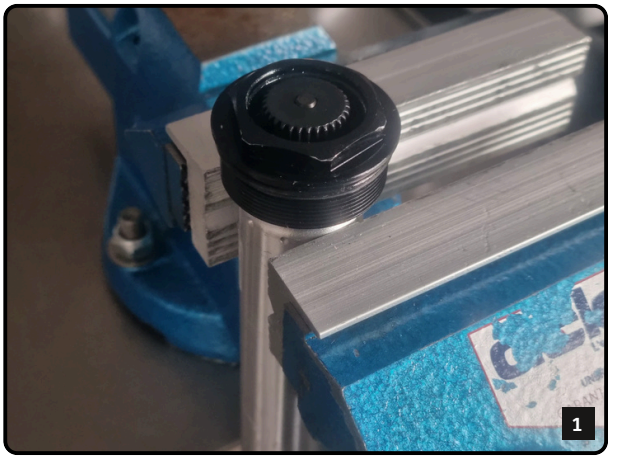
Use the dedicated 27mm socket with ratchet to untighten the cartridge.

STEP 7

Now pull and remove the cartridge from the fork.

STEP 8

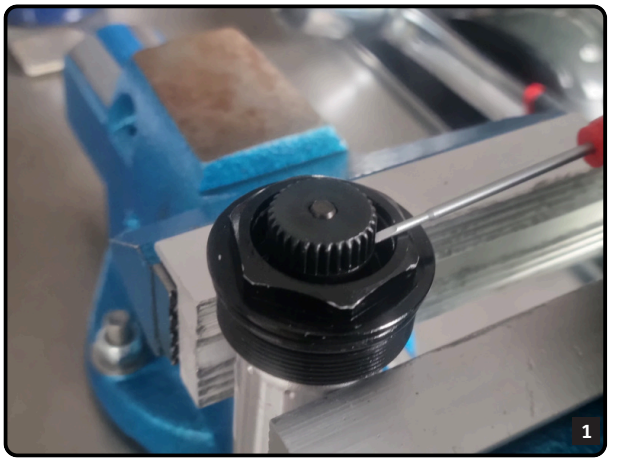
Put the cartridge in a vice, install it just under the top cap.



CARTRIDGE REPLACEMENT 2CR

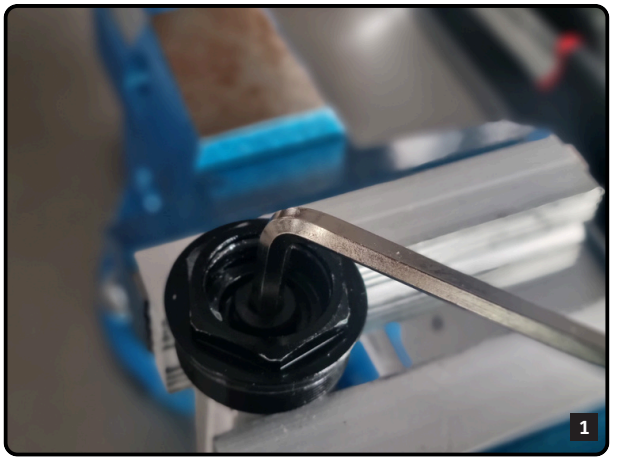
STEP 8

With a pick of flat screwdriver, remove lock link



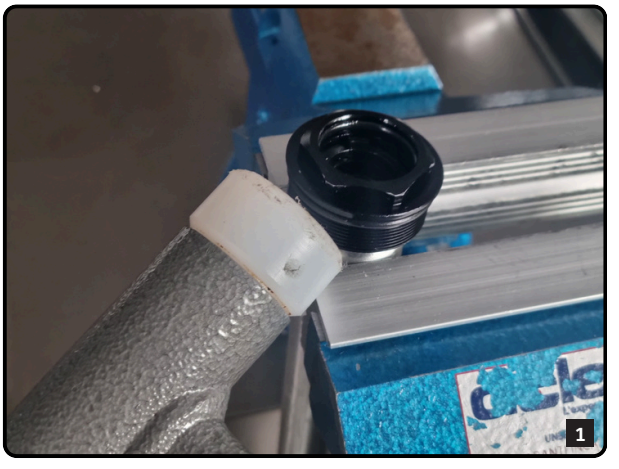
STEP 9

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



STEP 10

With a plastic mallet, softly hit the top cap from bellow to remove it



STEP 11

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

STEP 12

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

STEP 13

Put the cartridge in the stanchion

CARTRIDGE REPLACEMENT 2CR

Use dedicated 27mm socket and ratchet and tighten at 15 N.m

STEP 9

Put back the internal parts of the lock knob in place.

Put back the the lock knob in open position then make sure it freely from open to close position.

CARTRIDGE REPLACEMENT 2CR

STEP 10

Install the fork in the position of the picture.

1

Place a small flat screwdriver in the allen key hole, then, place the nut and guide it with the screwdriver in the legs.

2

With a 5mm allen key, tighten completly the nut and torque to 12N.m.

3

Repeat this process for the air side, put back the plastic cover.

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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