ENGLISH

MOBIE36
BOOST

SR SUNTOUR


SR SUNTOUR
MOBIE 36


SR SUNTOUR


MOBIE 36


AIR
EQ
EQUALIZER

CONTENT

2K25 HIGHLIGHTS / TECHNOLOGY & FEATURES

⚠ WARNING

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

IMPORTANT SAFETY INFORMATION

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

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

BEFORE EVERY RIDE

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

MOBIE36 BOOST
READY FOR EVERYTHING

MOBIE36 delivers E-MTB performance, Urban or Trail, with useful features such as an integrated trail fender, mounts for urban fenders, integrated crown lamp mount on a shade-free high position and ABS for safety and comfort. 36mm stanchions and Boost hub spacing offer accurate and stable steering, excellent control and accommodate wider tires. Our EQ air negative spring makes SAG setting effortless, precise and accommodates a wide range of rider weight, together with sealed PCS dampers, this adds up to the best settings and comfort in any terrain. To achieve the best level of safety, the MOBIE36 accommodates large disc brakes and comes with optional ABS mounting points.

MODEL	MOBIE36 BOOST
INTENDED USE	ESUB
TRAVEL	120, 130, 140,150 mm
WHEEL SIZE	27.5"x2.6",29"x2.6"
SPRING	AIR EQ
CARTRIDGE	3CR-PCS/LORC-PCS/2CR-PCS
BOTTOM CASE	MAGNESIUM
AXLE TYPE	15AH2-110, OPTION 15LH-110
FEATURES	ABS MOUNT, LONG FENDER MOUNT, DETACHABLE INTEGRATED SHORT FENDER

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

KEY SPECIFICATIONS

SUGGESTED CATEGORY: ESUB

TRAVEL: 120 mm, 130 mm, 140 mm, 150 mm

STANCHION: Ø36MM, ALUMINUM ALLOY, HARD ANODIZED FINISH

SPRING: NEXT-LEVEL EQUALIZER® (EQ) AIR SPRING PERFORMANCE

COMPRESSION ADJUST: 3CR / 2CR /LORC

OFFSET: 44mm

BOTTOM CASE MATERIAL: MAGNESIUM

CROWN/STEERER TUBE: C61 1.5” TAPER (OPTIONAL C74 1.8” TAPER) CTS (MY’26 C68 1.5” TAPER)

MAX BRAKE ROTOR: 220mm, 180mm DIRECT MOUNT

Ø15MM BOOST AXLE (LEVER OR TOOL TYPE)

TIRE SIZE & CLEARANCE: 27.5” X 2.6” MAX (67mm WIDTH, ETRTO 65-584)

TIRE SIZE & CLEARANCE: 29” X 2.6” MAX (67mm WIDTH, ETRTO 65-584)

ABS MOUNT OPTION

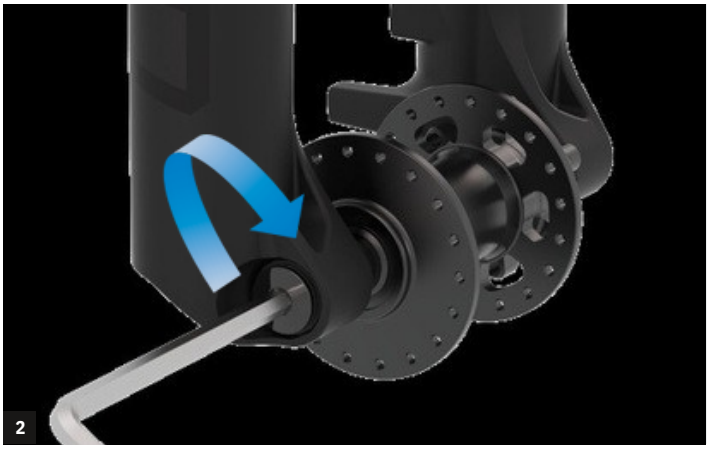
FENDER MOUNT: SHORT & LONG MOUNTING POINTS

THRU AXLE INSTALLATION

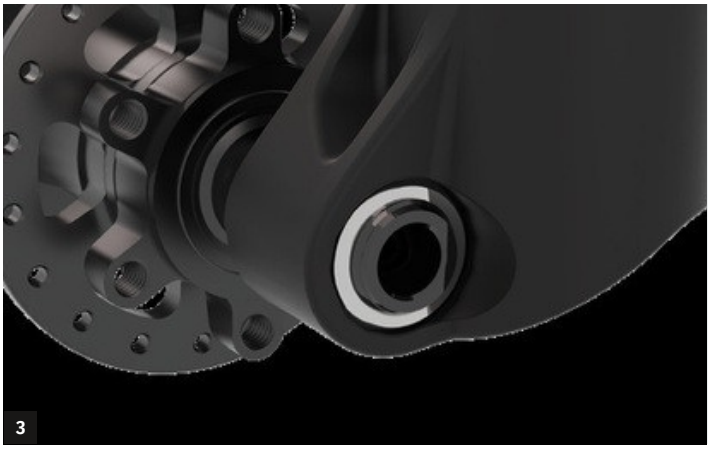
15AH2 12AH2 BOLTED THRU AXLE ASSEMBLY

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.

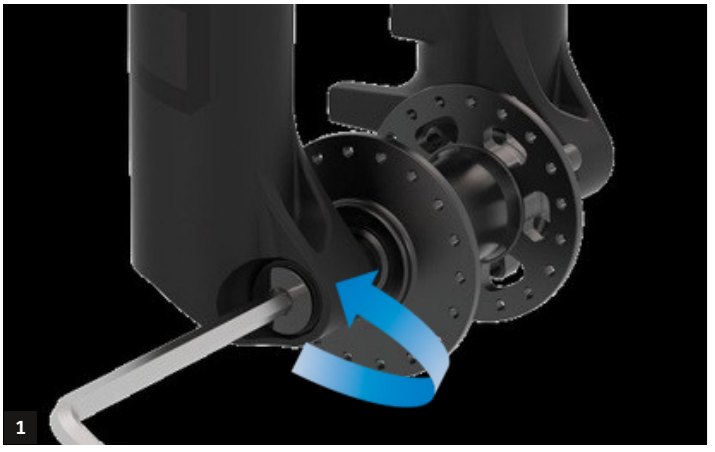


2 Tighten the axle with a 6mm Allen wrench by the suggested tightening torque of 8-10 Nm.



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

THRU AXLE REMOVAL

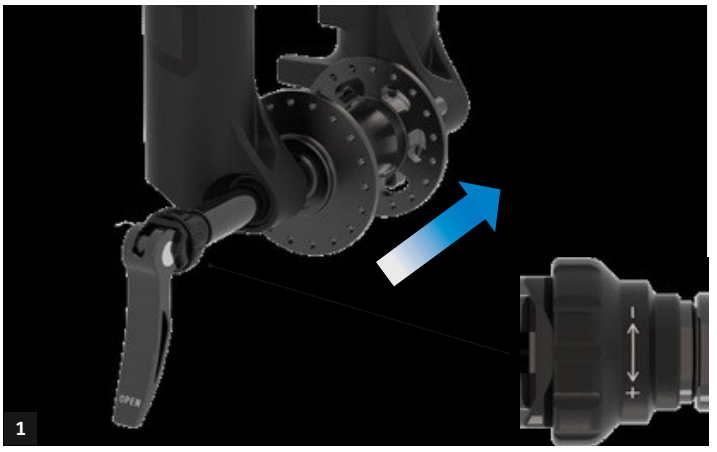


1 Loosen the axle on the drive side with a 6mm.

2 Pull out the axle.

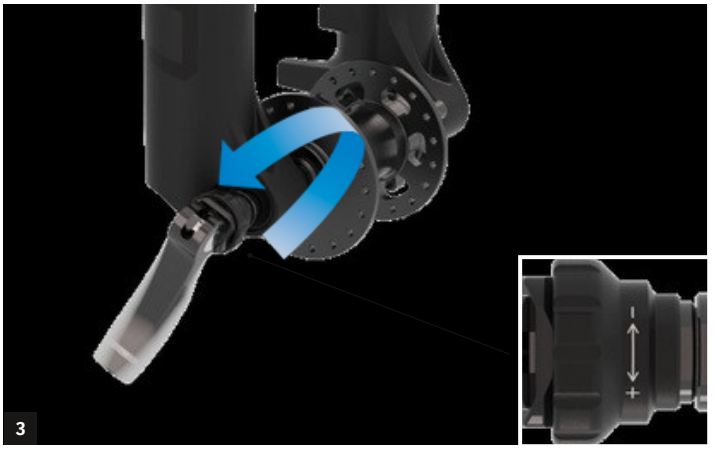
THRU AXLE INSTALLATION

LH THRU AXLE ASSEMBLY

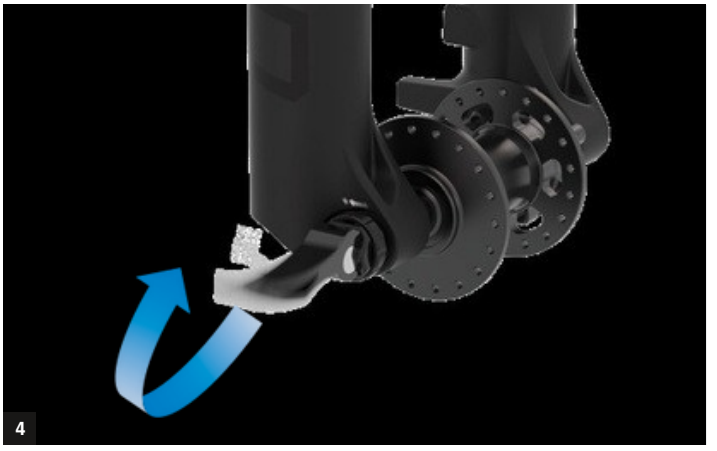


1 After turning the adjust nut towards "+" direction until it stops, put the wheel in the fork and insert the axle with the lever in the open position.

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

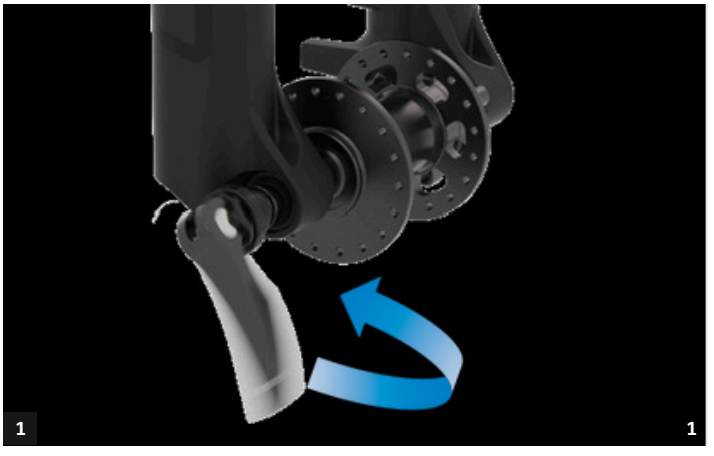


3 Move the lever counter clockwise so that it points at the ground. Loosen the adjust nut towards "-" direction until the lever starts to get tight at the half-way point. Suggested tightening force: 80-120N.



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.

SAG / AIR PRESSURE SETTING

SAG refers to how much the fork compresses under the rider's body weight while in a normal riding position with gear. It can be easily measured by checking the position of the blue SAG indicator O-ring on the fork stanchion. After setting the fork to the recommended air pressure based on the rider's weight (see chart bellow), the O-ring will indicate how much the fork has compressed by showing it's position above the fork seal.

1. Turn the compression knob to put it in full open position.

2. Pump up to the suggested air pressur (refer to the chart below) and compress the fork at least 50% of full travel several times in order to equalize the air pressure between the positive and negative air chamber.

3. Sit on the bike with equipment (such as backpack) and ask somebody to hold the bike, stand on the pedals, and compress the fork several times. Then sit on your bike in your normal riding position.

4. Slide the SAG indicator O-ring down to the top of the dust seal.

5. Gently step off the bike without compressing the fork furthermore.

6. Check the O-ring position to see if the SAG setting is properly done.

7. In case if the SAG setting is not properly done, air pressure must be adjusted.

• In order to increase the SAG, decrease the air pressure.

• In order to decrease the SAG, increase the air pressure.

Repeat the above procedure until you can find the correct SAG setting.

SAG / AIR PRESSURE SETTING

PER FORK STOCK TRAVEL	SAG MIN.-MAX. (mm)
120 mm	18-30 mm (15-30%)
130 mm	20-39 mm (15-30%)
140 mm	21-42 mm (15-30%)
150 mm	23-45 mm (15-30%)

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

⚠ WARNING

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

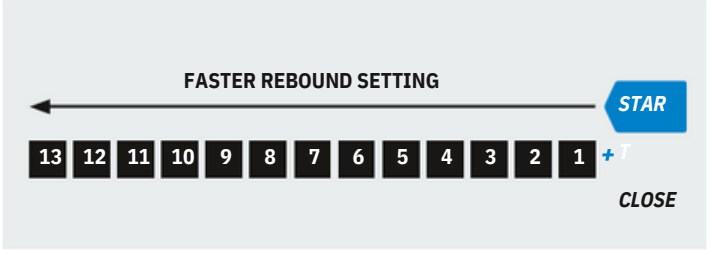
REBOUND SETTING

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

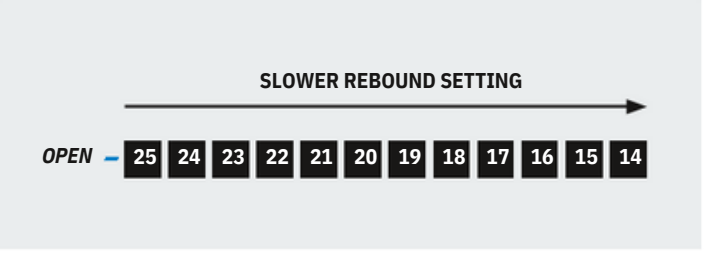
TO OPEN THE LOW-SPEED REBOUND

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

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



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



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

AIR VOLUME SETTING

VOLUME SPACERS

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

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

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

3. Release ALL air pressure from the fork.

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

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

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

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

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

⚠ WARNING

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

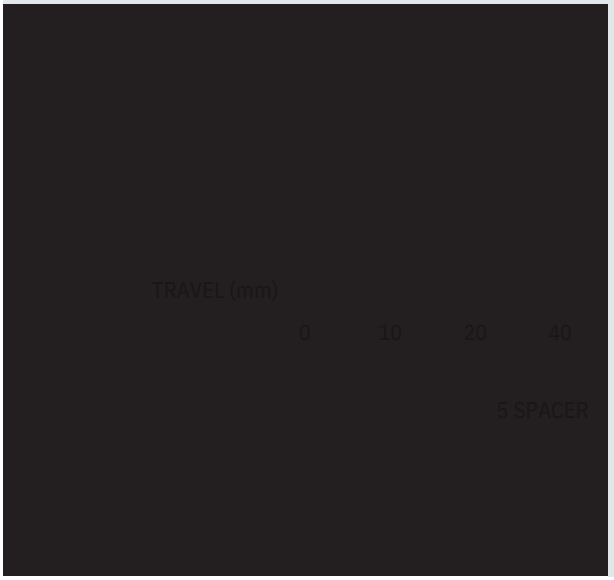
AIR VOLUME SETTING

VOLUME SPACERS

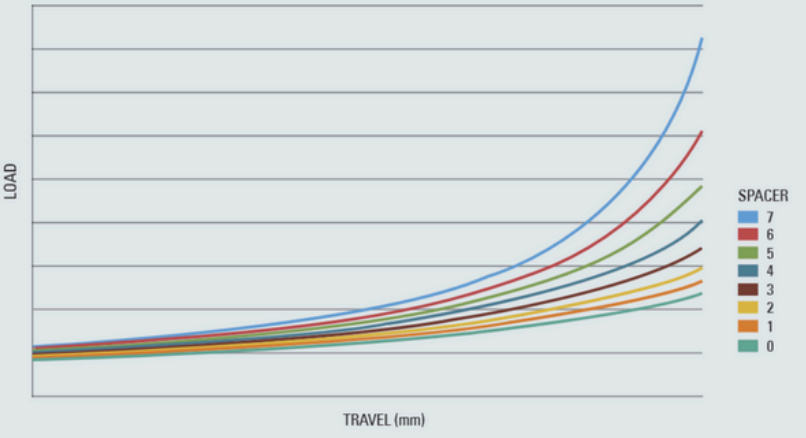
Adjust your spring curve by using different amount of rubber volume spacers (FEG270-10).
More spacers for more progression from mid-stroke to end of travel stroke. Less spacer for more comfort.

MOBIE 36 boost		
FEG270-10 volume spacers	**Factory setting**	**Max. possible spacers**
Travel 150	4	10
Travel 140	5	11
Travel 130	6	12
Travel 120	7	13

EXAMPLE FOR SPACER SETUP



EXAMPLE SPRING CHARACTERISITIC: DUROLUX EQ 29, 160mm travel



COMPRESSION ADJUSTMENT

LORC-PCS

To open the low-speed compression: Turn the right-side blue 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 blue adjuster knob clockwise toward the (+) direction.

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

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

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.

3CR

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 by one click: counter clockwise from the “FIRM” mode and clockwise from the “OPEN” mode.

Result: The fork is set to provide more support when pedaling, but still offering comfort for a better grip on the trails.

Compression firm mode: Turn the right-side adjuster knob clockwise towards the “FIRM” direction.

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

QUICK SERVICE PORTS (QSP)

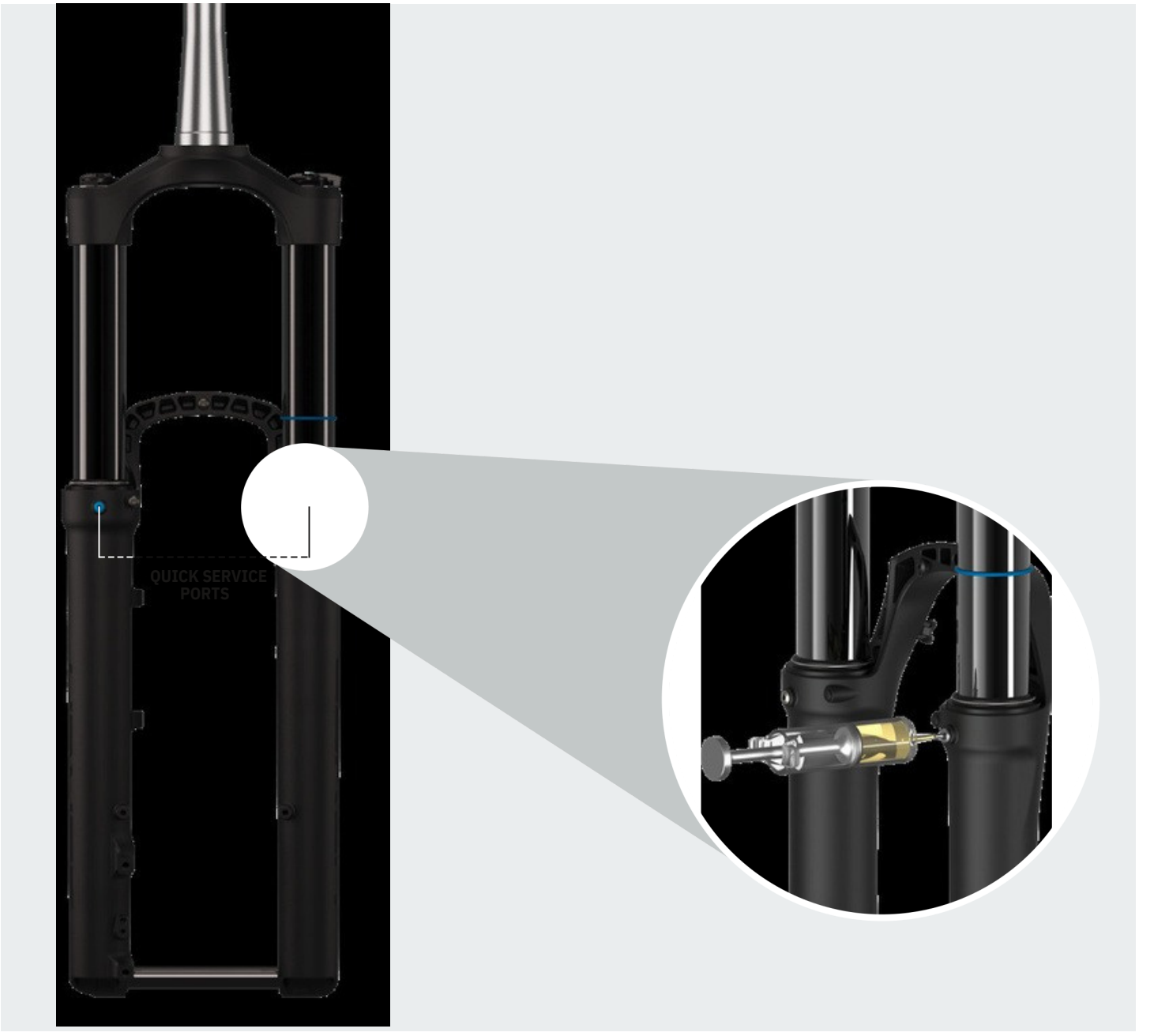
Quick service ports are provided for easy relubrication and air release. While the QSP doesn't replace regular service intervals as recommended in our manual they're useful for releasing trapped air pressure from the lower legs and for quickly lubricating the foam wipers between services.

RELEASE OF PRESSURE

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

LUBRICATION

Using a 2.5mm allen key, remove the screws and o-rings from the QSP ports. Fill a M6 threaded syringe 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.

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 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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- 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.
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LOWER LEGS SERVICE

REQUIRED TOOLS & SUPPLIES:

- Ratchet wrench
- 10mm socket
- 8mm allen key
- 3mm allen key
- Torque wrench (8-12N.m)
- Plastic mallet
- Rag or workshop towel
- Downhill tyre removal tool
- Dust seal installer 36mm (Sr Suntour fork Toolbox)
- SR SUNTOUR “Low friction” grease or suspension grease without lithium
- Brush
- lower legs service kit : FKA122-04

⚠ WARNING

Do not attempt this intervention without the proper tool, you may damage your SR SUNTOUR product.

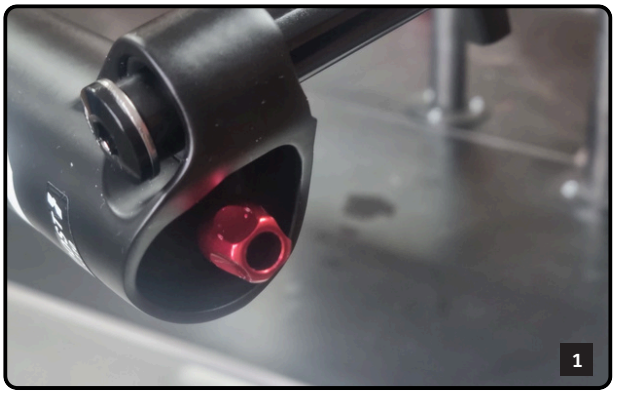
⚠ WARNING

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

LOWER LEGS SERVICE

STEP 1

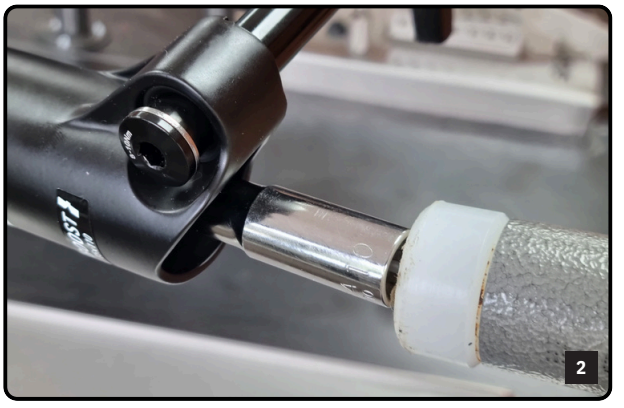
On the damper side, pull off the rebound adjuster knob to remove it, then set it aside.



STEP 2

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

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



STEP 3

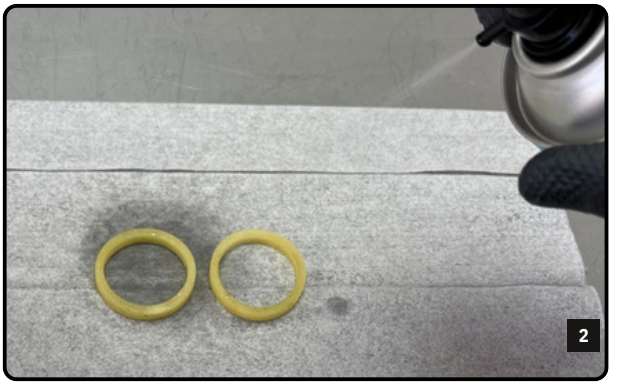
On the air/spring side, use a 10mm socket, turning it counterclockwise 3-4 turns to loosen the bolt. Use a mallet to strike the bolt 2-3 times. Check to ensure the nut is in contact with the leg. Remove the nut and set it aside. Pull on the lower legs to remove them, and set them aside. Check nut and washer for damage, if damaged replace.

STEP 4A

1) FOAM RING MAINTENANCE

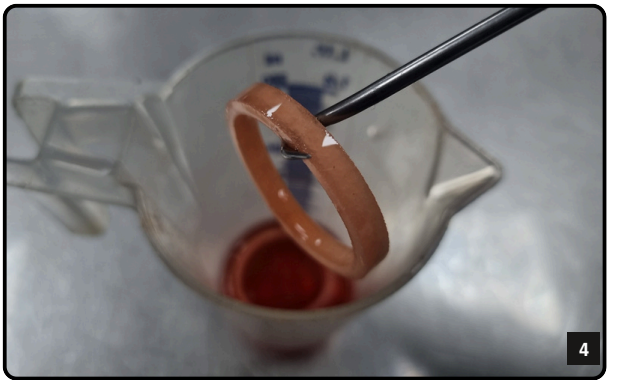
MOBIE36 forks use foam rings.Carefully remove them with a pick.

Rinse the foams with isopropyl alcohol.



Remove excess of isopropyl alcohol by pressing them.

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



2) DUST SEAL MAINTENANCE

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

Reinstall the foams in the forks

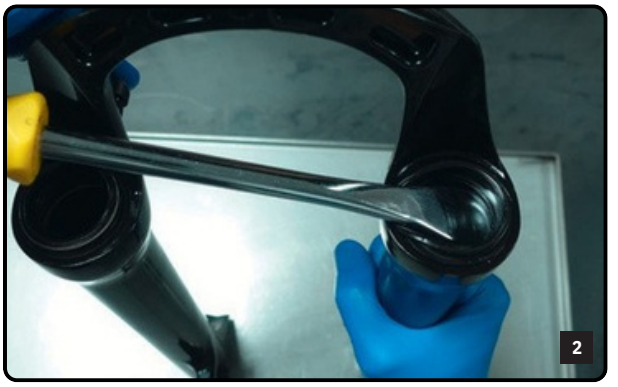
LOWER LEGS SERVICE

STEP 4B- NEW DUST SEAL / FOAM RINGS

Hold the lower legs. Remove foam rigs from both sides and discard them.

LOWER LEGS SERVICE

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 to clean the inner walls of the lower legs.

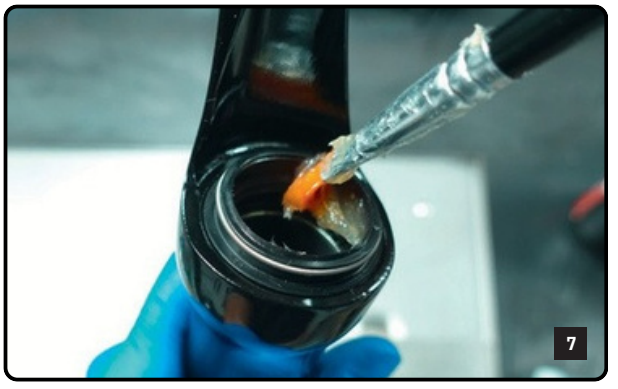
Take the new foam rings and soak them in 15WT 100% synthetic suspension oil for 5-10 minutes.

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

LOWER LEGS SERVICE

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

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



Reinstall the foams in the forks

STEP 6

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

LOWER LEGS SERVICE

STEP 7

DAMPER SIDE

First thread the bolt with washer in by hand.

Use a 10mm socket to tighten the bolt to 8Nm.

AIR SIDE

First thread the bolt with washer in by hand.

Use a 10mm socket to tighten the bolt 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 (2-20N.m) with 28mm crowfoot wrench
- 10mm alloy shaft clamp
- Loctite 542 or equivalent
- Pliers (smooth jaw, flat surface) or wrench 28mm
- Plastic mallet
- 3mm pin punch
- O-ring removal tool
- Air chamber oil (15W50 synthetic oil)
- Rag or workshop towel
- Downhill tyre removal tool
- SR SUNTOUR “Low friction” grease or suspension grease without lithium
- Brush
- High pressure pump (Shock pump)
- Air service kit : FKA121-44

⚠ 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

AllEQforkscanbeidentified by the EQ sticker on the crown of the fork.

AIR CHAMBER SERVICE

STEP 1

Remove the air cap and depressurize the air chamber.

STEP 2

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

Carefully remove the air cap assembly from the stanchion and set it aside.

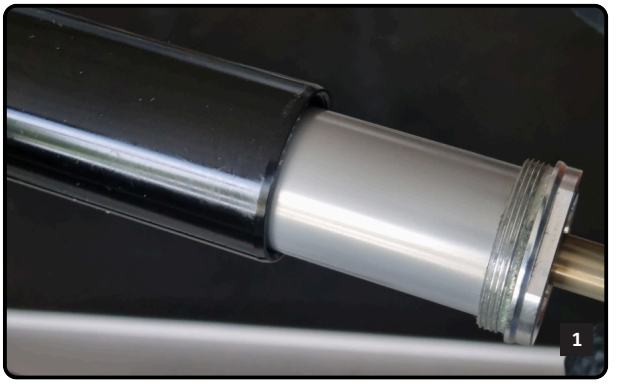
AIR CHAMBER SERVICE

STEP 4

Use a 28mm wrench or a Knipex smooth-jaw pliers to unscrew the nose piece by turning it counterclockwise

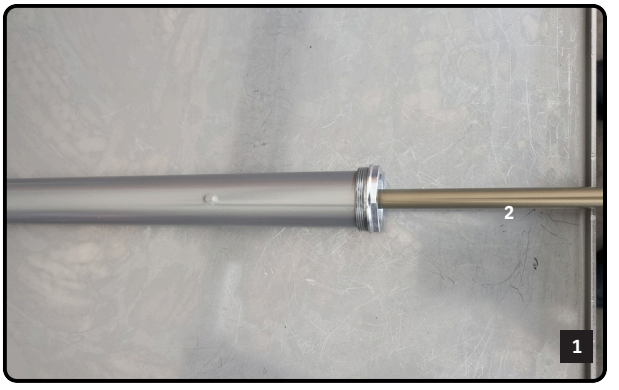
STEP 5

Pull out the complete air cartridge

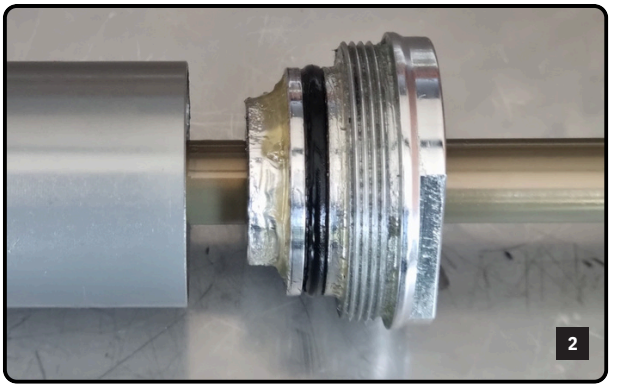


STEP 6

Put the air cartiridge aside.



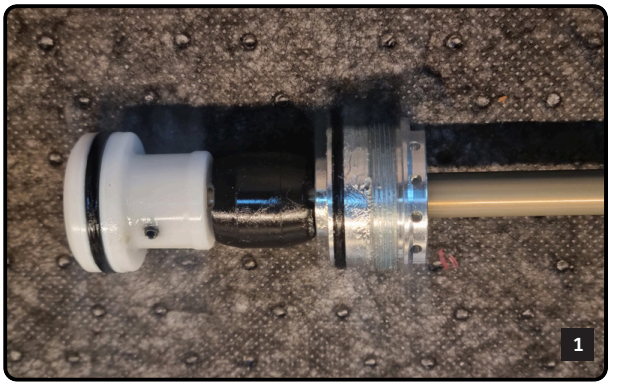
Pull the lower end out of the air cartirdge (no tool, just pull by hand).



AIR CHAMBER SERVICE

STEP 7

Slide the bumper and nose piece down to expose the shaft. Clean the shaft with isopropyl alcohol and a workshop towel.



Use 10mm alloy clamps to hold the shaft in a vise.

Use a 3mm pin punch and a plastic mallet to remove pin from head piston.

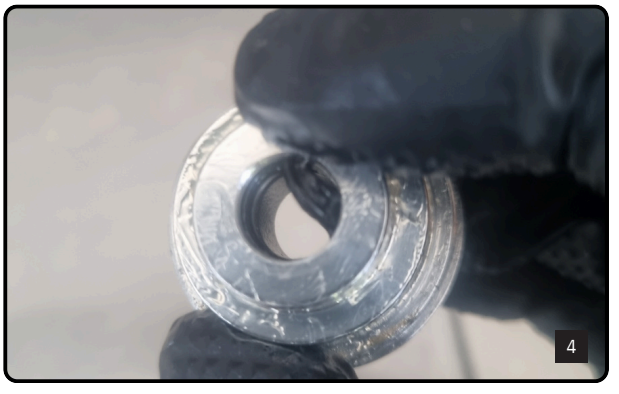
Remove the shaft from the vice. Remove head piston, the rubber bumper and nose piece from the shaft and set them aside.

STEP 8

Use a pick to remove the x-ring.

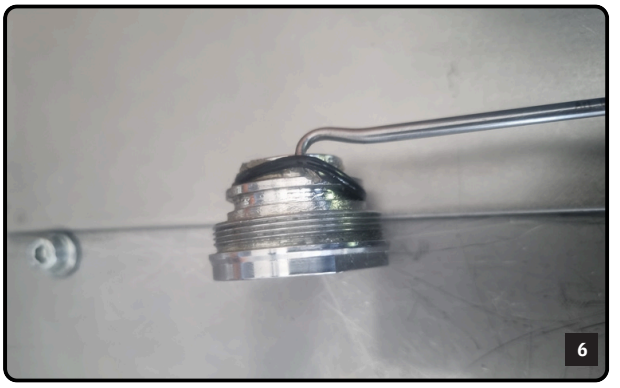
Clean the seal seat with a rag. Grease and install the new x-ring.

Grease and install the new x-ring.

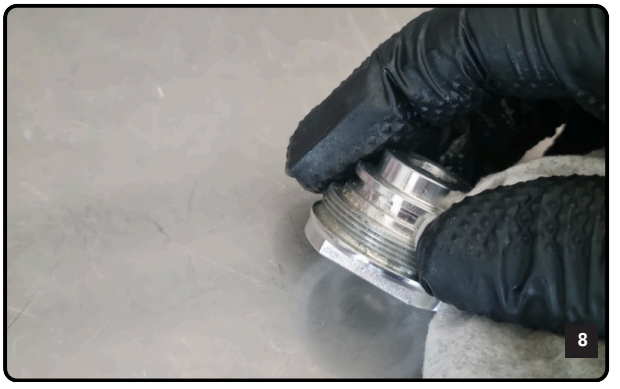


Make sure the seal is seated correctly without any twists.

Remove the O-ring and set it aside.



Clean the seal seat, apply grease to the new O-ring.



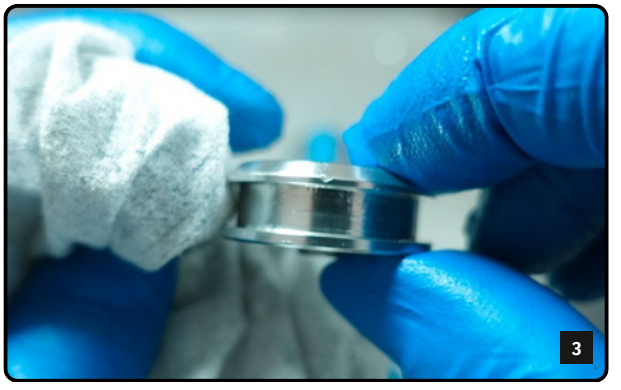
Clean the seal seat, apply grease to the new O-ring.

STEP 10

Hold the piston and remove the two backup rings.

Hold the piston and remove the x-ring seal.

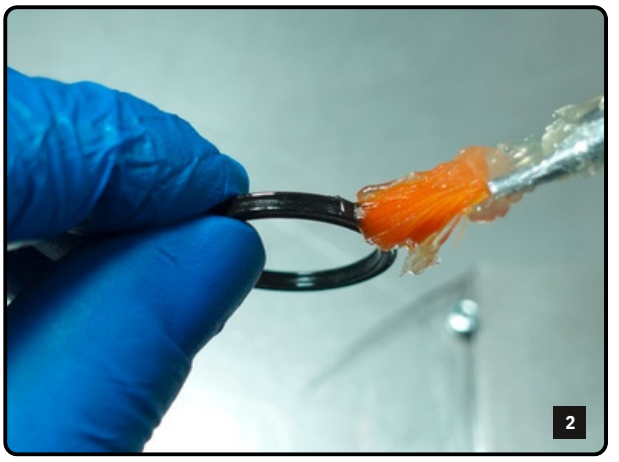
Clean the piston.



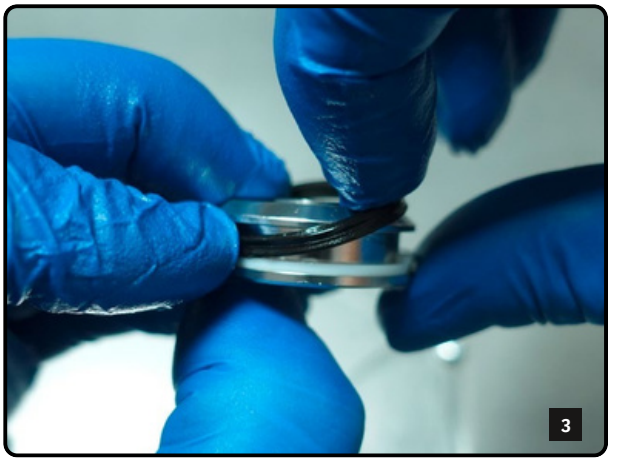
STEP 11

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.



Install the new X-ring.



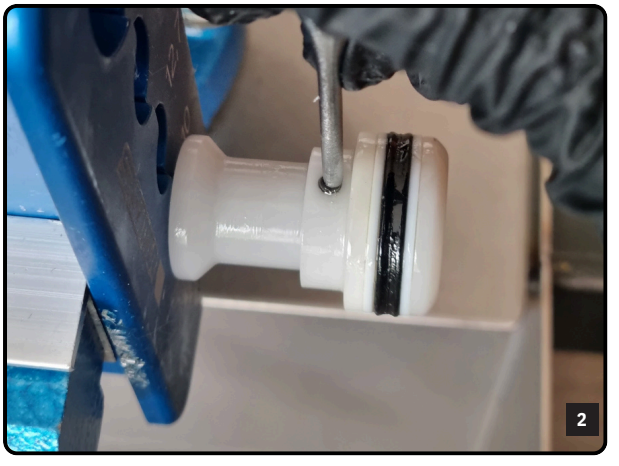
STEP 12

Apply SR SUNTOUR “Low Friction” grease on the inside of the rubber bumper and nosepiece. Install them on the shaft in the correct order.

STEP 13

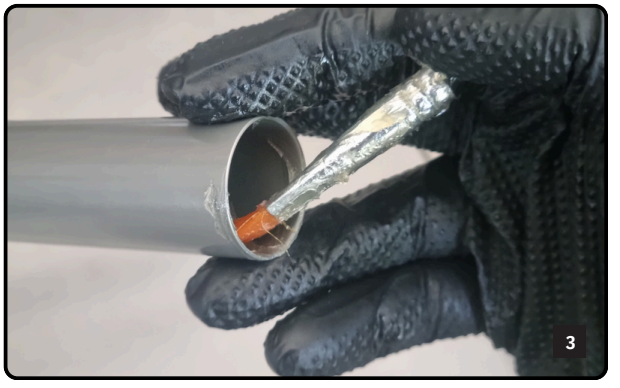
Use 10mm clamps to secure the shaft in the vise.

Use a 3mm pin punch and a plastic mallet to put back the pin in place. Be sure that pin and hole in shaft are align before using the plastic mallet. At the end , pin should be visible from each side.



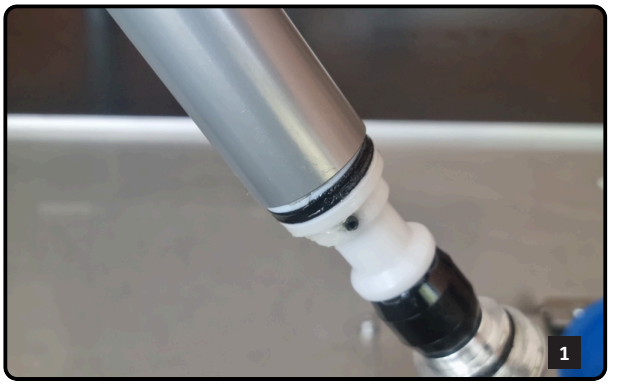
STEP 14

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



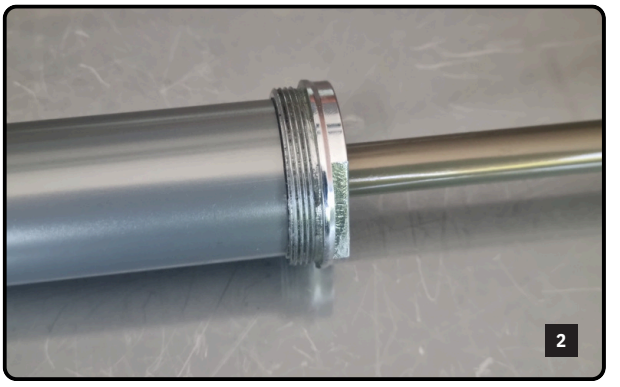
STEP 15

Insert the air shaft assembly into the air cartridge.

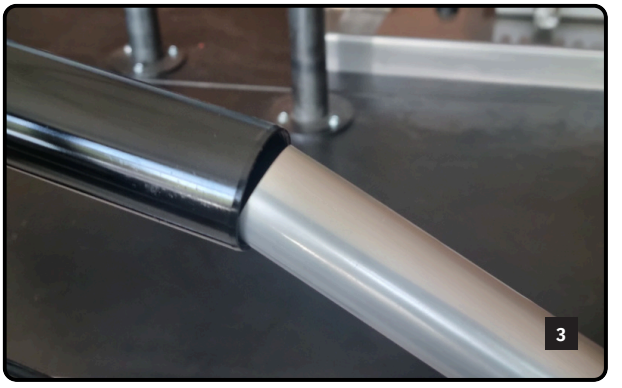


AIR CHAMBER SERVICE

Turn it and push it inside to avoid any damaged on seal.



Put the air cartridge back in the stanchion. Begin threading it by hand.



Finish tightening with a 28mm torque wrench with crowfoot set to 2.7 Nm.

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

STEP 16

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

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

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

Pressurize the air spring to 70 psi.

STEP 19

Clean the stanchions. Prepare the lower leg assembly. For more details, please refer to the“LOWER LEG SERVICE.” parts of this document.

TRAVEL CONVERSION

REQUIRED TOOLS & SUPPLIES:

- 27mm socket (ZFC160-R)
- Ratchet wrench
- 10mm socket
- 5mm Allen key
- Torque wrench with 28mm crowfoot wrench
- 10mm alloy shaft clamps
- 3mm Pin punch
- Plier wrench (fl at surface) or 28mm wrench
- Plastic mallet
- O-ring removal tool
- Air chamber oil or 15W50 synthetic oil
- SR SUNTOUR “Low-Friction” grease or suspension grease without lithium
- Brush
- Rag or workshop towel

⚠ WARNING

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⚠ 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.

TRAVEL CONVERSION

STEP 1

Remove the air cap and depressurize the air chamber.

STEP 2

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

Carefully remove the air cap assembly from the stanchion and set it aside.

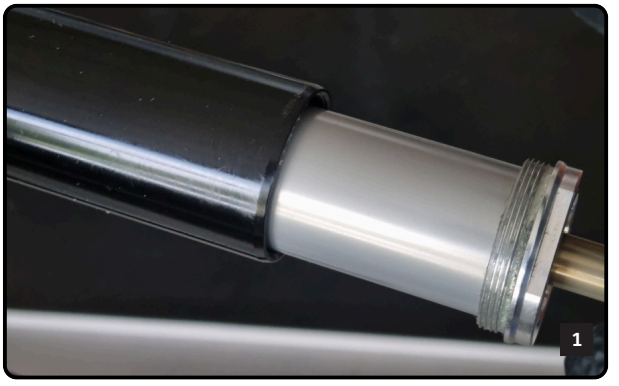
TRAVEL CONVERSION

STEP 3

Use a 28mm wrench or a Knipex smooth-jaw pliers to unscrew the nose piece by turning it counterclockwise

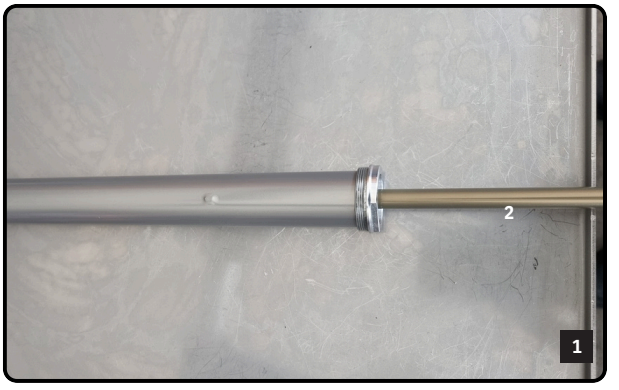
STEP 4

Pull out the complete air cartridge

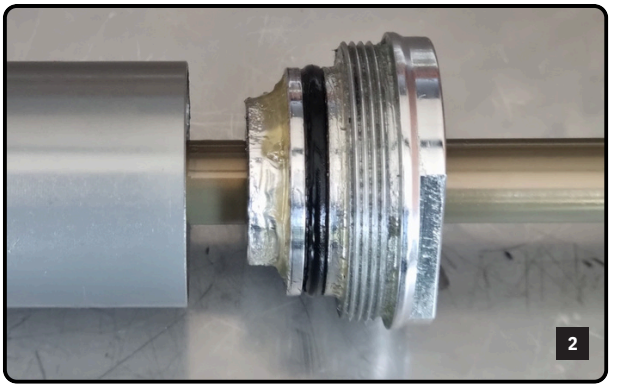


STEP 5

Put the air cartiridge aside.



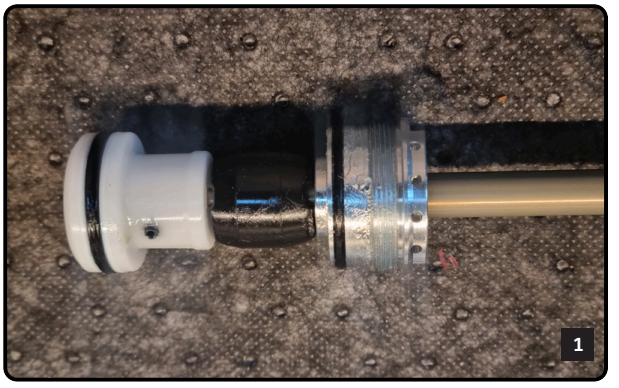
Pull the lower end out of the air cartirdge (no tool, just pull by hand).



TRAVEL CONVERSION

STEP 6

Slide the bumper and nose piece down to expose the shaft. Clean the shaft with isopropyl alcohol and a workshop towel.



Use 10mm alloy clamps to hold the shaft in a vise.

Use a 3mm pin punch and a plastic mallet to remove pin from head piston.

Remove the shaft from the vice. Remove head piston, the rubber bumper and nose piece from the shaft and set them aside.

STEP 7

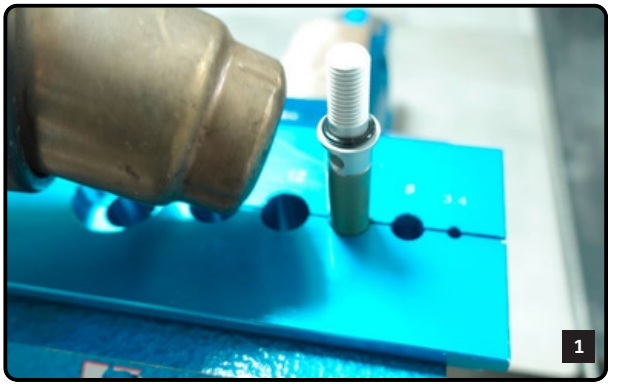
Remove the head piston from the shaft. Then, remove the shaft from the vise.

Remove the rubber bumper and nose piece from the shaft and set them aside.

STEP 8

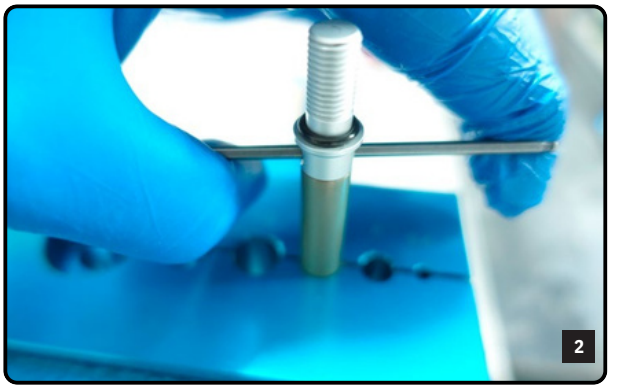
Flip the shaft and clamp it in the vice.

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

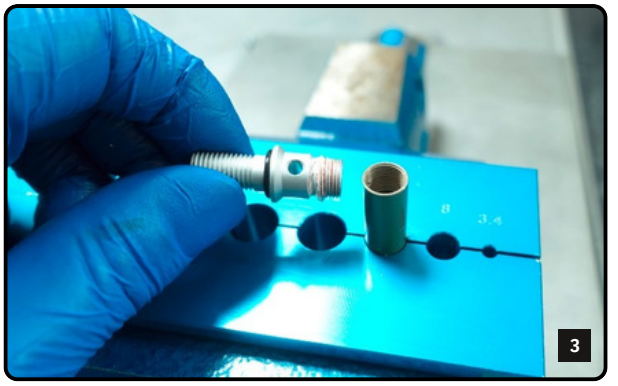


Apply heat the top part of the shaft for a few seconds. This will soften the thread locker and help with the removal of the bottom shaft thread.

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



Remove threaded insert from shaft.

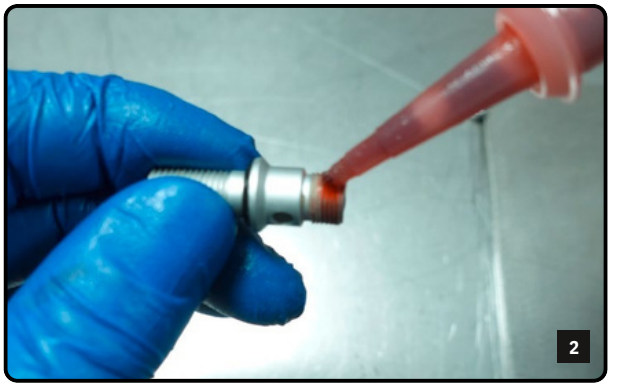


STEP 9

Remove air shaft and clamp the new air shaft and install it in the vice. Make sure to install the shaft in the correct way. Shaft have different lenght and will change fork travel.

Clean the insert threads.

Apply Loctite 262 or equivalent.

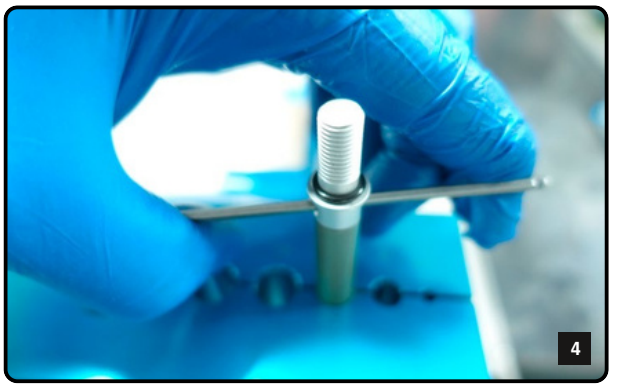


Insert and thread by hand the insert in the shaft.

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

STEP 10

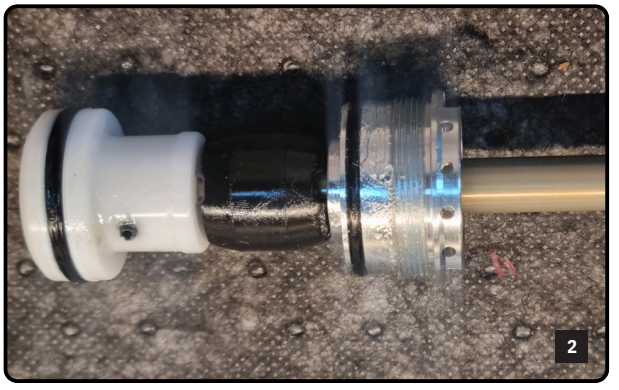
Use a 2.5mm steel shaft or 2.5mm Allen key and firmly tighten the insert by turning it clockwise.



STEP 11

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

Install rubber and nose piece on the shaft in the correct order.



STEP 12

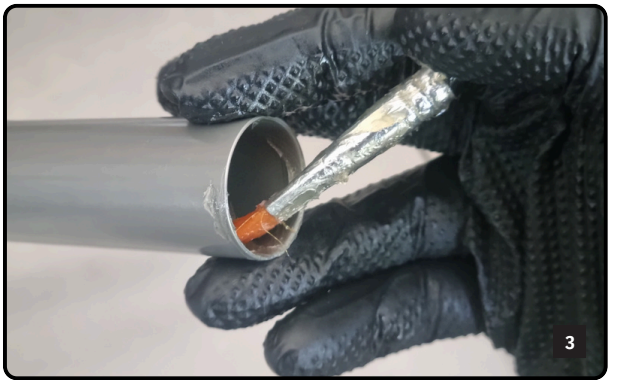
Use 10mm clamps to secure the shaft in the vise.

TRAVEL CONVERSION

Use a 3mm pin punch and a plastic mallet to put back the pin in place. Be sure that pin and hole in shaft are align before using the plastic mallet. At the end , pin should be visible from each side.

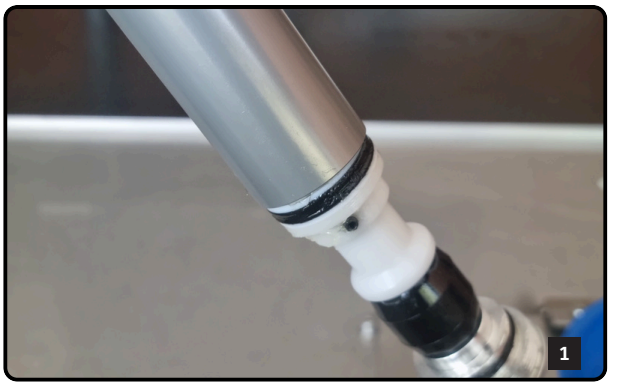
STEP 13

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

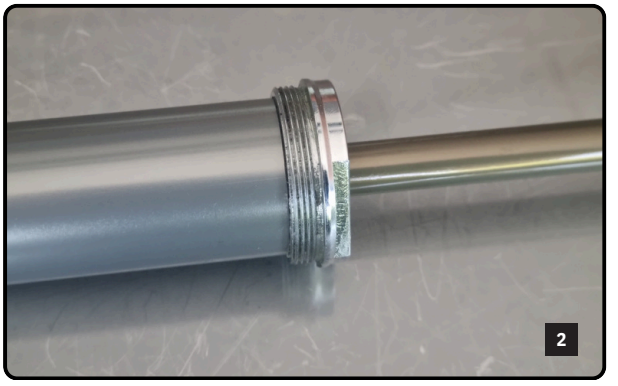


STEP 14

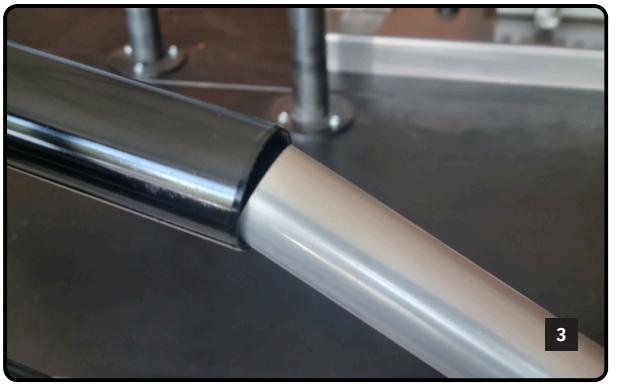
Insert the air shaft assembly into the air cartridge.



Turn it and push it inside to avoid any damaged on seal.



Put the air cartridge back in the stanchion. Begin threading it by hand.



Finish tightening with a 28mm torque wrench with crowfoot set to 2.7 Nm.

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

STEP 15

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

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

STEP 16

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

TRAVEL CONVERSION

STEP 17

Pressurize the air spring to 70 psi.

STEP 18

Clean the stanchions. Prepare the lower leg assembly. For more details, please refer to the“LOWER LEG SERVICE.” parts of this document.

CARTRIDGE REPLACEMENT

REQUIRED TOOLS & SUPPLIES:

- 27mm socket (ZFC160-R)
- Ratchet wrench
- 10mm socket
- Torque wrench (8-20N.m)
- 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.

CARTRIDGE REPLACEMENT

STEP 1

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

STEP 2

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

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

STEP 3

Remove rebound nut and push rebound shaft

CARTRIDGE REPLACEMENT

STEP 4

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

STEP 5

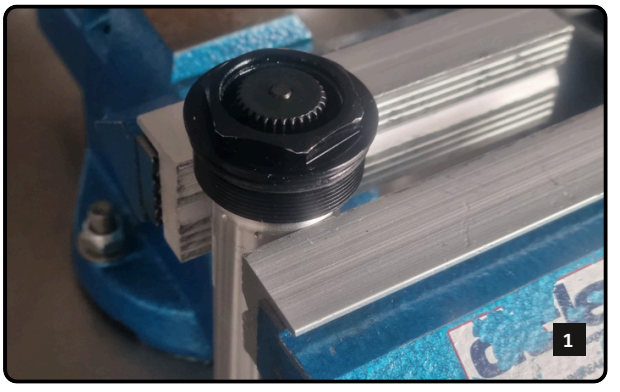
Use the wrench with 27 socket to untighten top end of the cartridge.

STEP 6

Now pull and remove the cartridge from the fork.

STEP 7

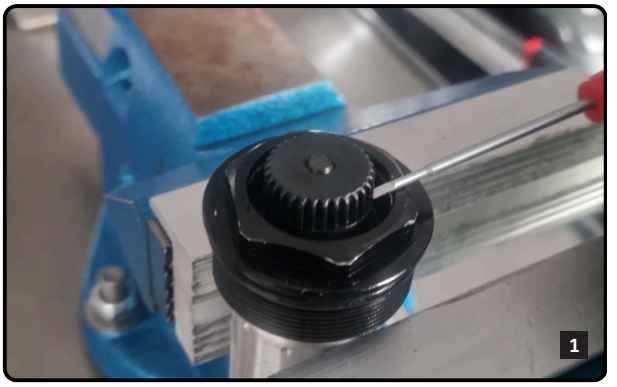
Put the cartridge in a vice with soft jaw, install it just under the top cap.



CARTRIDGE REPLACEMENT

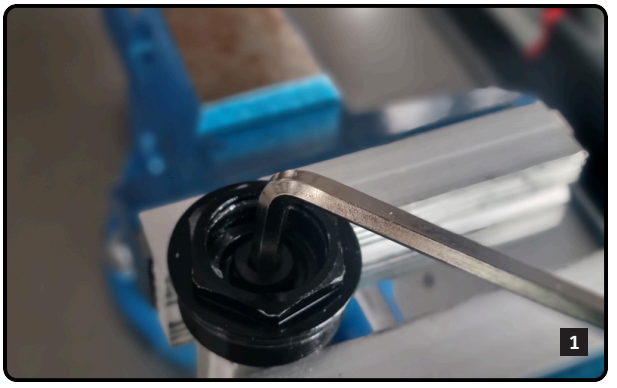
STEP 8

With a pick or a flat screwdriver, remove lock link.



STEP 9

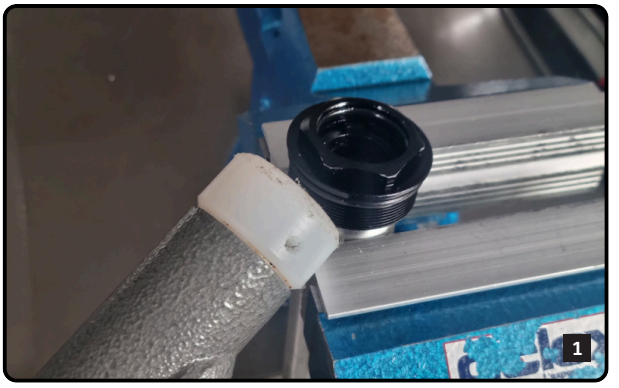
With a 5mm allen key, unscrew the top bolt in the top cap.

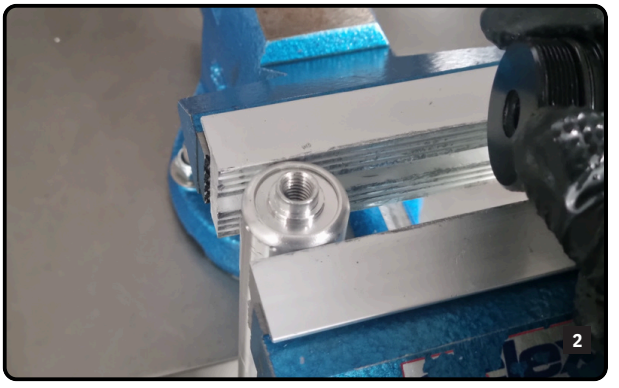


CARTRIDGE REPLACEMENT

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.

CARTRIDGE REPLACEMENT

STEP 12

Put back the cartridge in place in the fork.

STEP 14

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

Put back the lever by cliping it in close position. Then, turn it into open position.

STEP 15

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

STEP 15

Thread the bolt in with an 8mm Allen key and torque it to **12Nm**.

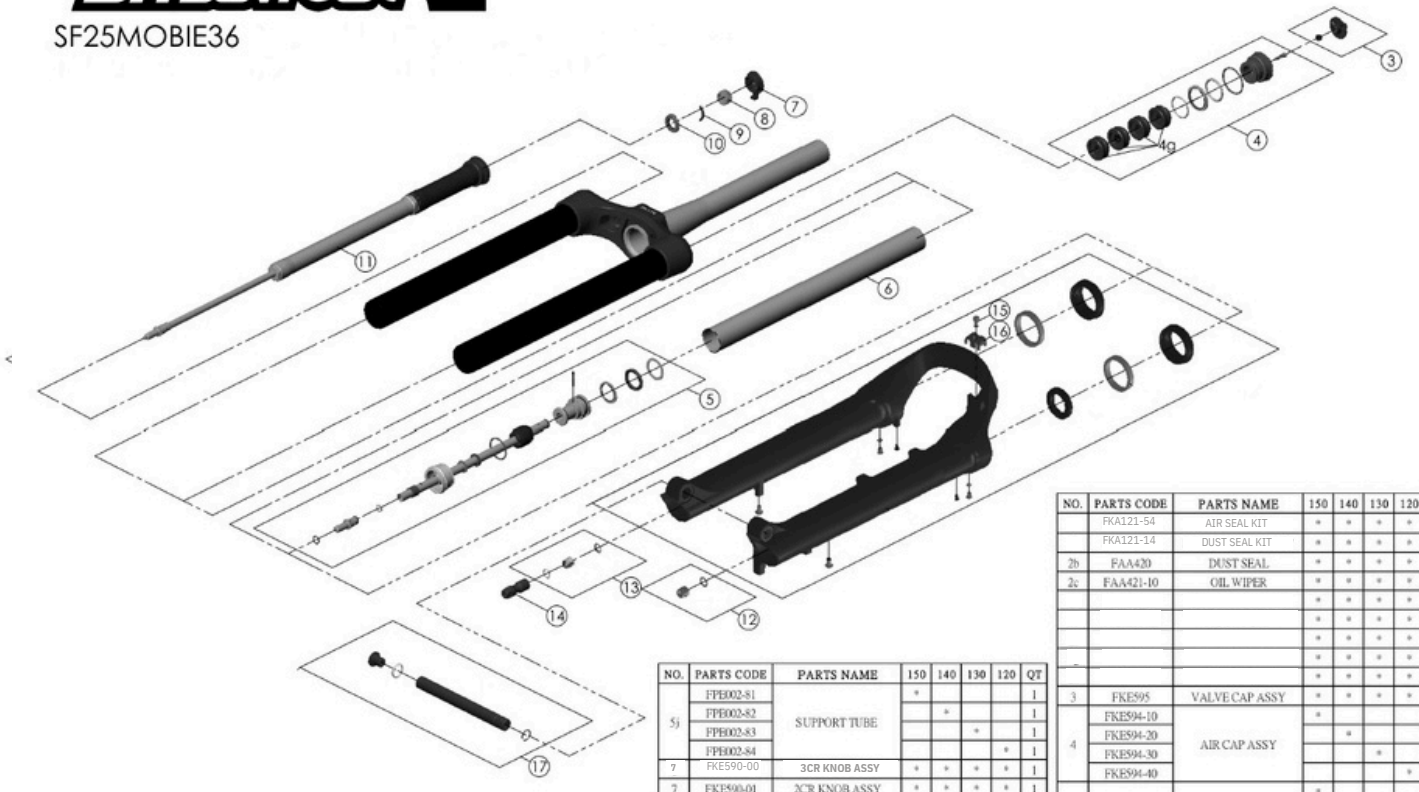
Use a 3mm Allen key to set the rebound to fully-open (turning it counterclockwise) then close it by 1-2 turns (turning it clockwise). Remove the Allen key and reinstall the rebound adjuster knob by pressing it into the bolt. Now, re-adjust your rebound setting by hand.

EXPLODED VIEW PARTS

SF25MOBIE36

SF25MOBIE36

Date	2023.-06-12	Version	2
Amended	2024.12.19		



NO.	PARTS CODE	PARTS NAME	150	140	130	120	QT
	FKA121-54	AIR SEAL KIT	*	*	*	*	1
	FKA121-14	DUST SEAL KIT	*	*	*	*	1
2b	FAA420	DUST SEAL	*	*	*	*	2
2c	FAA421-10	OIL WIPER	*	*	*	*	2
			*	*	*	*	2
			*	*	*	*	2
			*	*	*	*	2
			*	*	*	*	2
			*	*	*	*	2
3	FKE595	VALVE CAP ASSY	*	*	*	*	1
4	FKE594-10	AIR CAP ASSY	*				1
	FKE594-20			*			1
	FKE594-30				*		1
	FKE594-40					*	1
4g	FEG270-10	VOLUME REDUCER	*				4
				*			5
					*		6
						*	7

NO.	PARTS CODE	PARTS NAME	150	140	130	120	QT
5j	FPE002-81	SUPPORT TUBE	*				1
	FPE002-82			*			1
	FPE002-83				*		1
	FPE002-84					*	1
7	FKE590-00	3CR KNOB ASSY	*	*	*	*	1
7	FKE590-01	2CR KNOB ASSY	*	*	*	*	1
7	FKE421	LO-RC KNOB ASSY	*	*	*	*	1
11	FUN131-55	LO-RC-PCS UNIT	*	*	*	*	1
11	FUN210-25	3CR-PCS UNIT	*	*	*	*	1
11	FUN171-75	2CR-PCS UNIT	*	*	*	*	1
12	FKA063-03	FIXING NUT SET	*	*	*	*	1
13	FKE436-04	FIXING NUT SET	*	*	*	*	1
14	FEG494-10	REBOUND KNOB	*	*	*	*	1

NO.	PARTS CODE	PARTS NAME	150	140	130	120	QT
15	FSB153	GUIDE FIXING BOLT	*	*	*	*	1
16	FEG519	CABLE GUIDE	*	*	*	*	1
17	FKA117-00	15AHD-110 THRU AXLE SET	*	*	*	*	1

MOBIE36

		MAIN SPECIFICATIONS									CROWN	STANCHION			STEERER TUBE	AXLE		BOTTOM CASE / BRAKE			
MODEL YEAR	MODEL NAME	E-Bike ready	Weight (g) w/o axle	Wheel / Max. suggested tire size	Max allowed Tire Width	Max allowed Tire O.D.	Travel (mm)	Damper	Spring	Offset (mm)	Mat.	DIA (mm)	Mat.	Finish	Size Material	O.L.D.	Axle	Mat.	Max rotor DIA	Brake mount	Note
SF25	MOBIE36-Boost EQ ABS 3CR-PCS DS 15AH2-110 27.5"	yes	-	27.5"x2.6"	67mm	723mm	120 130 140 150	3CR-PCS	AIR (EQ)	44	Al	36	Al	Hard anodized, Black	1.5"to1-1/8" tapered(CTS), Alloy, (OP) 1.8"to1-1/8" tapered(CTS), Alloy	ø15-110	15AH2-110, (OP) 15LH-110	Mg	220mm	Post 180 Direct	with lamp mount*
SF25	MOBIE36-Boost EQ 3CR-PCS DS 15AH2-110 27.5"	yes	-	27.5"x2.6"	67mm	723mm	120 130 140 150	3CR-PCS	AIR (EQ)	44	Al	36	Al	Hard anodized, Black	1.5"to1-1/8" tapered(CTS), Alloy, (OP) 1.8"to1-1/8" tapered(CTS), Alloy	ø15-110	15AH2-110, (OP) 15LH-110	Mg	220mm	Post 180 Direct	with lamp mount*
SF25	MOBIE36-Boost EQ ABS LORC-PCS DS 15AH2-110 27.5"	yes	-	27.5"x2.6"	67mm	723mm	120 130 140 150	LORC-PCS	AIR (EQ)	44	Al	36	Al	Hard anodized, Black	1.5"to1-1/8" tapered(CTS), Alloy, (OP) 1.8"to1-1/8" tapered(CTS), Alloy	ø15-110	15AH2-110, (OP) 15LH-110	Mg	220mm	Post 180 Direct	with lamp mount*
SF25	MOBIE36-Boost EQ LORC-PCS DS 15AH2-110 27.5"	yes	-	27.5"x2.6"	67mm	723mm	120 130 140 150	LORC-PCS	AIR (EQ)	44	Al	36	Al	Hard anodized, Black	1.5"to1-1/8" tapered(CTS), Alloy, (OP) 1.8"to1-1/8" tapered(CTS), Alloy	ø15-110	15AH2-110, (OP) 15LH-110	Mg	220mm	Post 180 Direct	with lamp mount*
SF25	MOBIE36-Boost EQ ABS 2CR-PCS DS 15AH2-110 27.5"	yes	-	27.5"x2.6"	67mm	723mm	120 130 140 150	2CR-PCS	AIR (EQ)	44	Al	36	Al	Hard anodized, Black	1.5"to1-1/8" tapered(CTS), Alloy, (OP) 1.8"to1-1/8" tapered(CTS), Alloy	ø15-110	15AH2-110, (OP) 15LH-110	Mg	220mm	Post 180 Direct	with lamp mount*
SF25	MOBIE36-Boost EQ 2CR-PCS DS 15AH2-110 27.5"	yes	-	27.5"x2.6"	67mm	723mm	120 130 140 150	2CR-PCS	AIR (EQ)	44	Al	36	Al	Hard anodized, Black	1.5"to1-1/8" tapered(CTS), Alloy, (OP) 1.8"to1-1/8" tapered(CTS), Alloy	ø15-110	15AH2-110, (OP) 15LH-110	Mg	220mm	Post 180 Direct	with lamp mount*

*Front face on fork crown

		MAIN SPECIFICATIONS									CROWN	STANCHION			STEERER TUBE	AXLE		BOTTOM CASE / BRAKE			
MODEL YEAR	MODEL NAME	E-Bike ready	Weight (g) w/o axle	Wheel / Max. suggested tire size	Max allowed Tire Width	Max allowed Tire O.D.	Travel (mm)	Damper	Spring	Offset (mm)	Mat.	DIA (mm)	Mat.	Finish	Size Material	O.L.D.	Axle	Mat.	Max rotor DIA	Brake mount	Note
SF25	MOBIE36-Boost EQ ABS 3CR-PCS DS 15AH2-110 29"	yes	-	29"x2.6"	67mm	756mm	120 130 140 150	3CR-PCS	AIR (EQ)	51	Al	36	Al	Hard anodized, Black	1.5"to1-1/8" tapered(CTS), Alloy, (OP) 1.8"to1-1/8" tapered(CTS), Alloy	ø15-110	15AH2-110, (OP) 15LH-110	Mg	220mm	Post 180 Direct	with lamp mount*
SF25	MOBIE36-Boost EQ 3CR-PCS DS 15AH2-110 29"	yes	-	29"x2.6"	67mm	756mm	120 130 140 150	3CR-PCS	AIR (EQ)	51	Al	36	Al	Hard anodized, Black	1.5"to1-1/8" tapered(CTS), Alloy, (OP) 1.8"to1-1/8" tapered(CTS), Alloy	ø15-110	15AH2-110, (OP) 15LH-110	Mg	220mm	Post 180 Direct	with lamp mount*
SF25	MOBIE36-Boost EQ ABS LORC-PCS DS 15AH2-110 29"	yes	-	29"x2.6"	67mm	756mm	120 130 140 150	LORC-PCS	AIR (EQ)	51	Al	36	Al	Hard anodized, Black	1.5"to1-1/8" tapered(CTS), Alloy, (OP) 1.8"to1-1/8" tapered(CTS), Alloy	ø15-110	15AH2-110, (OP) 15LH-110	Mg	220mm	Post 180 Direct	with lamp mount*
SF25	MOBIE36-Boost EQ LORC-PCS DS 15AH2-110 29"	yes	-	29"x2.6"	67mm	756mm	120 130 140 150	LORC-PCS	AIR (EQ)	51	Al	36	Al	Hard anodized, Black	1.5"to1-1/8" tapered(CTS), Alloy, (OP) 1.8"to1-1/8" tapered(CTS), Alloy	ø15-110	15AH2-110, (OP) 15LH-110	Mg	220mm	Post 180 Direct	with lamp mount*
SF25	MOBIE36-Boost EQ ABS 2CR-PCS DS 15AH2-110 29"	yes	-	29"x2.6"	67mm	756mm	120 130 140 150	2CR-PCS	AIR (EQ)	51	Al	36	Al	Hard anodized, Black	1.5"to1-1/8" tapered(CTS), Alloy, (OP) 1.8"to1-1/8" tapered(CTS), Alloy	ø15-110	15AH2-110, (OP) 15LH-110	Mg	220mm	Post 180 Direct	with lamp mount*
SF25	MOBIE36-Boost EQ 2CR-PCS DS 15AH2-110 29"	yes	-	29"x2.6"	67mm	756mm	120 130 140 150	2CR-PCS	AIR (EQ)	51	Al	36	Al	Hard anodized, Black	1.5"to1-1/8" tapered(CTS), Alloy, (OP) 1.8"to1-1/8" tapered(CTS), Alloy	ø15-110	15AH2-110, (OP) 15LH-110	Mg	220mm	Post 180 Direct	with lamp mount*

*Front face on fork crown

REFINED SIMPLICITY

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