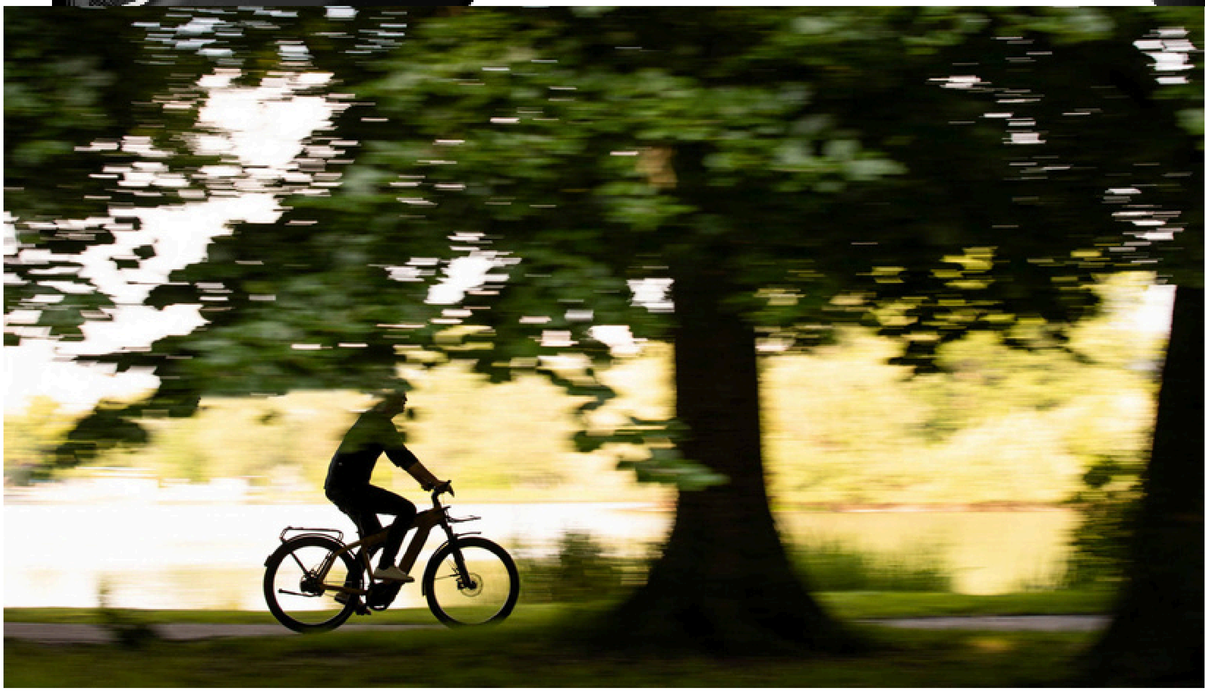
ENGLISH

MOBIE34

SR SUNTOUR


SR SUNTOUR
MOBIE 34
LOC
CLOSE

SR SUNTOUR



CONTENT

2K26 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.

MOBIE34
Modern Design For The E-Experience

Combine the stability and damping performance of a mountain bike fork, and a polished modern design, and you have MOBIE. Nearly every urban setting is seeing a steep rise in bicycling traffic- economical, environmental, and fun, these commutes only get better. The MOBIE is discreetly a powerful eBike rated urban fork. Featured with 32mm, 34mm and 36mm stanchions for control and stability, along with air and coil options. Comes in all the popular urban wheel sizes, including the new 20" & 24" versions for the newest cargo and mobility bikes. For added performance, we include direct brake mounts and a 15x100mm QLOC axle. Integrated fender and light mounts complete the package as so you can ride in any weather at any time of day. The e-Experience is enhanced mobility.

MODEL	MOBIE34
INTENDED USE	City/Comfort, Trekking, Utility
TRAVEL	80,100 mm
WHEEL SIZE	700
SPRING	AIR/Spring w Preload
CARTRIDGE	2CR/2CR-PCS
BOTTOM CASE	MAGNESIUM
AXLE TYPE	15AH2, 15LH, 15QLC32
FEATURES	LONG FENDER MOUNT, ABS Mount

KEY SPECIFICATIONS

SUGGESTED CATEGORY: City/Comfort, Trekking, Utility

TRAVEL: 80 mm, 100 mm

STANCHION: Ø34MM, ALUMINUM ALLOY, HARD ANODIZED FINISH

SPRING: AIR AND COIL

COMPRESSION ADJUST: 2CR

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: 180mm DIRECT MOUNT

Ø15MM BOOST AXLE (LEVER OR TOOL TYPE)

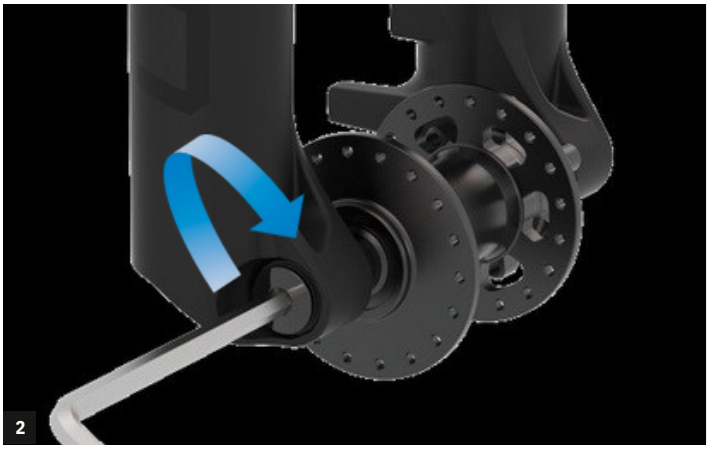
FENDER MOUNT: LONG MOUNTING POINTS

THRU AXLE INSTALLATION

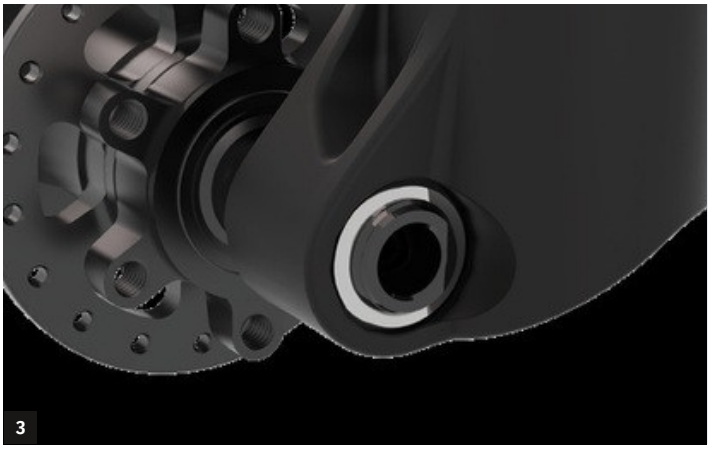
15AH4 12AH2 BOLTED THRU AXLE ASSEMBLY

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.

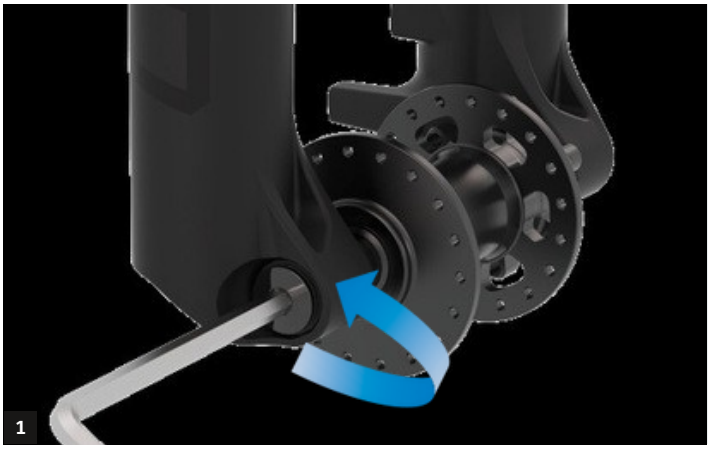


2 Tighten the axle with a 6mm Allen wrench by the suggested tightening torque of 8-10 Nm.

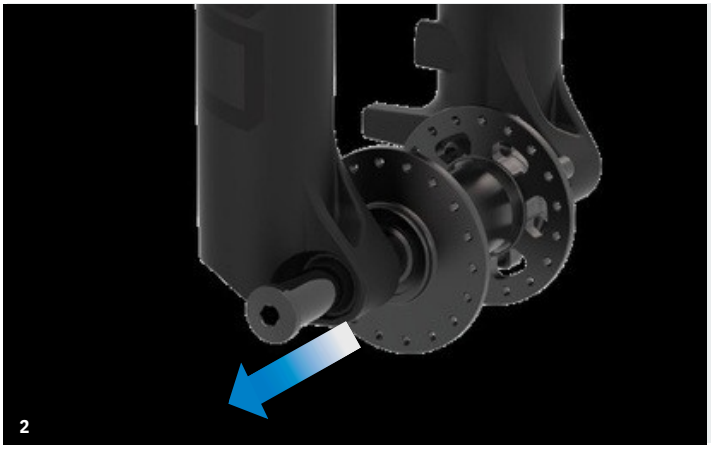


3 Check the axle's thread. It must be visible.

THRU AXLE REMOVAL



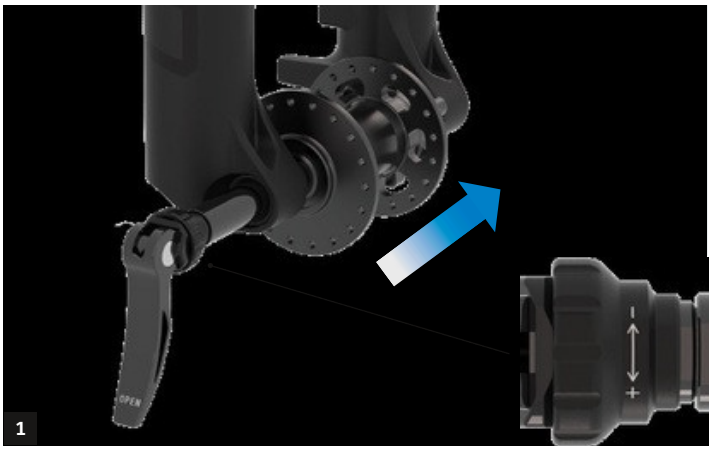
1 Loosen the axle on the drive side with a 6mm.



2 Pull out the axle.

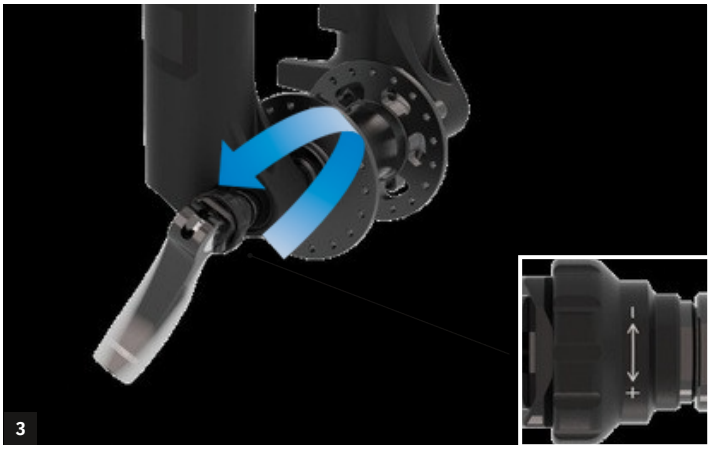
THRU AXLE INSTALLATION

LH THRU AXLE ASSEMBLY

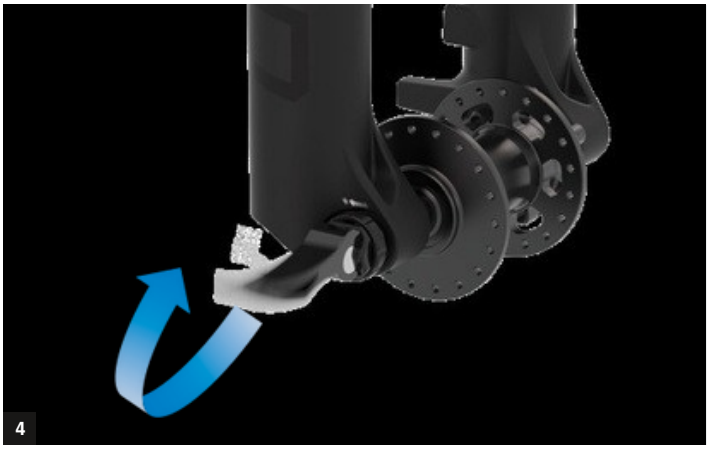


1 After turning the adjust nut towards "+" direction until it stops, put the wheel in the fork and insert the axle with the lever in the open position.

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

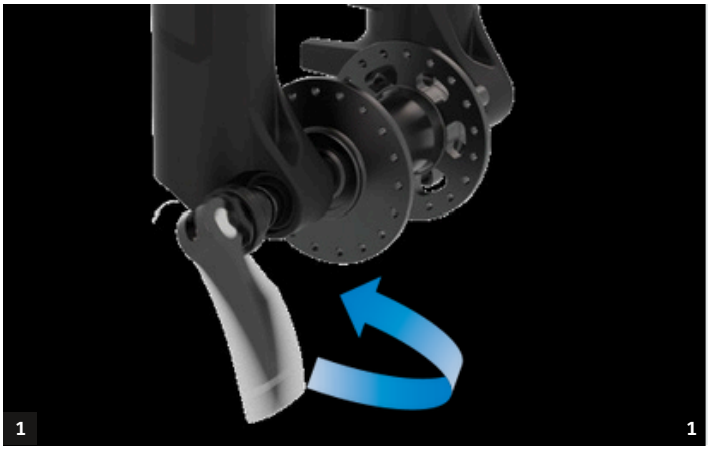


3 Move the lever counter clockwise so that it points at the ground. Loosen the adjust nut towards "-" direction until the lever starts to get tight at the half-way point. Suggested tightening force: 80-120N.



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 pressure (refer to the chart below).

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)
60mm	9-18mm (15-30%)
80mm	12-24mm (15-30%)
100mm	15-30 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.

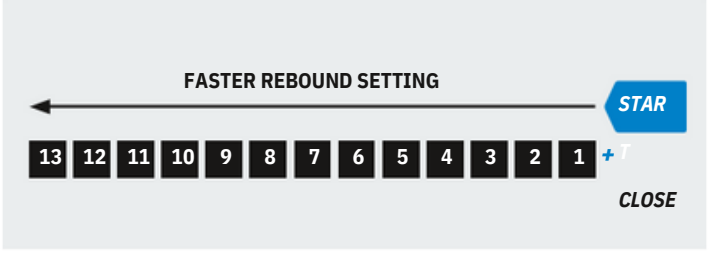
REBOUND SETTING

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 (+).

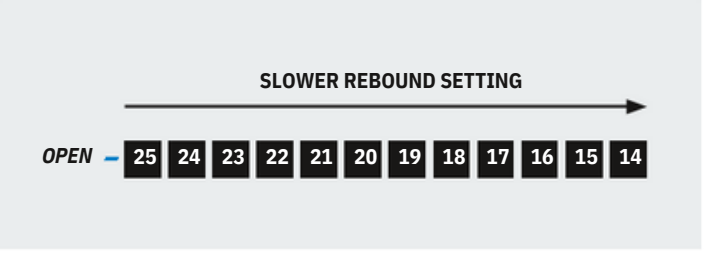
TO OPEN THE LOW-SPEED REBOUND

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

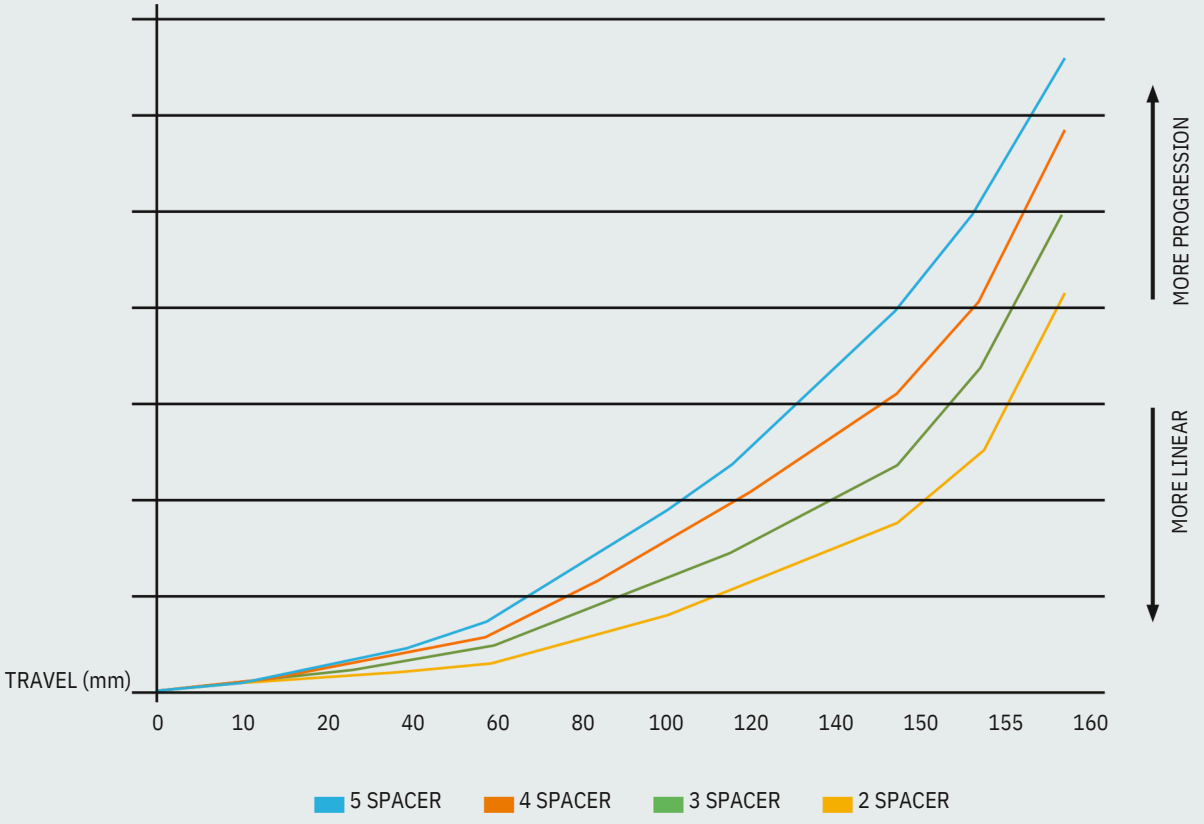
Improper installation of the volume spacers from above instruction may result in severe injury or death.

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 34		
FEG270-10 volume spacers	**Factory setting**	**Max. possible spacers**
Travel 100	1	5
Travel 80	1	5
Travel 60	1	5



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.

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 (Only for PCS)				•

SERVICE GUIDES

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

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LOWER LEGS SERVICE

REQUIRED TOOLS & SUPPLIES:

- Ratchet wrench
- 10mm socket
- 8mm allen key
- 5mm allen key
- 3mm allen key
- Torque wrench (8-12N.m)
- Plastic mallet
- Rag or workshop towel
- Downhill tyre removal tool
- Dust seal installer 34mm (Sr Suntour fork Toolbox)
- SR SUNTOUR “Low friction” grease or suspension grease without lithium
- Brush
- lower legs service kit : FKA122-12

⚠ 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.

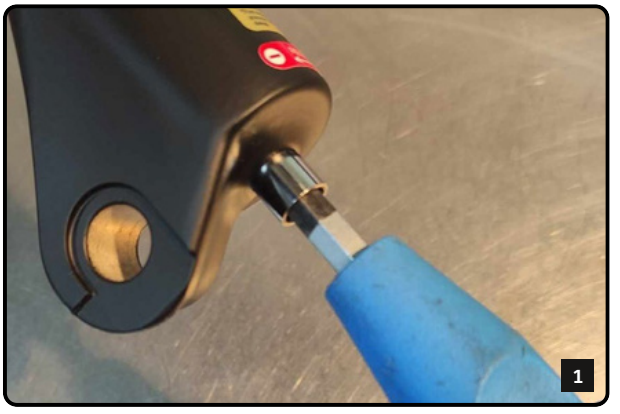
LOWER LEGS SERVICE

STEP 1A for 2CR

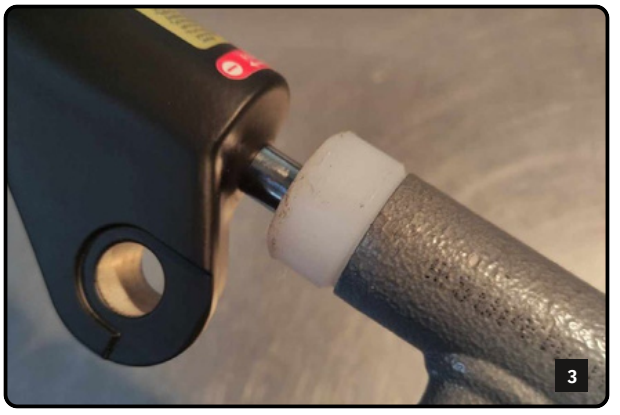
On the damper side, pull off the rebound adjuster knob to remove it, then set it aside.

STEP 2A for 2CR

Using an 8mm Allen key, turn the exposed bolt counterclockwise 2 turns to loosen it.

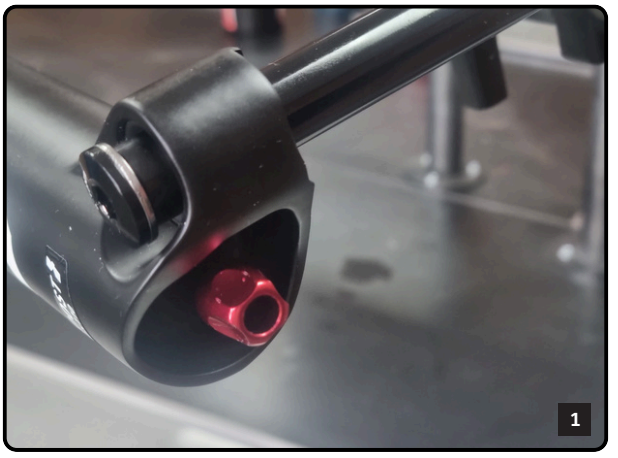


Use a mallet to strike the bolt 2-3 times. Check to ensure the bolt is in contact with the leg. Remove the bolt and set it aside.



STEP 1B for 2CR-PCS

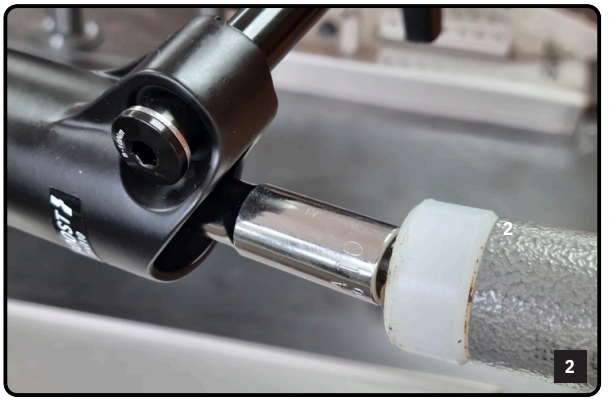
On the damper side, pull off the rebound adjuster knob to remove it, then set it aside.



STEP 2B for 2CR-PCS

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. Check nut and washer for damage, if damaged replace.

STEP 3

On the air/spring 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.

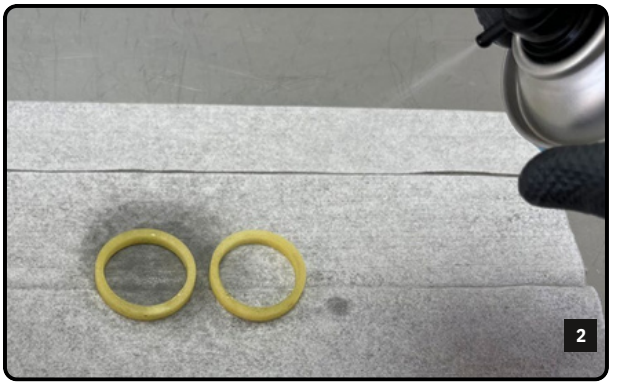
Remove the nut and set it aside. Pull on the lower legs to remove them, and set them aside. Check bolt and washer for damage, if damaged replace.

STEP 4-A

1) FOAM RING MAINTENANCE

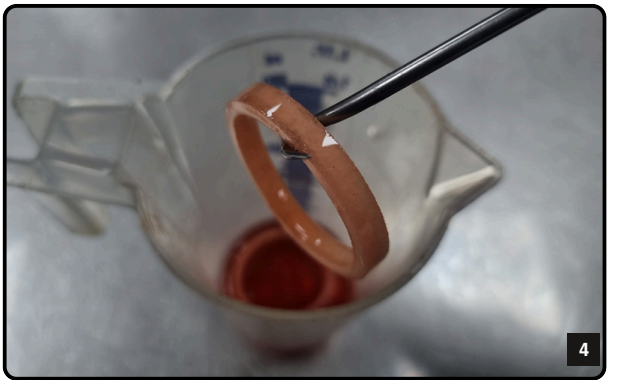
MOBIE36 forks use foam rings.Carefully remove them with a pick.

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.

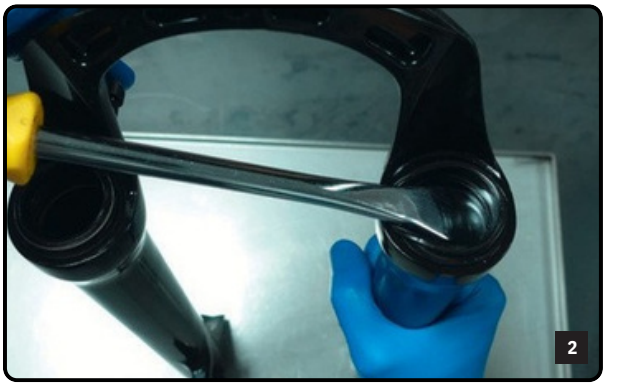
LOWER LEGS SERVICE

Reinstall the foams in the forks

STEP 4B – NEW DUST SEAL / FOAM RINGS

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

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.

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.

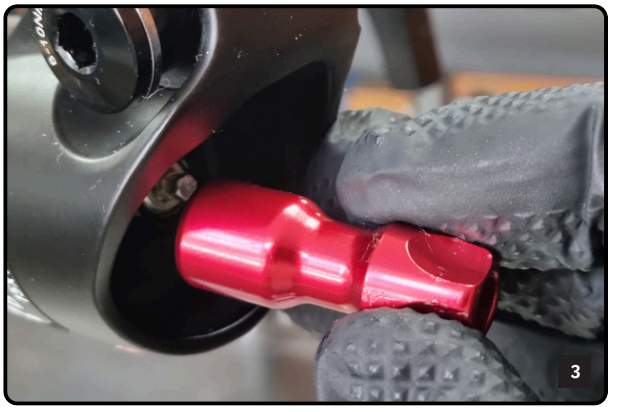
STEP 7A - DAMPER SIDE 2CR-PCS

First thread the nut with washer in by hand.

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

STEP 7A DAMPER SIDE 2CR-PCS

Put back in place rebound knob.



STEP 7B DAMPER SIDE 2CR

First thread the bolt in by hand then use an 8mm Allen key to tighten the bolt to 12Nm.

Use an 8mm Allen key to tighten the bolt 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).

LOWER LEGS SERVICE

Remove the Allen key and reinstall the rebound adjuster knob by pressing it into the bolt.

AIR SIDE

Install both the washer and bolt. Tighten them by hand.

Use a torque wrench with 5mm allen key socket and tighten to 8Nm.

AIR CHAMBER SERVICE

REQUIRED TOOLS & SUPPLIES:

- Ratchet wrench
- 27mm socket (ZFC160-R)
- 12mm socket
- 10mm socket
- 8mm allen key
- 5mm allen key
- 3mm allen key
- Torque wrench (2-20N.m) with 28mm crowfoot
- Plastic mallet
- 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 : FKA121-06

⚠ WARNING

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⚠ WARNING

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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.

AIR CHAMBER SERVICE

STEP 4

Pull the top cap and the air chamber assembly out of the stanchion. You can help movement by pushing on the air shaft.

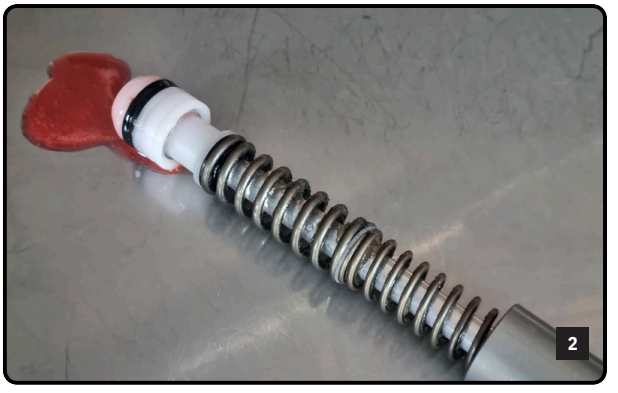
STEP 5

Pull out the complete air cartridge

STEP 6

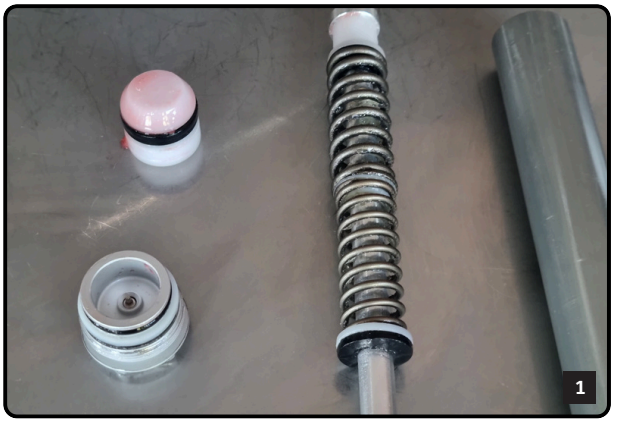
Pull off the air cap from the air cartridge.

Push on the shaft, air piston will get out, some oil may flow from the air cartirdge. Negative spring will appear too.



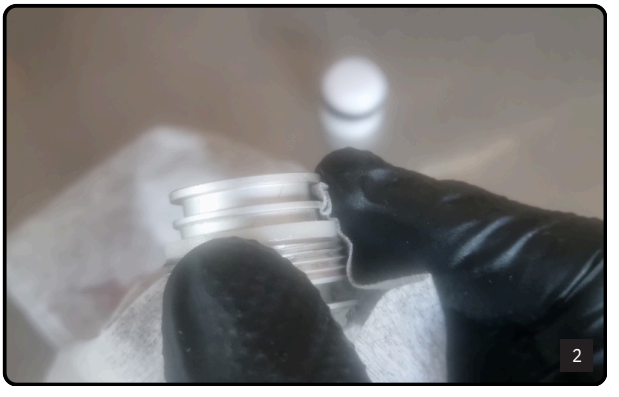
STEP 7

Separate air piston from negative spring (no mechanical link). Put all the parts apart. With a workshop towel and isopropyl alcohol, clean the inside of the air cartridge.



STEP 8

On top cap, remove both o-ring with a pick and then, clean with a workshop towel and isopropyl alcohol.



AIR CHAMBER SERVICE

STEP 9

Put the new o-ring on the top cap and grease them with Sr Suntour low friction grease.

STEP 10

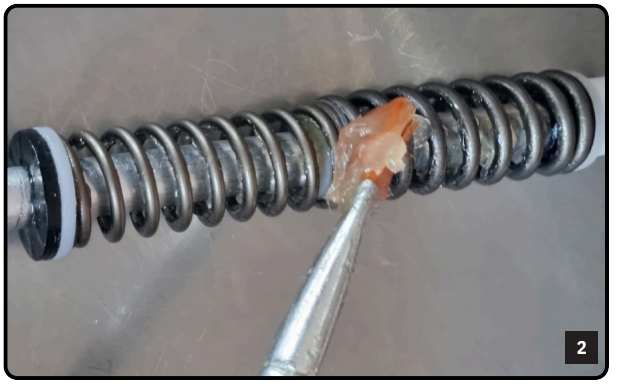
Clean the air piston with a workshop towel and isopropyl alcohol. Remove the leap ring from the air piston with a pick.

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.

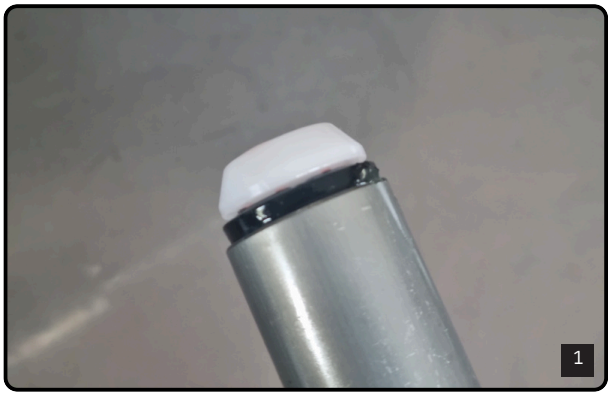


STEP 13

Put back the negative spring assembly in the air cartridge.

STEP 14

Insert the lower parts of the air piston in the air cartridge. Then, use an allen key of an alloy shaft to push the piston all the way down in the air cartiridge.



STEP 15

Put the top cap in the stanchion, use a dedicated 27mm socket to tighten it at 15N.m

STEP 16

Put the top cap in the stanchion, use a dedicated 27mm socket to tighten it at 15N.m

STEP 17

Pressurize the air spring to 70 psi. Shake the air shaft to be sure the part is in the right place, you can feel movement and hear a “clunk” noise, this is the negative spring taking the right place.

STEP 18

Please refer to the lower legs tutorial to install back the lower.

TRAVEL CONVERSION

REQUIRED TOOLS & SUPPLIES:

- 27mm socket (ZFC160-R)
- Ratchet wrench
- Torque wrench
- Air chamber oil (15W50 synthetic oil)
- SR SUNTOUR “Low-Friction” grease or suspensiongrease without lithium
- Brush
- Rag or workshop towel
- High pressure pump (shock pump)

⚠ WARNING

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⚠ WARNING

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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 (picture 1).

STEP 4

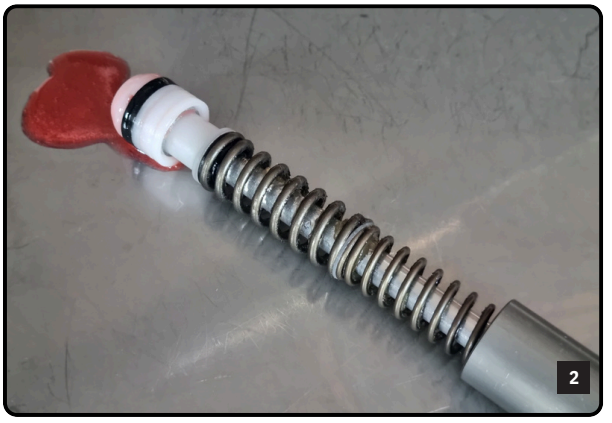
Pull the top cap and the air chamber assembly out of the stanchion. You can help movement by pushing on the air shaft.

STEP 5

Pull out the complete air cartridge

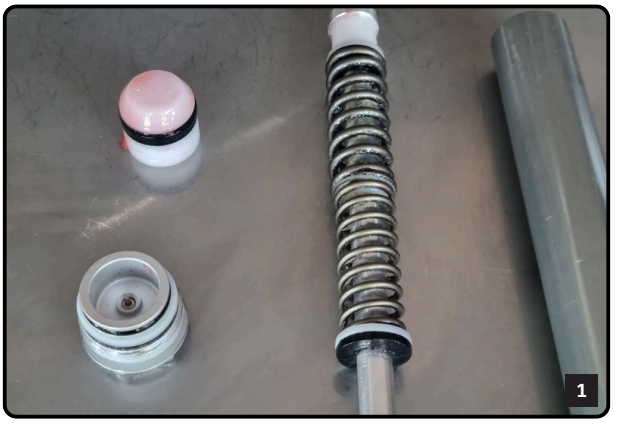
STEP 6

Pull off the air cap from the air cartirdge. Push on the shaft, air piston will get out, some oil may flow from the air cartridge. Negative spring will appear too.



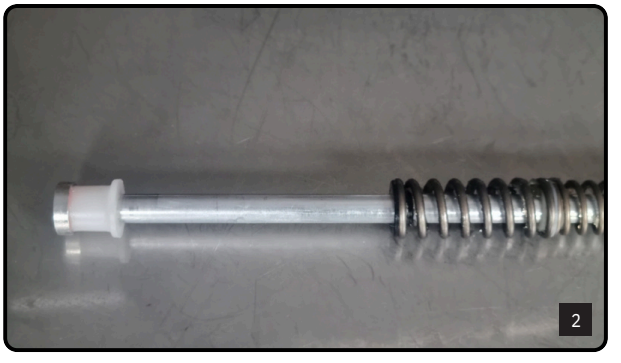
STEP 7

Separate air piston from negative spring (no mechanical link). Put all the parts apart. With a workshop towel and isopropyl alcohol, clean the inside of the air cartridge.

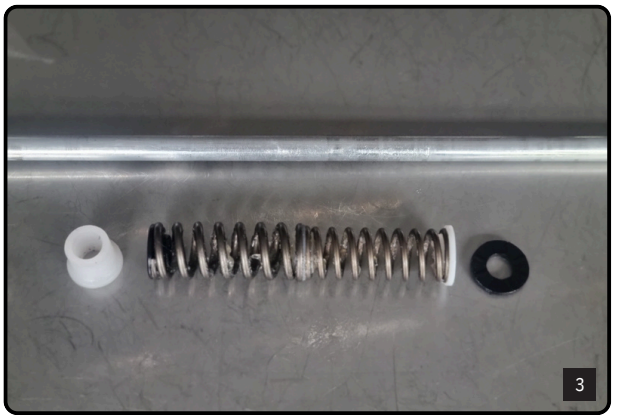


STEP 8

Clean the negative spring assembly with isopropyl alcohol. Separate spring parts from travel spacer (picture 2). Pull off all the parts from the shaft, you may need to turn parts while pulling to remove them. Check all the parts, if damaged, replace them.



TRAVEL CONVERSION

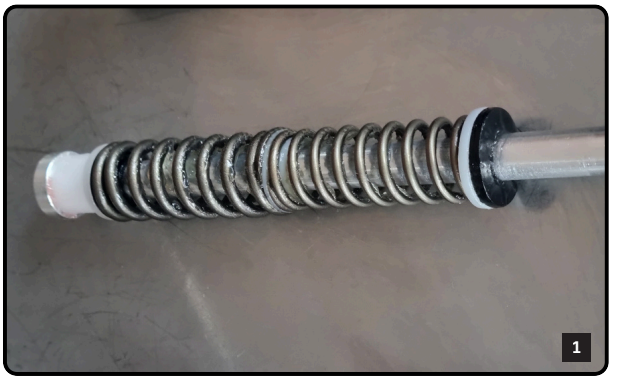


STEP 9

Take travel spacer (FEE247) and put it in place on the shaft,no spacer is 100mm, one psacer is 80mm, two spacers is 60mm of travel. Larger parts of the spacer take place against the top of the shaft.

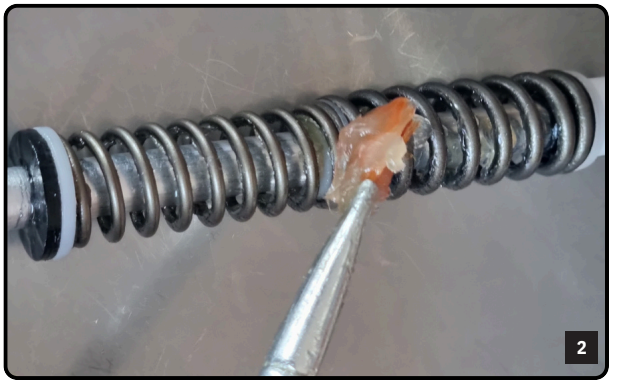
STEP 10

Assemble all the parts of the negative spring back on the shaft.



STEP 12

Grease the spring, the middle bushing and the lower bushing.

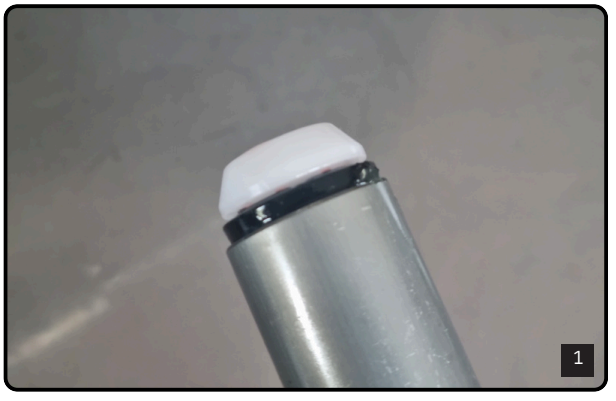


STEP 13

Put back the negative spring assembly in the air cartridge.

STEP 14

Insert the lower parts of the air piston in the air cartridge. Then, use an allen key of an alloy shaft to push the piston all the way down in the air cartiridge.



STEP 15

Put the air cartridge in the stanchion.

Add 2CC of air chamber oil in the air cartridge.

STEP 16

Grease the seal of the top cap with low friction grease. Put the top cap in the stanchion.

TRAVEL CONVERSION

Use a dedicated 27mm socket to tighten it at 15N.m

STEP 17

Pressurize the air spring to 70 psi. Shake the air shaft to be sure the part is in the right place, you can feel movement and hear a “clunk” noise, this is the negative spring taking the right place.

STEP 18

Please refer to the lower legs tutorial to install back the lower.

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

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⚠ WARNING

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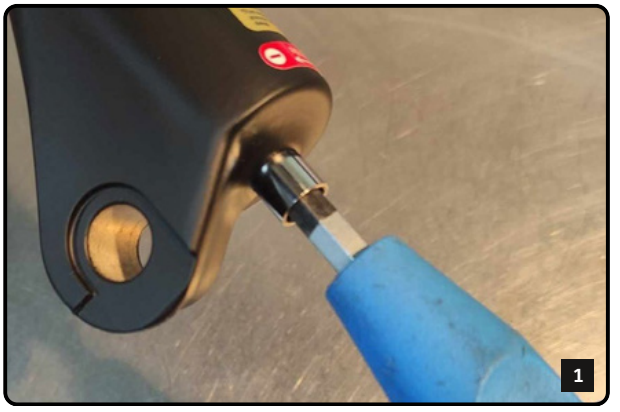
STEP 1

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

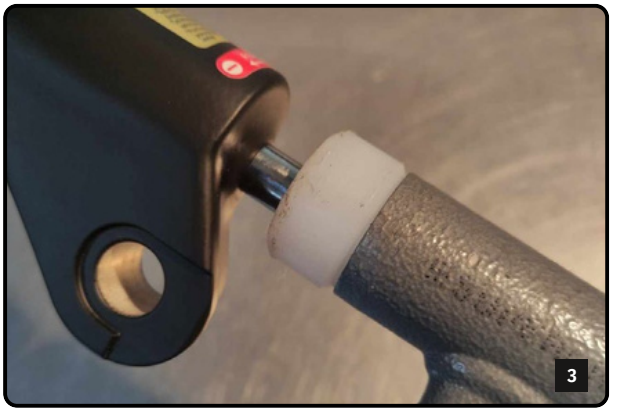
STEP 2

Using an 8mm Allen key, turn the exposed bolt counterclockwise 2 turns to loosen it.



CARTRIDGE REPLACEMENT 2CR

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

Use your thumb or a plastic tyre lever, push to lift knob and pull it out.

CARTRIDGE REPLACEMENT 2CR

STEP 4

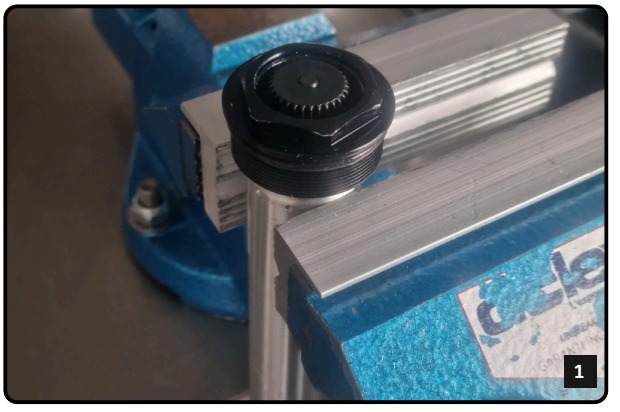
Use the dedicated 27mm socket with ratchet to untighten the cartridge.

STEP 6

Now pull and remove the cartridge from the fork.

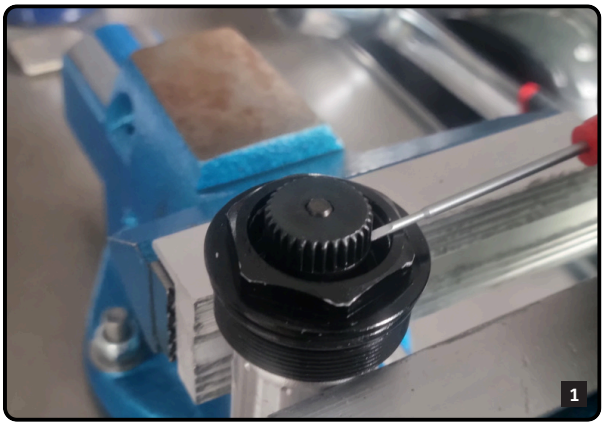
STEP 7

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



STEP 8

With a pick of flat screwdriver, remove lock link.

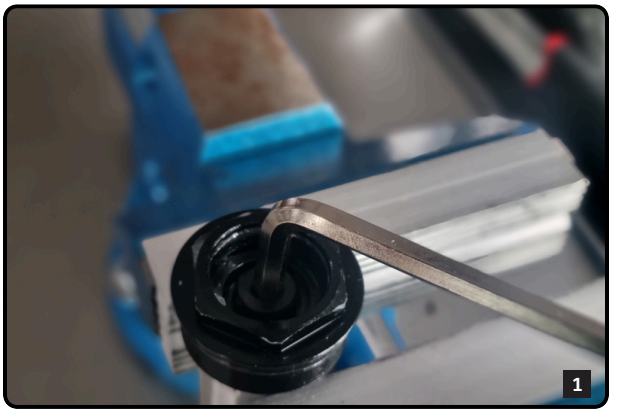


CARTRIDGE REPLACEMENT 2CR

With a pick of flat screwdriver, remove lock link.

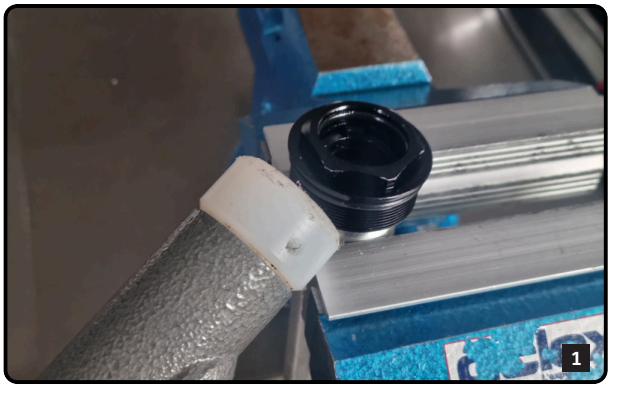
STEP 9

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



STEP 10

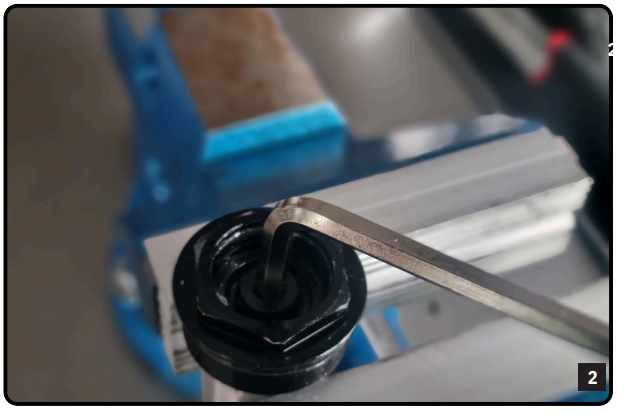
With a plastic mallet, softly hit the top cap from bellow to remove it



STEP 11

Put the new cartridge in the vice, put back the top cap.

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

STEP 14

Install the new cartridge in the right stanchion. Use dedicated 27mm socket and ratchet and tighten at 15 N.m.

Put back the lever by cliping it in 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 16

First thread the bolt in by hand.

Use an 8mm Allen key to tighten the bolt to 12Nm.

STEP 17

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.

CARTRIDGE REPLACEMENT 2CR-PCS

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

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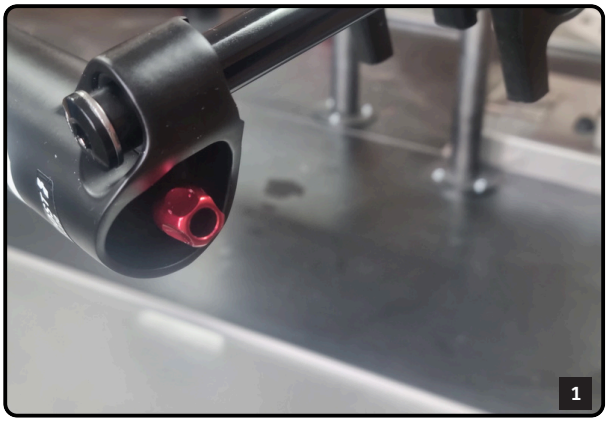
STEP 1

Fully open rebond and compression settings.



Remove the rebond lever by pulling it off.

STEP 2

Untighten the 10mm rebound nut.

Hit with plastic mallet the rebound nut.

STEP 3

Remove rebound nut and push rebound shaft. Check nut and washer, if damaged, replace.

STEP 4

Use your thumb or a plastic tyre lever, push to lift knob and pull it out.

CARTRIDGE REPLACEMENT 2CR-PCS

STEP 5

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

STEP 6

Pull out the cartridge of the fork

STEP 7

Put the new cartridge in the fork.

With a 27mm specific socket, torque to 20N.m.

CARTRIDGE REPLACEMENT 2CR-PCS

Put back the internal gear and then, clip back the 2CR lever on the top cap.

STEP 8

Put back the cartridge nuts with washer, tighten it by hand.

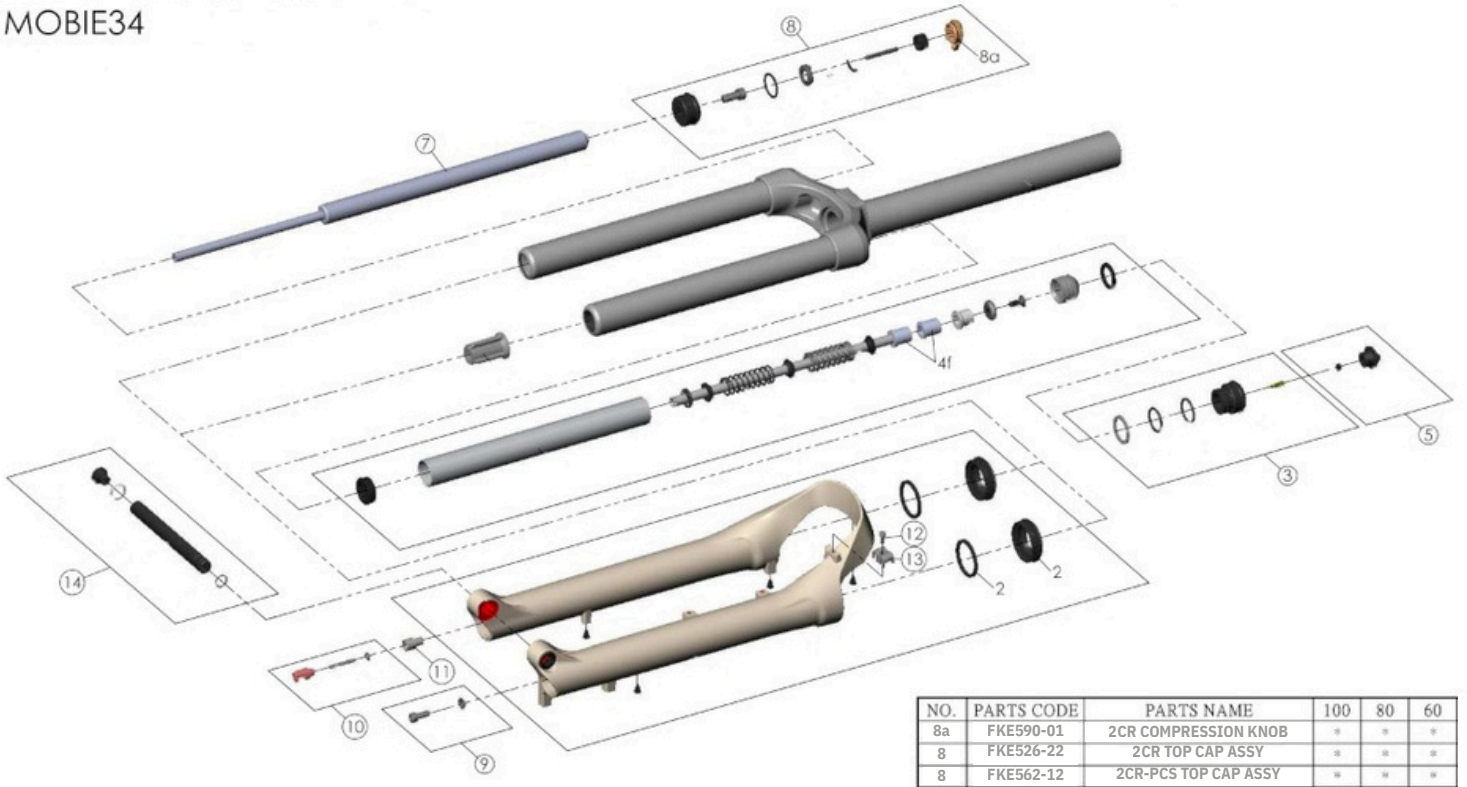
With a 10mm socket, torque to 8N.m.

Put the rebound knob, turn it in both direction to assure good work of the knob.

EXPLODED VIEW PARTS

SF21MOBIE34

SF21MOBIE34



NO.	PARTS CODE	PARTS NAME	100	80	60	QT
14	FKA117-02	15AH2-100 THRU AXLE SET	*	*	*	1
14	FKA116-12	15LH-100 AXLE SET	*	*	*	1
10	FKA004-22	DAMPER KNOB ASSY	*	*	*	1
11	FSB058	DAMPER FIXING BOLT	*	*	*	1
12	FSB153	GUIDE FIXING BOLT	*	*	*	1
13	FEG519	CABLE GUIDE	*	*	*	1
			*	*	*	1

NO.	PARTS CODE	PARTS NAME	100	80	60
8a	FKE590-01	2CR COMPRESSION KNOB	*	*	*
8	FKE526-22	2CR TOP CAP ASSY	*	*	*
8	FKE562-12	2CR-PCS TOP CAP ASSY	*	*	*
2	FKA122-02	DUST SEAL/FOAM KIT	*	*	*
3	FKE075-47	AIR CAP ASSY	*	*	*
5	FKE076-10	VALVE CAP ASSY	*	*	*
9	FKA044	FIXING BOLT SET	*	*	*
4f	FEE247	REBOUND SPACER	*		
				*	
					*
	SC121-06	AIR SERVICE KIT	*	*	*
7	FUN171-35	2CR PCS CARTRIDGE	*	*	*
7	FUN070-00	LO-R UNIT	*	*	*

MOBIE34

		MAIN SPECIFICATIONS							CROWN		STANCHION				STEERER TUBE	AXLE		BOTTOM CASE / BRAKE			
MODEL YEAR	MODEL NAME	Weight (g) w/o axle	Wheel	Travel (mm)	Damper	Spring	Axle to crown (mm)	Offset (mm)	Mat.	Method	DIA (mm)	Mat.	Finish	Pitch (mm)	Size Material	O.L.D.	Axle	Mat.	Max rotor DIA.	Brake mount	Note
SF21	MOBIE34 2CR DS ABS 15QLC32 700C	2150	700C	80 100	2CR	AIR	518.5	44	Alloy	Forged	34	Alloy	Hard anodized, Black	132	1.5"to1-1/8" tapered(CTS), Alloy	ø15-100	15QLC32	Mg	203mm	Post 180 Direct	with lamp mount*
SF21	MOBIE34 2CR DS 15QLC32 700C	-	700C	80 100	2CR	AIR	518.5	44	Alloy	Forged	34	Alloy	Hard anodized, Black	132	1.5"to1-1/8" tapered(CTS), Alloy	ø15-100	15QLC32	Mg	203mm	Post 180 Direct	with lamp mount*
SF21	MOBIE34 2CR DS ABS 15QLC32 27.5"	-	27.5"	80 100	2CR	AIR	501	44	Alloy	Forged	34	Alloy	Hard anodized, Black	132	1.5"to1-1/8" tapered(CTS), Alloy	ø15-100	15QLC32	Mg	203mm	Post 180 Direct	with lamp mount*
SF21	MOBIE34 2CR DS 15QLC32 27.5"	-	27.5"	80 100	2CR	AIR	501	44	Alloy	Forged	34	Alloy	Hard anodized, Black	132	1.5"to1-1/8" tapered(CTS), Alloy	ø15-100	15QLC32	Mg	203mm	Post 180 Direct	with lamp mount*
SF21	MOBIE34-D 2CR DS 15QLC32 700C	2360	700C	80 100	2CR	AIR	518.5	44	Alloy	Forged	34	STKM	Black	132	1.5"to1-1/8" tapered(CTS), Alloy	ø15-100	15QLC32	Mg	203mm	Post 180 Direct	with lamp mount*
SF21	MOBIE34-D 2CR DS 15QLC32 27.5"	-	27.5"	80 100	2CR	AIR	501	44	Alloy	Forged	34	STKM	Black	132	1.5"to1-1/8" tapered(CTS), Alloy	ø15-100	15QLC32	Mg	203mm	Post 180 Direct	with lamp mount*
SF22	MOBIE34-CGO Boost DS LO 15AH2-110 20"	-	20"	80 100	LO	AIR	390	44	Alloy	Forged	34	STKM	Black	145	1.5"to1-1/8" tapered(CTS), reinforced STKM	ø15-110	15AH2-110	Mg	203mm	Post 180 Direct	with lamp mount*
SF22	MOBIE34-CGO Boost DS 15AH2-110 20"	-	20"	80 100	-	AIR	390	44	Alloy	Forged	34	STKM	Black	145	1.5"to1-1/8" tapered(CTS), reinforced STKM	ø15-110	15AH2-110	Mg	203mm	Post 180 Direct	with lamp mount*

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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