

ENGLISH

RAIDON
32
SERIES



SUNTOUR

CONTENT

2K25 HIGHLIGHTS / TECHNOLOGY & FEATURES

RAIDON 32 BOOST

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⚠ 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 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. Installing a suspension fork which does not match the geometry of your frame could result in a failure of the suspension fork or frame could result in a failure of the suspension fork or frame itself and will void the shocks warranty. Failure of the suspension fork or frame itself 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

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



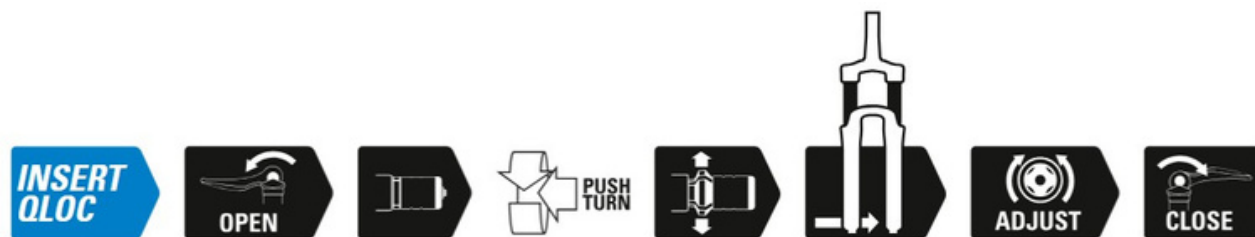
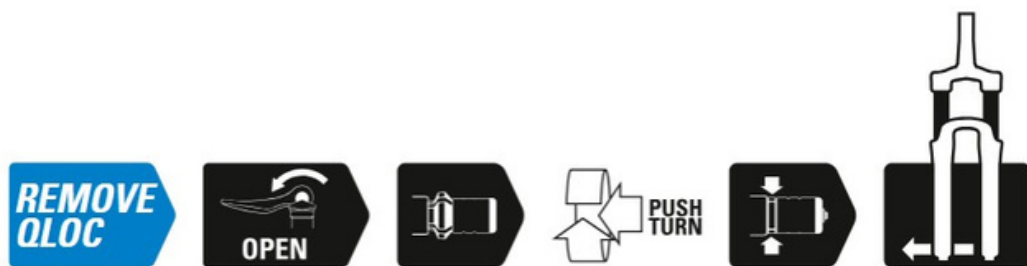
RAIDON 32 BOOST

29"	100/120/80	180mm MAX DISC	STANCHION: 32	BOOST
27.5"	100/120	180mm MAX DISC	STANCHION: 32	BOOST

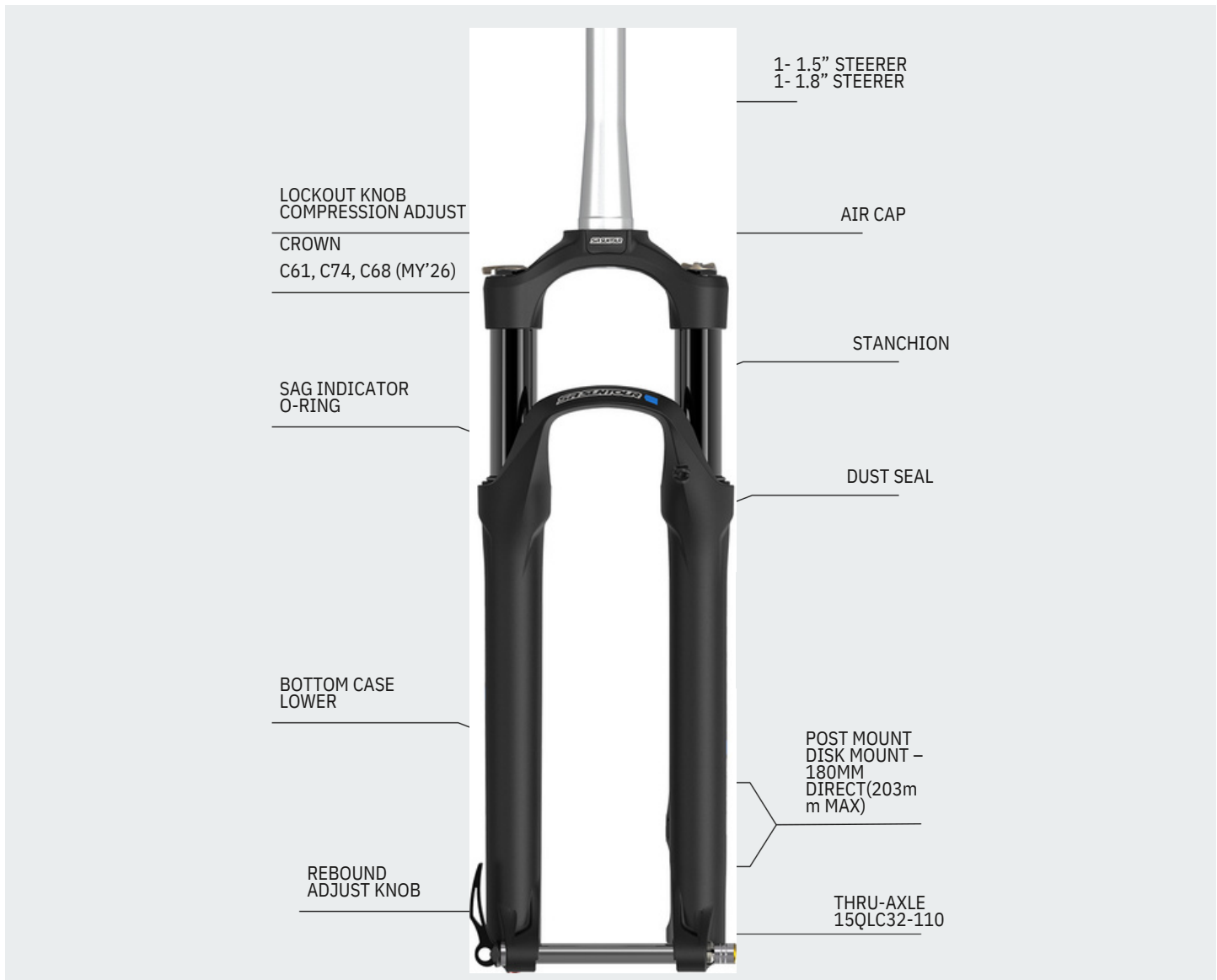
MODEL	RAIDON 32 BOOST Series
INTENDED USE	MTB Trail/Xc
TRAVEL	80,100,120
WHEEL SIZE	29"x2.4", 27.5"x2.6"
SPRING	AIR
CARTRIDGE	RL-R/LO-R
BOTTOM CASE	MAGNESIUM
AXLE TYPE	15QLC32-110
FEATURES	LONG FENDER MOUNT, DETACHABLE INTEGRATED SHORT FENDER

THRU AXLE INSTALLATION

QLOC THRU AXLE ASSEMBLY



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)
80mm	12-24mm(15-30%) 15-
100mm	30mm(15-30%) 18-
120mm	36mm(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

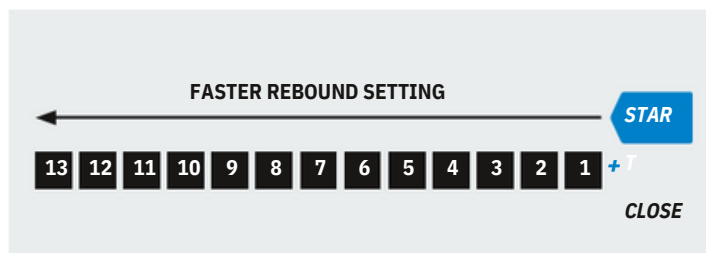


Rebound controls the speed of the fork extension after compression. Always start the rebound setting process with the rebound knob (located bottom of the drive-side of the fork) in closed position by turning the adjuster knob all the way to the end of the clock-wise position (+).

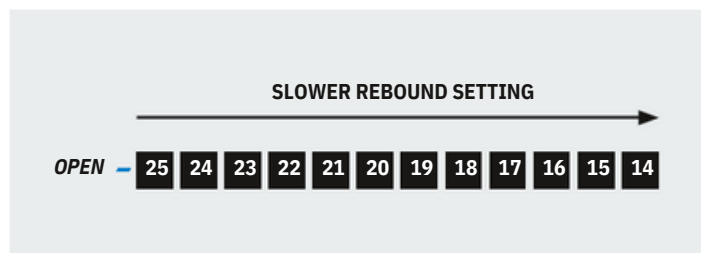
TO OPEN THE LOW-SPEED REBOUND

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.



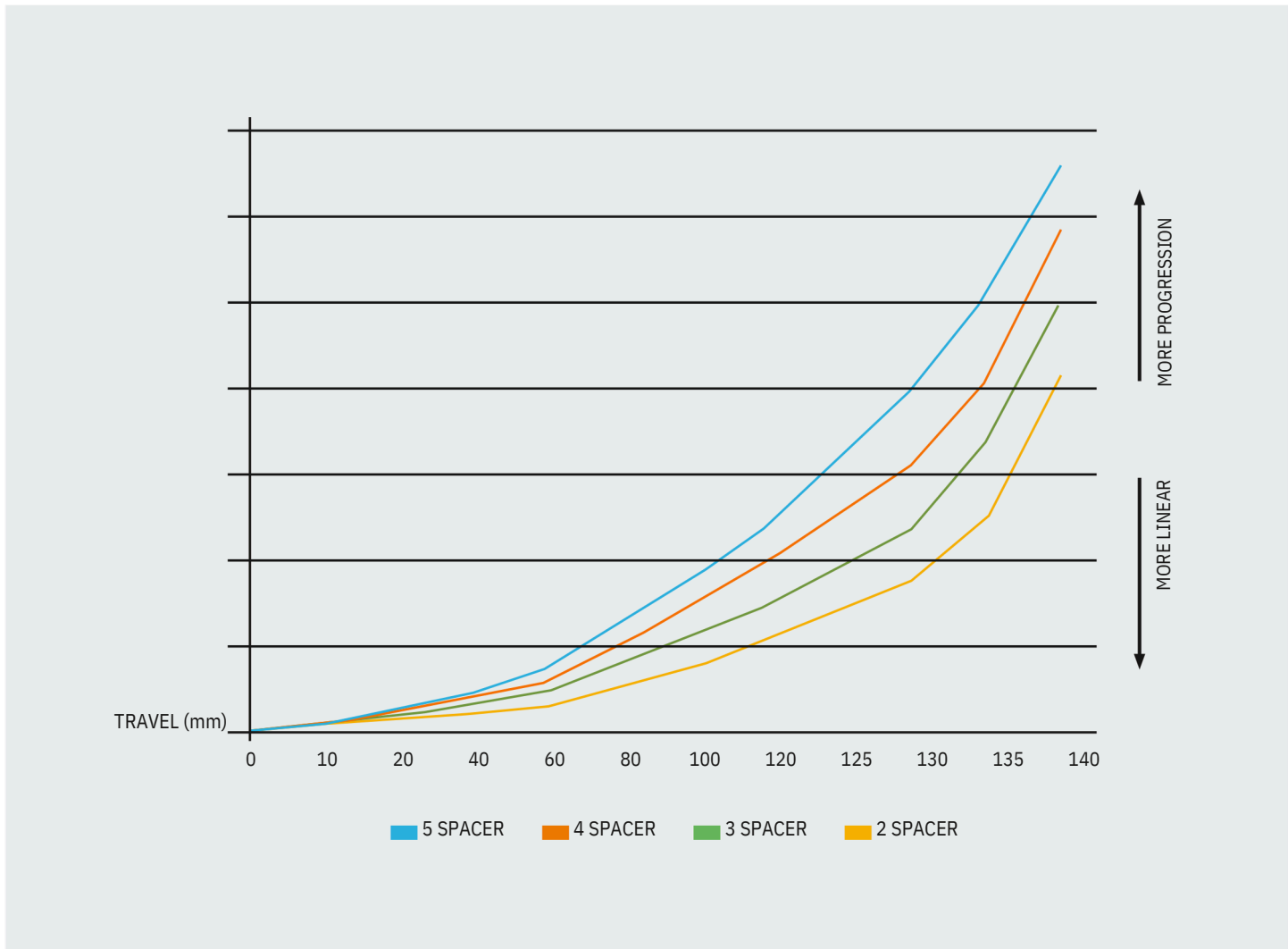
For slower rebound, the clock-wise tuning should allow rider to skip over rougher terrain at slower speeds. Eliminating sharper feedback and gaining control in technical routes and jumps.

AIR VOLUME SETTING

VOLUME SPACERS

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

RAIDON 32 BOOST		
FEG270-10 volume spacers	Factory setting	Max. possible spacers
Travel 80	TBD	TBD
Travel 100	TBD	TBD
Travel 120	TBD	TBD



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	•			
Inspect 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 product working perfectly.

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LOWER LEGS SERVICE

REQUIRED TOOLS & SUPPLIES:

- Ratchet wrench
- 8mm allen key
- 5mm allen key
- 3mm allen key
- Torque wrench (5-12N.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 : FKA122-13



⚠ WARNING

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

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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 8mm allen key, turn the exposed bolt counterclockwise 2 turns to loosen it.



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



LOWER LEGS SERVICE

STEP 3

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



Push on the bolt 2-3 times. Remove the bolt and set it aside. Check the bolt and washer for damaged, if damaged, replace.



STEP 4

A)FOAM RING and LOWER LEGS maintenance

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



Remove the isopropyl alcohol by pressing them using a clean rag. Repeat the process if necessary.



LOWER LEGS SERVICE

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



Soak the foam rings into 15WT 100% synthetic suspension oil for 5-10 minutes and reinstall them.



STEP 4

B) DUST SEAL AND BUSHING LUBRICATION

If the dust seals are in good condition, simply clean and degrease them using a clean workshop rag or towel. Clean and grease the bushings as well as the dust seals using the dedicated SR SUNTOUR “Low-Friction” grease.



LOWER LEGS SERVICE

STEP 5 – NEW DUST SEAL / FOAM RINGS

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.



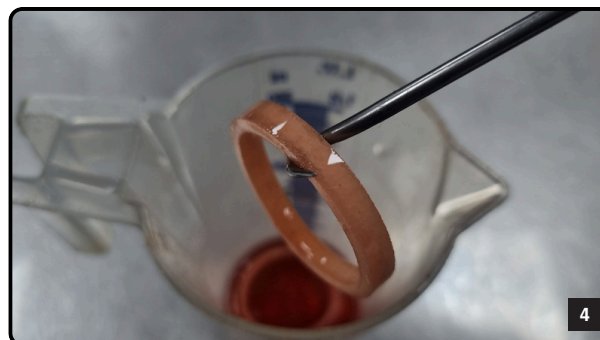
Remove the foam rings from both sides and discard them.



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



Take the new foam rings and soak them in 15wt 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.



Install the new foam rings.



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



STEP 6

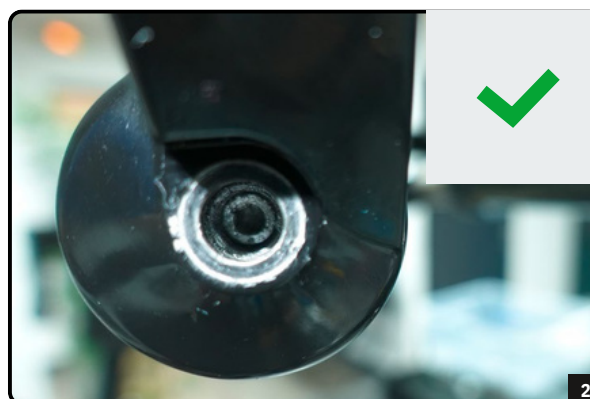
Clean the stanchions. Fully extend the damper cartridge and install the lower legs.



LOWER LEGS SERVICE

STEP 7

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



DAMPER SIDE

First thread the bolt in by hand.



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



LOWER LEGS SERVICE

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).



Install the rebound adjuster knob by pressing it into the bolt. Now, re-adjust your rebound setting by hand.



AIR SIDE

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



AIR CHAMBER SERVICE

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 : FKA121-06

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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.



Depressurize the air chamber.



STEP 3

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



AIR CHAMBER SERVICE

Remove the top cap assembly for the crown.



STEP 4

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



Remove the air shaft from the stanchion.



STEP 5

Push the air piston outside the stanchion with a long rod.



AIR CHAMBER SERVICE

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



STEP 6

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



STEP 7

Spray some isopropyl alcohol on a workshop towel.
Clean all the parts of the air assembly.



AIR CHAMBER SERVICE

STEP 8

Remove the leap ring from the air piston with a pick if necessary.



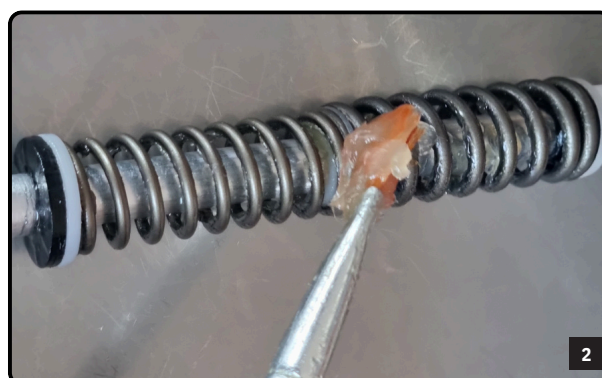
STEP 9

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



STEP 10

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 11

With a pick, remove O-ring seal from the top cap.



STEP 12

Install the new O-ring seal of the top cap and grease it with Sr Suntour low friction grease.



STEP 13

With the air shaft assembly, put the air piston back in the stanchion.



Push all the way and start tightening by hand the nose piece of the air shaft assembly.



AIR CHAMBER SERVICE

Torque it at 2.7N.m, do not exceed or you may damaged the stanchion.



STEP 14

Pour air chamber oil, do not exceed 2CC.



STEP 15

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



AIR CHAMBER SERVICE

STEP 16

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 17

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
- Plastic mallet
- 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

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

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.



TRAVEL CONVERSION

STEP 4

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



Remove the air shaft from the stanchion.



STEP 5

Push the air piston outside the stanchion with a long rod.



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 CONVERSION

STEP 6

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



STEP 7

On the negative spring assembly, push the springs
downward. At this point, you can add or remove a
travel spacer by clipping it. This will change travel by
10mm, adding reduce travel, removing increase travel.



TRAVEL CONVERSION

STEP 8

With the air shaft assembly, put the air piston back in the stanchion.



Push all the way and start tightening by hand the nose piece of the air shaft assembly.



Torque it at 2.7N.m, do not exceed or you may damaged the stanchion.



STEP 9

Pour air chamber oil, do not exceed 2CC.



TRAVEL CONVERSION

STEP 9

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



STEP 10

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.



CARTRIDGE REPLACEMENT

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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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



With a mallet, hit 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

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



STEP 4

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



CARTRIDGE REPLACEMENT

STEP 5

Use a 3mm allen key to untighten lower parts of the RL-RC top cap.



STEP 6

Remove lower cartridge assembly for the fork.



STEP 7

Install the cartridge assembly in a vise with alloy clamp. Clamp it just under the top cap.



CARTRIDGE REPLACEMENT

STEP 8

Untighten the top cap screw with a 5mm allen key. If it turn without untighten the screw, clamp the cartridge harder in the vise.



STEP 9

With a plastic mallet, hit the head by under to remove it from the cartridge.



STEP 10

Put the new cartridge in the vise, clamp it close to the head, install back the top cap.



STEP 11

With a 5mm allen key, tighten top screw of the cartridge, torque it at 8N.m



CARTRIDGE REPLACEMENT

STEP 12

Put back the cartridge assembly in the fork.



STEP 13

With a 27mm specific socket, tighten top cap of the cartridge in the fork. Torque it to 20N.m



STEP 14

With a 4mm allen key, go inside the cartridge fixing screw and set lock at lock position.



CARTRIDGE REPLACEMENT

STEP 14

Put back lock link and lock knob in the top cap of the cartridge.



STEP 15

Put back in place the screw with a 8mm allen key, torque it to 8N.m.



STEP 16

Put back the rebound knob in place.



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.

SOCIAL MEDIA / CONTACT



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