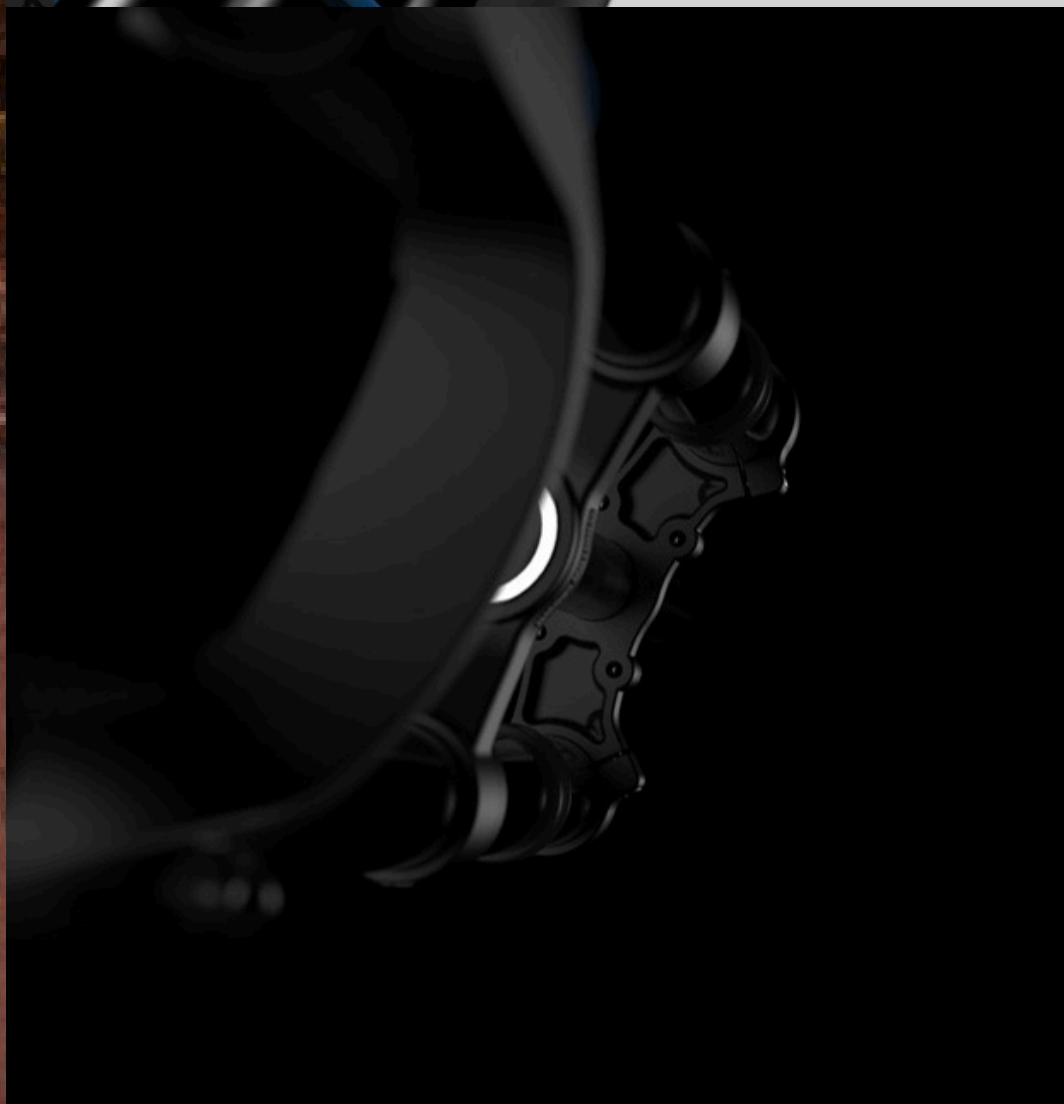
RUX

SF25-RUX38-Boost- RC+


Red Bull
AMPAGE


XTR



CONTENT

2K25 HIGHLIGHTS / TECHNOLOGY & FEATURES

⚠ WARNING

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

IMPORTANT SAFETY INFORMATION

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

⚠ WARNING

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

BEFORE EVERY RIDE

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

EQ EQUALIZER SYSTEM

FOR PRECISE & EFFORTLESS AIR SPRING TUNING

EQ EQUALIZER SYSTEM

FOR PRECISE & EFFORTLESS AIR SPRING TUNING

EQ
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.

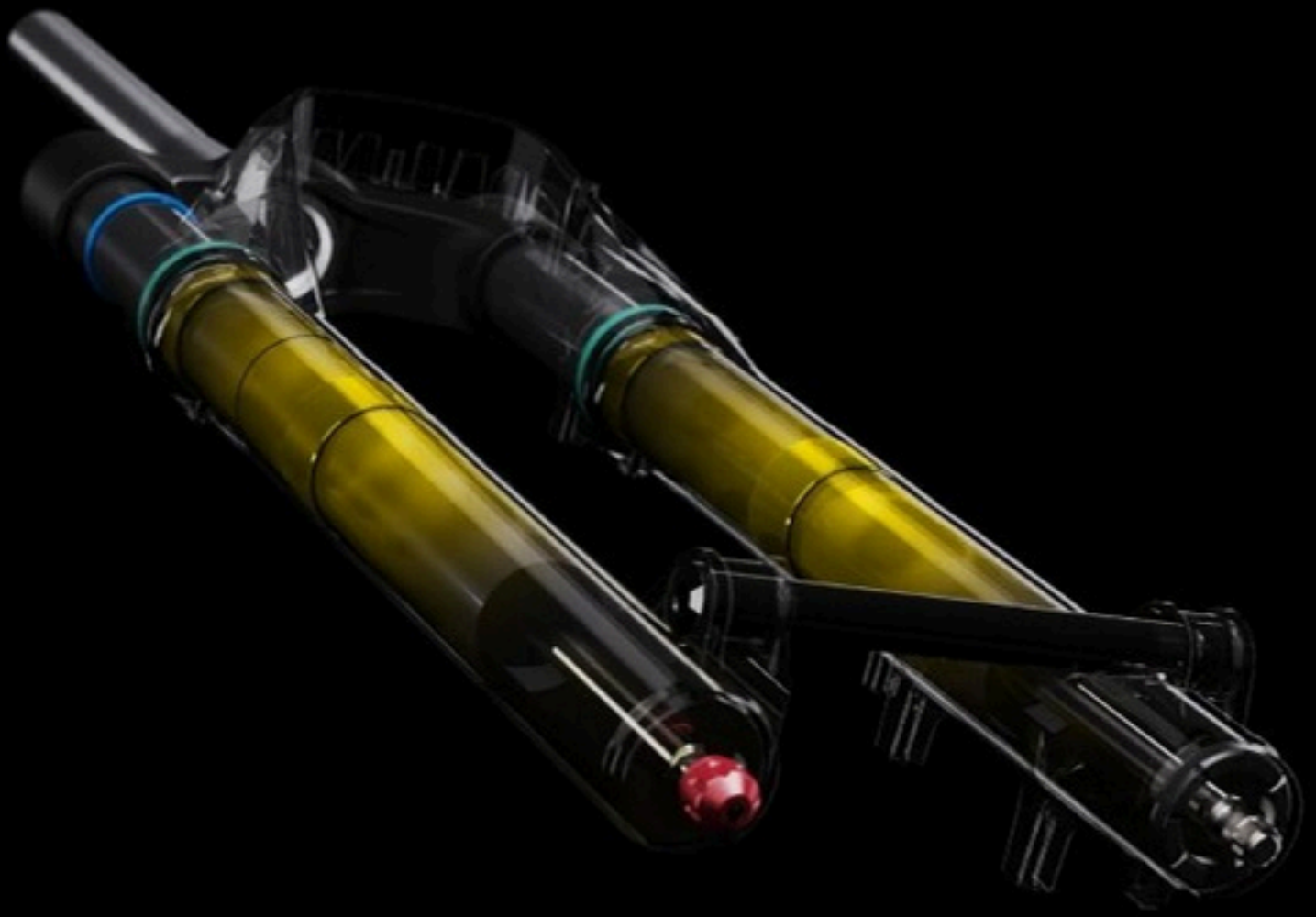
Our tradition of product evolution brings our forks into a brand new era with our EQ air system. The EQ system perfectly balances positive and negative spring independent from rider weight, which results in amazing performance and precise support across the range. This customizes feel for each individual 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

TASTE OUR NEW SOBA SEMIOPEN OIL BATH



Extra juicy for the ultimate suspension experience. SOBA is based on high performance lubrication oil that works with our PCS dampers featured in RC+ versions of RUX, DUROLUX, AURON and starting with model year 2026 in AION series forks providing extra lubrication to keep your fork running smoothly, run after run. SOBA ensures that you'll get the right amount of oil to keep moistening the bushings and seals and can be easily refreshed with our lubrication bleed ports.

SOBA
TECHNOLOGY

LEARN MORE!

THRU AXLE INSTALLATION

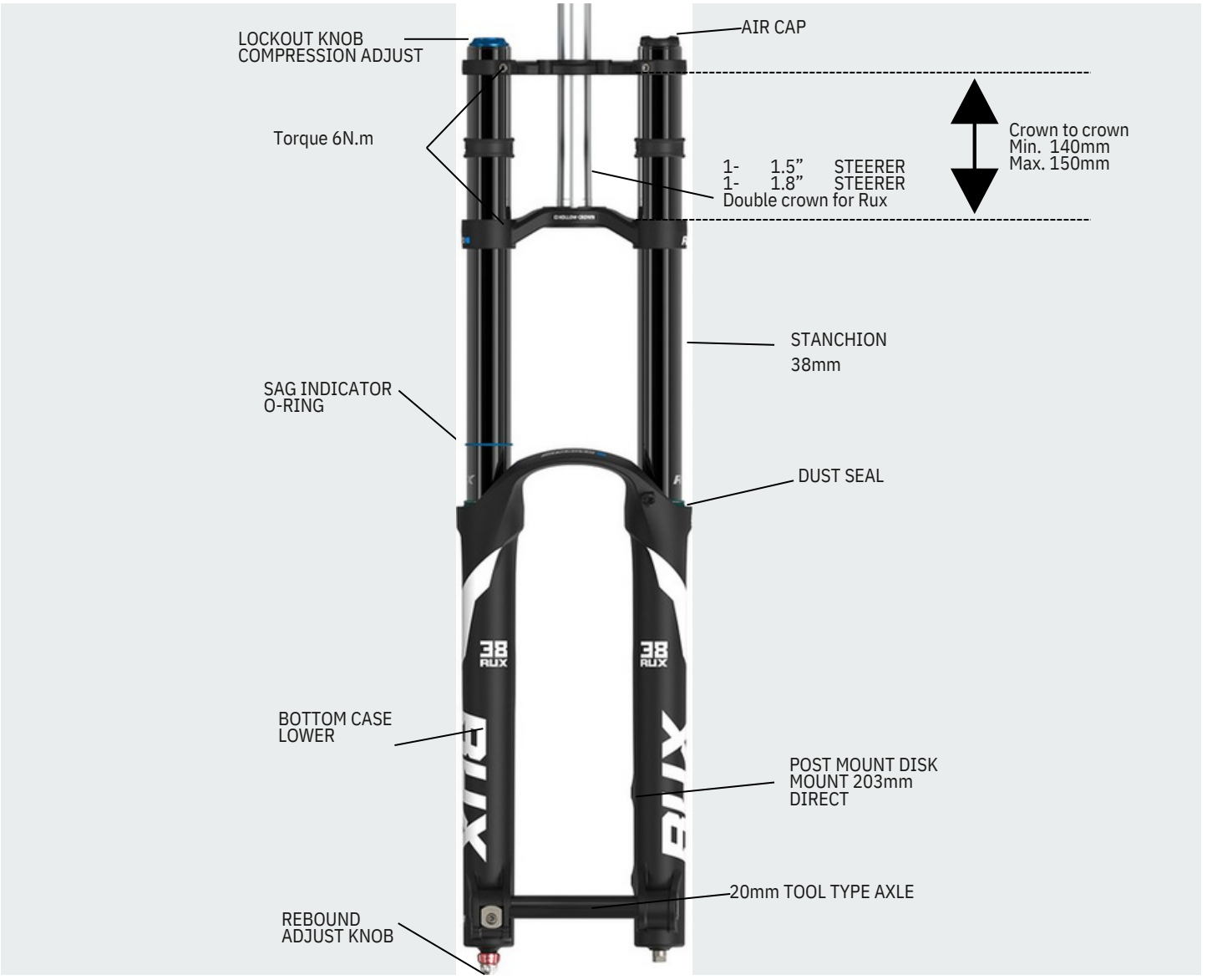
20mm TOOL TYPE AXLE

1 On the drive side, slide in the axle all the way.

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

3 Tighten the axle pinch bolt with a 4mm Allen wrench to 7N.m.

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. 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.

2. 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.

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

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

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

6. 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)
200mm	30-60mm(15-30%)

RIDER WEIGHT (KG)	(lbs)	RECOMMENDED AIR PRESSURE
< 55 kg	< 121 lbs	<40psi
55 - 65 kg	121 - 143 lbs	40-50psi
65 - 75 kg	143 - 165 lbs	50-60psi
75 - 85 kg	165 - 187 lbs	60-70psi
85 - 95 kg	187 - 209 lbs	70-85psi
95 < kg	209 < lbs	85+ psi
PRESSURE (FACTORY SETTING)		70psi
MAX. PRESSURE		105psi

⚠ WARNING

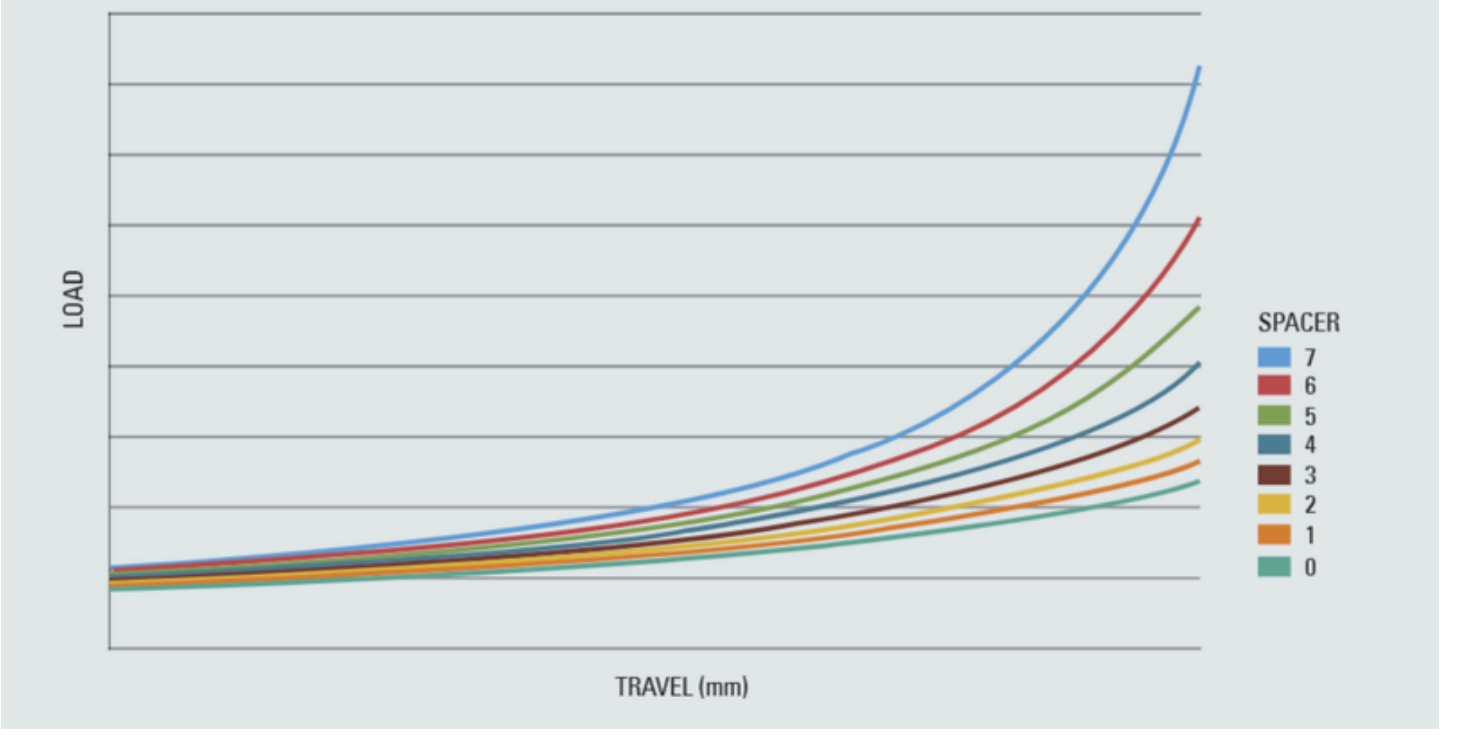
Do **not exceed** max air pressure of 105Psi. Failure to comply with these instructions may cause serious damage to your product, injury or even death.

AIR VOLUME SETTING

VOLUME SPACERS

Adjust your spring curve by using different amount of rubber volume spacers
part code FEG 270-30. More spacers for more progression. Less spacers for more comfort.
Before working on air volume spacers, make sure you deflate the fork. ⚠

RUX 38 EVO RC+		
Volume spacers	**Factory setting**	**Max. possible spacers**
Travel 200mm	3	7



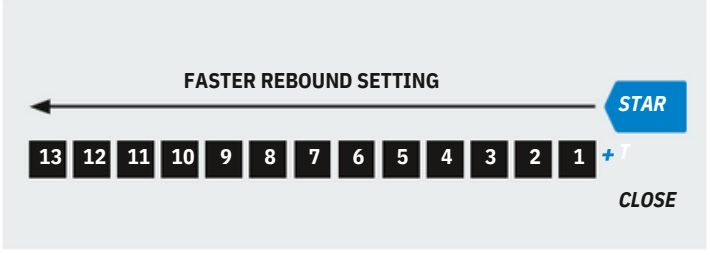
REBOUND SETTING

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 (+).

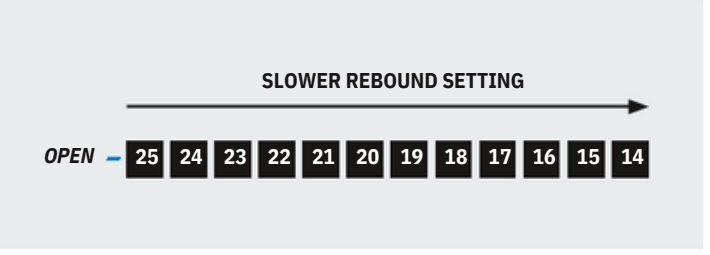
TO OPEN THE LOW-SPEED REBOUND

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 the appropriate torque (20Nm) per user manual.
8. Inflate the fork to the appropriate setting of choice with a shock pump.

⚠ WARNING

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

COMPRESSION ADJUSTMENT

RC+

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

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

RC+

RIDE BOLD

Extra oil flow for high speeds and hard impacts

Our new RC+ cartridge has extra oil flow for high speeds and hard impacts while still offering excellent performance for both small bumps and trail chatter. With a new semiopen oil bath & easy adjustment it means the best stability and suspension for you on the trail. RC+ is developed by our SR Suntour engineers and top professional riders as part of our WERX program.

RC+ PCS Cartridge Features

- Extra oil flow for high speeds and hard impacts while still offering excellent performance for both small bumps and trail chatter
- Internal shim based high speed compression and rebound management
- External low speed compression & rebound adjust
- High and low speed circuit work independent but transition seamlessly into each other
- Race proven WERX cartridge with PCS (Piston Compensator System) floating piston provides consistent damping in all conditions, eliminating cavitation
- Updated internal seals greatly improve durability for Trail/AM and Enduro usage
- Forged alloy adjust knobs with integrated design and light „Click“ index feeling for easy and sure operation

QUICK SERVICE PORTS (QSP)

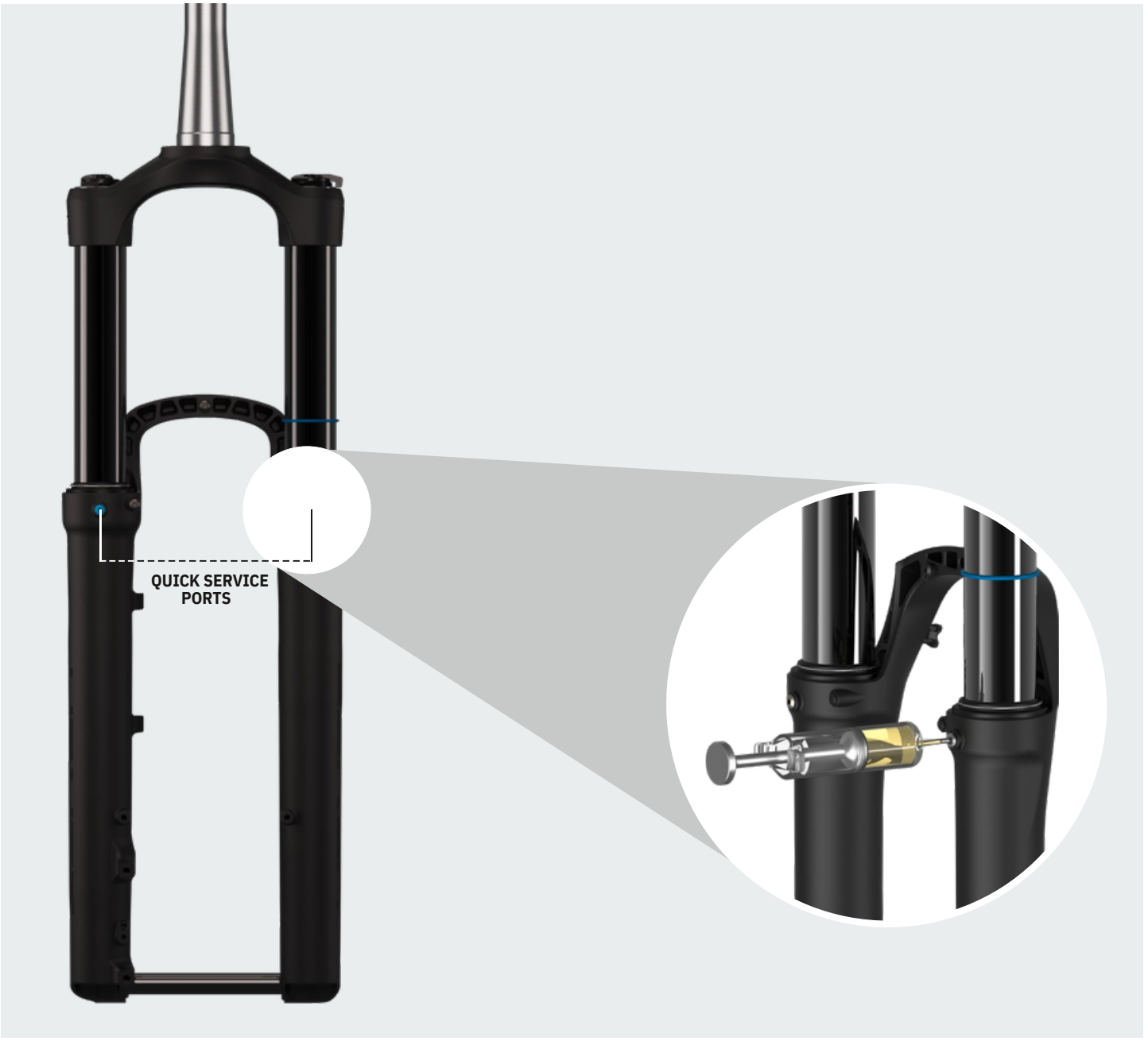
Quick service ports are provided for easy relubrication and air release. While the QSP doesn't replace regular service intervals as recommended in our manual they're useful for releasing trapped air pressure from the lower legs and for quickly lubricating the foam wipers between services.

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 standard syringe made for disc brake bleeding 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 riders to keep our products performing the best possible way. Following this chart assure to keep Sr Suntour products as good as new.

RECOMMENDED SERVICE ITEMS	AFTER EACH RIDE	AFTER 25 HOURS	AFTER 50 HOURS OR 6 MONTHS	AFTER 100 HOURS OR 12 MONTHS
Clean stanchion tubes and dust seals with soapy water and rinse with clear water	●			
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 leg service			●	●
Air chamber service			●	●
Cartridge service				●

SERVICE GUIDES

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

⚠ 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.

LOWER LEG SERVICE

REQUIRED TOOLS & SUPPLIES:

- Ratchet wrench
- 10mm socket
- 12mm socket
- Torque wrench (8-12N.m)
- Plastic mallet
- Rag or workshop towel
- Tray (to collect oil)
- Downhill tyre removal tool
- Dust seal installer 38mm (Sr Suntour fork Toolbox)
- SR SUNTOUR “Low friction” grease
- SR SUNTOUR suspension oil
- Brush
- Lower legs service kit : RUX/DUROLUX FKA122-05

⚠ 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.

⚠ WARNING

This product have lubrification oil in the lower legs

⚠ WARNING

Before removing lower legs, prepare a bucket to receive oil lubrification.

LOWER LEG SERVICE

REMOVAL: STEP 1

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

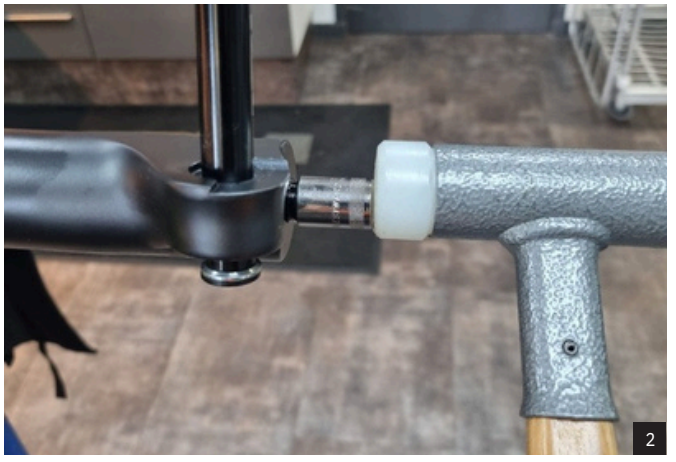
1

STEP 2

Using an 12mm socket, turn the exposed bolt counterclockwise 2 turns to loosen it.

1

Use a 12mm socket and a mallet to strike the nut 2-3 times. Check to ensure the bolt is in contact with the leg. Remove the bolt and set it aside. Check washer and nut, if damaged, replace.

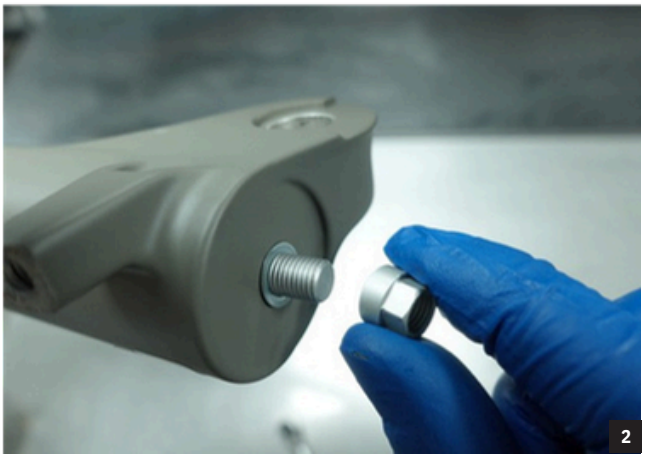

2

LOWER LEG SERVICE

STEP 3

On the air/spring side, use a 10mm socket, turning it counter clockwise 3-4 turns to loosen the bolt. Keep the socket on 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 washer and nut, if damaged, replace.


1


2

STEP 4

A) FOAM RING MAINTENANCE

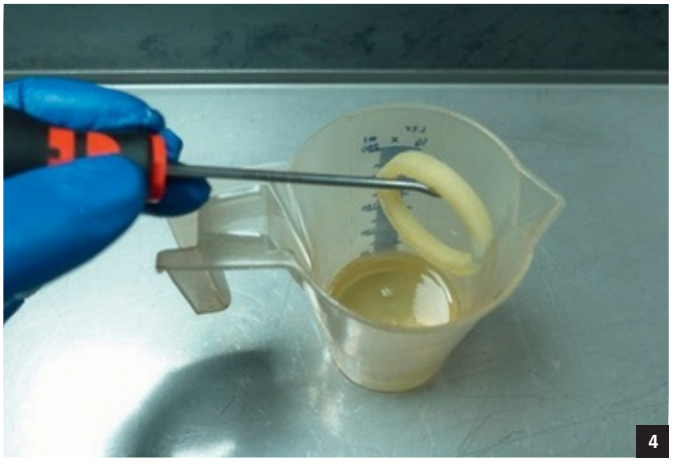
RUX forks use foam rings. Carefully remove them with a pick and rinse with isopropyl alcohol.
Remove the extra product by pressing them using a clean rag. Repeat the process if necessary.


1


2


3

Soak the foam rings into 15w oil for 5-10 minutes and reinstall them.

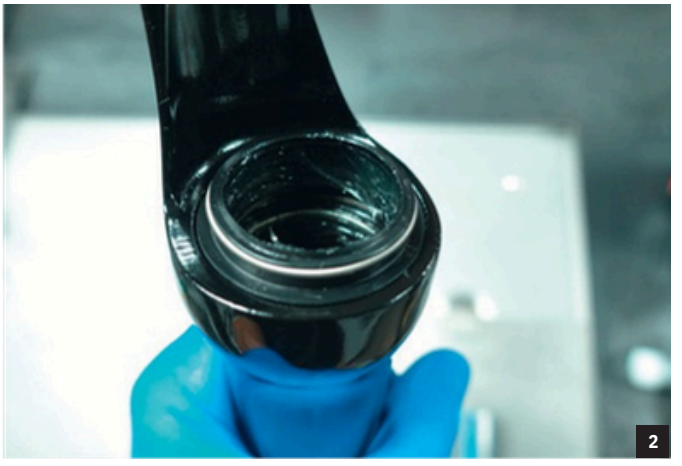

4


5

STEP 4

B) DUST SEAL AND BUSHING LUBRICATION

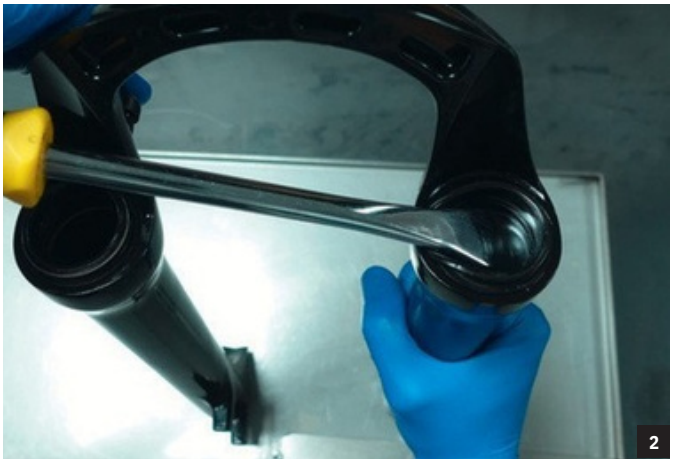
If the dust seals are in good condition, simply clean and degrease them using a clean workshop rag or towel. Clean and grease the bushings as well as the dust seals using the dedicated SR SUNTOUR “Low-Friction” grease.



STEP 5 – NEW DUST SEAL / FOAM RINGS

Start with the foam rings, remove them from both sides and discard them**.** Hold the lower legs and remove the dust seals using a DH tire removal tool. If using a wrench, use caution not to damage the inside of the lowers.
Repeat the process for the other side.

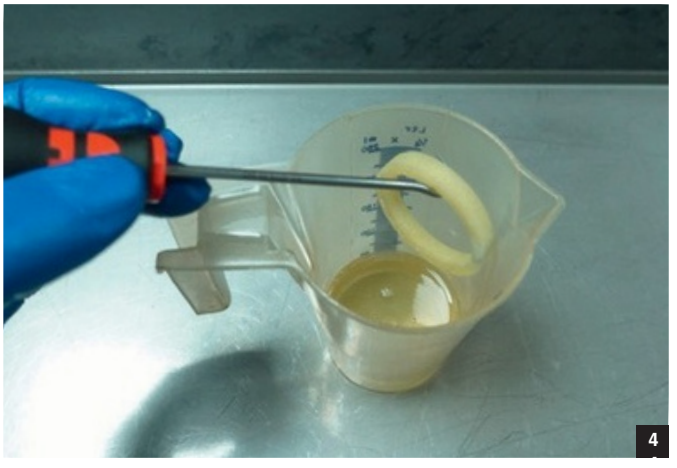

1


2

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

3

Take the new foam rings and soak them in 15wt oil for 5-10 minutes (picture 4). Place the new dust seal onto the dedicated installation tool and press the seal by hand into the fork lowers (picture 5).


4


5

LOWER LEG SERVICE

Hold the lower legs with one hand and finish the installation by tapping the tool with a plastic mallet (picture 6). 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 (picture 7).


6


7

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


8

STEP 6

Clean the stanchions. Fully extend the damper cartridge and install the lower legs.
At the bottom of each shaft (1), check presence of O-rings, if missing or damaged, replace.

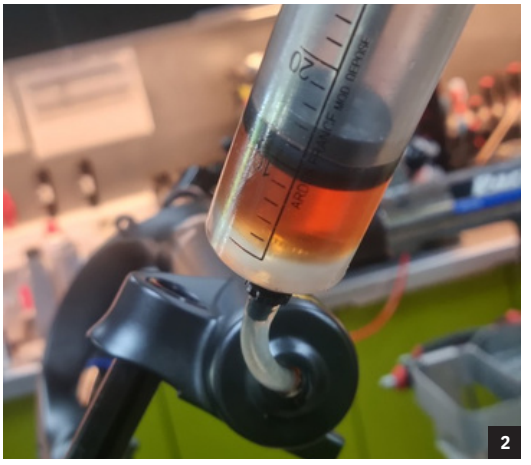

1

2

LOWER LEG SERVICE

STEP 7

Position the lower leg on the stanchions. Do not fully insert the legs (1). Use a syringe to add 15CC (air side: 15W) and 20CC (Damper side: 5W) of Sr Suntour suspension oil.



A/DAMPER SIDE

Install the washer and bold by hand (1) then use a 12mm socket to tighten the bolt to **8Nm**.

LOWER LEG SERVICE

B/AIR SIDE

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

AIR CHAMBER SERVICE

REQUIRED TOOLS & SUPPLIES:

- Ratchet wrench
- 27mm socket (ZFC160-R)
- 4mm allen key
- Torque wrench (5-20N.m)
- Alloy shaft clamp
- Loctite 542 or equivalent
- Pliers (smooth jaw, flat surface) or 28mm wrench
- O-ring removal tool
- Air chamber oil
- Rag or workshop towel
- SR SUNTOUR “Low friction” grease
- Brush
- High pressure pump (Shock pump)
- Air chamber seal kit : RUX FKA121-07

⚠ 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

All EQ forks can be identified by the EQ sticker on the crown of the fork.

AIR CHAMBER SERVICE STEP 1

Remove the lower leg. Refer to the previous procedure “LOWER LEG SERVICE...”.

STEP 2

Remove the air cap and depressurize the air chamber.

1

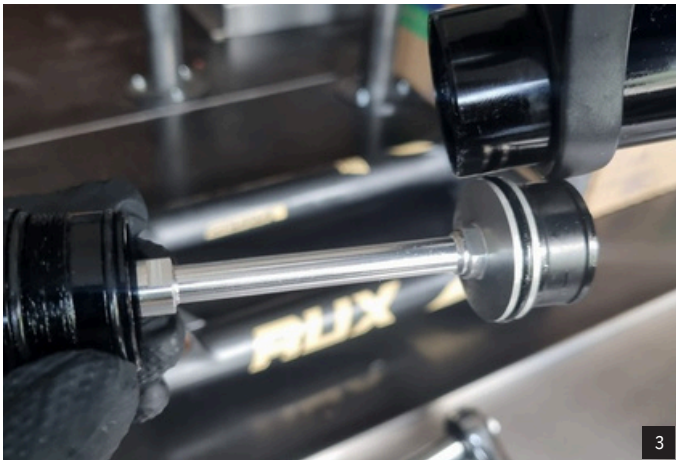

2

STEP 3

With a 4mm Allen key, untighten the upper crown bolt on the air side (picture 1). Use the dedicated 27mm socket and a ratchet to unscrew the air cap assembly (picture 2). Carefully remove the air cap assembly from the stanchion and set it aside (picture 3).


1


2



3

AIR CHAMBER SERVICE STEP 4

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

STEP 5

Move the nose piece partway down the shaft (picture 1). Pull the shaft and remove the air shaft assembly. Set it aside .
If air shaft is inside the leg after you release the air pressure (picture 3), this is normal, just pull harder on the shaft and it will go out.

STEP 6

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

STEP 7

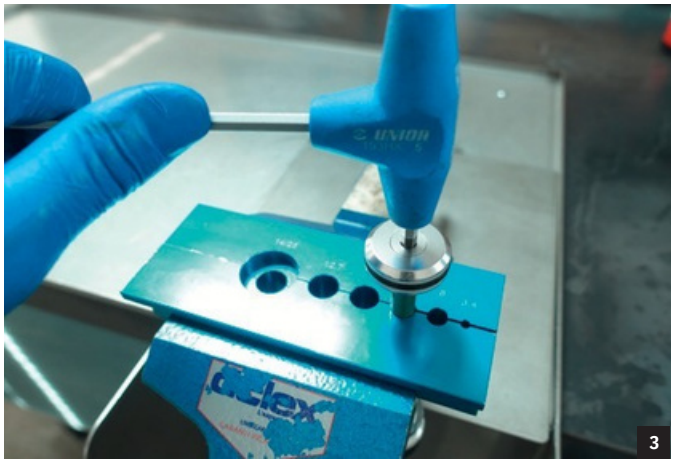
Slide the spacer, bumper, and nose piece down to expose the shaft (picture 1). Clean the shaft with brake cleaner and a workshop towel. Use 12 mm clamps to hold the shaft in a vise (picture 2).

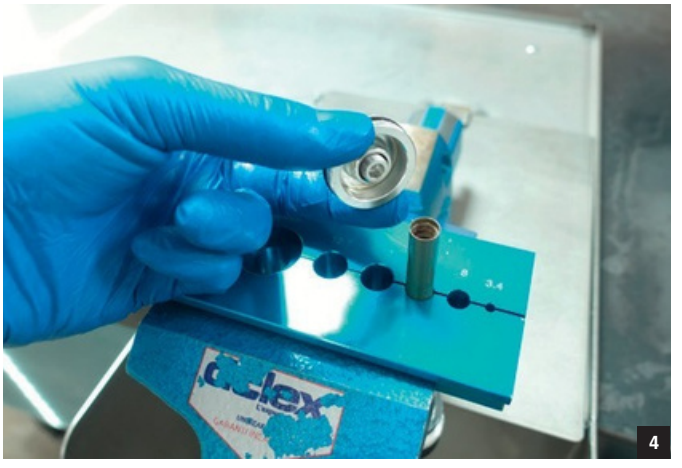
Note: Leave a 20 mm gap between the piston and the clamps so that the shaft threads are not put under stress.

Use a 5 mm Allen key to loosen the piston bolt. Remove the piston assembly and set it aside.


1

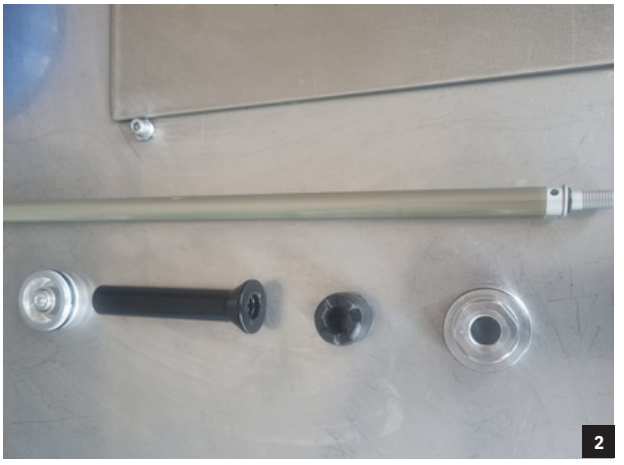

2


3


4

STEP 8

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



AIR CHAMBER SERVICE

STEP 9

Use a plastic pick to remove the x-ring.


1


2

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


3


4

Make sure the seal is seated correctly without any twists.


5

AIR CHAMBER SERVICE

Remove the O-ring and set it aside. Clean the seal seat, apply grease to the new O-ring, then install it.


6


7


8

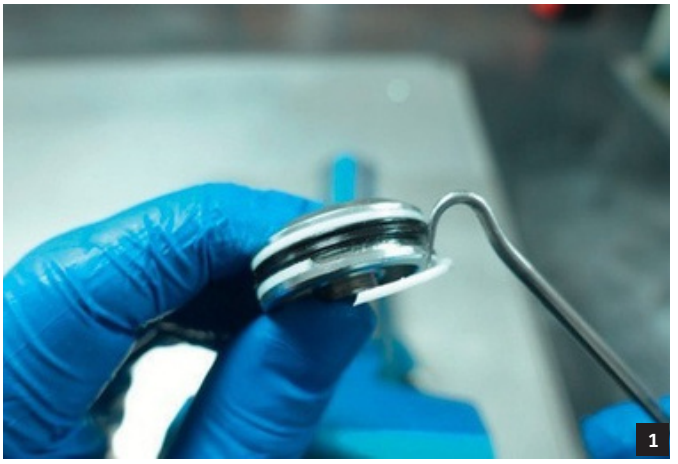

9

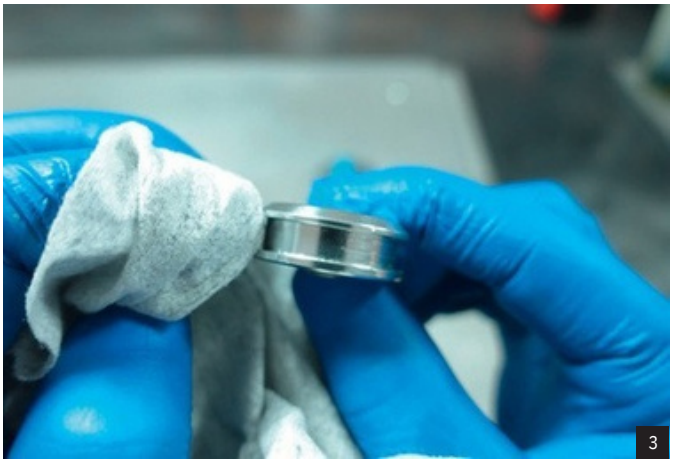

10

AIR CHAMBER SERVICE

STEP 10

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

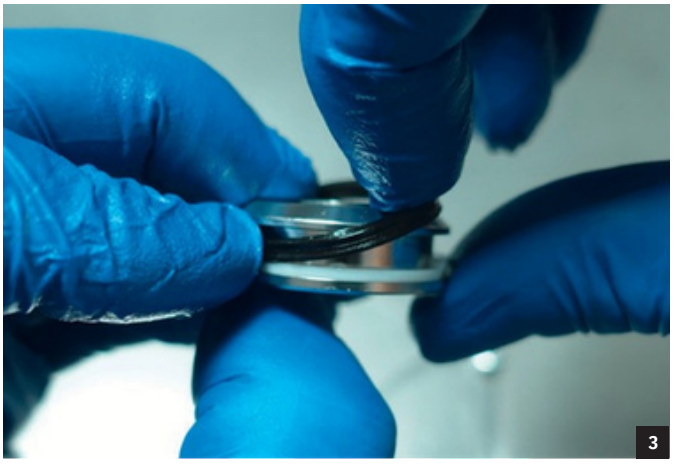




STEP 11

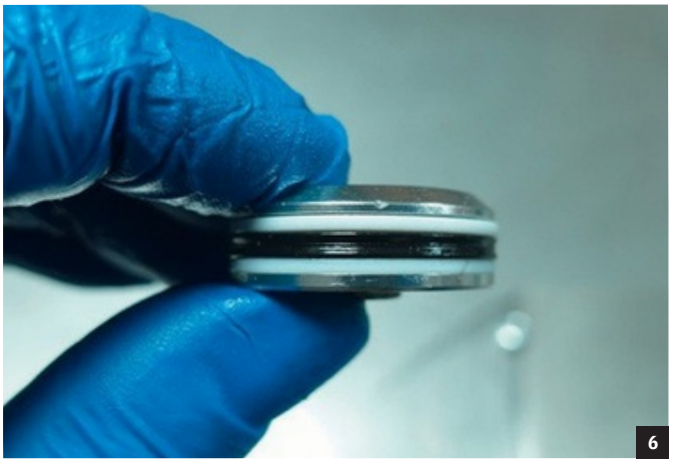
Install the first backup ring, making sure it is properly seated. Apply SR SUNTOUR “Low-Friction” grease on the new x-ring and install it. Install the second backup ring.

AIR CHAMBER SERVICE


3


4


5


6

STEP 12

Apply SR SUNTOUR “Low Friction” grease on the inside of the rubber bumper, plastic spacer and nose piece. Use a bullet tool to install them on the shaft in the correct order (refer to picture 3, Step13).


1


2


3

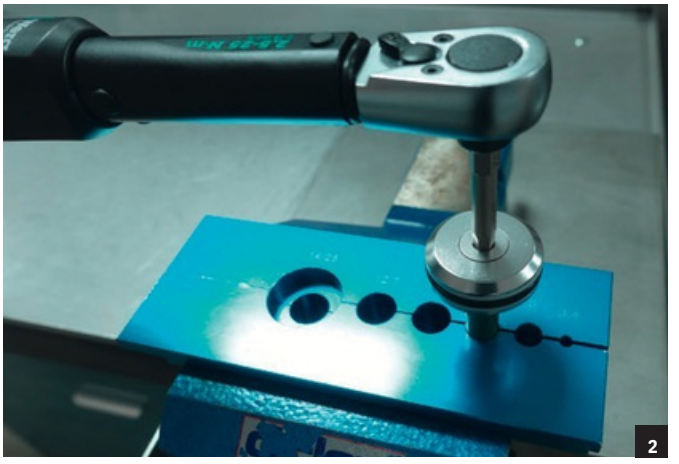
STEP 13

Use 12mm clamps to secure the shaft in the vise.

> **Note:** Leave a 20mm gap between the piston and the clamps to release the stress on the shaft threads.

Apply Loctite 262 or equivalent to the piston threads. Use a torque wrench with a 5mm Allen bit and tighten the piston to **6Nm**. Remove the air shaft assembly from the vise.


1


2

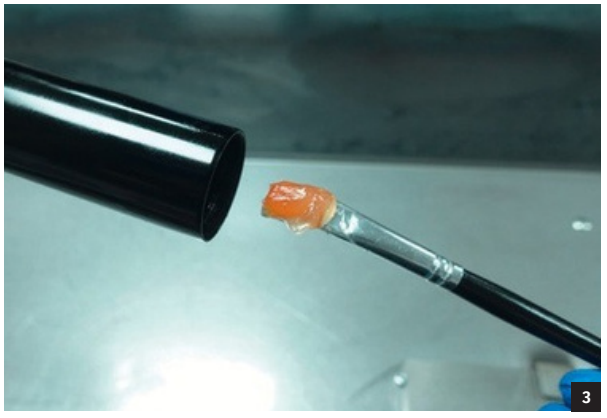

3

STEP 14

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


1


2


3

STEP 15

Insert the air shaft assembly into the stanchion. Begin threading it by hand and finish with a torque wrench set to **5Nm** (picture3).

Note: Do not exceed 5Nm of torque, as this could damage the stanchion.


1


2

AIR CHAMBER SERVICE

3

STEP 16

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

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


1

Apply grease to the air cap assembly o-rings.

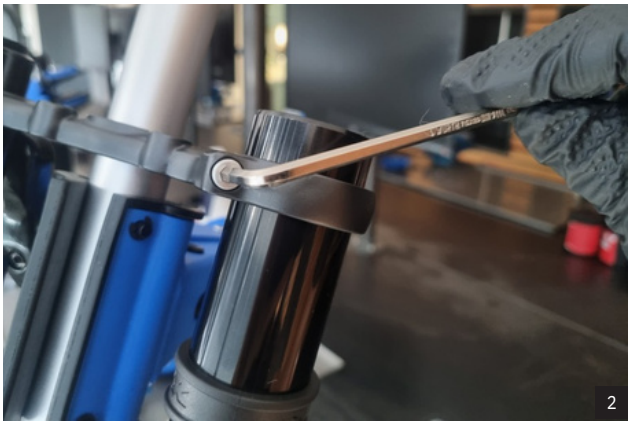

2

AIR CHAMBER SERVICE

STEP 17

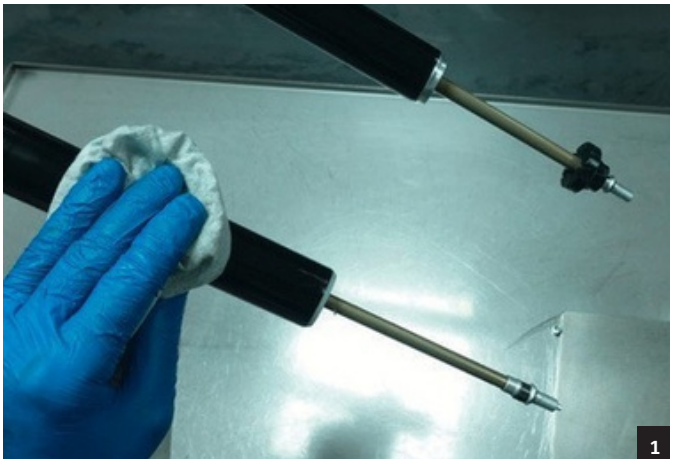
Install the air cap assembly in the left stanchion using the dedicated 27 mm socket and ratchet, and tighten to **15Nm**. With a 4mm Allen key, tighten the upper crown bolt to 6N.m (picture 2).

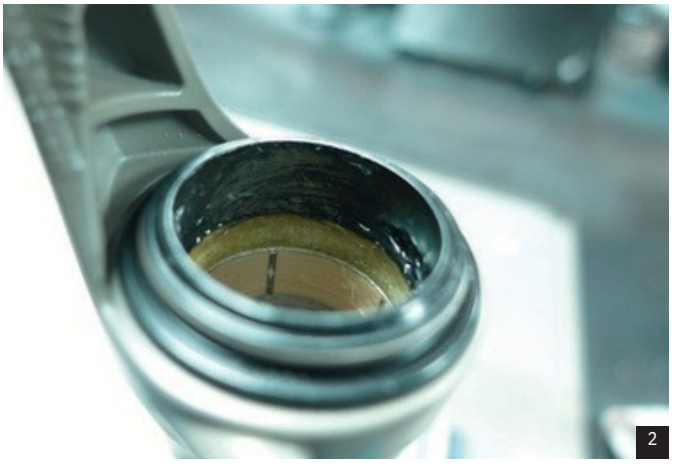

1


2

STEP 18

Clean the stanchions.
Prepare the lower leg assembly (picture 2). For more details, please refer to the previous step “LOWER LEG SERVICE...”.


1


2

CARTRIDGE REPLACEMENT AND BLEEDING

REQUIRED TOOLS & SUPPLIES:

- 27mm socket (ZFC160-R) • Ratchet wrench
- 12mm socket (RC+ cartridges forks)
- 2mm allen key, 4mm allen key and one spoke
- Torque wrench (5-20N.m)
- Plastic mallet
- Rag or workshop towel
- Plastic tyre lever
- SR SUNTOUR suspension oil
- SR SUNTOUR 27.7mm cartridge clamp

⚠ WARNING

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

⚠ WARNING

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

STEP 1

Set the compression and rebound knobs to the Open position (turn all the way towards "-").
Remove the rebound knob.

1

2

STEP 2

Using an 12mm socket, turn the exposed bolt counterclockwise 2 turns to loosen it. Use a 12mm socket and a plastic mallet to strike the nut 2-3 times. Check to ensure the bolt is in contact with the leg. Remove the bolt and set it aside.

1


2

CARTRIDGE REPLACEMENT AND BLEEDING

STEP 3

Remove the rebound nut and washer. Then push on the rebound shaft.

1

⚠ WARNING

This product have lubrification oil in the lower legs

⚠ WARNING

Before removing cartridge, prepare a tray to receive the lubrication oil.

STEP 4

With a 4mm Allen key, untighten the upper crown bolt.
Use a plastic tyre lever to pull out the compression knob. if it's too tricky, use a second plastic tyre lever.


1


2

STEP 5

Use a ratchet wrench with a 27mm socket to untighten the top part of the cartridge.


1

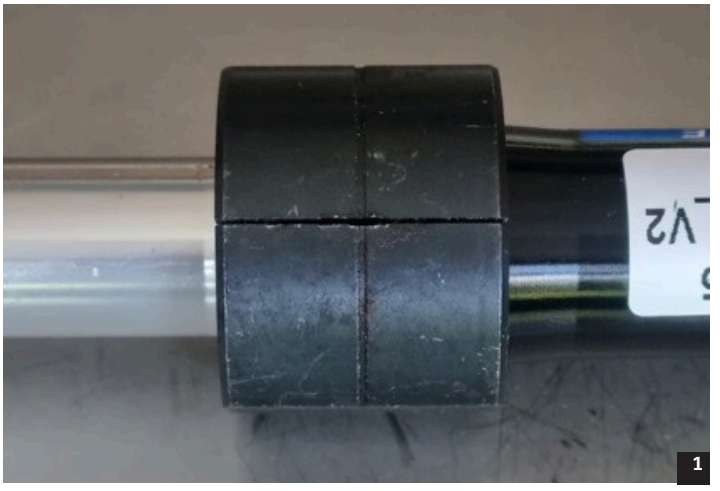
CARTRIDGE REPLACEMENT AND BLEEDING

STEP 1

Pull out the cartridge from the fork and set it aside.

STEP 2

Pull the rebound shaft to fully extend the cartridge. Position the appropriate clamp tool on the cartridge as shown in the picture below.



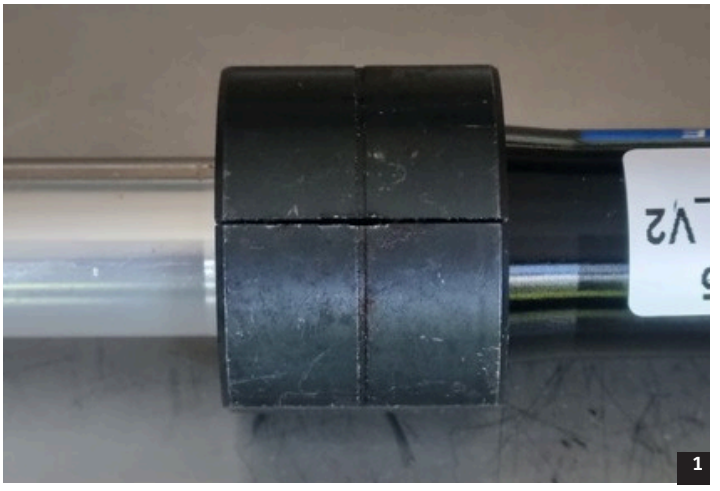
CARTRIDGE REPLACEMENT AND BLEEDING

STEP 1

Pull out the cartridge from the fork and set it aside.

STEP 2

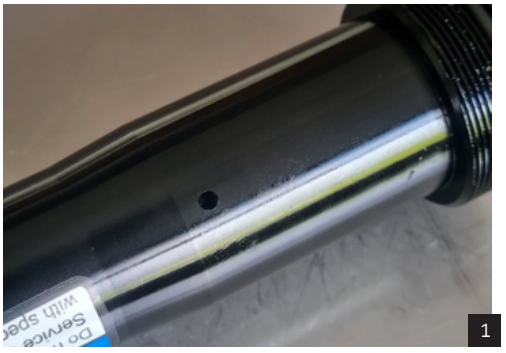
Pull the rebound shaft to fully extend the cartridge. Position the appropriate clamp tool on the cartridge as shown in the picture below.



CARTRIDGE REPLACEMENT AND BLEEDING

STEP 3

Identify the bleed hole on the black body. Degrease the area and seal the hole with tape.


1

2

STEP 4

Install the cartridge in the Vise in the vertical position. Fully extend the cartridge and use a 27mm socket to remove the top cap (counter clockwise) from the cartridge. Remove the spring.


1


2

STEP 5

Slowly Compress the rebound shaft all the way. Floating piston will move up.


1

CARTRIDGE REPLACEMENT AND BLEEDING

STEP 6

With a 2mm Allen key, remove the bleed screw from the floating piston (picture 1). Use a 2mm spoke to thread in the bleed port by 2-3 turns (picture 2). Now pull the floating piston out of the cartridge.


1


2


3

STEP 7

Remove the cartridge from the Vice, position the cartridge upside down and operate back and force shafts movements to remove the remaining oil.


1

STEP 8

1- Put the cartridge back in the Vice. Fill 5W SR SUNTOUR suspension oil in the cartridge
2- Fill the oil up to 1cm from the top of the black body and bleed air operating slow back and forth rebound shaft movements.
3- Repeat step 2 until no air bubbles are coming up but oil only.
4- Now fully compress the cartridge.
5- Keep the rebound shaft compressed all the way and set the oil level to 1cm from the top of the black body.


1

CARTRIDGE REPLACEMENT AND BLEEDING

STEP 9

1- Slowly Insert the Compensator piston (picture 1) until you get a measure of 20mm (outside section of IFP in red on picture 1 to the top of black body). Excess oil will drain out of the cartridge. This is normal.
2- Remove air bubbles operating small back and forth rebound shaft movements (always keep a bit of oil above the bleed hole to avoid air to get underneath the floating piston).
3- If no air bubbles are visible, install and tighten the bleed port screw – Make sure the rebound shaft is fully compressed before tightening the screw (picture 3).
4- Remove the cartridge from the Vice and drain the excess oil on top of the compensator piston (Picture 4).


1


2


3


4

STEP 10

1- Re-install the cartridge in the Vice.
2- Install the IFP spring and compress it by 50% (picture 1). At the same time, slowly pull the rebound shaft all the way (picture2). Floating piston will go down.
3- Release the pressure on the spring. Install the top cap and tighten to 15Nm using the 27mm socket.


1

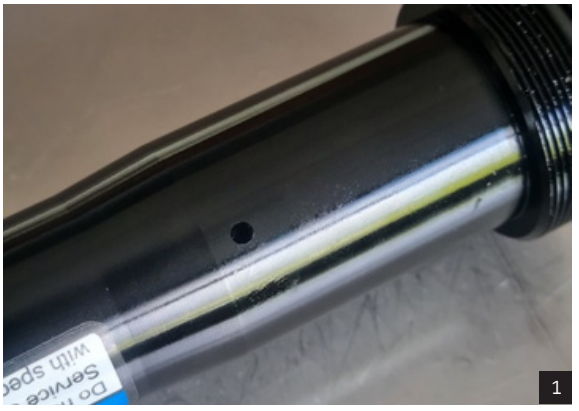

2


3

CARTRIDGE REPLACEMENT AND BLEEDING

STEP 11

1- Remove the cartridge from the Vice.
2- Make sure the cartridge is fully extended and remove the tape (Picture 1).
3- Install the cartridge in the stanchion and tighten the top cap to 20Nm. (picture 2 and 3).
4- Use a 4mm Allen key to tighten the crown bolt to 6Nm (picture 4).
5- Re-install the compression knob Assy.


1


2


3

4

CARTRIDGE REPLACEMENT AND BLEEDING

STEP 17

1- If the cartridge bottom part is out of the bottom case, push it so it gets inside the leg by 2-3 cm (Picture 1).
2- Use a syringe to add 20CC of 5W Sr Suntour suspension oil in the leg (Picture 2).
3- Compress the fork to get the cartridge threads out. Install the washer and nut and tighten to 8N.m.
4- Install the rebound knob.


1


2


3


4


5

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

SOCIAL MEDIA
CLICK TO VISIT
SR SUNTOUR ONLINE

CONTACT
CLICK TO CONTACT OUR
WORLDWIDE DISTRIBUTORS

SR SUNTOUR CORPORATE

TAIWAN HEADQUARTER
SR SUNTOUR INC.
#7 Hsing Yeh Rd.,
Fu Hsing Industrial Zone, Chang Hua
Taiwan 506027
Tel. +886-4-7695115
Fax. +886-4-7694028
service@srsuntour.com.tw

JAPAN
SR SUNTOUR JAPAN
NR Bldg. 4F, 3-13-13
Kuramae, Taito-ku,
Tokyo 111-0051, Japan
Tel. +81-(0)3-5829-9211
Fax. +81-(0)3-5829-9241

BELGIUM (EU)
SR SUNTOUR EUROPE S.A.
Bld. Henri Rolin 5Bis
1410 Waterloo Belgium
Tel. +32-23544676
Fax. +32-23547835
Sales.sab@srsuntourcycling.com

CHINA (SHEN ZHEN) SR SUNTOUR SHEN ZHEN CO. LTD Suibei Industrial Zone, Suibei Rd., Gongming Town, Guangming District, Shen Zhen, China Tel. +86-755-27105433 Fax. +86-755-27105633 **CHINA (KUN SHAN)** SR SUNTOUR KUN SHAN CO. LTD 1500 Honghu Rd., Peng Lang, Kun Shan Development Zone, Jiang Su Province, China Tel. +86-512-5518-8088 Fax. +86-512-5517-1117

GERMANY (EU)
SR SUNTOUR EUROPE GMBH
Riedstrasse 31
83627 Warngau
Germany
Tel. +49-8021-50793-0
Fax. +49-8021-50793-29
service@srsuntour-cycling.com

GERMANY (EU)
SR SUNTOUR DÜSSELDORF GMBH
Fichtenstr. 115
40233 Düsseldorf
Germany
Tel. +49-2115-42689-50
Fax. +49-2115-42347-76

USA
SR SUNTOUR NORTH AMERICA
14511 NE 10th Avenue
Vancouver WA 98685
United States
Tel. 360-737-6450
service@srsuntourna.com

USA
SR SUNTOUR SERVICE CENTER
910 Watson Avenue
Madison WI 53713
United States
Tel. 608-229-6610
service@usulcorp.com

VIETNAM SR SUNTOUR VIETNAM CO. LTD Lot. 17-8, Street 3B, Protrade International Tech Park, An Tay Commune, Ben Cat Town, Binh Duong Province, Vietnam. Tel. +84-(0)274-3721-883 Tax Code: 3702401047

FRANCE (EU)
SR SUNTOUR FRANCE SAS
Alpespace
604 Voie Galilée,
73800 Sainte-Hélène-Du-Lac, France
Tel. +33-4-85-86-00-99
Fax. +33-4-79-28-69-71
sav@srsuntour-cycling.com

WWW.SRSUNTOUR.COM