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PHOTO: KYLE HARRISON / WOLFGANGPETER.COM, USA. PHOTO: BOB THOMAS / USA



TRIAIR 2



⚠ 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 shock. Common mechanical knowledge may not be sufficient. Your suspension shock 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 shocks 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 shock 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 is designed for use by a single rider.
- Select the correct suspension shock according to your frame's dimensions and your personal riding style. Installing a suspension for which does not match the geometry of your frame could result into a failure of the suspension shock or frame could result into a failure of the suspension fork or shock 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.

REBOUND ADJUSTMENT AND SET UP

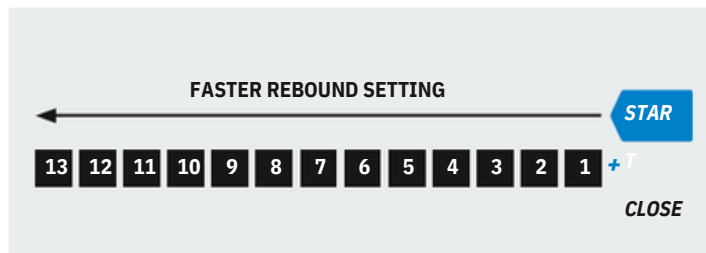


Rebound controls the speed of the shock extension after compression. Always start the rebound setting process with the rebound knob (located at the bottom of the shock) in slowest position by turning the adjuster knob all the way to the end of the clock-wise position (towards “+”).

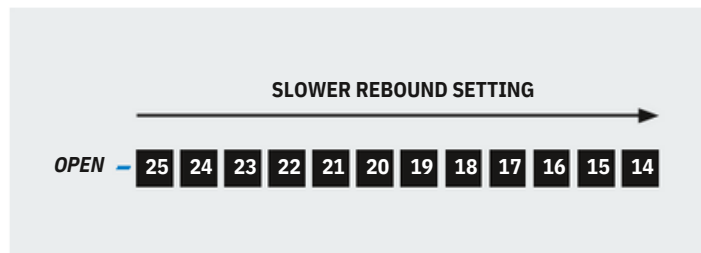
TO OPEN THE REBOUND

Turn the knob counter-clockwise toward the (-) to get a faster rebound. Each click allows the shock rebound faster per progression.

Note: Rebound tuning is relative to spring setting and frame cinematic, higher spring rate should tune toward closed(+) setting. Lower spring rate, 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.

COMPRESSION ADJUSTMENT AND SET UP



3CR

3 positions of compression (firm setting, medium setting and open setting) with rebound adjust

AIR CHAMBER VOLUME ADJUSTMENT



1

2

AIR VOLUME SPACER

SPACER POSITIV
Manage progression rate
Bottomless feeling

SPACER NEGATIV
Manage beginning
Stroke sensitivity

↑ Add or remove your desired amount of air volume spacers

↓ Push downward to remove the high volume air sleeve

AIR CHAMBERS
01 Positive air chamber
02 Negative air chamber

EXAMPLE SPRING CHARACTERISTIC: EDGE AIR
Shock size 230x65; Pos Air Pressure 100psi; IFP pressure 300 psi



LOAD

TRAVEL (mm)

- 0 SPACER
- 1 SPACER
- 2 SPACERS
- 3 SPACERS
- 4 SPACERS
- 5 SPACERS
- 8 SPACERS



STEP 1

Remove the shock from the bike, clean it with a rag.

STEP 2

Put the shock in a vice with soft jaw.



STEP 3

Put the shock in a vice with soft jaw.



STEP 4

With a flat screwdriver and a towel, deflate the rear shock.



STEP 5

With a pick, remove the O-ring at the end of the air can. press on the O-ring with a circular move to help grab it.



STEP 6

With your hand pull the air can out, you can turn it while you pull to help.



STEP 7

With isopropyl alcohol and a clean towel, clean the shock air body.



STEP 8

With isopropyl alcohol and a clean towel, clean the shock air can.



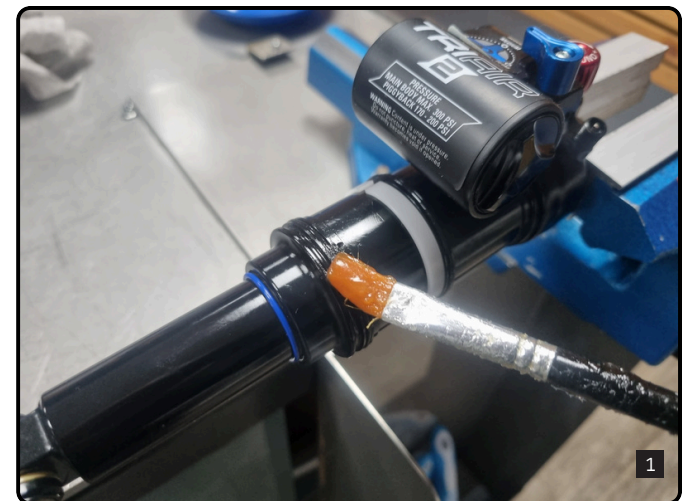
STEP 9

You can adjust air volume in negative chamber (on left) or positive chamber (right) by clipping air volume spacer.



STEP 10

Apply Sr Suntour grease on every seal of the air chamber.



STEP 8

Push and turn to put back in place the air can.



STEP 9

Check that there is no gap between air can and shock head.



STEP 10

Clean and check O-ring from air can.



STEP 8

Put back in place O-ring at the end of the air can, use caution to put it completely in place.



STEP 9

Inflate your shock.



AIR CHAMBER SERVICE

REQUIRED TOOLS & SUPPLIES:

- Vise
- Alloy clamp for vise
- Pick
- Isopropyl alcohol
- Strap wrench
- Valve core removal tool
- Rag or workshop towel
- SR SUNTOUR “Low friction” grease
- Brush
- High pressure pump

WARNING

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

WARNING

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

AIR CHAMBER SERVICE

STEP 1

Remove the shock from the bike, clean it with a rag.

STEP 2

Put the shock in a vice with soft jaw.



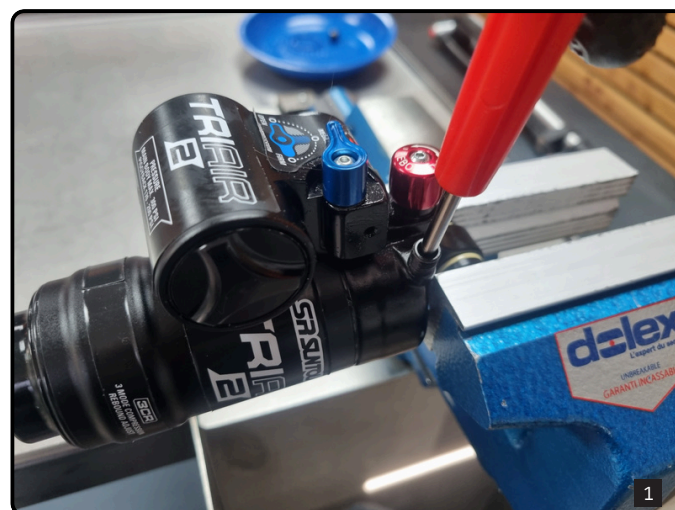
STEP 3

Put the shock in a vice with soft jaw.



STEP 4

Remove core air valve.



AIR CHAMBER SERVICE

STEP 5

With a pick, remove the O-ring at the end of the air can. press on the O-ring with a circular move to help grab it.



STEP 6

With your hand pull the air can out, you can turn it while you pull to help.



STEP 7

With isopropyl alcohol and a clean towel, clean the shock air body.



AIR CHAMBER SERVICE

STEP 8

With a strap wrench, untighten the main air body.



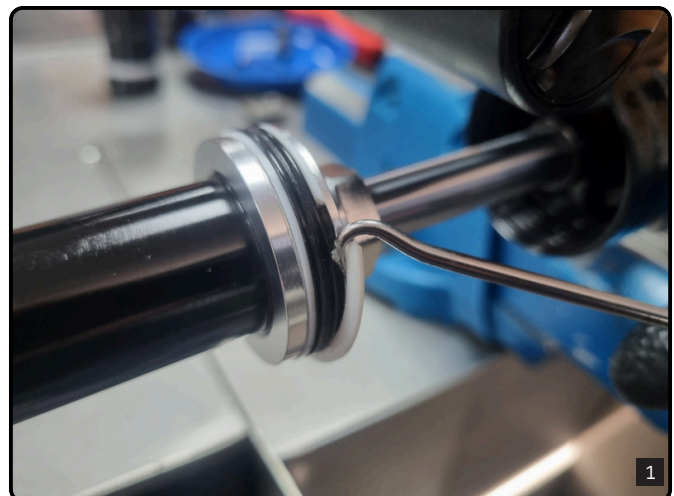
STEP 9

With a towel and isopropyl alcohol, clean the shock damper.



STEP 10

With a pick, remove the white seal guide.



AIR CHAMBER SERVICE

STEP 11

With a pick, remove the quad ring guide.



STEP 12

With a pick, remove the last white seal guide.



STEP 13

With a towel and isopropyl alcohol, clean the seal seat.



AIR CHAMBER SERVICE

STEP 14

Turn the shock in the vice then, with a pick, remove the O-ring inside the head.



STEP 15

With a towel and isopropyl alcohol, clean the seal seat.



STEP 16

Put the new seal in place.



AIR CHAMBER SERVICE

STEP 17

Add Sr Suntour low friction grease to the O-ring.



STEP 18

Install the first white guide, pinch it before installing it so it fit perfectly.



STEP 19

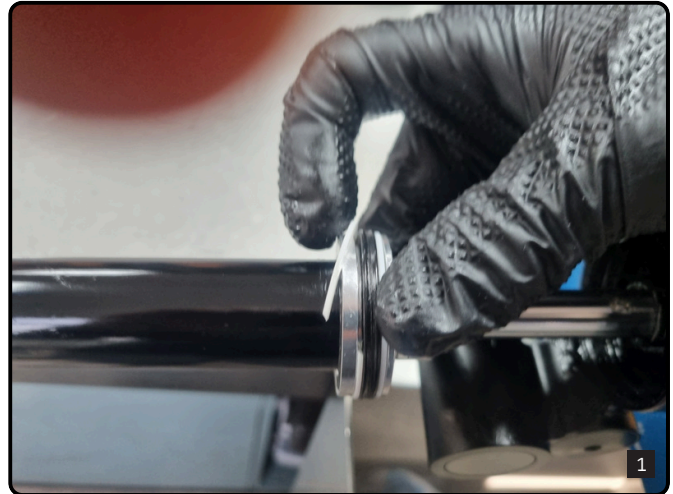
Put the new quard ring in place.



AIR CHAMBER SERVICE

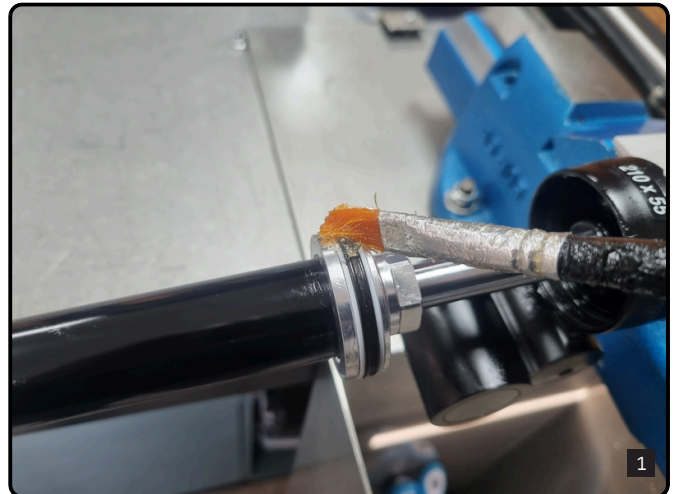
STEP 17

Install the second white guide, pinch it before installing it so it fit perfectly.



STEP 18

With Sr Suntour low friction grease, grease the quad ring seal and guides.



STEP 19

Remove outside o-ring seals from the air can.



AIR CHAMBER SERVICE

STEP 20

With a pick, remove the leap seal from the air can.



STEP 21

With a pick, remove quand ring from the air can.



STEP 22

With a pick, remove the green slide ring from the air can.



AIR CHAMBER SERVICE

STEP 23

With a pick, remove the two white glides.



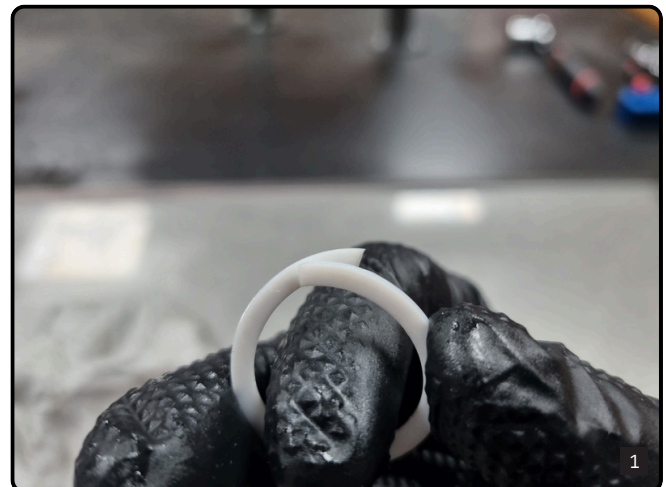
STEP 24

With a towel and isopropyl alcohol, clean the seal seat of the air can.



STEP 25

Pinch the white glide before putting them in place.



AIR CHAMBER SERVICE

STEP 26

Install the first white glide ring.



STEP 27

Install the quad ring just over the white glide ring.



STEP 28

Install the second white glide ring.



AIR CHAMBER SERVICE

STEP 29

Install the green glide ring.



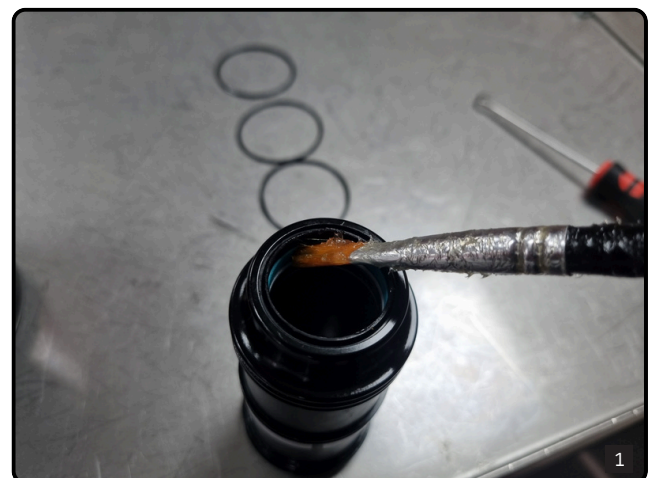
STEP 30

Install the leap seal.



STEP 31

With Sr Suntour low friction grease, grease the seals and glide rings.



AIR CHAMBER SERVICE

STEP 32

Put the O-ring seals of outside air can in place.



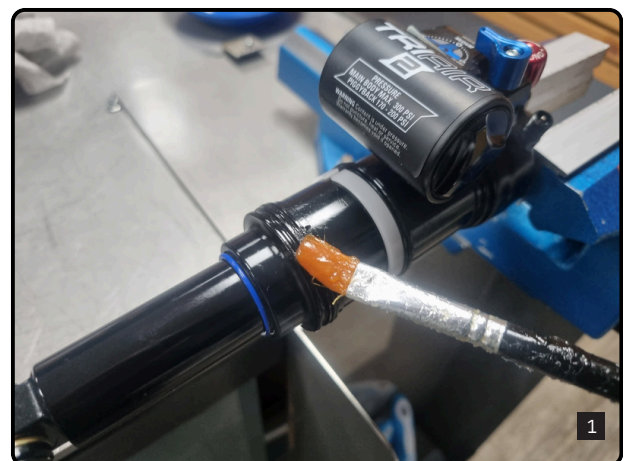
STEP 33

Put the air can in place, tighten with a strap wrench.



STEP 34

Apply Sr Suntour grease on every seal of the air chamber.



AIR CHAMBER SERVICE

STEP 35

Push and turn to put back in place the air can.



STEP 36

Check that there is no gap between air can and shock head.



STEP 37

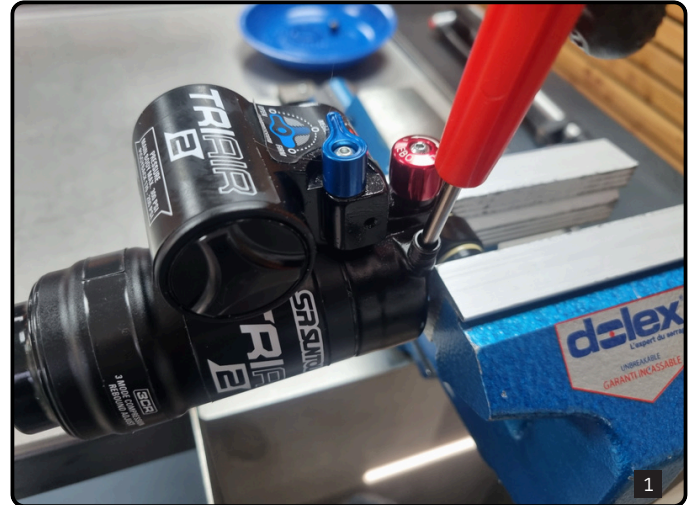
Put back in place O-ring at the end of the air can, use caution to put it completely in place.



AIR CHAMBER SERVICE

STEP 38

Install new valve core and tighten it.



STEP 39

Inflate your shock.



HYDRAULIC SERVICE

REQUIRED TOOLS & SUPPLIES:

- Vise
- Flat jaw plier
- Strap wrench
- 24mm crowsfoot
- 5WT suspension oil
- 2mm and 4mm allen key
- Torque wrench
- Valve core removal tool
- Rag or workshop towel
- SR SUNTOUR “Low friction” grease
- Brush
- High pressure pump
- Bleeding machine with connector (size)
- Alloy clamp for vise and alloy clamp for 14mm
- Bullet tool 14mm

WARNING

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

WARNING

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

Bleeding machine : bleed of the Triair 2 is possible with two serynges, it took time and application but it work. This booklet is intended to show the method Sr Suntour recommend for each type of maintenance. In the case of the TRIAIR 2 bleed, bleeding machine is the tool we recommend to achieve a perfect result.

HYDRAULIC SERVICE

STEP 1

Follow instruction from air chamber service section to get shock like the picture on the side.



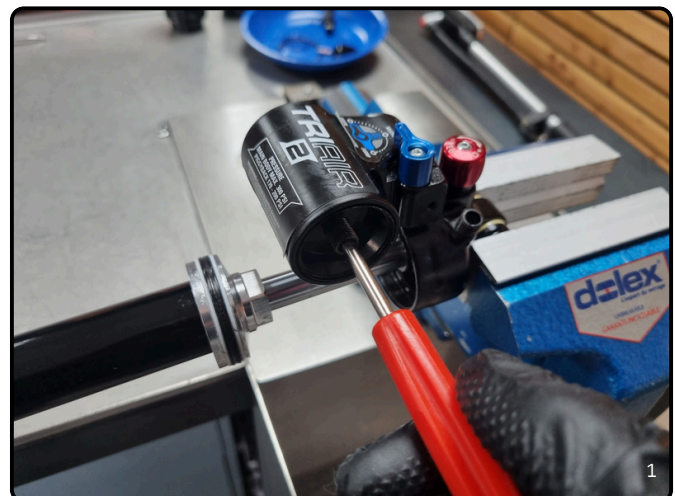
STEP 2

Untighten piggyback cap.



STEP 3

Remove valve core.



HYDRAULIC SERVICE

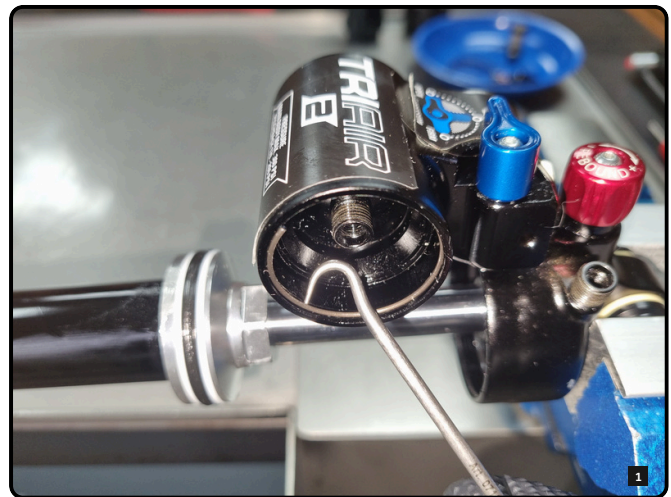
STEP 4

Push the valve cap inside the piggyback. .



STEP 5

With a pick, remove the circlips.



STEP 6

Now, pull out the valve cap from the piggy back. .



HYDRAULIC SERVICE

STEP 7

With a pick, remove o-ring seal from valve cap.



STEP 8

Clean the seal seat with a towel and isopropyl alcohol.



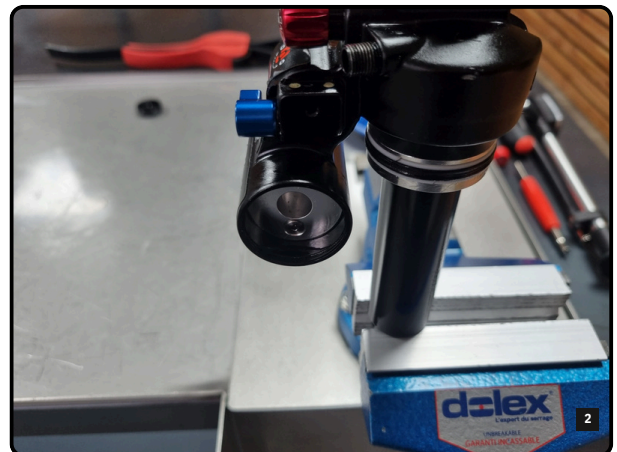
STEP 9

Install new O-ring on the valve cap.



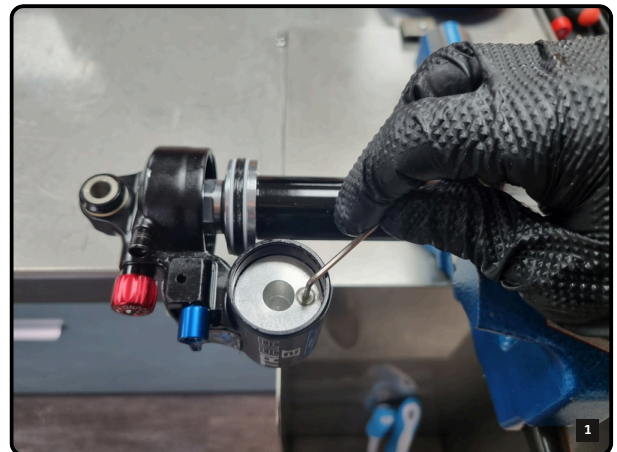
STEP 10

Push on the shock completely.



STEP 11

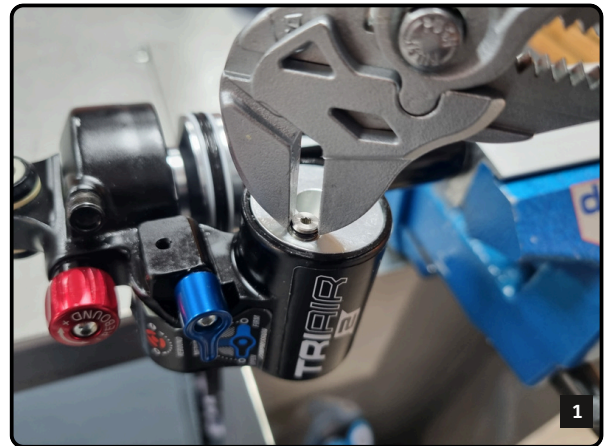
Place the shock horizontally in the vice. With a 2.5mm allen key, un tighten the bleed screw, do not untighten it completely.



HYDRAULIC SERVICE

STEP 12

With a flat jaw wrench, grab the bleed screw and pull the IFP piston out of the piggyback.

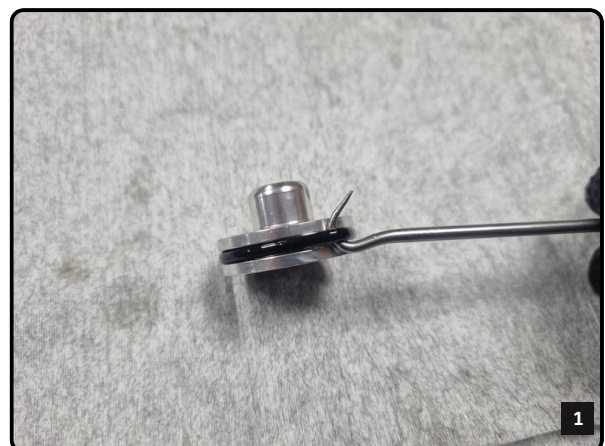


Remove oil in the piggyback.



STEP 13

With a pick, remove O-ring seal from the IFP piston.



HYDRAULIC SERVICE

STEP 14

Clean the IFP seal seat with isopropyl alcohol and a towel.



Install new o-ring seal of the IFP piston.



STEP 15

Replace the o-ring seal from the bleed screw, clean with isopropyl alcohol and a towel.



STEP 16

Place the shock vertically in the vice, pull it up. With a flat jaw wrench, un-tighten oil cap.



Remove oil cap and shaft from the body then remove oil from the body.



STEP 17

With isopropyl alcohol and a towel, clean the stanchion.



HYDRAULIC SERVICE

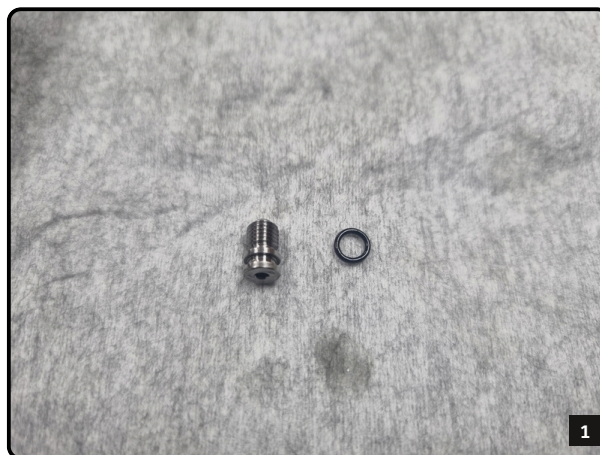
STEP 18

Remove the stanchion bleed screw with a 2mm allen key.



STEP 19

Clean the bleed screw and replace the O-ring seal.



STEP 20

With an alloy clamp, install the damper shaft in a vice. Place the shock head on the side of the vice so it can turn.



HYDRAULIC SERVICE

Grab the shock head and un-tighten it. AS the movement is limited, you will have to re-position the shock in the clamp to un-tighten it completely.



Separate shock head from damper shaft.



STEP 22

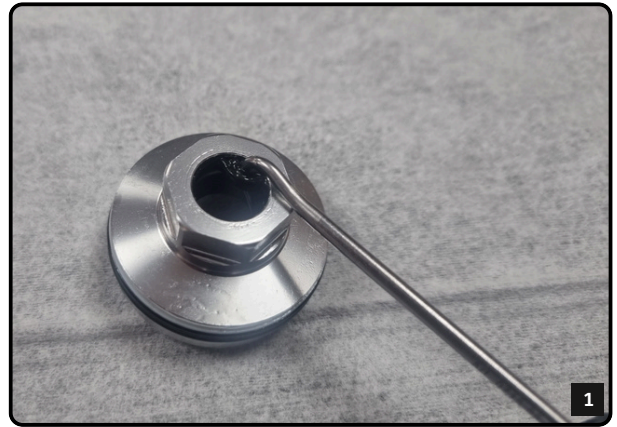
Remove oil cap from damper shaft.



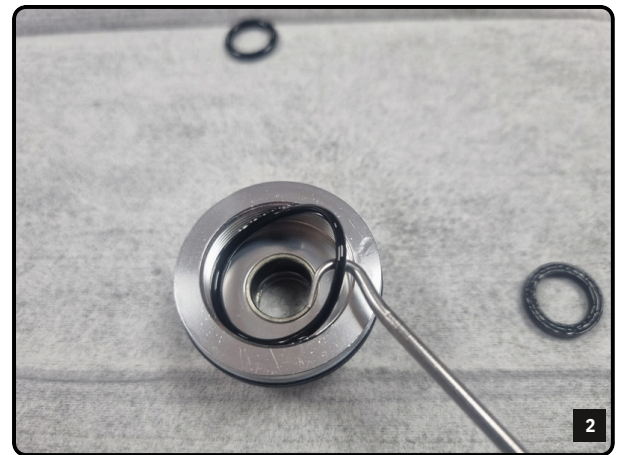
HYDRAULIC SERVICE

STEP 23

With a pick, remove quad ring seal from the oil cap.



With a pick remove o-ring seal from inside the oil cap.



STEP 24

With a towel and isopropyl alcohol, clean the oil cap.



STEP 25

Install the shock in the vice with alloy clamp. With a pick, remove O-ring seal inside the shaft seat.



With a towell and isopropyl alcohol, clean the shaft seat.



STEP 26

Remove shock head from vice, with a 4mm allen key, untighten compression unit cap.



With a flat jaw wrench, pull out the compression unit from the shock head.



HYDRAULIC SERVICE

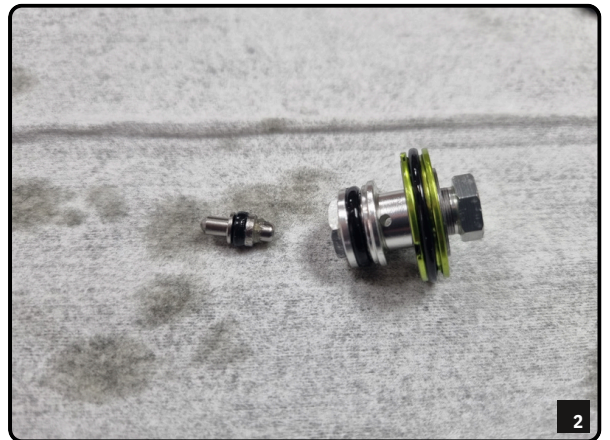
STEP 27

With a towel and isopropyl alcohol, clean the compression unit seat.



STEP 28

With a 2.5mm allen key, push through the piston to remove compression pin from compression unit.



With a pick, remove all O-ring seals from compression unit and compression pin. With a towel and isopropyl alcohol, clean the seals seats.



HYDRAULIC SERVICE

STEP 29

Install the shock head in a vice with alloy clamp. With a flat jaw wrench, grab the rebound knob, then, with a 2mm allen key, untighten the rebound screw and remove the rebound knob.

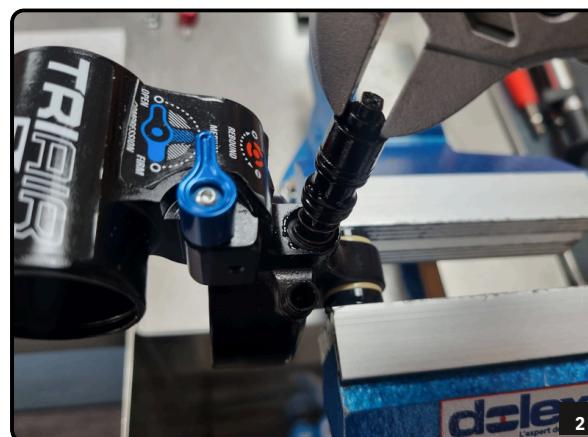


STEP 30

Return the head shock in the vice. With a 2mm allen key, untighten the second screw of the rebound unit.



Return the head shock in the vice. With a flat jaw wrench, grab the rebound piston unit and pull it out. There is a washer at the end of the rebound unit, if it do not come with the unit, grab it with a pick.



STEP 31

Remove o-ring seals from the rebound unit with a pick.



With a towel and isopropyl alcohol, clean the rebound unit and the rebound unit seat.



STEP 32

Install new O-ring seals on rebound unit and add Sr Suntour low friction grease to the seals.



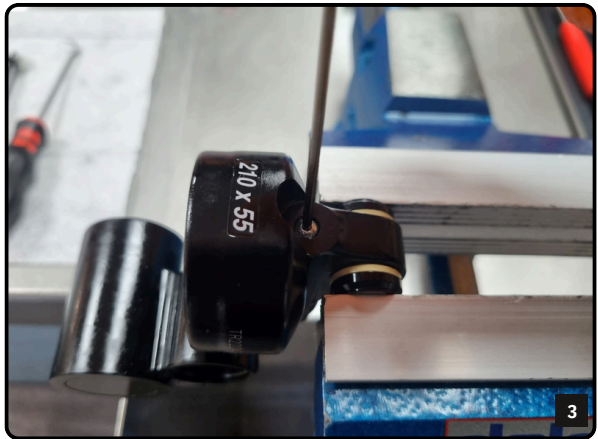
Put back the rebound unit in the shock head.



Turn the rebound unit until the white glide ring to appear in the center of the shaft seat.



Put back the shock head in the vice with alloy clamp. With a 2mm allen key, tighten the rebound unit to the shock head (2N.m).



Put back the rebound knob in place, with a 2mm allen key, torque it at 2N.m.



HYDRAULIC SERVICE

STEP 34

Install new O-ring seals on the compression unit, add sr suntour low friction grease to the seals.



Install new O-ring seal on the compression unit pin, add sr suntour low friction grease to the seal.

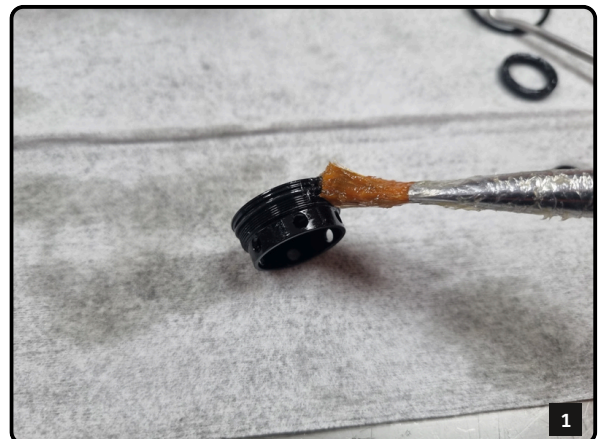


Install the compression unit in a vice with alloy clamp. Put back the pin in the compression unit.



STEP 35

Replace O-ring seal on the compression unit cap and add sr suntour low friction grease.



HYDRAULIC SERVICE

STEP 36

Put back the compression unit in the shock head by pushing on it. You can lightly turn to help movement.



With a 4mm allen key, torque compression unit cap at 2N.m.



STEP 37

Install new seals on the oil cap (quand ring and o-ring), add Sr Suntour low friction grease to the seals.



Install the Sr Suntour seal installer on the shaft. Push the oil cap on the shaft and remove the tool.



HYDRAULIC SERVICE

STEP 38

Put thread sealent on the shaft thread. With hand, tighten back the shaft assembly in the shock head.



Put the assembly in a vice with an alloy clamp, grab the shaft, turn the shock head to tighten it by hand.

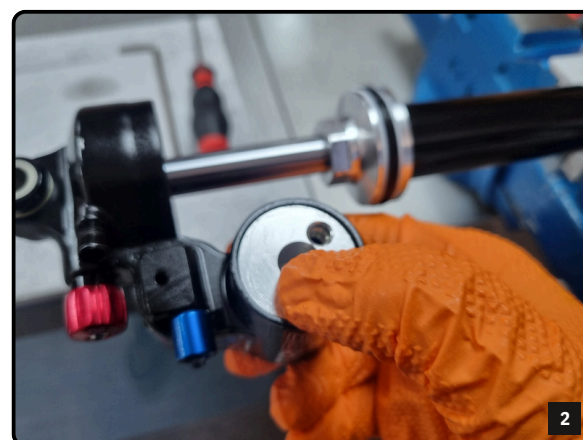


STEP 39

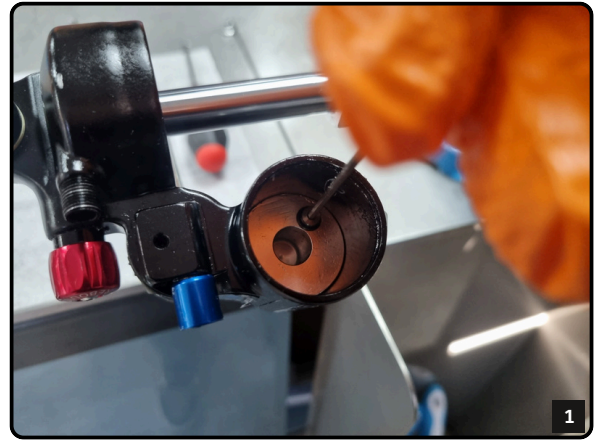
Install new seals on IFP piston, add Sr Suntour low friction grease to it.



Push the ifp piston in the piggyback body, push all the way.

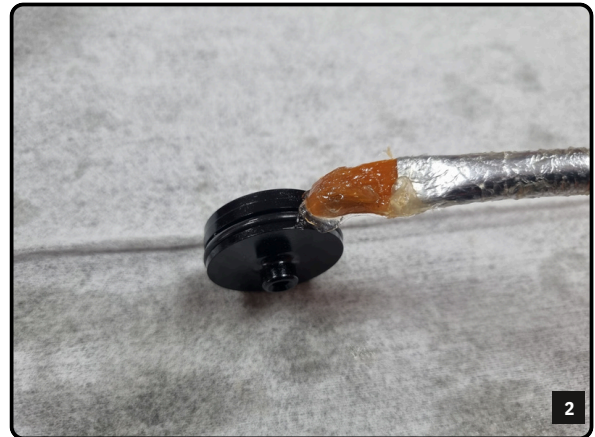


With a 2mm allen key, tighten IFP bleed screw at 2N.m



STEP 40

Replace O-ring seal of the piggy air cap and add Sr Suntour low friction grease.



STEP 41

Install the piggyback air cap, push on it to leave space to install circlips.



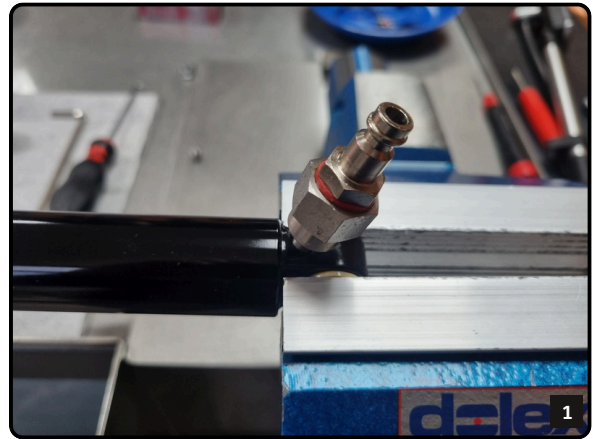
Install the circlips.



HYDRAULIC SERVICE

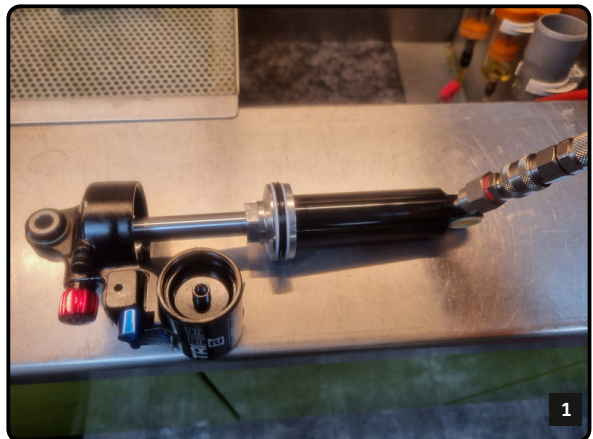
STEP 40

In the stanchion bleed screw emplacement, install the bleeding connector.

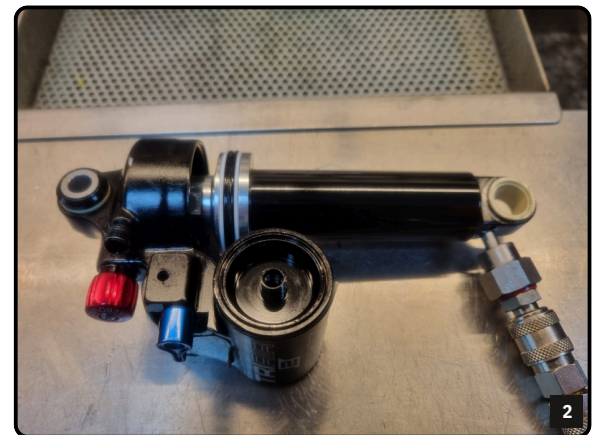


STEP 41

Connect the shock to the bleeding machine, wait for the bleed process to finish.



When the bleed process is finish, fully compress the shock.



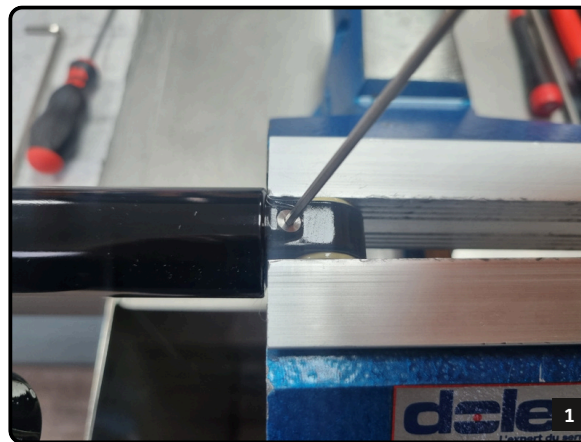
Push on the piggyback air cap, by doing that, you will also push the ifp piston. You need to push air cap 3mm inside, you can measure it on the side of the piggyback air chamber.



HYDRAULIC SERVICE

STEP 40

Remove the bleeding connector, install the bleed screw and torque it at 2N.m.



STEP 41

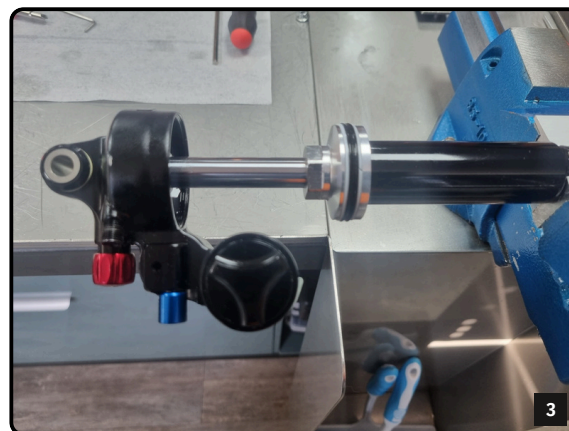
Install the new valve core on the piggyback air chamber air cap.



Connect an high pressure pump to the piggyback and inflate it.
Shock will get back is full travel.



Put back the air top cap, check shock hydraulic function (compression position and rebound), then follow air chamber service tutorial to complete shock maintenance.



REFINED SIMPLICITY

SR SUNTOUR is a Japanese owned bicycle component, suspension and drivetrain product manufacturer and distributor. SR SUNTOUR operates factories in Taiwan, China and Vietnam, with R&D and service offices collaborating throughout the world. Our goal is to be the industry leader in value globally for prominent bicycle suspension components. We strive to produce the highest performing, most durable and reliable and the easiest to service bicycle and ebike suspension components. With roots tracing back to 1912 and SR SUNTOUR itself established in 1988 and continues to innovate and evolve to meet the needs of current bicycle riders and manufacturers.

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