

ENGLISH

# ***XCR32 SERIES***



**SUNTOUR**

# CONTENT

## 2K25 HIGHLIGHTS / TECHNOLOGY & FEATURES

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XCR32		
<u>KEY SPECIFICATIONS</u>		04
<u>THRU AXLE INSTALLATION</u>		05
<u>TERMS AND SETUP</u>		07
<u>SAG AND AIR PRESSURE SETTING</u>		08
<u>REBOUND SETTING</u>		09
<u>AIR VOLUME SETTING</u>		10
<u>COMPRESSION ADJUSTMENT</u>		12
<u>QUICK SERVICE PORTS (QSP)</u>		13
<u>SERVICE INTERVALS</u>		14
<u>GUIDE SERVICES</u>		15
<u>GUIDES DISCLAIMER /SAFETY</u>		15
<u>LOWER LEGS SERVICE</u>		16
<u>AIR CHAMBER SERVICE</u>		24
<u>TRAVEL CONVERSION</u>		32
<u>MAIN SPRING REPLACEMENT</u>		40
<u>CARTRIDGE REPLACEMENT</u>		45
<u>SOCIAL MEDIA / GLOBAL CONTACTS</u>		51

## ⚠ 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. Installing 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 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.



## XCR32 XCR32 BOOST

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

<b>MODEL</b>	XCR32/XCR32 BOOST
<b>INTENDED USE</b>	MTB Trail/Xc
<b>TRAVEL</b>	80,100,120mm
<b>WHEEL SIZE</b>	29"x2.4", 27.5"x2.6"
<b>SPRING</b>	AIR/COIL
<b>CARTRIDGE</b>	RLR/LOR/RL/LO
<b>BOTTOM CASE</b>	MAGNESIUM
<b>AXLE TYPE</b>	15AH4-110, OPTION 15LH-110
<b>FEATURES</b>	LONG FENDER MOUNT, DETACHABLE INTEGRATED SHORT FENDER

## THRU AXLE INSTALLATION

### 15AH4 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.

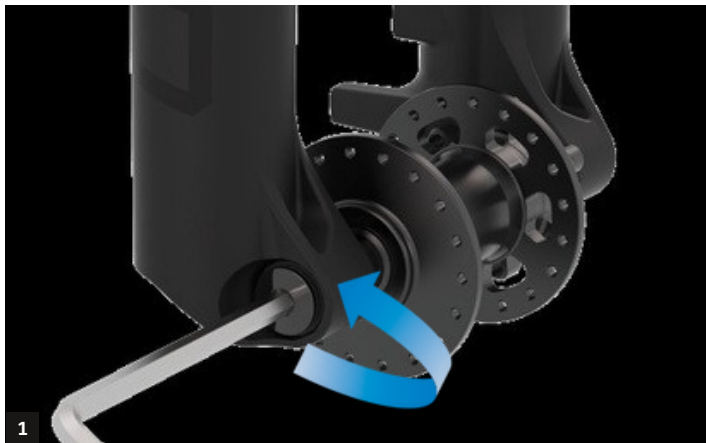


2 Tighten the axle with a 6mm Allen wrench by the suggested tightening torque of 8-10 Nm.



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

## THRU AXLE REMOVAL



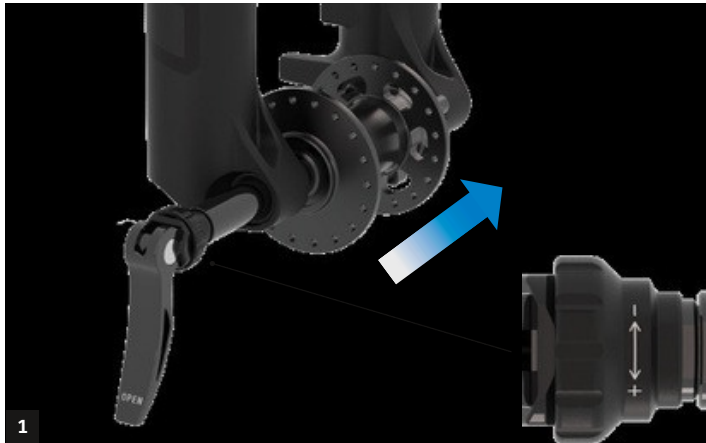
1 Loosen the axle on the drive side with a 6mm.



2 Pull out the axle.

## THRU AXLE INSTALLATION

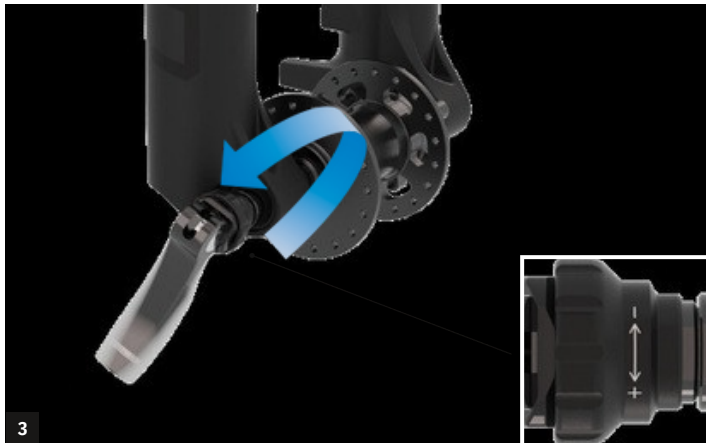
### LH THRU AXLE ASSEMBLY



**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

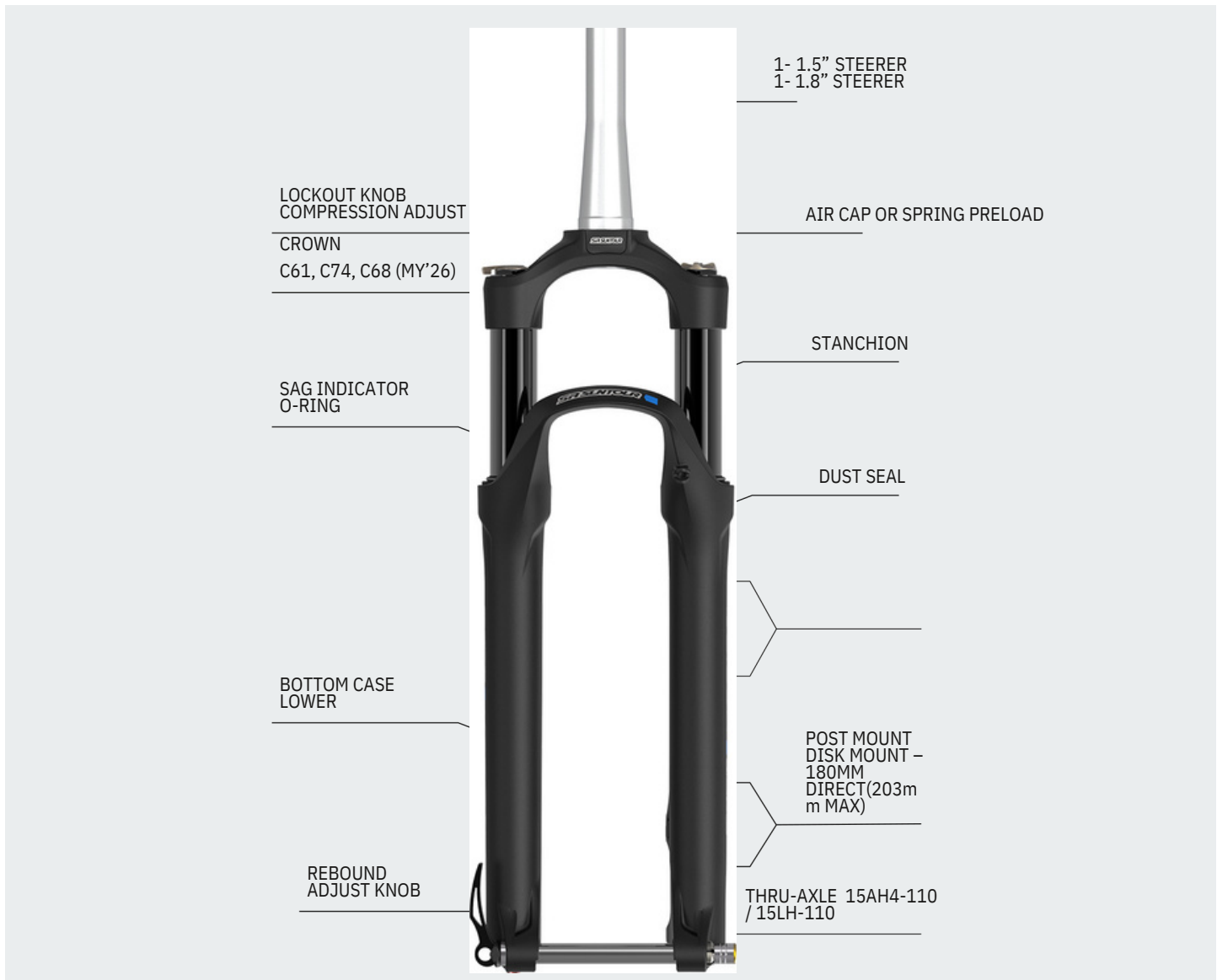


**1** Open the lever. Turn the axle counter clockwise.



**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 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	15-30mm(15-30%)
100mm	16.5-33mm(15-30%)
120mm	18-36mm(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

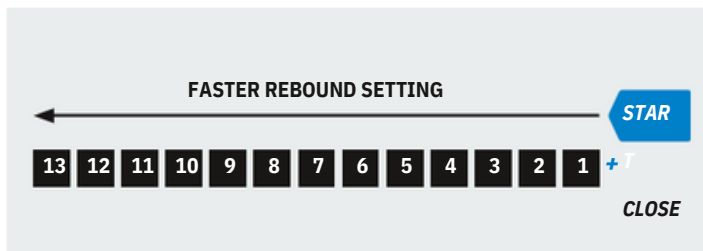


Rebound controls the speed of the fork extension after compression. Always start the rebound setting process with the rebound knob (located bottom of the drive-side of the fork) in closed position by turning the adjuster knob all the way to the end of the clock-wise position (+).

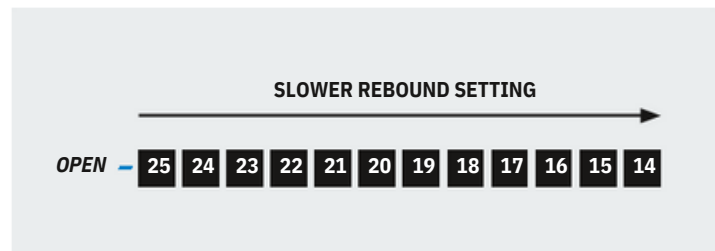
### TO OPEN THE LOW-SPEED REBOUND

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.

## COMPRESSION ADJUSTMENT

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### RLR

**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.



### LOR

**Compression mode:** Remote actuated 2 step (firm, open) low speed compression adjustment.

**Extra :** Ergonomic design remote lock lever for faster and easier operation



### RL

**Compression mode:** Remote actuated 2 step (firm, open) low speed compression adjustment.

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### LO

**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 : FKA122-02



#### **⚠ WARNING**

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#### **⚠ WARNING**

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## LOWER LEGS SERVICE

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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

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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.



## LOWER LEGS SERVICE

### 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.



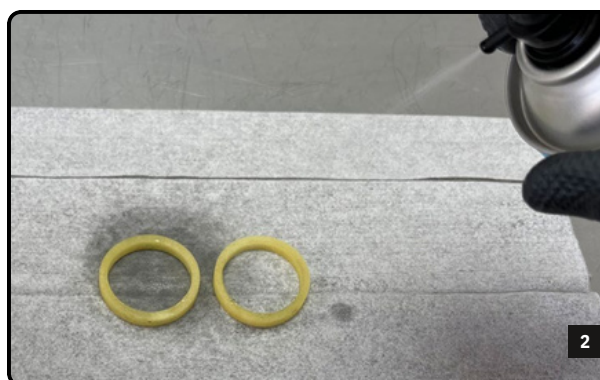
### STEP 4-A

#### 1) FOAM RING MAINTENANCE

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



Rinse the foams with isopropyl alcohol.



## LOWER LEGS SERVICE

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Remove excess of isopropyl alcohol by pressing them.



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



## 2) DUST SEAL MAINTENANCE

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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

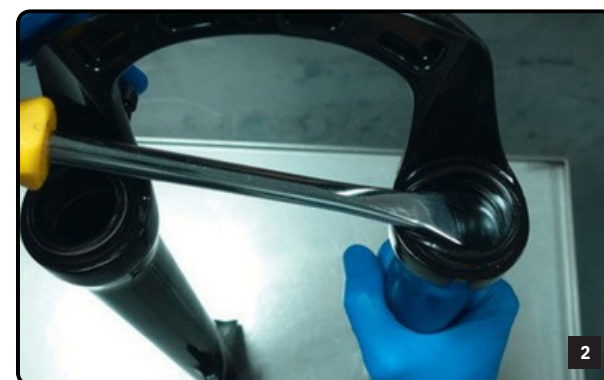


### STEP 4B – NEW DUST SEAL / FOAM RINGS

Hold the lower legs. Remove foam rings 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.



## LOWER LEGS SERVICE

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.



## LOWER LEGS SERVICE

---

Reinstall the foams in the forks



### STEP 6

---

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



### STEP 7

---

First thread the bolt in by hand.



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



## LOWER LEGS SERVICE

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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).



## AIR SIDE

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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

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### 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

### 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

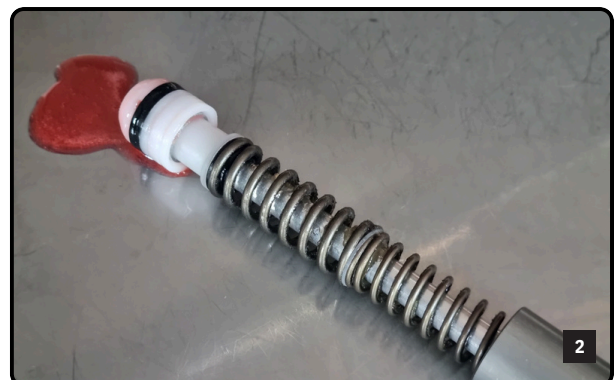


### STEP 6

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 cartridge. Negative spring will appear too.



## AIR CHAMBER SERVICE

### 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

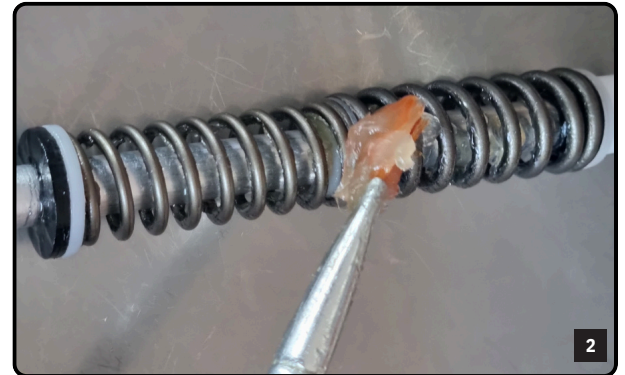
Put the new leap ring on the air piston, this seal have an unic position, bigger diameter should head toward conic side of the piston. Grease it with Sr Suntour low friction grease.



# AIR CHAMBER SERVICE

## 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 cartridge.





## 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
- 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**

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

## 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).



# TRAVEL CONVERSION

## 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.



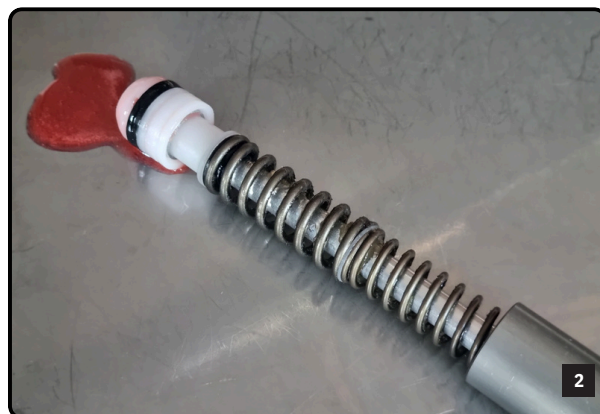
## STEP 5

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 cartridge. Negative spring will appear too.



## TRAVEL CONVERSION

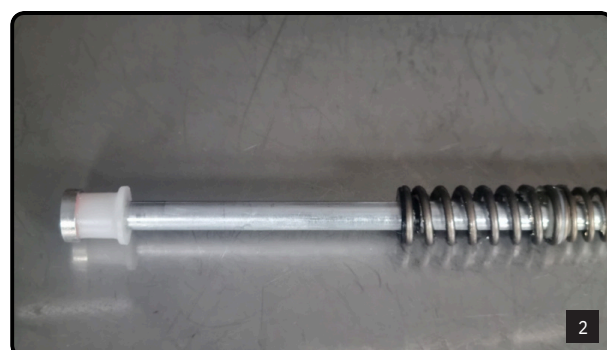
### STEP 7

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

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### STEP 9

---

Take travel spacer (FEE247) and put it in place on the shaft, no spacer is 100mm, one spacer 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 cartridge.





## 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

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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.

# MAIN SPRING REPLACEMENT

---

## REQUIRED TOOLS & SUPPLIES:

- Sr Suntour Key FAA122
- Flat screwdriver
- Sr Suntour low friction grease
- Rag or workshop towel

### ⚠ WARNING

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### ⚠ WARNING

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## STEP 1

---

With an Sr Suntour FAA122 key, untighten the preload cap and remove it.



# MAIN SPRING REPLACEMENT

## STEP 2

Push the negative spring shaft, main spring will be pushed out on top, grab it and pull it off.



## STEP 3

Put the upper fork upside down, negative spring shaft will slide out of the stanchion, grab it and take it off.



## STEP 4

Clean main spring and negative spring shaft with a towel and isopropyl alcohol. Check them, if parts are damaged, replace them.



# MAIN SPRING REPLACEMENT

## STEP 6

With a flat screwdriver, remove each top parts of the main spring.



## STEP 7

Now both ends part has been remove, with the flat screwdriver, push the bumper located inside the main spring.



# MAIN SPRING REPLACEMENT

## STEP 8

Pull bumper out of the main spring. Then, grease it with Sr Suntour low friction grease.



## STEP 9

Put bumper in place in the new main spring.



# MAIN SPRING REPLACEMENT

## STEP 10

Now Take both ends part of main spring, put them back in place by clipping them on the spring. Be sure that end cap is fully clip.



## STEP 11

Grease the negative shaft assembly with Sr Suntour Low friction grease, put it in place by pushing it inside the stanchion.



# MAIN SPRING REPLACEMENT

## STEP 12

Negative shaft assembly may not get out of the stanchion directly. In this case, softly hit the stanchion with your hand, this will get the shaft out.



## STEP 13

Grease the main spring with Sr Suntour Low friction grease, insert it in the fork stanchion.



## MAIN SPRING REPLACEMENT

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### STEP 14

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Put top cap on top of the main spring, push on it and turn clockwise to tighten it in the upper of the fork. Use the Sr Suntour FAA122 tool to tighten it completely.



### STEP 15

---

Follow instruction of the “lower legs service” parts of this document to finish.

# 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

### ⚠ 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

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

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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

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Now pull and remove the cartridge from the fork.



## STEP 7

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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

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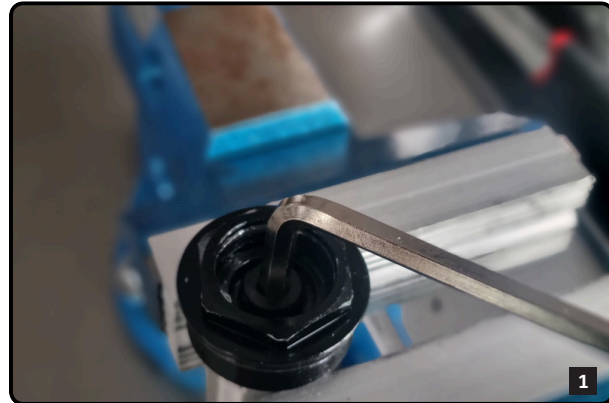
With a pick of flat screwdriver, remove lock link.



### STEP 9

---

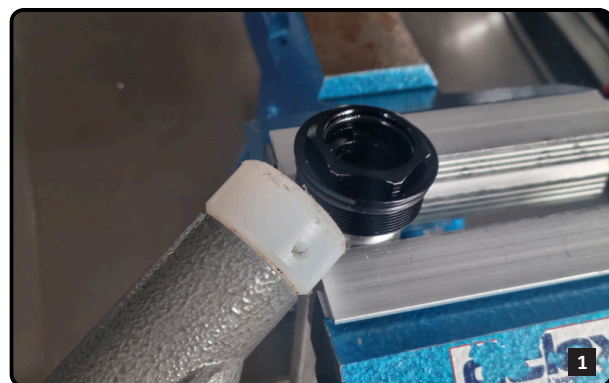
With a 5mm allen key, unscrew the top bolt in the top cap.



### STEP 10

---

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



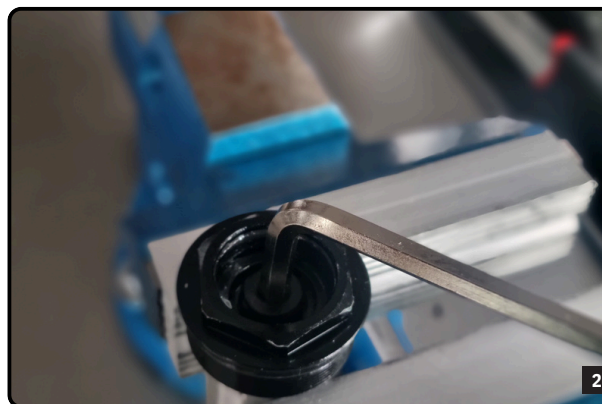
# CARTRIDGE REPLACEMENT 2CR

## 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



# CARTRIDGE REPLACEMENT 2CR

## 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 clipping 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.



## CARTRIDGE REPLACEMENT 2CR

### 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.



## 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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