ENGLISH

ZERON

ZERON36 / X

SR SUNTOUR

UPDATE 08-2025


ZERON


FIRM
MID
OPEN
ZERON

CONTENT

2K25HIGHLIGHTS/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.

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- SR SUNTOUR suspension fork is designed for use by a single rider.
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- 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.

ZERON36 / X
RIDE MORE, SPEND LESS

The ZERON36
Air EQ suspension fork offers a blend of light-weight performance and robust durability, all at a value price point making it the perfect upgrade for trail bikes. With reinforced stanchions the ZERON36X is the perfet match for E-MTBs. Our Air EQ system ensures precise and effortless tuning. 36 mm stanchions, an integrated fender, wider tire clearance and compatibility with the biggest brake rotors means your setup is ready for anything.

MODEL	ZERON36 BOOST/X
INTENDED USE	TRAIL, ALL MOUNTAIN
TRAVEL	120, 130, 140, 150, 160 mm
WHEEL SIZE	27.5", 29"
SPRING	AIR EQ
CARTRIDGE	3CR, 2CR, RC
BOTTOM CASE	MAGNESIUM
AXLE TYPE	15AH4-110, 15AH2-110, OPTION 15LH-110
FEATURES	LONG FENDER MOUNT, DETACHABLE INTEGRATED SHORT FENDER

27.5"
29"
36 mm
BOOST
EQ EQUALIZER

ZERON36X SPECIAL FEATURES

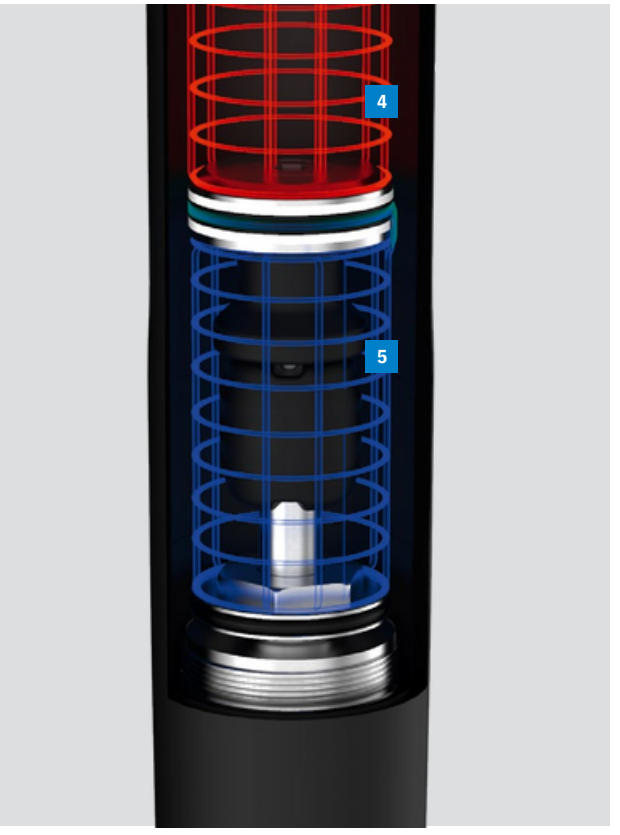
ABS MOUNT
E-BIKE READY
eXtra strong

EQ EQUALIZER SYSTEM

FOR PRECISE & EFFORTLESS AIR SPRING TUNING

EQ EQUALIZER SYSTEM

FOR PRECISE & EFFORTLESS AIR SPRING TUNING



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

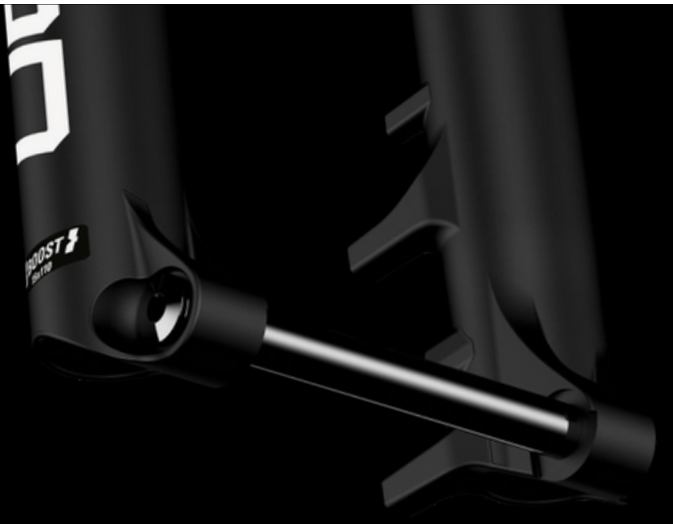
Greater, automatic spring adjustability based on the riding style and weight of the rider

- Improved fork sensitivity for those small but fast repetitive bumps
- Super consistent damping performance in tandem with the PCS system

KEY SPECIFICATIONS

- SUGGESTED CATEGORY: ALL MOUNTAIN, TRAIL
- TRAVEL: 120 mm, 130 mm, 140 mm, 150 mm, 160 mm
- STANCHION: Ø36MM, ALLOY, HARD ANODIZED FINISH
- SPRING: NEXT-LEVEL EQUALIZER® (EQ) AIR SPRING PERFORMANCE

- COMPRESSION ADJUST: 3CR/ 2CR/ RC
- OFFSET: 44mm
- BOTTOM CASE MATERIAL: MAGNESIUM
- LUBRICATION PORT
- CROWN/STEERER TUBE: C61 1.5” TAPER (OPTIONAL C74 1.8” TAPER) CTS (MY’26 C68 1.5” TAPER)



- MAX BRAKE ROTOR: 220mm, 180mm DIRECT MOUNT
- Ø15MM BOOST AXLE (LEVER OR TOOL TYPE)
- TIRE SIZE & CLEARANCE UP TO 29” X 2.6” (67mm WIDTH, ETRTO 65-622), 27.5” X 2.6” (67mm WIDTH, ETRTO 65-584)
- ABS MOUNT OPTION
- FENDER MOUNT: SHORT & LONG MOUNTING POINTS

THRU AXLE INSTALLATION

15AH2 15AH4 BOLTED THRU AXLE ASSEMBLY

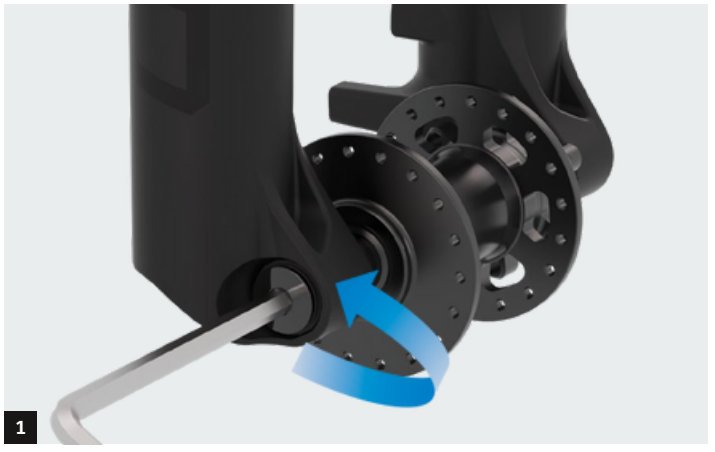
Note: Before installation, make sure to check the o-ring is correctly seated at the thread part.

1 Fully insert the axle on the drive-side.

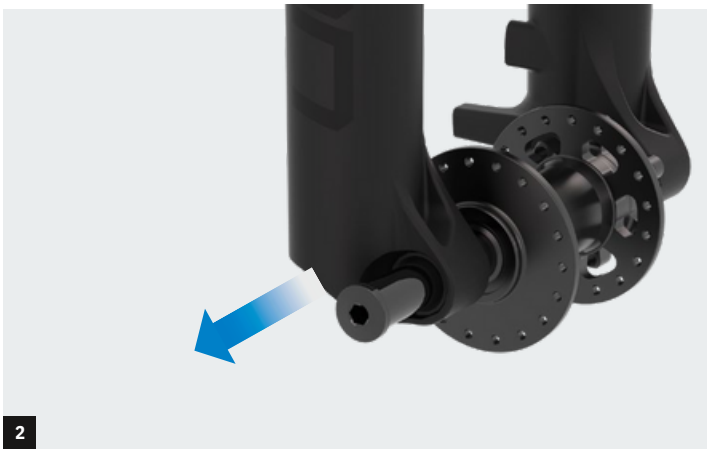
2 Tighten the axle with a 6mm Allen wrench by the suggested tightening torque of 8-10 Nm.

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

THRU AXLE REMOVAL



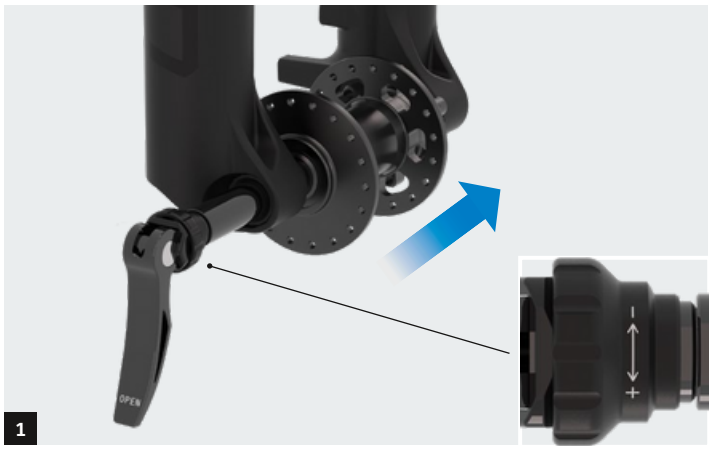
1 Loosen the axle on the drive side with a 6mm allen key.



2 Pull out the axle.

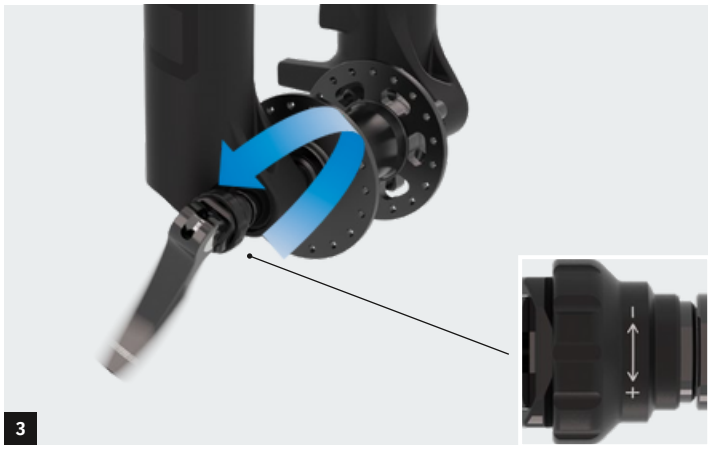
THRU AXLE INSTALLATION

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.

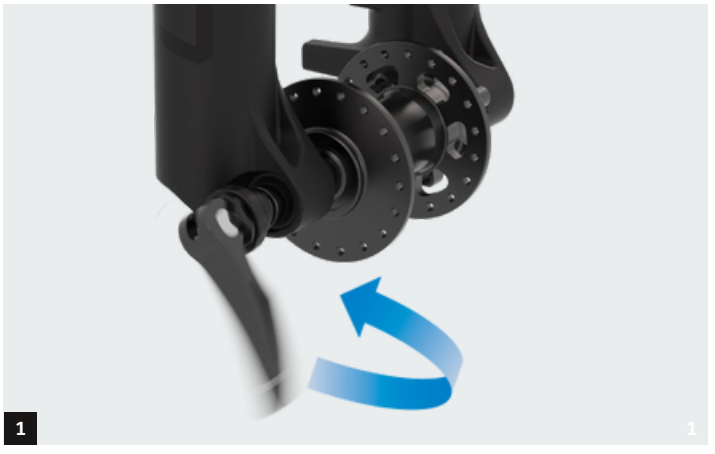
2 Turn the lever clockwise to tighten the axle until it stops. Do not turn with a torque greater than 10 Nm.



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: 08-12Nm.

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.

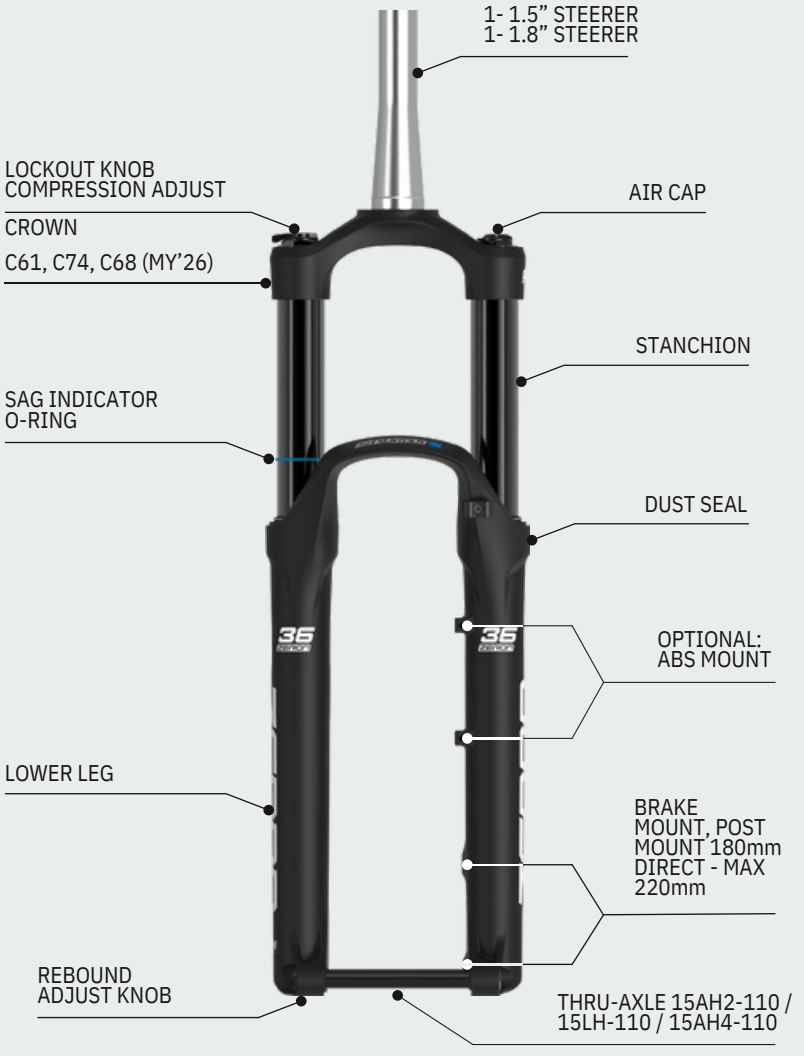
THRU AXLE REMOVAL



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 (upto300psi)
- 27mm socket (item code ZFC160-R)
- T ape measure or caliper (for setting the SAG)
- Protective gloves and eyewear

BEFORE ADJUSTING YOUR FORK

The following setting recommendations have to be considered as starting points. After a few rides and once you get used to your fork, you might need to adjust it again so you feel even more comfortable and secure. Adjustments also depend on your riding style and the type of bike you use.

SAG / AIR PRESSURE SETTING

SAG refers to how much the fork compresses under the rider's body weight while in a normal riding position with gear. It can be easily measured by checking the position of the blue SAG indicator O-ring on the fork stanchion.

After setting the fork to the recommended air pressure based on the rider's weight (see chart bellow), the O-ring will indicate how much the fork has compressed by showing it's position above the fork seal.

1. Turn the compression knob to put it in full open position.

2. Pump up to the suggested air pressure (refer to the chart below) 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.

3. Sit on the bike with equipment (such as backpack) and ask somebody to hold the bike, stand on the pedals, and compress the fork several times. Then sit on your bike in your normal riding position.

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

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

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

7. In case if the SAG setting is not properly done, air pressure must be adjusted.

• In order to increase the SAG, decrease the air pressure.

• In order to decrease the SAG, increase the air pressure.

Repeat the above procedure until you can find the correct SAG setting.

SAG / AIR PRESSURE SETTING

PER FORK STOCK TRAVEL	SAG MIN.-MAX. (mm)
120 mm	18-30 mm (15-30%)
130 mm	20-39 mm (15-30%)
140 mm	21-42 mm (15-30%)
150 mm	23-45 mm (15-30%)
160 mm	24-48 mm (15-30%)

RIDER WEIGHT (KG)	(lbs)	RECOMMENDED AIR PRESSURE
< 55 kg	< 121 lbs	50 - 70 psi
55 - 65 kg	121 - 143 lbs	70 - 80 psi
65 - 75 kg	143 - 165 lbs	80 - 90 psi
75 - 85 kg	165 - 187 lbs	90 - 100 psi
85 - 95 kg	187 - 209 lbs	100 - 125 psi
95 < kg	209 < lbs	125+ psi
PRESSURE (FACTORY SETTING)		125 psi
MAX. PRESSURE		145 psi

⚠ WARNING

Do **not exceed** max air pressure of 145Psi. Failure to comply with these instructions may cause serious damage to your product, injury or even death.

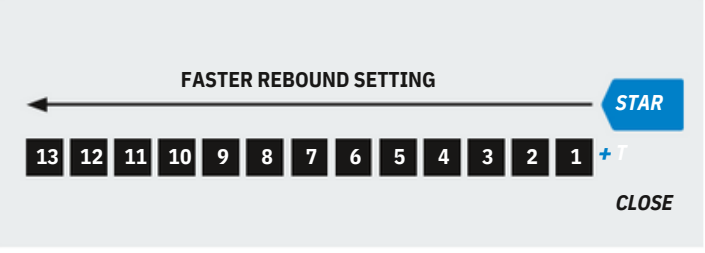
REBOUND SETTING

Adjusting the rebound knob allows you to control the fork speed during travel recovery phase (extension). Always start the rebound setting process by turning the red knob clock-wise (towards "+") all the way until it stops.

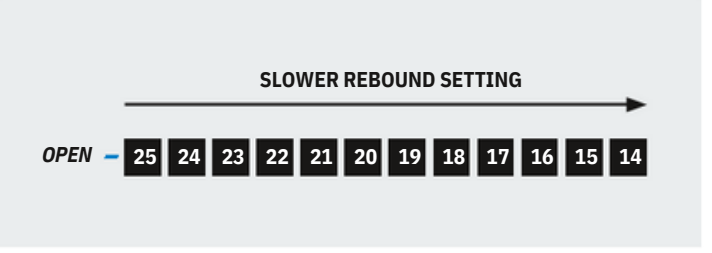
TO OPEN THE LOW-SPEED REBOUND

Turn the knob counter-clockwise toward the (-) to open the low-speed rebound. Each click allows the fork rebound faster per progression.

Note: Rebound tuning is relative to air pressure setting. Higher pressure should tune toward closed(+) setting. Lower pressure, in contrast, should set toward faster open setting (-).



For faster rebound, the counter clock-wise tuning should allow rider to stay leveled through fast and continuous bumps, causing compression to sink from mid to end of the stroke, thus increase chances of bottoming out and harsh impact and lost of traction.



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

AIR VOLUME SETTING

VOLUME SPACERS

are available to further tune the air pressure setting by condensing the available air in piston chambers. Therefore, Making the fork compression more progressive and bottom-out resistant.

1. Make sure your fork is clean and free of any dirt, grease, moisture.

2. Unscrew and remove the Air cap (**1**).

3. Release ALL air pressure from the fork.

4. Use a 27mm socket tool (item code ZFC160-R) to loosen the Air cap assembly (**2**).

5. Pull out the Air cap assembly and add or remove the desired quantity of spacers to use in your fork (please refer to the next page).

6. Be sure to apply grease onto the O-ring seal (**3**) to ensure a good sealing.

7. Re-insert the Air cap assembly (**2**) back into the stanchion and tighten the unit to appropriate torque (20Nm) per user manual.

8. Inflate the fork to the appropriate setting of choice with a shock pump.

⚠ WARNING

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

AIR VOLUME SETTING

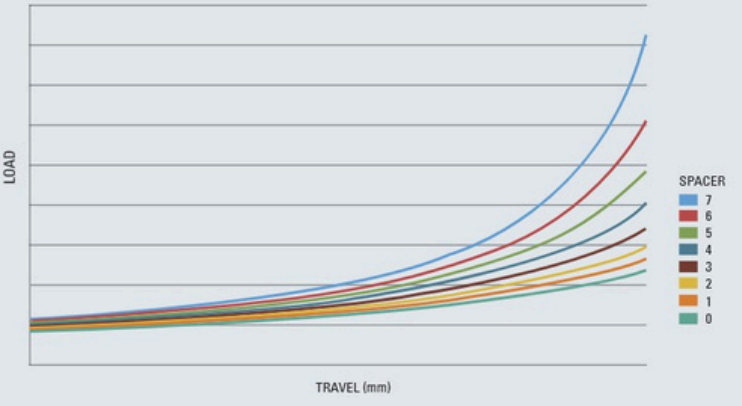
VOLUME SPACERS

Adjust your spring curve by using different amount of rubber volume spacers.
ZERON36 : FEG270-10
ZERON36X : FEG270
More spacers for more progression from mid-stroke to end of travel stroke. Less spacer for more comfort.

ZERON36 / 36X		
Volume spacers	**Factory setting**	**Max. possible spacers**
Travel 160	3	9
Travel 150	4	10
Travel 140	5	11
Travel 130	6	12
Travel 120	7	13

EXAMPLE FOR SPACER SETUP

EXAMPLE SPRING CHARACTERISITIC: DUROLUX EQ 29, 160mm travel



COMPRESSION ADJUSTMENT

RC

Toopen 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.

2CR

Compression open mode: Turn the right-side adjuster knob counter-clockwise towards the “OPEN” direction.

Result: The fork is set to provide a supple feel with the full travel capacity.

Compression medium mode: Turn the right-side adjuster knob clockwise toward the “Firm” direction.

Result: The fork is set to provide maximum support in the uphill and flat sections. Do not use this mode in the descents.

3CR

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 by one click: counter clockwise from the “FIRM” mode and clockwise from the “OPEN” mode.

Result: The fork is set to provide more support when pedaling, but still offering comfort for a better grip on the trails.

Compression firm mode: Turn the right-side adjuster knob clockwise towards 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.

QUICK SERVICE PORTS (QSP)

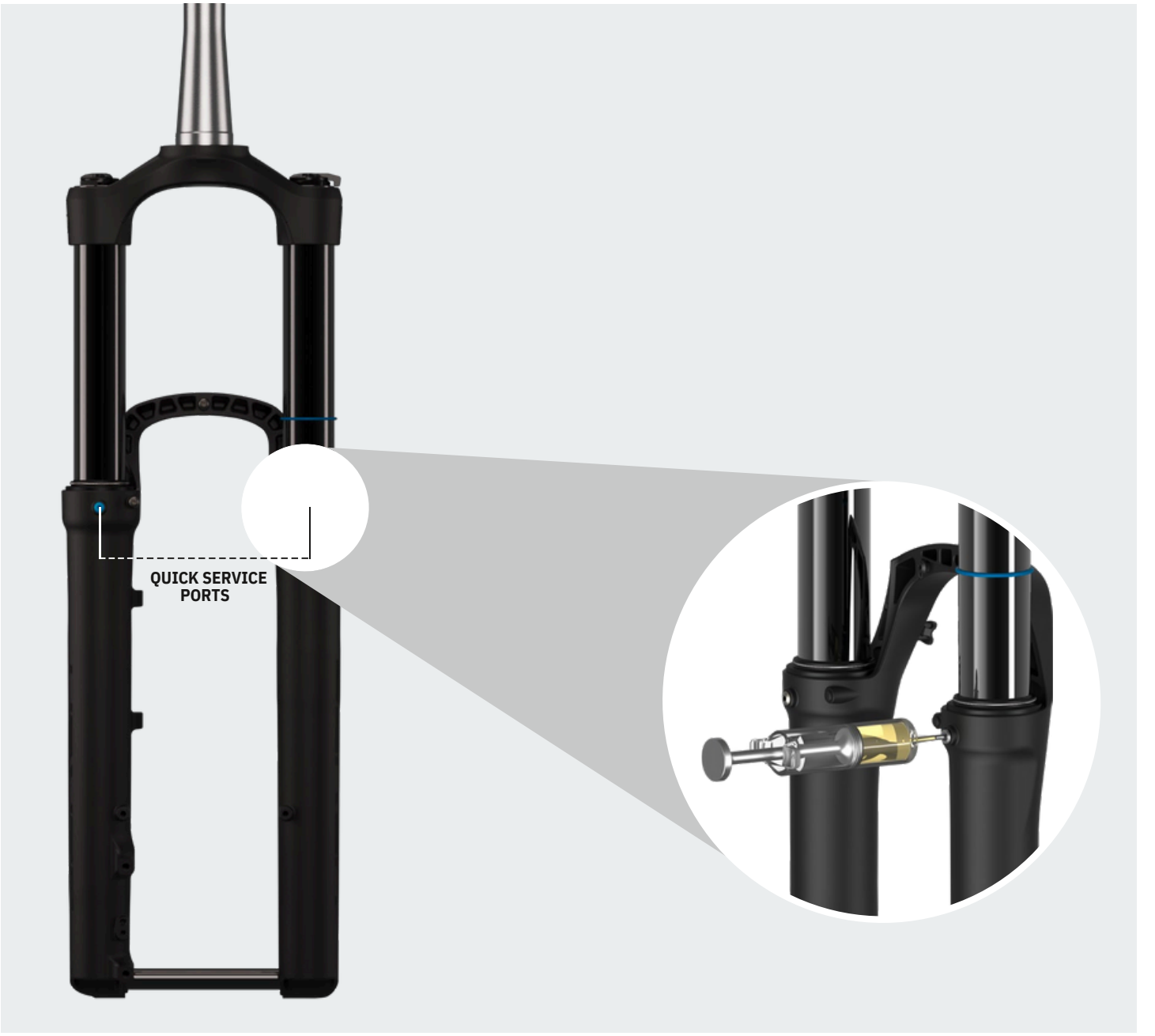
Quick service ports are provided for easy relubrication and air release. While the QSP doesn't replace regular service intervals as recommended in our manual they're useful for releasing trapped air pressure from the lower legs and for quickly lubricating the foam wipers between services.

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 M6 threaded syringe 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 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	•			
lnspect 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 produt working perfectly.

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- 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.

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LOWER LEGS SERVICE

REQUIRED TOOLS & SUPPLIES:

- Ratchet wrench
- 10mm socket
- 8mm allen key
- 3mm allen key
- Torque wrench (8-12N.m)
- Plastic mallet
- Rag or workshop towel
- Downhill tyre removal tool
- Dust seal installer 36mm (Sr Suntour fork Toolbox)
- SR SUNTOUR “Low friction” grease or suspension grease without lithium
- Brush
- 15WT synthetic suspension oil
- Plastic tube
- lower legs service kit : FKA122-04

⚠ WARNING

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

⚠ WARNING

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

LOWER LEGS SERVICE

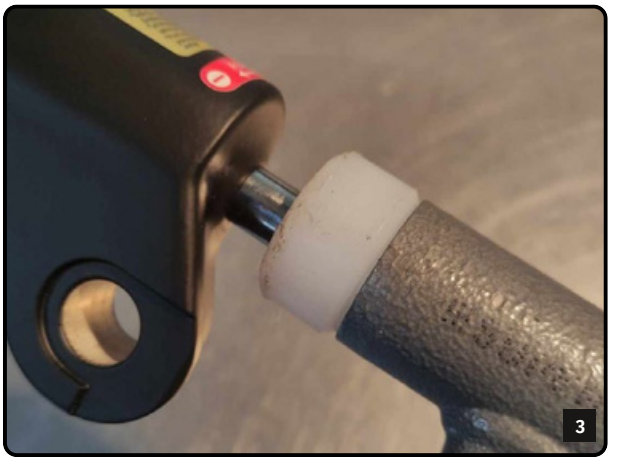
STEP 1

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.

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

On the air/spring side, use a 10mm socket, turning it counterclockwise 3-4 turns to loosen the bolt. Use a mallet to strike the socket on the bolt 2-3 times.

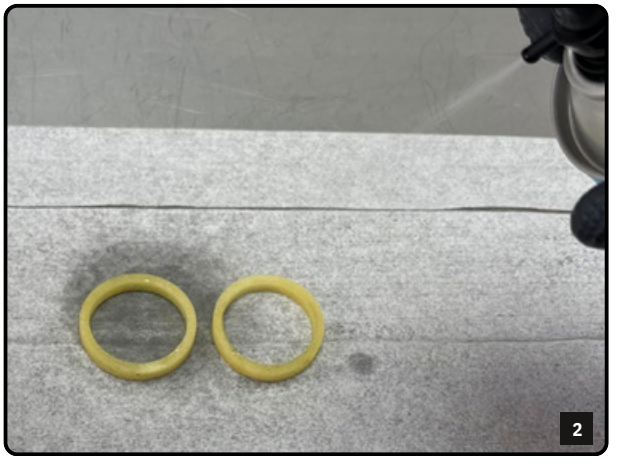
Remove the nut and set it aside. Pull off the lower legs to remove them, and set them aside. Check nut and washer for damage, if damaged replace.

STEP 4

A) FOAM RING MAINTENANCE AND DUST SEAL CLEANING

ZERON forks usefoam rings. Carefully remove them with a pick.

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



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

B) DUST SEAL MAINTENANCE

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.

Put back in place the foam rings under the dust seals.

STEP 5 – NEW DUST SEAL / FOAM RINGS

Hold the lower legs and remove the dust seals using a DH tire removal tool. If using a wrench, use caution not to damage the inside of the lowers.

Remove foam rings from both sides and discard them.

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

Take the new foam rings and soak them in 20wt oil for 5-10 minutes. Place the new dust seal onto the dedicated installation tool and press the seal by hand into the fork lowers.

LOWER LEGS SERVICE

Hold the lower legs with one hand and finish the installation by tapping the 36mm seal driver 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.

5

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

6

Install the new foam rings.

7

STEP 6

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

1

STEP 7

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

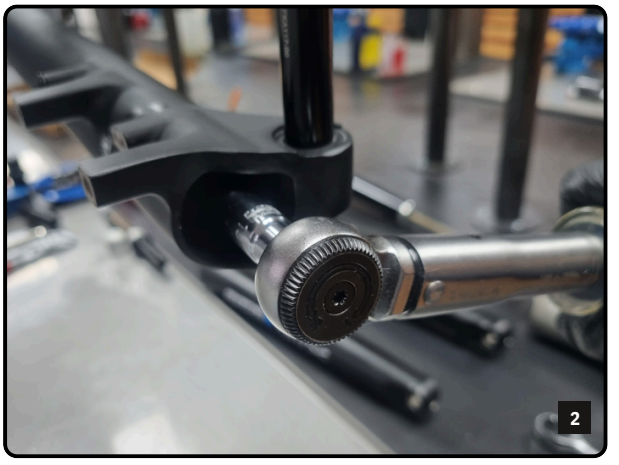
Thread the bolt in with an 8mm Allen key and torque it to **12Nm**.

Use a 3mm Allen key to set the rebound to fully-open (turning it counterclockwise) then close it by 1-2 turns (turning it clockwise). Remove the Allen key and reinstall the rebound adjuster knob by pressing it into the bolt. Now, re-adjust your rebound setting by hand.

STEP 8

On air side, install both the washer and the nut.

Use a torque wrench with 10mm socket and tighten to **8Nm**.



AIR CHAMBER SERVICE

REQUIRED TOOLS & SUPPLIES:

- Ratchet wrench
- 27mm socket (ZFC160-R)
- 10mm socket
- 8mm allen key
- 5mm allen key
- 3mm allen key
- Torque wrench (8-20N.m) with 28mm crowfoot wrench
- 10mm alloy shaft clamp
- Loctite 542 or equivalent
- Pliers (smooth jaw, flat surface) or wrench 28mm
- Plastic mallet
- 3mm Pin Punch
- O-ring removal tool
- Air chamber oil (15W50 synthetic oil)
- Rag or workshop towel
- SR SUNTOUR “Low friction” grease or suspension grease without lithium
- Brush
- High pressure pump (Shock pump)
- Air service kit : ZERON36 FKA121-34
  ZERON36X FKA121-44

⚠ 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.

STEP 1

Remove the air cap.

Depressurize the air chamber.

STEP 2

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

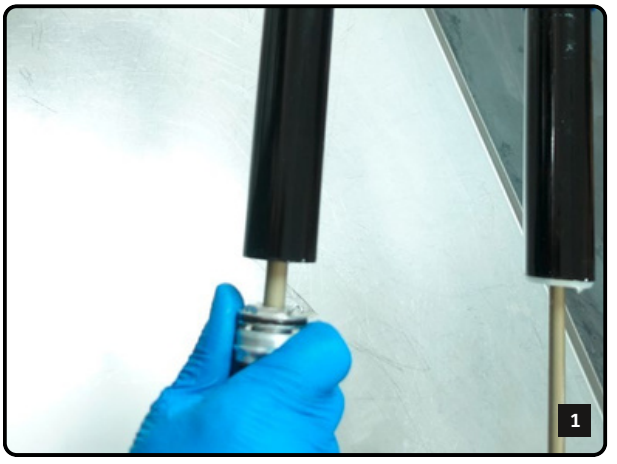
Carefully remove the air cap assembly from the stanchion and set it aside.

STEP 4

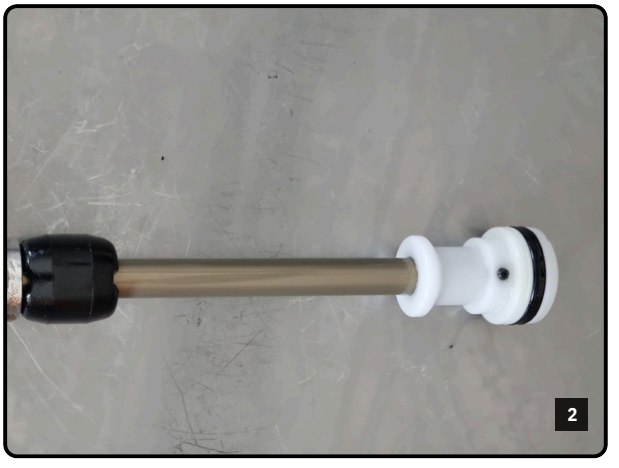
Use a 28mm wrench or a smooth-jaw pliers to unscrew the nose piece by turning it counterclockwise.

STEP 5

Move the nose piece partway down the shaft.

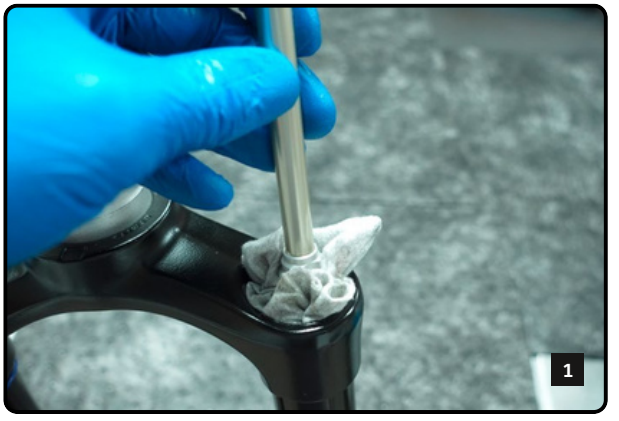


Pull the shaft and remove the air shaft assembly. Set it aside.



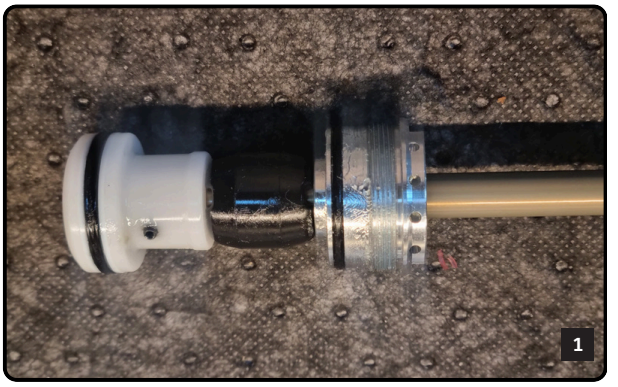
STEP 6

Spray isopropyl alcohol on a workshop towel. Use a shaft to push the towel through the stanchion. Inspect the inner surface of the stanchion and check for scratches.



STEP 7

Slide the bumper and nose piece down to expose the shaft.
Clean the shaft with isopropyl alcohol and a workshop towel.



Use 10mm alloy clamps to hold the shaft in a vise.

Use a 3mm pin punch and a plastic mallet to
remove pin from head piston.

STEP 8

Remove the shaft from the vice. Remove head piston, the rubber bumper and nose piece from the shaft and set them aside.

STEP 9

Use a pick to remove the x-ring.

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

Make sure the seal is seated correctly without any twists.

Remove the O-ring and set it aside.

Clean the seal seat.

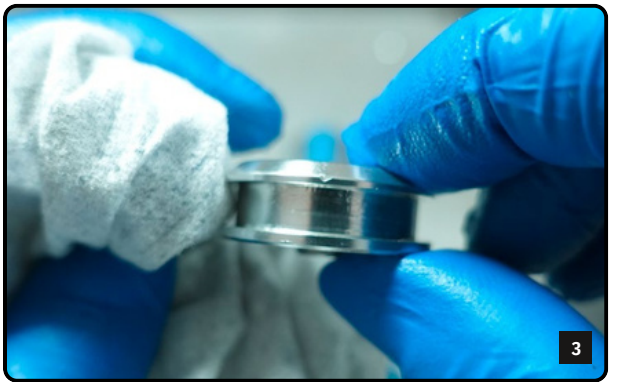
Install the new O-ring and grease it.

STEP 10

Hold the piston and remove the two backup rings.

Hold the piston and remove the x-ring seal.

Clean the piston.

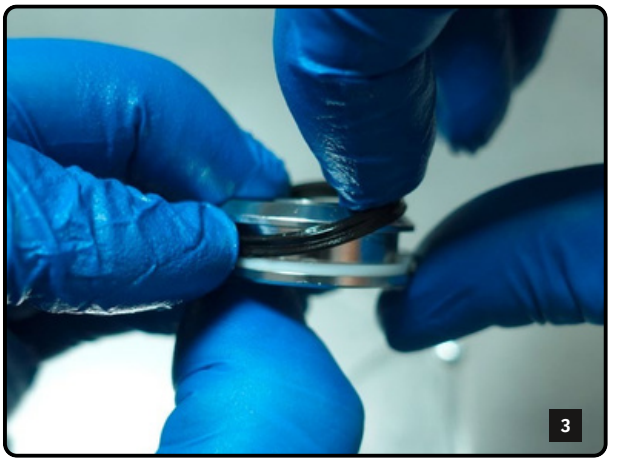


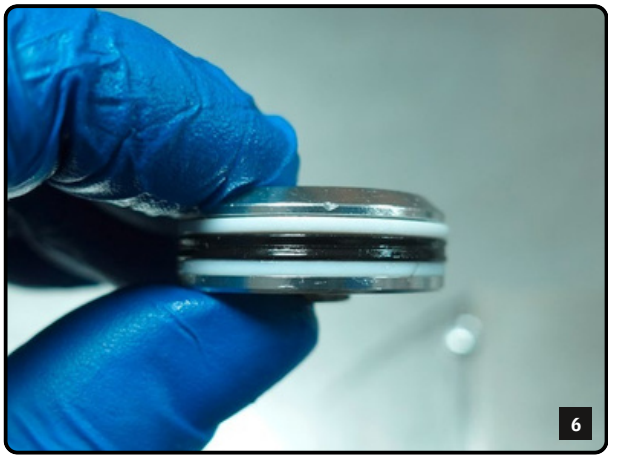
STEP 11

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.

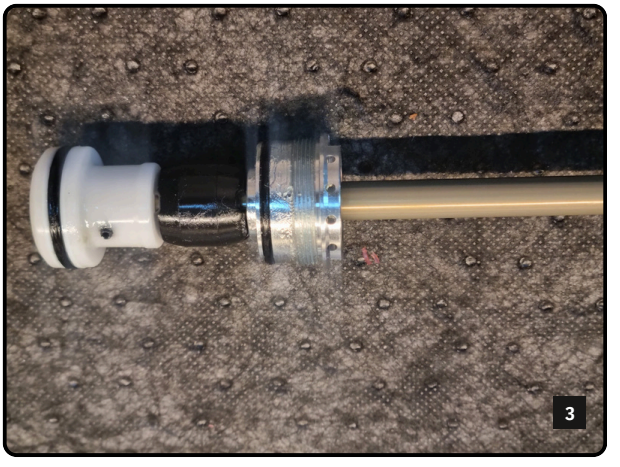
Install the new X-ring.





STEP 12

Apply SR SUNTOUR “Low Friction” grease on the inside of the rubber bumper and nosepiece. Install them on the shaft in the correct order.



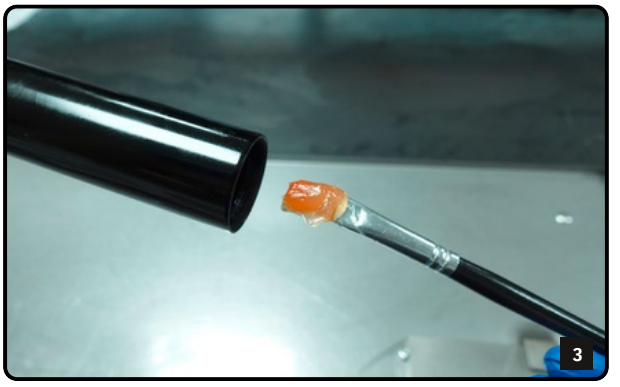
STEP 13

Use 10mm clamps to secure the shaft in the vise.

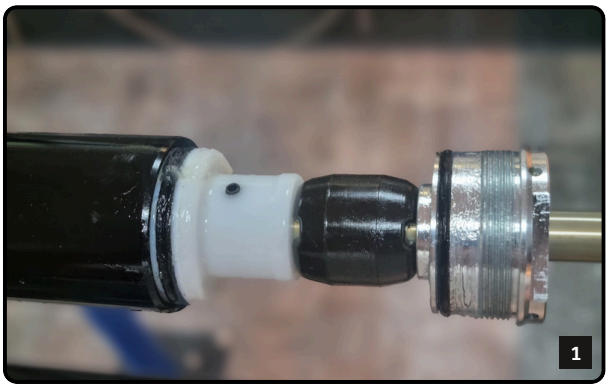
Use a 3mm pin punch and a plastic mallet to put back the pin in place. Be sure that pin and hole in shaft are align before using the plastic mallet. At the end , pin should be visible from each side.

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.



STEP 15



Insert the air shaft assembly into the stanchion. Start tightening it by hand and finish with a torque wrench set to **2.7 Nm**.

Note: Do not exceed 2.7Nm of torque, as this could damage the stanchion.

STEP 16

Inject 1-2cc of air chamber oil directly in the stanchion.
Apply grease to the air cap assembly o-ring.

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

1

Apply grease to the air cap assembly o-ring.


2

STEP 17

Install the air cap assembly in the left stanchion using the dedicated 27 mm socket and ratchet, and tighten to **15Nm**.


1

STEP 18

Pressurize the air spring to 70 psi.


1

STEP 19

Clean the stanchions. Prepare the lower leg assembly. For more details, please refer to the“LOWER LEG SERVICE.” parts of this document.

TRAVEL CONVERSION

REQUIRED TOOLS & SUPPLIES:

- 27mm socket(ZFC160-R)
- Ratchet wrench
- 10mm socket
- 5mm Allen key
- Torque wrench
- 10mm alloy shaft clamps
- Loctite 262 or equivalent
- 3mm Pin Punch
- Plier wrench (flat surface) or 28mm wrench
- Plastic mallet
- O-ring removal tool
- Air chamber oil or 15W50 synthetic oil
- SR SUNTOUR “Low-Friction” grease or suspension grease without lithium
- Brush
- Plastic Tube
- Rag or workshop towel

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⚠ WARNING

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GENERAL INFORMATION

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

STEP 1

Remove the air cap.

Depressurize the air chamber.

STEP 2

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

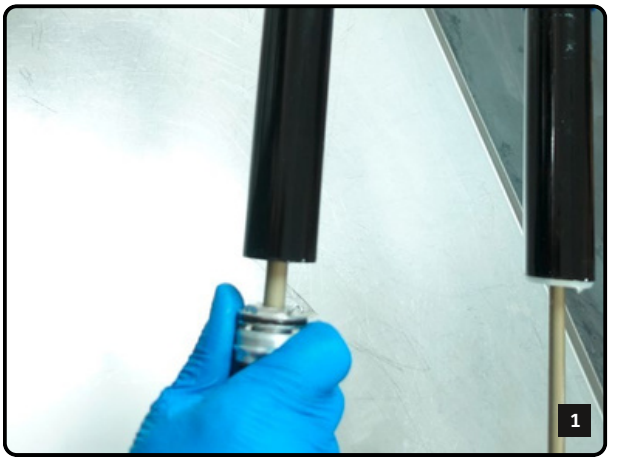
Carefully remove the air cap assembly from the stanchion and set it aside.

STEP 4

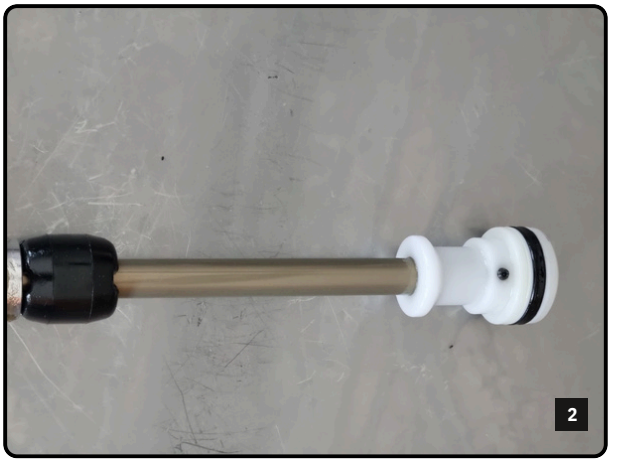
Use a 28mm wrench or a smooth-jaw pliers to unscrew the nose piece by turning it counterclockwise.

STEP 5

Move the nose piece partway down the shaft.

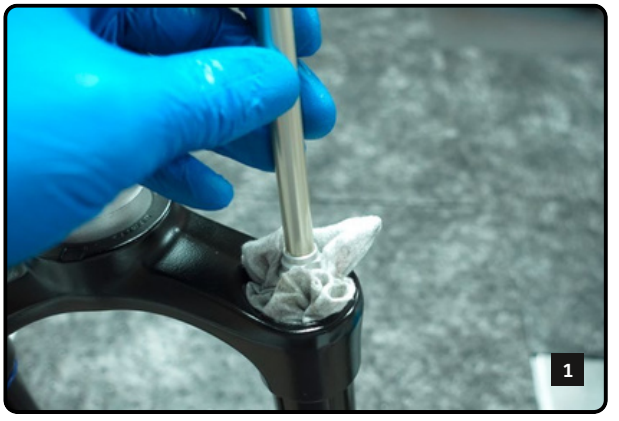


Pull the shaft and remove the air shaft assembly. Set it aside.



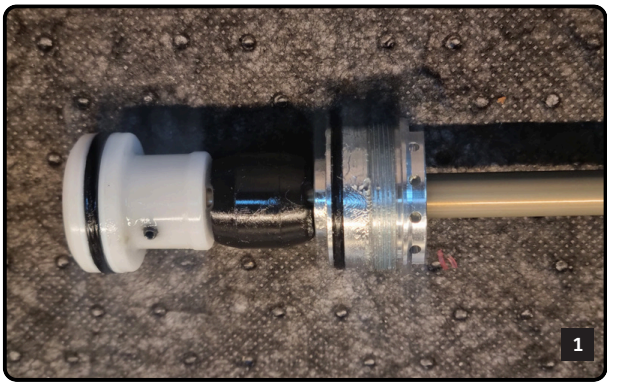
STEP 6

Spray isopropyl alcohol on a workshop towel. Use a shaft to push the towel through the stanchion. Inspect the inner surface of the stanchion and check for scratches.



STEP 7

Slide the bumper and nose piece down to expose the shaft.
Clean the shaft with isopropyl alcohol and a workshop towel.



Use 10mm alloy clamps to hold the shaft in a vise.

Use a 3mm pin punch and a plastic mallet to
remove pin from head piston.

Pin should be almost completly visible like the on
picture 4.

STEP 8

Remove the head piston from the shaft. Then, remove the shaft from the vise.

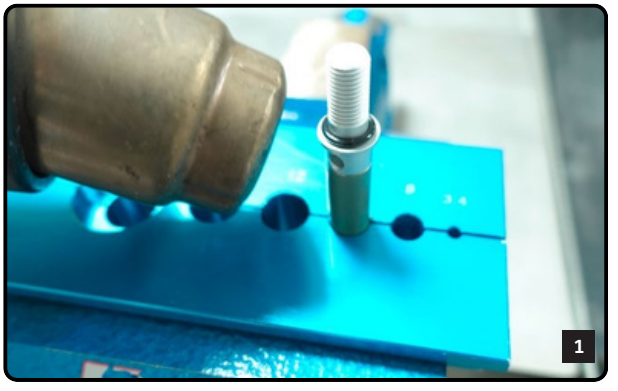
Remove the rubber bumper and nose piece from the shaft and set them aside.

STEP 9

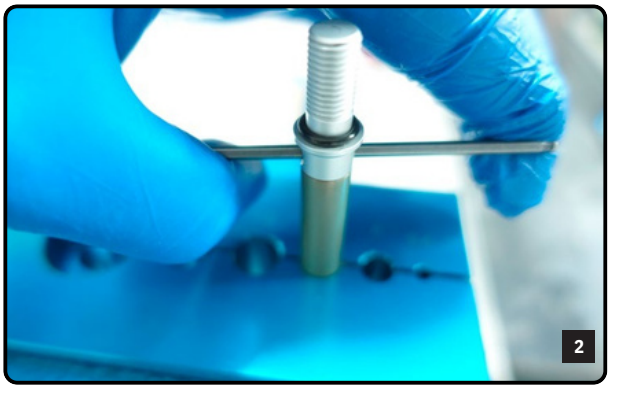
Flip the shaft and clamp it in the vice.

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

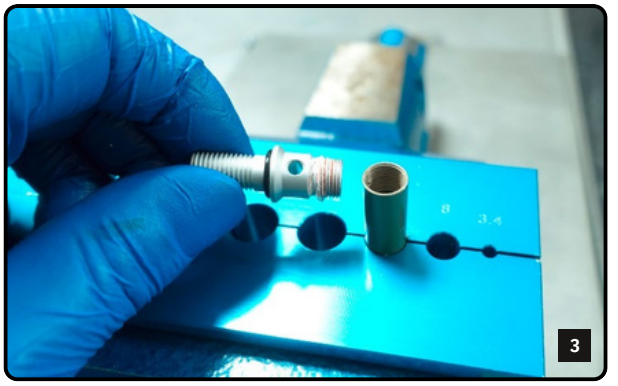
Apply heat the top part of the shaft for a few seconds. This will soften the thread locker and help with the removal of the bottom shaft thread.



Use a 2.5mm steel shaft or 2.5mm Allen key to loosen the threaded insert by turning it counterclockwise.



Remove threaded insert from shaft.

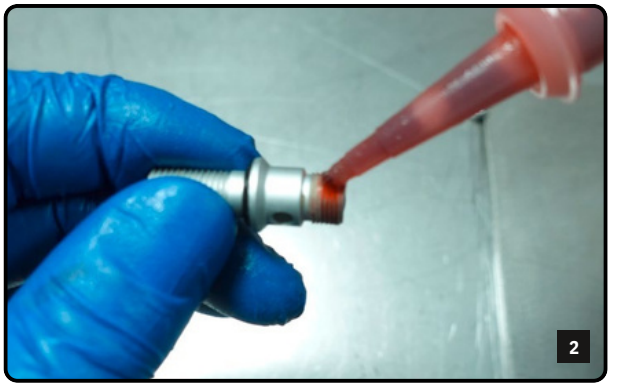


STEP 10

Remove air shaft and clamp the new air shaft and install it in the vice. Make sure to install the shaft in the correct way. Shaft have different lenght and will change fork travel.

Clean the insert threads.

Apply Loctite 262 or equivalent.

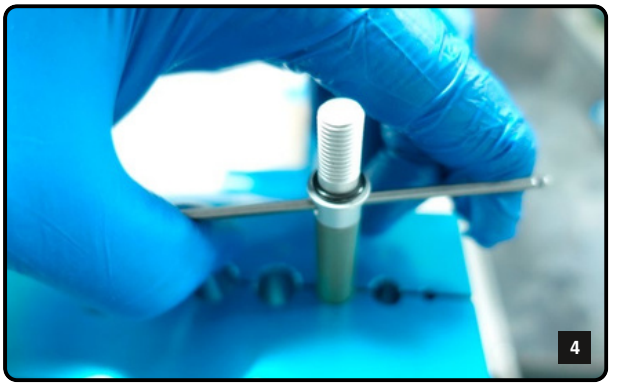


Insert and thread by hand the insert in the shaft.

Note: Leave a 20mm gap between the top part of the shaft and the clamps so the shaft threads are not under stress.

STEP 10

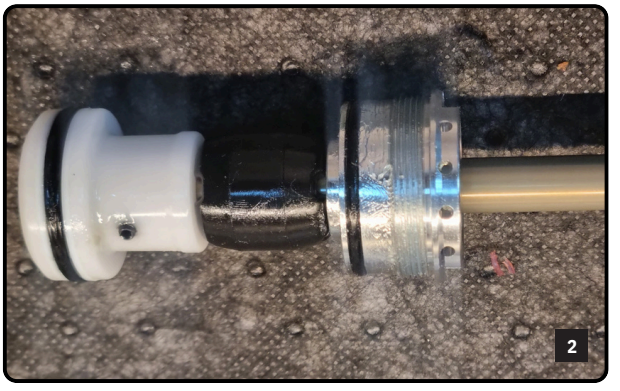
Use a 2.5mm steel shaft or 2.5mm Allen key and firmly tighten the insert by turning it clockwise.



STEP 11

Apply SR SUNTOUR “Low Friction” grease on the inside of the rubber bumper and nose piece.

Install rubber and nose piece on the shaft in the correct order.



STEP 12

Use 10mm clamps to secure the shaft in the vise.

Use a pin pusher and a plastic mallet to put back the pin in place. Be sure that pin and hole in shaft are align before using the plastic mallet. At the end , pin should be visible from each side.

STEP 13

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

STEP 13

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

STEP 14

Insert the air shaft assembly into the stanchion. Start tightening it by hand and finish with a 28mm torquewrench with crowfoot set to 2.7Nm.

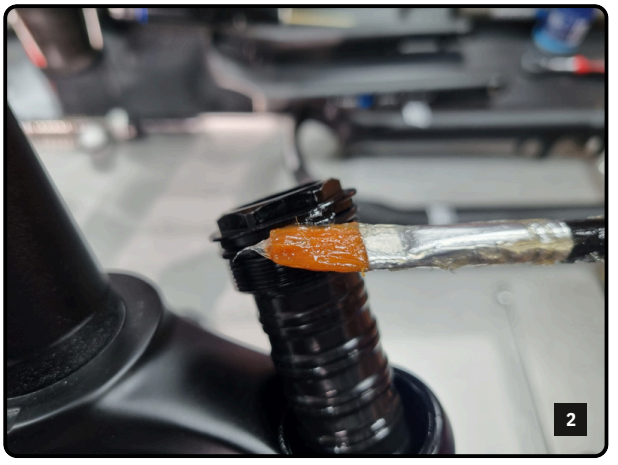
Insert the air shaft assembly into the stanchion. Start tightening it by hand and finish with a 28mm torquewrench with crowfoot set to 2.7Nm.

Finish tightening with a 28mm torquewrench with crowfoot set to 2.7Nm.

STEP 15

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

Apply grease to the air cap assembly o-ring.



STEP 16

Install the air cap assembly in the left stanchion using the dedicated 27 mm socket and ratchet, and tighten to 15Nm.

STEP 17

Pressurize the air spring to 70 psi.

STEP 18

Clean the stanchions. Prepare the lower leg assembly. For more details, please refer to the“LOWER LEG SERVICE.” parts of this document.

CARTRIDGE REPLACEMENT

REQUIRED TOOLS & SUPPLIES:

- 27mm socket(ZFC160-R)
- Ratchet wrench
- 10mm socket
- 5mm allen key
- 4mm allen key
- Torque wrench (8-20N.m)
- Plastic mallet
- Rag or workshop towel
- Pick or flatscrewdriver
- Plastic tyre lever
- Vice with soft jaw

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⚠ WARNING

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CARTRIDGE REPLACEMENT

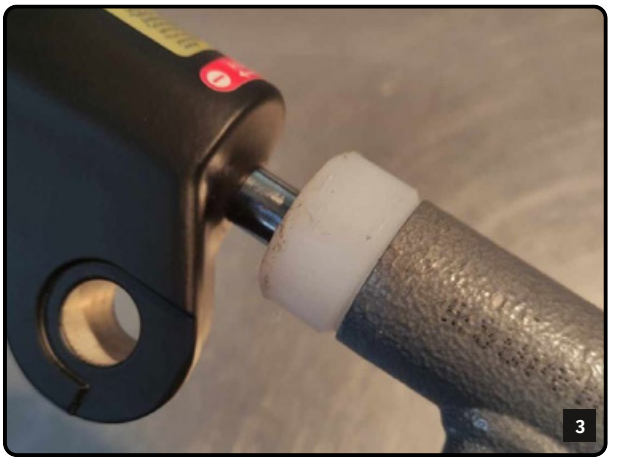
STEP 1

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.

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.



CARTRIDGE REPLACEMENT

STEP 4

Use your thumb or a plastic tyre lever, pull out compression knob

STEP 5

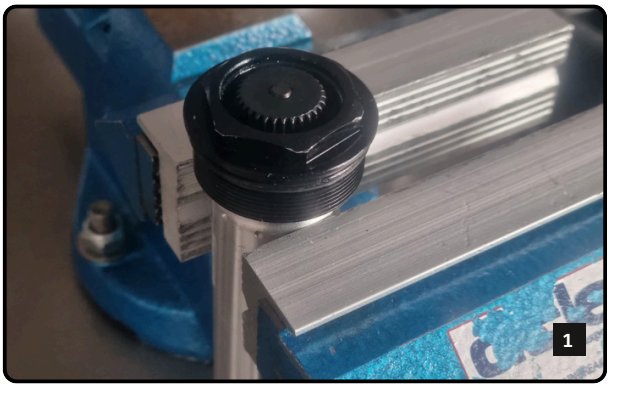
Use the wrench with 27 socket to untighten top end of the cartridge.

STEP 6

Now pull and remove the cartridge from the fork.

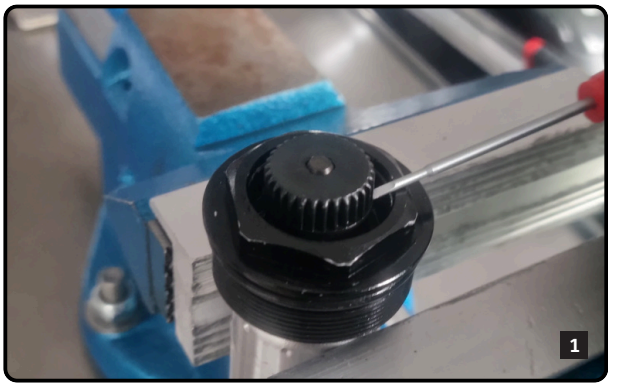
STEP 7

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



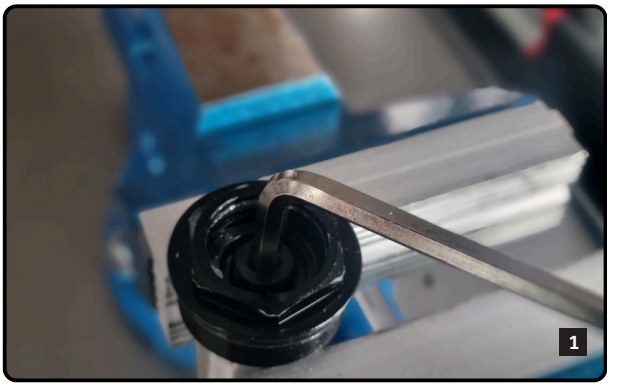
STEP 8

With a pick or a flat screwdriver, remove lock link.



STEP 9

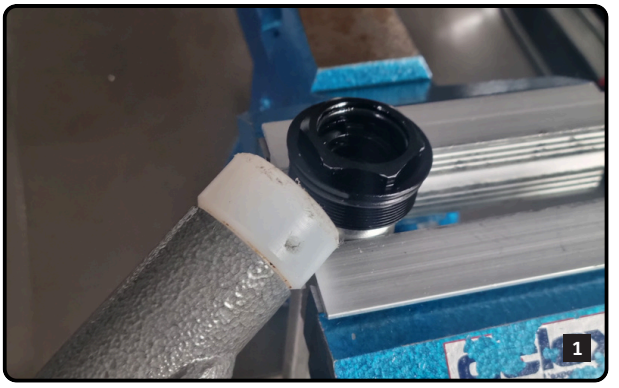
With a 5mm allen key, unscrew the top bolt in the top cap.

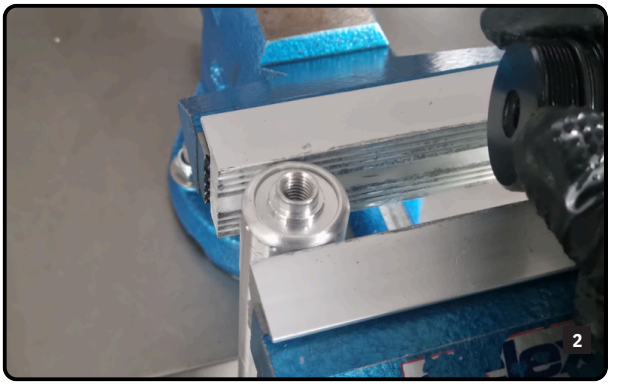


CARTRIDGE REPLACEMENT

STEP 10

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





STEP 11

Put the new cartridge in the vice, put back the top cap on tighten the 5mm allen key bolt at 8N.m.

CARTRIDGE REPLACEMENT

STEP 12

Put back the cartridge in place in the fork.

STEP 14

Use dedicated 27mm socket with ratchet and tighten at 15 N.m.

Put back the lever by cliping it in close position. Then, turn it into open position.

STEP 15

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

STEP 15

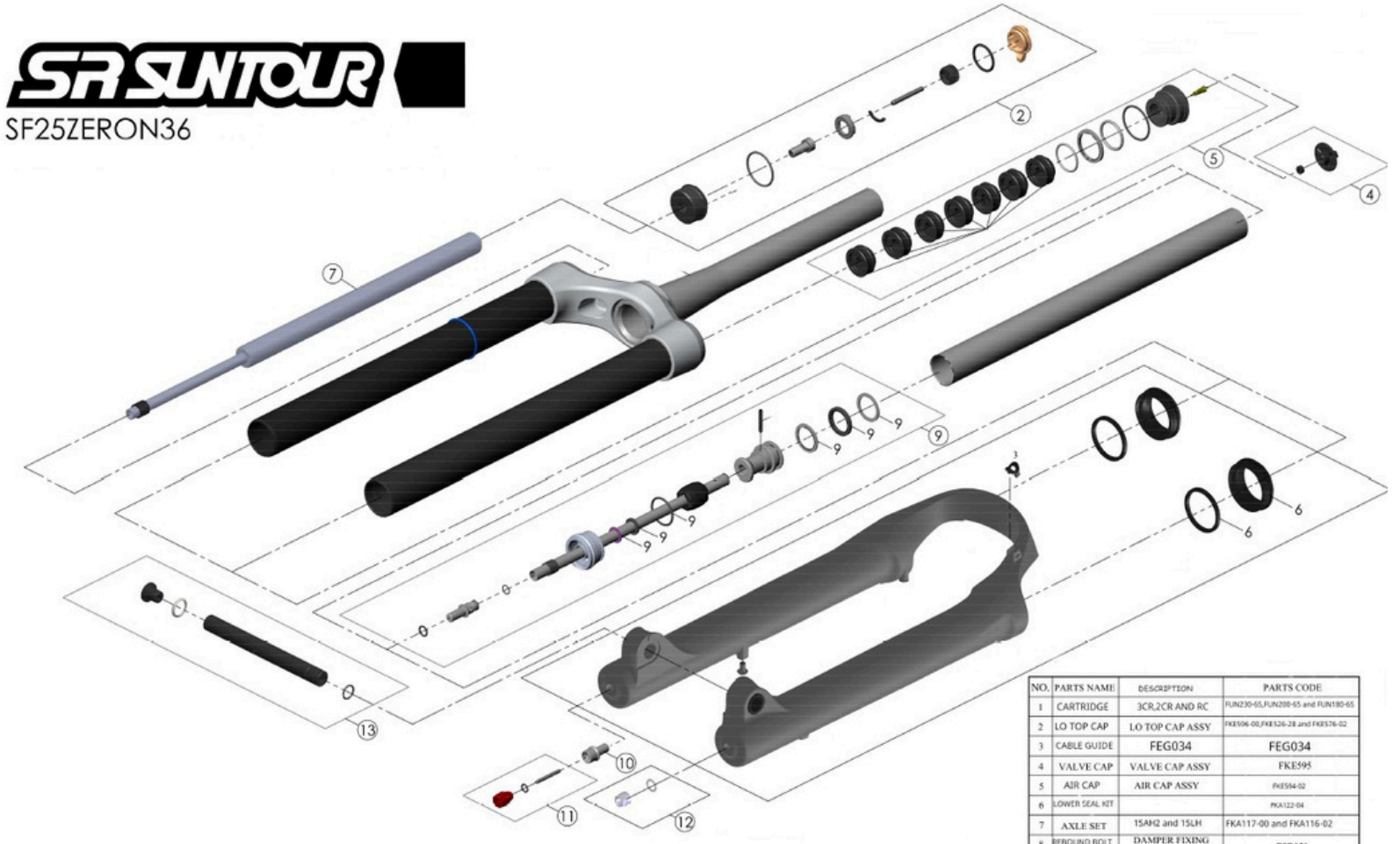
Thread the bolt in with an 8mm Allen key and torque it to **12Nm**.

Use a 3mm Allen key to set the rebound to fully-open (turning it counterclockwise) then close it by 1-2 turns (turning it clockwise). Remove the Allen key and reinstall the rebound adjuster knob by pressing it into the bolt. Now, re-adjust your rebound setting by hand.

EXPLODED VIEW PARTS

SF25ZERON36

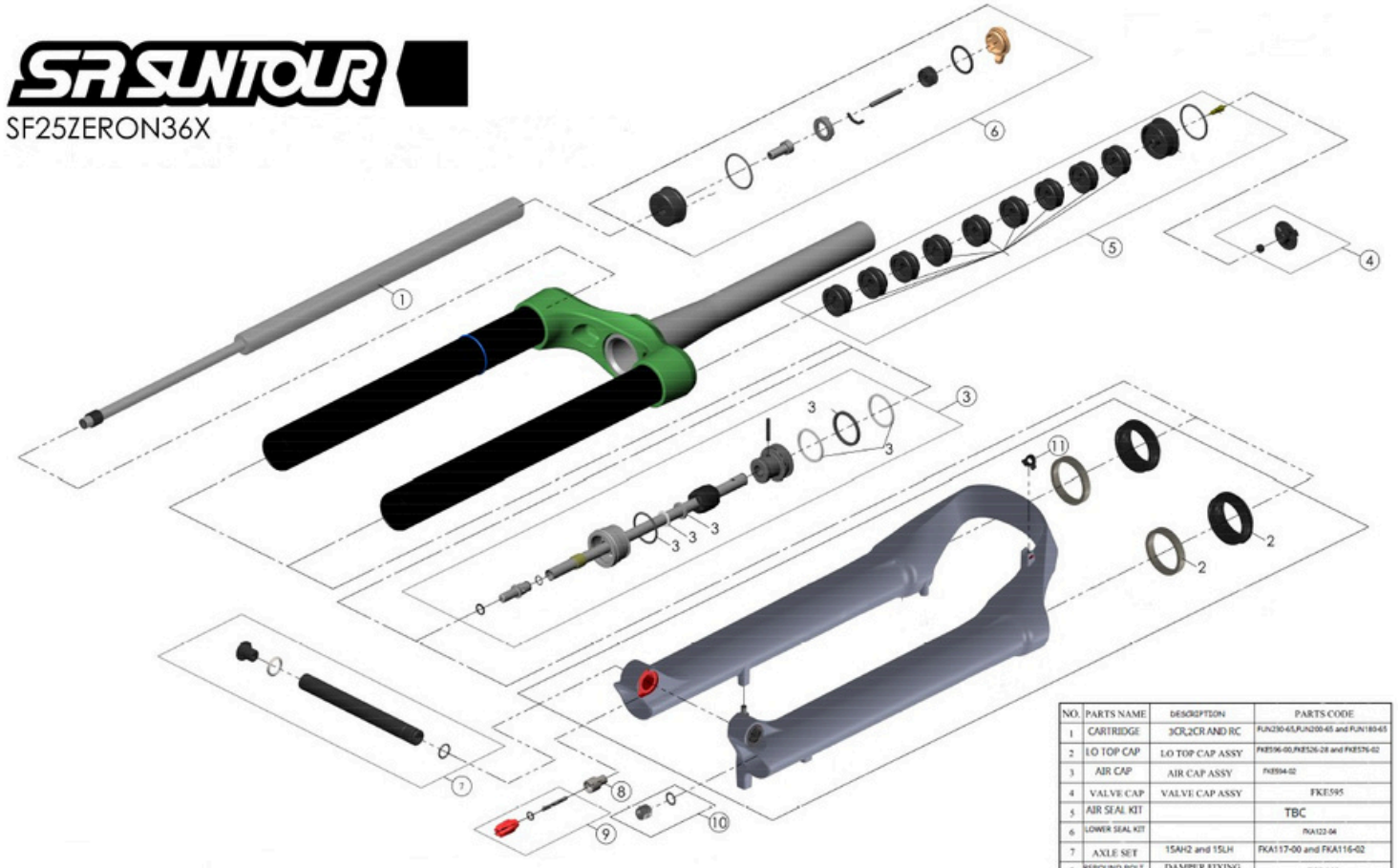
SF25ZERON36



NO.	PARTS NAME	DESCRIPTION	PARTS CODE
1	CARTRIDGE	3CR,2CR AND RC	FUN230-65,FUN200-65 and FUN180-65
2	LO TOP CAP	LO TOP CAP ASSY	FKE506-00,FKE526-28 and FKE576-02
3	CABLE GUIDE	FEG034	FEG034
4	VALVE CAP	VALVE CAP ASSY	FKE595
5	AIR CAP	AIR CAP ASSY	FKE594-02
6	LOWER SEAL KIT		FKA122-04
7	AXLE SET	15AH2 and 15LH	FKA117-00 and FKA116-02
8	REBOUND BOLT	DAMPER FIXING BOLT	FSB058
9	AIR SEAL KIT	AIR SEAL KIT	FKA121-34
10	REBOUND BOLT	DAMPER FIXING BOLT	FSB058
11	REBOUND KNOB	DAMPER KNOB ASSY	FKA004-22
12	FIXING NUT	FIXING NUT SET	FKA063-03

EXPLODED VIEW PARTS

SF25ZERON36X



NO.	PARTS NAME	DESCRIPTION	PARTS CODE
1	CARTRIDGE	3CR,2CR AND RC	FUN230-65,FUN200-65 and FUN180-65
2	LO TOP CAP	LO TOP CAP ASSY	FKE596-00,FKE526-28 and FKE576-02
3	AIR CAP	AIR CAP ASSY	FKE594-02
4	VALVE CAP	VALVE CAP ASSY	FKE595
5	AIR SEAL KIT		TBC
6	LOWER SEAL KIT		FKA122-04
7	AXLE SET	15AH2 and 15LH	FKA117-00 and FKA116-02
8	REBOUND BOLT	DAMPER FIXING BOLT	FSB058
9	REBOUND KNOB	DAMPER KNOB ASSY	FKA004-22
10	FIXING NUT	FIXING NUT SET	FKA063-03

ZERON36

		MAIN SPECIFICATION					UPPER									LOWER				
MODEL YEAR	MODEL NAME	Wheel / Max. suggested tire size	Tire H x W (mm)	Travel (mm)	Damper	Spring	Offset (mm)	Crown size	Mat.	Pitch	DIA	(mm)	Mat.	Finish	Size Material	Option-1	O.L.D.	Axle	Bottom case material	Brake mount	Short Fender
SF25	~~ZERON36-Boost~~ **EQ 3CR DS 15AH2-110 29"** **ZERON36-Boost**	29"x2.6"	756x67	120/130 140/150 160	3CR	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized,tapered Black		1.5"to1-1/8" (CTS),tapered Alloy	1.8"to1-1/8" (CTS),ø15-110 Alloy		15AH2-110	Mg	Post 180 Direct, Max. 203mm	Short Included / Long compatible
SF25	**EQ 2CR DS 15AH2-110 29"** **ZERON36-Boost**	29"x2.6"	756x67	120/130 140/150 160	2CR	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized,tapered Black		1.5"to1-1/8" (CTS),tapered Alloy	1.8"to1-1/8" (CTS),ø15-110 Alloy		15LH-110	Mg	Post 180 Direct, Max. 203mm	Short Included / Long compatible
SF25	**EQ RC DS 15AH2-110 29"** **ZERON36-Boost**	29"x2.6"	756x67	120/130 140/150 160	RC	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized,tapered Black		1.5"to1-1/8" (CTS),tapered Alloy	1.8"to1-1/8" (CTS),ø15-110 Alloy		15AH2-110	Mg	Post 180 Direct, Max. 203mm	Short Included / Long compatible
SF25	**EQ 3CR DS 15AH2-110 27.5"** **ZERON36-Boost**	29"x2.6"	723x67	120/130 140/150 160	3CR	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized,tapered Black		1.5"to1-1/8" (CTS),tapered Alloy	1.8"to1-1/8" (CTS),ø15-110 Alloy		15LH-110	Mg	Post 180 Direct, Max. 203mm	Short Included / Long compatible
SF25	**EQ 2CR DS 15AH2-110 27.5"** **ZERON36-Boost**	29"x2.6"	723x67	120/130 140/150 160	2CR	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized,tapered Black		1.5"to1-1/8" (CTS),tapered Alloy	1.8"to1-1/8" (CTS),ø15-110 Alloy		15AH2-110	Mg	Post 180 Direct, Max. 203mm	Short Included / Long compatible
SF25	**EQ RC DS 15AH2-110 27.5"**	29"x2.6"	723x67	120/130 140/150 160	RC	AIR (EQ)	44	C61	AI	145	36	AI	Hard anodized, tapered (CTS) Black		1.5"to1-1/8" (CTS), tapered Alloy	1.8"to1-1/8" (CTS), ø15-110 Alloy		15LH-110	Mg	Post 180 Direct, Max. 203mm	Short Included / Long compatible

ZERON36 X

		MAIN SPECIFICATION					UPPER									LOWER						
MODEL YEAR	MODEL NAME	Wheel / Max. suggested tire size	Tire H x W (mm)	Travel (mm)	Damper	Spring	Offset (mm)	Crown size	Mat.	Pitch	DIA	(mm)	Mat.	Finish	Size Material	Option-1	O.L.D.	Axle	Bottom case material	Brake mount	Short Fender	ABS Sensor Mount	ABS Mount
SF25	~~ZERON36X-~~ **Boost EQ ABS 3CR DS 15AH2-110 29"**	29"x2.6"	756x67	120/130/140/150/160	3CR	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized, tapered Black		1.5"to1-1/8" (CTS), Alloy	1.8"to1-1/8" tapered (CTS), ø15-110 Alloy		15AH2-110 Mg 15LH-110		Post 180 Short Direct, Max. 203mm	Long Included / compatible	Yes	Yes
SF25	~~ZERON36X-~~ **Boost EQ 3CR DS 15AH2-110 29"**	29"x2.6"	756x67	120/130/140/150/160	/3CR	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized, tapered Black		1.5"to1-1/8" (CTS) , Alloy	1.8"to1-1/8" tapered (CTS), ø15-110 Alloy		15AH2-110 Mg 15LH-110		Post180 Short Direct, Max. 203mm	Long Included / compatible	Yes	-
SF25	~~ZERON36X-~~ **Boost EQ 2CR DS 15AH2-110 29"**	29"x2.6"	756x67	120/130/140/150/160	/2CR	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized, tapered Black		1.5"to1-1/8" (CTS), Alloy	1.8"to1-1/8" tapered (CTS), ø15-110 Alloy		15AH2-110 Mg 15LH-110		Post 180 Short Direct, Max. 203mm	Long Included / compatible	Yes	Yes
SF25	~~ZERON36X-~~ **Boost EQ ABS 2CR DS 15AH2-110 29"**	29"x2.6"	756x67	120/130/140/150/160	/2CR	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized, tapered Black		1.5"to1-1/8" (CTS) , Alloy	1.8"to1-1/8" tapered (CTS), ø15-110 Alloy		15AH2-110 Mg 15LH-110		Post180 Short Direct, Max. 203mm	Long Included / compatible	Yes	-
SF25	~~ZERON36X-~~ **Boost EQ RC DS 15AH2-110 29"**	29"x2.6"	756x67	120/130/140/150/160	RC	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized, tapered Black		1.5"to1-1/8" (CTS), Alloy	1.8"to1-1/8" tapered (CTS), ø15-110 Alloy		15AH2-110 Mg 15LH-110		Post 180 Short Direct, Max. 203mm	Long Included / compatible	Yes	Yes
SF25	~~ZERON36X-~~ **EQ 2CR DS 15AH2-110 29"**	29"x2.6"	756x67	120/130/140/150/160	/RC	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized, tapered Black		1.5"to1-1/8" (CTS) , Alloy	1.8"to1-1/8" tapered (CTS), ø15-110 Alloy		15AH2-110 Mg 15LH-110		Post180 Short Direct, Max. 203mm	Long Included / compatible	Yes	-
SF25	~~ZERON36X-~~ **Boost EQ ABS RC DS 15AH2-110 29"**	27.5"x2.6"	756x67	120/130/140/150/160	3CR	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized,tapered Black		1.5"to1-1/8" (CTS), Alloy	1.8"to1-1/8" tapered(CTS),ø15-110 Alloy		15AH2-110 Mg 15LH-110		Post180 Short Direct, Max. 203mm	Included/ compatible	Yes	Yes
SF25	~~ZERON36X-~~ **Boost EQ 3CR DS 15AH2-110 29"**	27.5"x2.6"	756x67	120/130/140/150/160	3CR	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized,tapered Black		1.5"to1-1/8" (CTS),Alloy	1.8"to1-1/8" tapered(CTS),ø15-110 Alloy		15AH2-110 Mg 15LH-110	Mg	Post180 Short Direct, Max. 203mm	Included/ compatible	Yes	-
SF25	~~ZERON36X-~~ **Boost EQ RC DS 15AH2-110 29"**	27.5"x2.6"	756x67	120/130/140/150/160	2CR	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized, tapered Black		1.5"to1-1/8" (CTS), Alloy	1.8"to1-1/8" tapered (CTS), ø15-110 Alloy		15AH2-110 15LH-110	Mg	Post180 Short Direct, Max. 203mm	Long Included / compatible	Yes	Yes
SF25	~~ZERON36X-~~ **Boost**	27.5"x2.6"	756x67	120/130/140/150/160	2CR	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized, tapered Black		1.5"to1-1/8" (CTS) , Alloy	1.8"to1-1/8" tapered (CTS), ø15-110 Alloy		15AH2-110 Mg 15LH-110	Mg	Post180 Short Direct, Max. 203mm	Long Included / compatible	Yes	-
SF25	**EQ ABS 3CR DS 15AH2-110 27.5"**	27.5"x2.6"	756x67	120/130/140/150/160	RC	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized, tapered Black		1.5"to1-1/8" (CTS) , Alloy	1.8"to1-1/8" tapered (CTS), ø15-110 Alloy		15AH2-110 15LH-110	Mg	Post180 Short Direct, Max. 203mm	Included/ compatible	Yes	Yes
SF25	~~ZERON36X-~~ **Boost**	27.5"x2.6"	756x67	120/130/140/150/160	RC	AIR (EQ)	44	C61 C74	AI	145	36	AI	Hard anodized, tapered Black		1.5"to1-1/8" (CTS),Alloy	1.8"to1-1/8" tapered (CTS), ø15-110 Alloy		15AH2-110 15LH-110	Mg	Post180 Short Direct, Max. 203mm	Long Included / compatible	Yes	-

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