REAR SHOCK
OWNER'S MANUAL

⚠ WARNING !

This instruction sheet contains important information about the correct installation, service and maintenance of your rear shock. Nevertheless please be informed that special knowledge and tools are essential to install, service and maintain SR SUNTOUR shocks. Common mechanical knowledge may not be sufficient to repair, service or maintain a rear shock. Therefore we strongly recommend getting your rear shock installed, serviced and/or maintained by a trained and qualified bike mechanic. Improper installation, service or maintenance can result in failure of the product, accident, injury or even death.

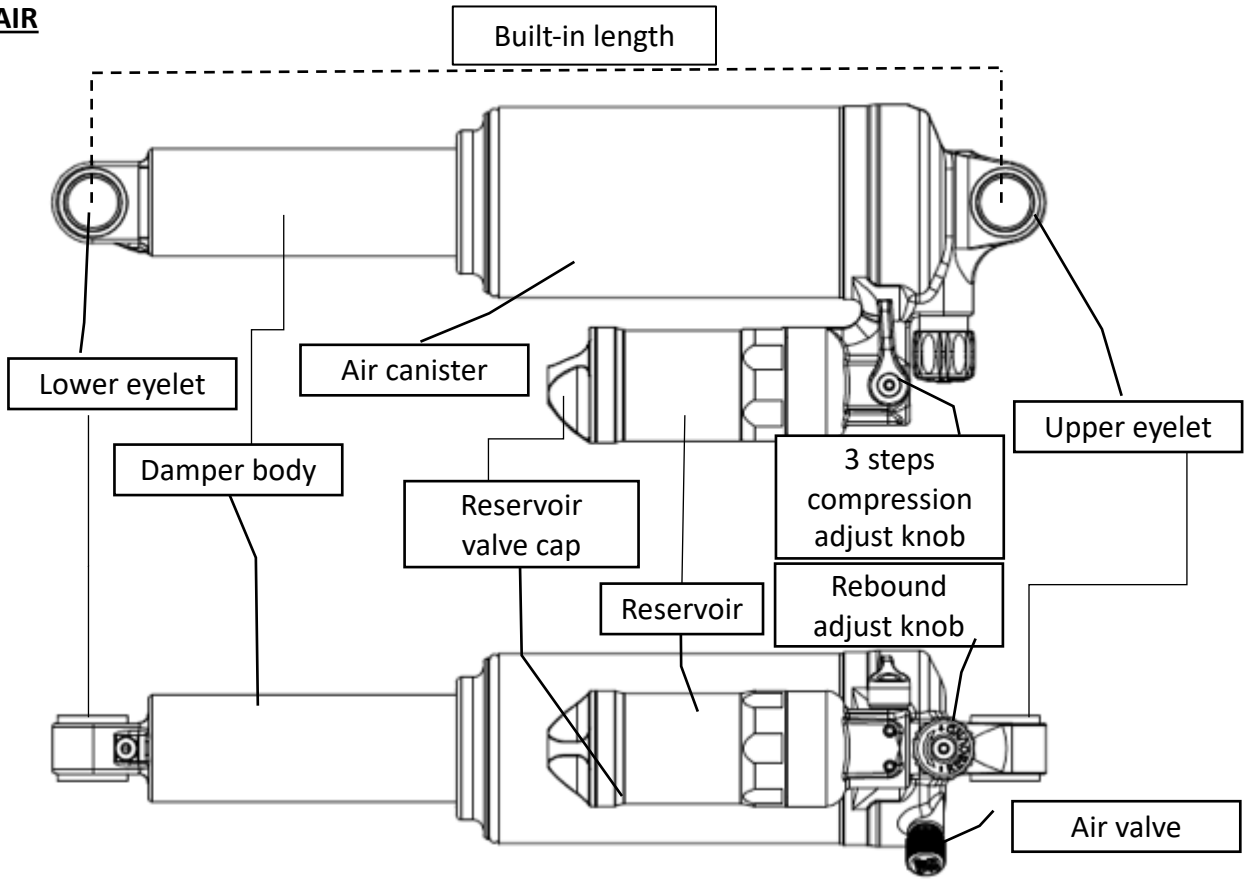
We have language options for CN, DE, EN, ES, FR, IT, JA & NL on our website. Please navigate to:

www.srsuntour-cycling.com > Service > Download area > Consumer Downloads > Bike > Owners manuals > General Rear Shock Manual

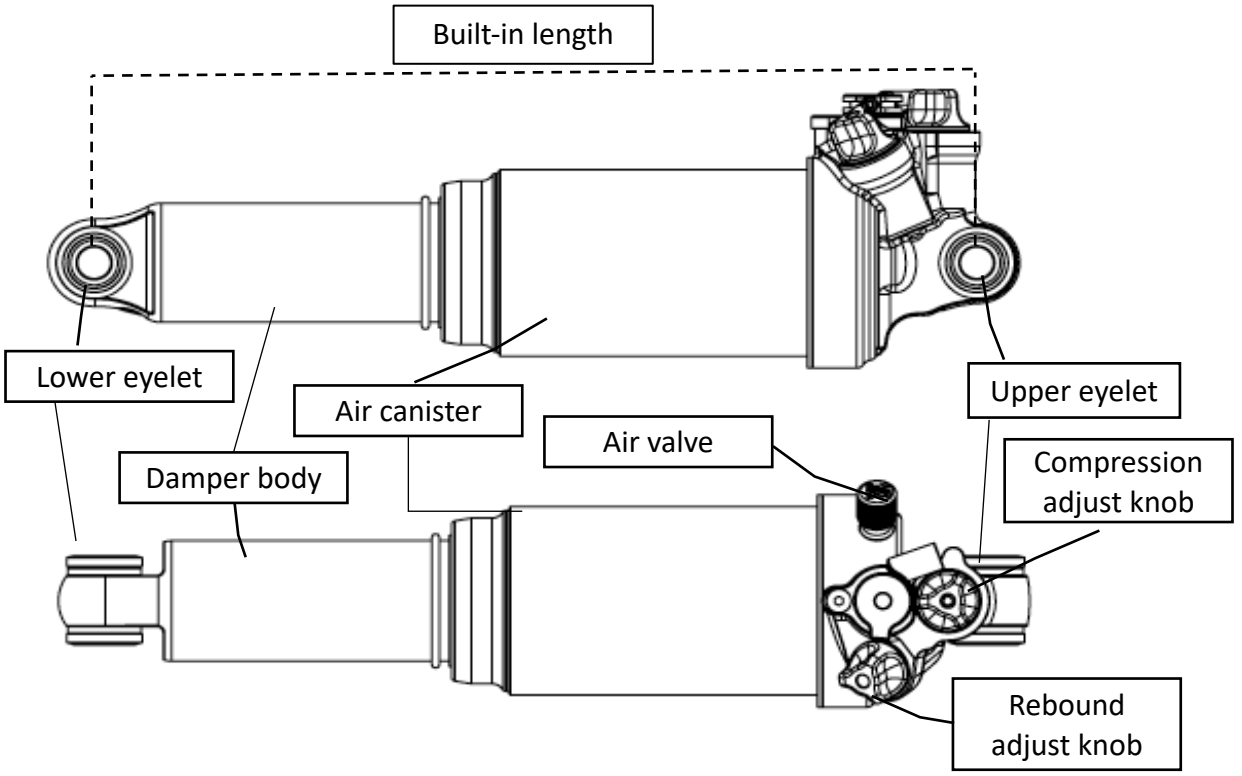
ENGLISH

OVERVIEW

TRIAIR

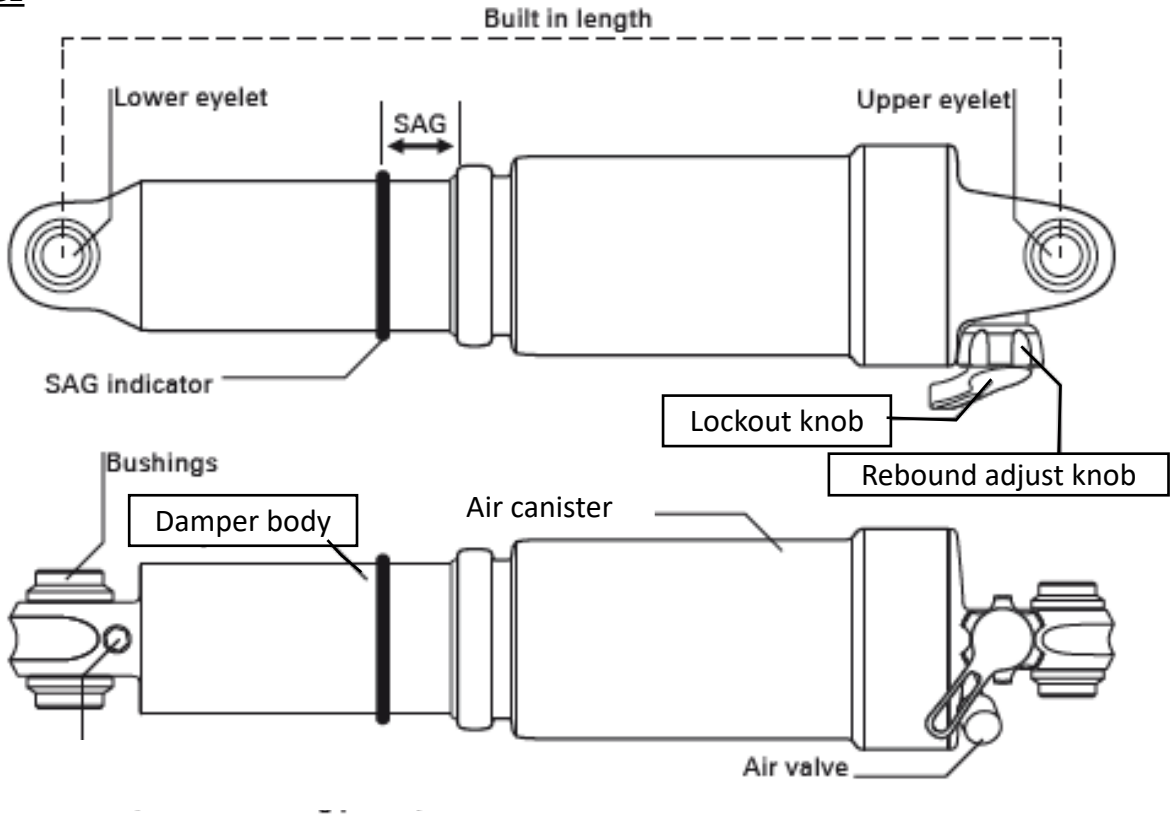


EDGE-TT



OVERVIEW

EDGE



RAIDON

IMPORTANT SAFETY INFORMATION

WARNING !
Failure to follow all warnings and safety instructions can cause your product to malfunction, resulting in an accident, severe personal injuries or even death to the rider.

- Read this manual thoroughly before using your rear shock.
- Our rear shocks contain fluids and gases under extreme pressure, so warnings in this manual must be followed in order to avoid the possibility of injuries or possible death. Never try to open any SR SUNTOUR rear shock ! Opening any SR SUNTOUR rear shock implies the risk of getting seriously injured.
- Use only genuine SR SUNTOUR parts. The use of third-party supplier spare parts voids the warranty of your rear shock and might cause failure to it. This could result into an accident, injury or even death.
- SR SUNTOUR rear shocks are designed for the usage by a single rider.

WARNING !
These instructions contain important information about the correct installation, service and maintenance of your rear shock. Common mechanical knowledge may not be sufficient. Your rear shock should only be installed, serviced and/or maintained by a trained and qualified bicycle mechanic with specialized tools.

- Always be equipped with proper safety gear. This includes a properly fitted and fastened helmet. According to your riding style you should use additional safety protection. Make sure your equipment is in flawless condition.
- Select the correct rear shock according to your frame's built in height and your personal riding style. Installing a rear shock which does not match the geometry of your frame could result into a failure of the rear shock itself and will void the shock's 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.

WARNING !
SR SUNTOUR recommends having the shock installed, maintained and/or serviced by a trained and qualified bike mechanic.

BEFORE EVERY RIDE

WARNING !
Avoid serious personal injury or even death. Do not ride the bicycle if any of the following criteria is not met ! Correct any condition before you 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 rear shock with your body weight. If it feels too soft, relating to the proper pressure to achieve an accurate SAG, inflate it until you have reached the required value. Please also refer to the chapter “SETTING SAG”.

- Make sure your brakes are properly installed/adjusted and work correctly.

- 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.

- Check the cable length and routing of your components. Make sure they do not interfere with your steering actions.

- If you are using reflectors for on-road riding, make sure they are clean and properly installed.

- Bounce your bike slightly on the ground while looking and listening for anything which might be loose.

REAR SHOCK INSTALLATION

To replace your old rear shock and upgrade your bike with a SR SUNTOUR rear shock you have to follow the hereafter mentioned steps. Please note that we strongly recommend your new SR SUNTOUR rear shock to be installed by a qualified and trained bike mechanic.

1. Make sure that the “eye-to-eye length”, stroke and mounting hardware are the same as of the originally installed rear shock. The “eye-to-eye length” is the distance from the center of the upper fixing bolt to the center of the lower fixing bolt. Please also refer to the drawing shown on the page 2-3.
2. Remove the old shock off your bike. Clean the inside surface of the frame and swing arm, removing any dirt and make sure that all surfaces are clean.

WARNING !
If a longer than the original shock length is installed, the geometry of your bike will change. This can lead to steering problems and a higher bottom bracket which disables you to place your feet on the ground. If you are going to install a shock which is shorter than the originally installed one, it will have the same, but inverted negative effects. All this can result into a loss of control and serious injuries or even death.

3. Make sure that the inner and the outer diameter, as well as the width of the aluminum bushings are correct to fix the rear shock properly and without any play to the frame and swing arm.
4. Check the movement of your new SR SUNTOUR rear shock by releasing all air and moving the swing arm through its complete stroke. Make sure that there is sufficient clearance between the rear shock and all other components. Also keep in mind to check the clearance between your rear shock and a lowered seat post. Make sure the shock does not hit against the seat post in any position.
5. Tighten the screws in accordance with the bicycle’s or frame’s manufacturers specifications.

WARNING !
Insufficient clearance between the shock, seat post, swingarm, frame or rocker can result into a loss of control of your bike, serious injuries or even death.

BASIC SETTING

Below is the original air pressure setting when the SR SUNTOUR rear shock is shipped out from the factory. Remember that these are the starting points and adjustments will vary based on rider ability, trail conditions, frame design, and personal preference. After setting up your rear shock, check your sag to make sure that you are within the recommended sag settings.

Rider weight (kg)	Suggested air pressure (psi)				
	Triair		EDGE-TT	EDGE	RAIDON
	Main body	Reservoir	Main body	Main body	Main body
Air pressure (factory setting)	180	200	110	110	110
Max. pressure	300psi	240psi	300psi	300psi	300psi

Note: Above numbers are for reference only. The correct air pressure should be adjusted individually by checking the SAG.

It's important to keep in mind that air pressures will vary depending on the leverage rate of your frame. This is just a starting point until you check your SAG on the following page.

AIR PRESSURE AND “SAG”

The SAG is the compression which is just caused by the rider’s weight including equipment (such as backpack), seating position and the frame’s geometry and not as a result of riding. Every rider has a different weight and seating position, therefore the rear shock will sag more or less. To assure a proper function of your rear shock and not to interfere its performance, setting a proper SAG is the only way to find the correct air pressure for your rear shock.

SETTING THE AIR PRESSURE AND “SAG”

1. Reduce compression and rebound damping to minimum to not influence the SAG. Unscrew the valve cap. Screw a fork / shock pump onto the valve.

2. Pump up the shock to the desired pressure. Never exceed the recommended maximum air pressure.

3. In order to properly assess the “SAG”, use the o-ring or attach a zip-tie to the damper body. Slide it up to the dust seal. Sit on the bicycle in normal riding position and check the “SAG”. Add or release air as needed.

4. You can lean against a wall in order to be able to sit still on the bike, in order to measure the “SAG”.

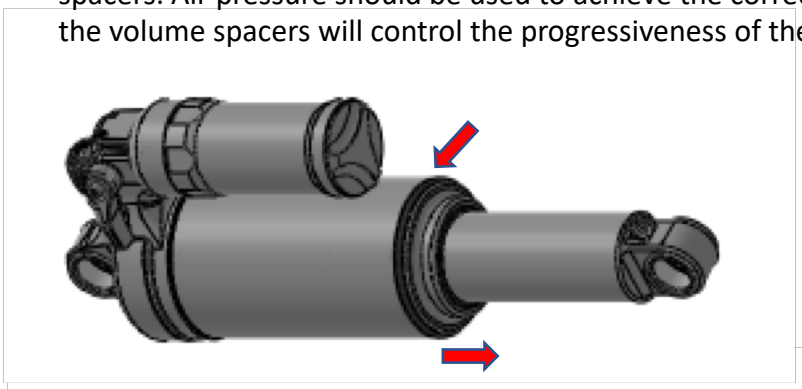
Shock travel (mm)	Suggested SAG (%)
30 - 45	15 - 25
50 - 75	20 - 25

WARNING !
Riding your bike with an improper air pressure can result in a loss of control, serious injury or even death.

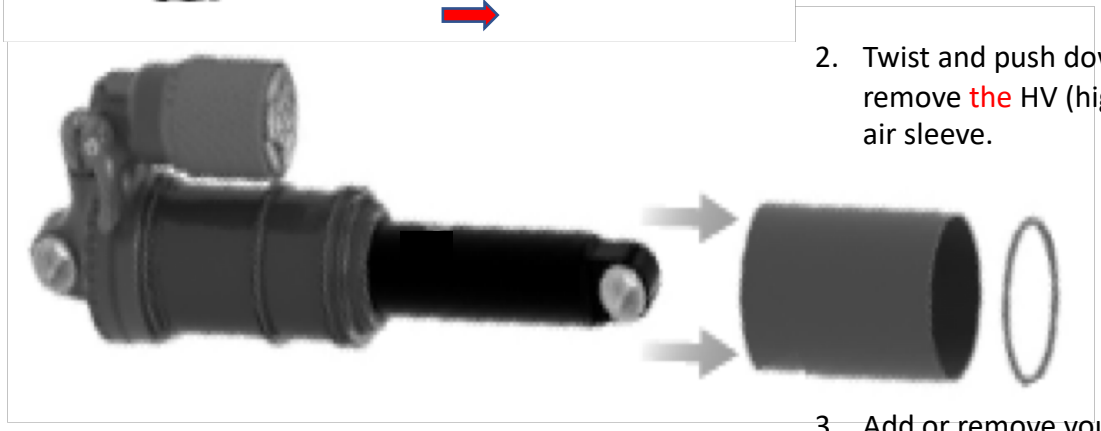
Never exceed the maximum air pressure of 300psi (20bar). This can lead to the breakage of the rear shock, serious injuries and voids the warranty of your SR SUNTOUR rear shock.

AIR VOLUME ADJUST: TRIAIR

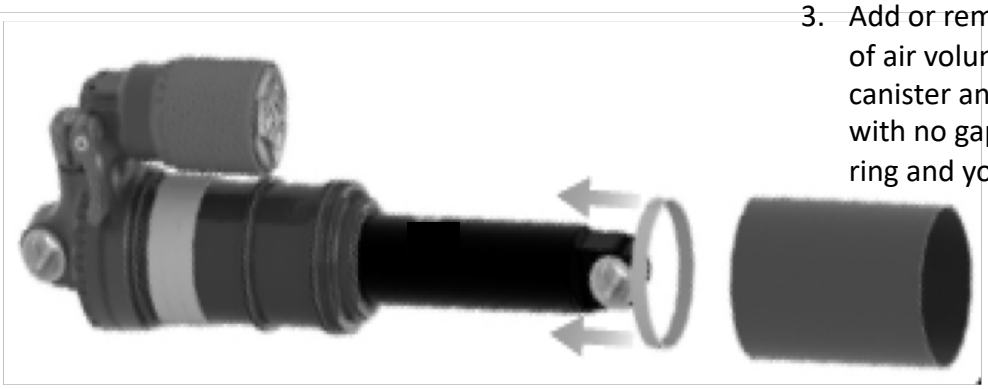
If you are looking for further tuning, the spring curve of the air shock can be adjusted using volume spacers. Air pressure should be used to achieve the correct SAG. If you are harshly bottoming out, the volume spacers will control the progressiveness of the shock.



1. Let all air out of the main canister. Remove the o-ring underneath the air chamber. Be cautious not to damage the o-ring.



2. Twist and push downward to remove the HV (high volume) air sleeve.



3. Add or remove your desired amount of air volume spacers. Reinstall the air canister and make sure it is sealed with no gaps present. Reinstall the o-ring and you're ready to ride!

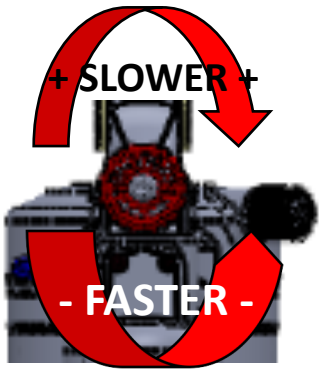
ADDING AIR VOLUME SPACERS

Adding air volume spacers will create a more progressive feeling to your air shock. A more progressive feeling will prevent harsh bottom outs and keep the shock from sitting deep in the stroke.

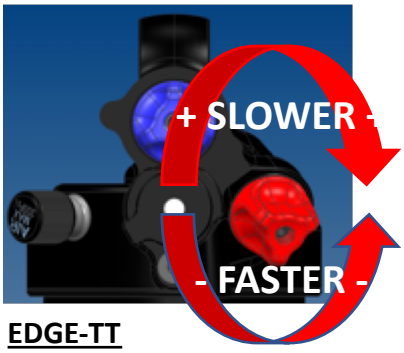
REMOVING AIR VOLUME SPACERS

Removing air volume spacers will create a more linear feeling to your air shock. A more linear feeling will make it easier to use the full stroke of the shock. If you can't achieve full travel or the shock becomes very harsh towards the end of the stroke, removing air volume spacers will help alleviate that.

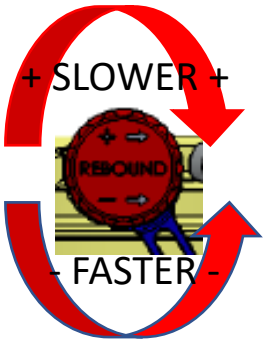
ADJUSTING REBOUND DAMPING (Red knob)



TRIAIR



EDGE-TT



EDGE

RAIDON

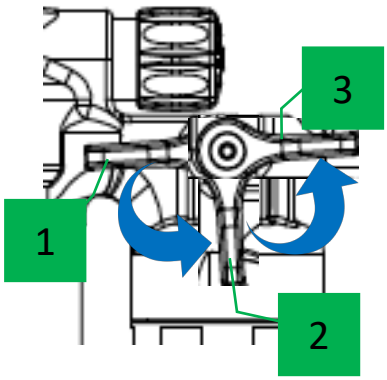
REBOUND ADJUST

The rebound controls the speed at which the shock extends after compression. Rebound damping control is relative to the amount of air pressure used. Higher air pressure requires more rebound damping and lower air pressure will require less rebound damping, so please adjust accordingly.

SLOWER = MORE REBOUND DAMPING

FASTER = LESS REBOUND DAMPING

ADJUSTING C3 COMPRESSION: TRIAIR (Blue knob)



TRIAIR

C3 COMPRESSION ADJUST

The SR SUNTOUR Triair shock offers 3 compression settings to quickly & easily allow the rider to adjust the compression damping for any trail condition.

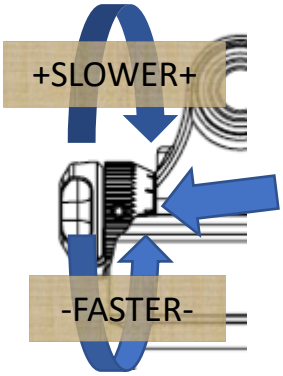
1. Open Compression: it reduces compression damping allowing the oil to easily flow through the circuit, offering maximum sensitivity. Open position is also best for lighter riders or for dry, dusty terrain, where maximum traction is required.

2. Medium compression: it is for traversing. Sections of the trail where you need it to be active but still maintain a good pedaling platform.

3. Closed Compression: it is great for climbing, in order to reduce undesirable suspension bob or for heavier/aggressive riders needing maximum support while descending. The heavy/closed setting is NOT a lock-out, but does offer significant resistance to weight & pedal induced suspension movement.

ADJUSTING COMPRESSION DAMPING (Blue knob)

EDGE-TT



EDGE-RC

The compression damping adjust function of your SR SUNTOUR rear shocks allows you to tune your shock according to your personal preferences and the terrain you are riding on. This function controls the speed of your rear shock while being compressed.

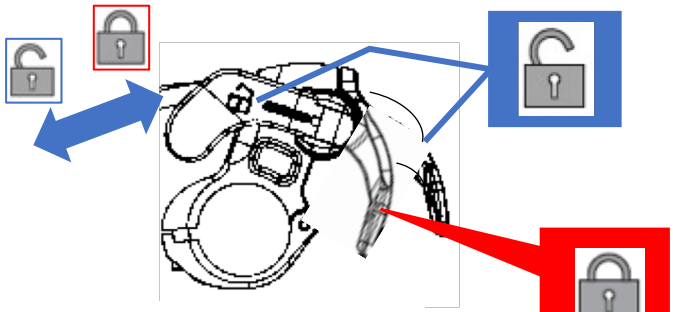
- When riding on terrain with a lot of small and fast bumps:

Choose a faster set up in order to bring the maximum possible wheel traction and an sensitive bump compliance. In this mode, your rear shock will react pretty sensitive/fast to every bump. Do not choose this setting on a terrain with big bumps and square edge hits because the risk of bottom out of your rear shock is going to be higher.

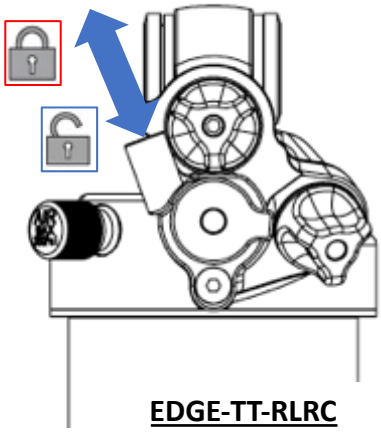
- When riding on terrain with big bumps and square edge hits:

Choose a slower set up. In this mode your rear shock will move slower while being compressed. Therefore it will reduce bottom outs and provides maximum bump absorption. Using this mode on a terrain with small and fast bumps will bring bad traction to your bike. Additionally your rear shock will not use it‘s full travel if being set to the slow/firm on fast terrain.

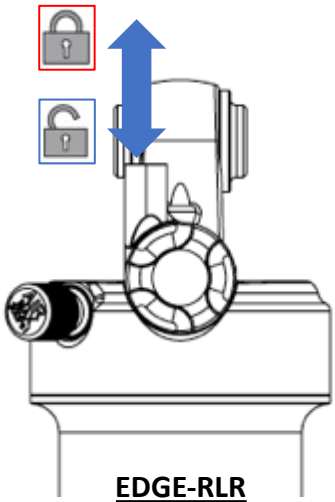
REMOTE LOCK-OUT OPERATION



Remote lockout lever



EDGE-TT-RLRC



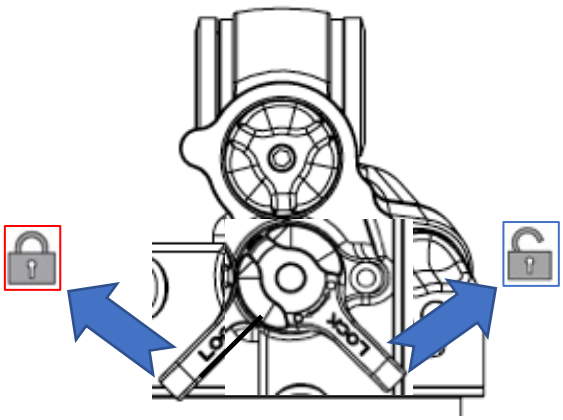
EDGE-RLR

The operation of remote lockout function can be done from the remote lever on the handle-bar, while gripping the grip without taking your hand off from the handlebar. The remote lever is to use the lock and unlock function.
The Lockout function prevents the shock from compressing until significant impact or downward force occurs. The shock will compress when the force exceeds the damper blow-off circuit resistance. Use the Lockout function for maximum pedaling efficiency on smooth or rolling terrain.

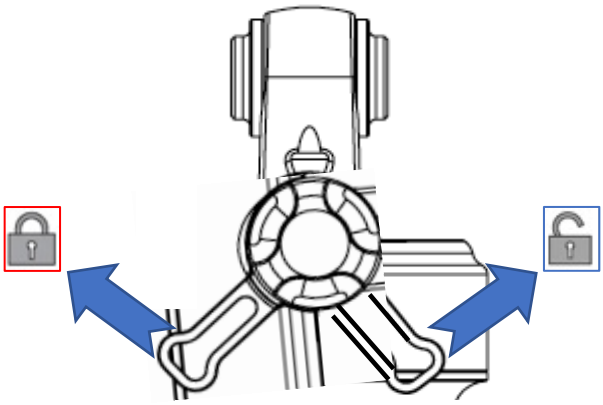
Note:
RLR: 100% lock-out
RLR8: 80% lock-out

WARNING !
Nevertheless, you should never set your rear shock to the „Lock-Out mode“ while riding in rough terrain, or when the suspension is needed heavily. This implies the risk that the shock will get damaged when it‘s being compressed under high load. This could also result into an accident, injuries or even death of the rider.

LOCK-OUT OPERATION



EDGE-TT-LORC



EDGE-LOR/LOR8

The Lockout function prevents the shock from compressing until significant impact or downward force occurs. The shock will compress when the force exceeds the damper blow-off circuit resistance. Use the Lockout function for maximum pedaling efficiency on smooth or rolling terrain. Operate the lockout knob to use the lock and unlock function.

Note:
LOR: 100% lock-out
LOR8: 80% lock-out

WARNING !
Nevertheless, you should never set your rear shock to the „Lock-Out mode“ while riding in rough terrain, or when the suspension is needed heavily. This implies the risk that the shock will get damaged when it‘s being compressed under high load. This could also result into an accident, injuries or even death of the rider.

MAINTENANCE

SR SUNTOUR rear shocks are designed for simple maintenance. However, as long as moving parts are exposed to moisture and contamination, the performance of your rear shock might be reduced after several rides. Please keep in mind that a rear shock which has not been serviced in accordance with the maintenance instructions might loose its warranty !

- **Never use a pressure washer or any water under pressure to clean your rear shock, as water might enter the shock at the dust seal level. Never use aggressive cleaners. We recommend to use clear water.**
- **To maintain a high performance, safety and a long life of your rear shock, a periodic maintenance is required.**
- **We recommend that your rear shock is being serviced frequently as indicated below if you ride in extreme weather (winter time) and terrain conditions.**
- **In case if you may feel that your rear shock performance has changed or handles differently, immediately call on your local dealer to inspect your rear shock.**
- **After every ride: Clean the damper body and dust seals and maintain with an oily cloth. Check the damper body for dents, scratches or other discoloration or leaking oil.**
- **Every ride: Maintenance 1**
- **Every 50 hours: Maintenance 2 (at the dealer)**
- **Every 100 hours or once a year: Maintenance 3 (at the dealer, ideally before winter time in order to protect all parts from the effects of weather by proper greasing)**

	Maintenance 1 (Every ride)	Maintenance 2 (Regularly)	Maintenance 3 (every 100 hours / annually whichever comes first)
Clean exterior with mild soap and water only and wipe dry with a soft towel	○		
Inspect the shock for visual damage	○		
Check the function of controls knobs	○		
Check the air pressure (it is normal for air shocks to lose pressure over time)		○	
Check the sag and the damper settings		○	
Check the mounting hardware for proper torque settings		○	
Full shock service including damper rebuild and air seal replacement			○

WARNING !
Please note that your SR SUNTOUR rear shock is filled with oil and nitrogen. This makes it impossible to open the rear shock without having the knowledge and the special tools on how to carry out this task. Please do not try to open the rear shock for service issues, as this implies a very high risk of getting seriously injured. Besides this, you will not be able to reassemble the shock anymore. Opening the shock will void its warranty. If there is any problem with your rear shock, please consult a dealer and get in contact with SR SUNTOUR.

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WEB LINKS

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