

SR SUNTOUR

Owners Manual
Rear Shock Series

Raidon EPICON durolux

XC

AM TRAIL

ENDURO

English

German

French

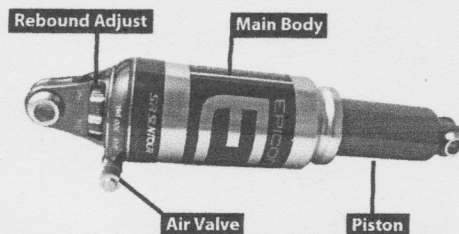
Spanish

Polish

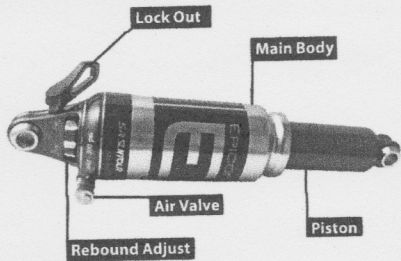
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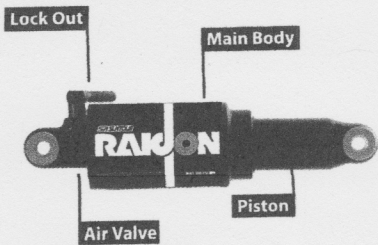
EXPLANATION - RS EPICON DA



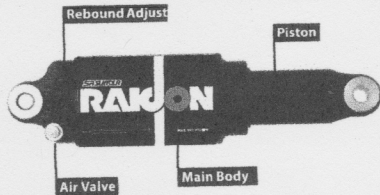
EXPLANATION - RS EPICON LOD / RS EPICON AM LODP



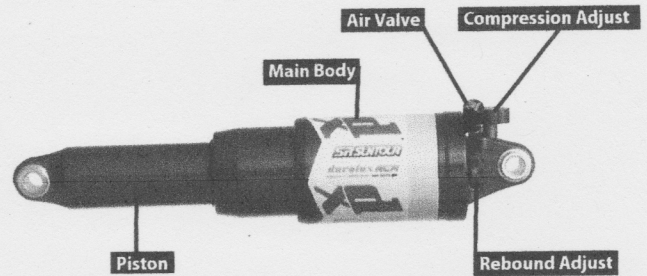
EXPLANATION - RS RAIDON LO



EXPLANATION - RS RAIDON DA



EXPLANATION - RS DUROLUX RCA



INTENDED USE

Category	Enduro	AM / Trail	XC & Marathon	DJ / Street
RS EPICON				
RS EPICON LODP				
RS RAIDON				
RS DUROLUX				

! Make sure to select the correct rear shock according to your frames build in height and personal riding style. Please note that the EPICON or RAIDON series rear shocks were not designed for jumping, dropping, aggressive downhill riding, freeriding or urban style riding. Please note that the Durolux series rear shocks were not designed for jumping, extreme dropping, competitive or aggressive downhill riding, extreme freeriding or urban and street style riding. Not following these instructions could result into a failure of the product, accident and even death of the rider. Not following these instructions will void the rear shock's warranty!

IMPORTANT SAFETY INFORMATION



WARNING !

Failure to comply with the given warnings and instructions may cause damage to the product, injuries or even death to the rider.

- ▶ Be sure to read this manual carefully before using your rear shock. Inappropriate usage of your rear shock may cause damage to the product, serious injuries or even death to the rider.
- ▶ Our rear shocks contain fluids and gases under extreme pressure, warnings included in this manual must be followed in order to reduce the possibility of injuries or possible death. Never try to open any SR SUNTOUR rear shock! As stated above they contain fluids and gases under high pressure. Opening any SR SUNTOUR rear shock implies the risk of getting seriously injured.
- ▶ Only use genuine SR SUNTOUR parts. The use of aftermarket replacement and 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.
- ▶ 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 bicycle mechanic. Improper installation, service or maintenance can result in failure of the product, accident, injury or even death.
- ▶ 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.
- ▶ Make sure to 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 shocks warranty. Know your limits and never ride beyond those.
- ▶ When using a bike carrier please always fully release the quick release fastener. Not properly unfastened quick releases may result into bending, breaking or other structural damage while removing your bike of the bike carrier. If your bike fell off the carrier please do not ride it, until it has been inspected by a qualified bike mechanic. When using a bike carrier which just secures the bike by clamping the forks dropouts, make sure to fasten your rear wheel as well. A not accurate fastened rear wheel could allow the bike to jiggle which might result into a breakage of the dropouts.
- ▶ Study all other owner's manuals provided with your bike and make yourself familiar with the components mounted to your bike.

BEFORE EACH RIDE!



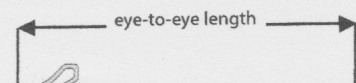
Do not ride your bike, if one of the following test criteria can't be passed! Riding your bike without eliminating any defect or carrying out the necessary adjustments can result into an accident, fatal injury or even death.

- ▶ Do you notice any cracks, dents, bent or tarnished parts at your rear shock or any other part of your bicycle? If so, please consult a trained and qualified bicycle mechanic to check your fork or bike.
- ▶ Can you notice any oil leaking out your rear shock? Also check out hidden areas. If so, please consult a trained and qualified bicycle mechanic to check your rear shock or bike.
- ▶ 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 chapter "SETTING SAG".
- ▶ Make sure your brakes are properly installed/adjusted and work appropriate. This also applies to every other part of your bike like handlebars, pedals, crank arms, seat post, saddle etc. Also refer to the owner's manuals provided by all other component manufacturers.
- ▶ Make sure your wheels are centered perfectly in order to avoid any contact with your suspension fork or brake system.
- ▶ If you are using a quick release system to fasten your wheel set, make sure that all levers and nuts are adjusted properly. In case you are using a through axle system, make sure that all fixing bolts are tightened with the appropriate torque values.
- ▶ Check the cable length and routing of your components. Make sure they do not interfere your steering actions.
- ▶ If you are using reflectors for on-road cycling, 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 an SR SUNTOUR rear shock you have to follow the hereafter mentioned steps. Please note that we strongly recommend your new SR SUNTOUR rear shock is getting installed by and qualified and trained bicycle mechanic.

1. Make sure that the "eye-to-eye length" is the same as the originally installed rear shock. The "eye-to-eye length" is the distance from centre of the upper fixing bolt to the centre of the lower fixing bolt. Please also refer to the drawing shown below.



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**WARNING!**

Failure to comply with the given warnings and instructions may cause damage to the product, injuries or even death to the rider.

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- ▶ SR Suntour rear shocks are designed for the usage by a single rider.
- ▶ 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 bicycle mechanic. Improper installation, service or maintenance can result in failure of the product, accident, injury or even death.
- ▶ 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.
- ▶ Make sure to 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 shocks warranty. Know your limits and never ride beyond those.
- ▶ When using a bike carrier please always fully release the quick release fastener. Not properly unfastened quick releases may result into bending, breaking or other structural damage while removing your bike of the bike carrier. If your bike fell off the carrier please do not ride it, until it has been inspected by a qualified bike mechanic. When using a bike carrier which just secures the bike by clamping the forks dropouts, make sure to fasten your rear wheel as well. A not accurate fastened rear wheel could allow the bike to jiggle which might result into a breakage of the dropouts.
- ▶ Study all other owner's manuals provided with your bike and make yourself familiar with the components mounted to your bike.

BEFORE EACH RIDE!



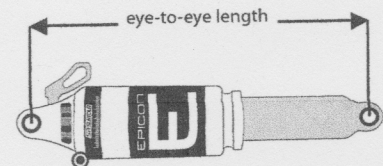
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- ▶ Do you notice any cracks, dents, bent or tarnished parts at your rear shock or any other part of your bicycle? If so, please consult a trained and qualified bicycle mechanic to check your fork or bike.
- ▶ Can you notice any oil leaking out your rear shock? Also check out hidden areas. If so, please consult a trained and qualified bicycle mechanic to check your rear shock or bike.
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- ▶ Make sure your brakes are properly installed/adjusted and work appropriate. This also applies to every other part of your bike like handlebars, pedals, crank arms, seat post, saddle etc. Also refer to the owner's manuals provided by all other component manufacturers.
- ▶ Make sure your wheels are centered perfectly in order to avoid any contact with your suspension fork or brake system.
- ▶ If you are using a quick release system to fasten your wheel set, make sure that all levers and nuts are adjusted properly. In case you are using a through axle system, make sure that all fixing bolts are tightened with the appropriate torque values.
- ▶ Check the cable length and routing of your components. Make sure they do not interfere your steering actions.
- ▶ If you are using reflectors for on-road cycling, 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

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1. Make sure that the "eye-to-eye length" is the same as the originally installed rear shock. The "eye-to-eye length" is the distance from centre of the upper fixing bolt to the centre of the lower fixing bolt. Please also refer to the drawing shown below.





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

- Remove the old shock off your bike. Clean the inside surfaced of the frame and swing arm, remove any dirt and make sure that all surfaces are clean.
- Make sure that the inner and the outerdiameter, as well as the width of the aluminium bushings are correct to fix the rear shock properly and without any play to the frame and swing arm.
- 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 seatpost in any position.



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

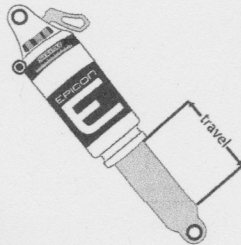
- Fasten the screws in accordance with the bicycles or frame manufacturers specifications
- Set up the shock as described within the "SET UP YOUR REAR SHOCK" instructions.

SET-UP YOUR REAR SHOCK

To get the maximum performance out of your SR SUNTOUR rear shock, it is necessary to adjust the "SAG" and as well the rebound damping of your rear shock. Please find all instructions stated below.

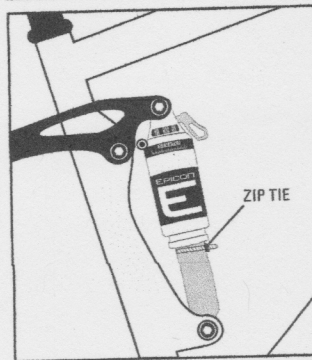
SETTING SAG

The SAG is the compression which is just caused by the body weight, seating position and the frames 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 the performance of it, setting a proper SAG is the only way to find the correct air pressure for your rear shock.



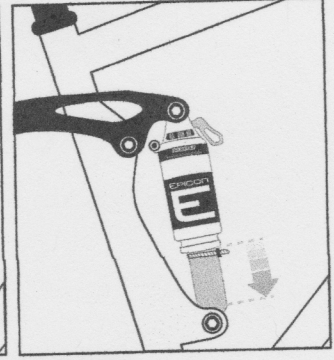
Model	MAX AIR PRESSURE [psi]	MAX AIR PRESSURE [bar]
RS EPICON	300	20.7
RS RAIDON	300	20.7
RS DUROLUX	300	20.7

eye-to-eye length	Travel	SAG in %
165mm	38mm	15% - 20%
190mm	50mm	20% - 25%
200mm	55mm	20% - 25%
215mm	63mm	20%-25%



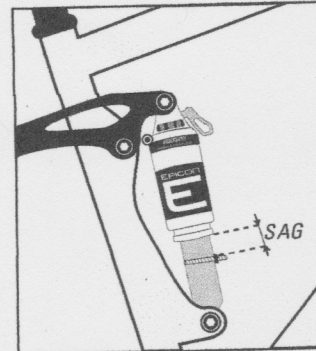
1. STEP

INSTALL ZIP TIE AND SLIDE IT UP TO THE DUSTSEAL



2. STEP

GET ON YOUR BIKE IN A NORMAL RIDING POSITION! AVOID ANY TEETERING!



3. STEP

GET OFF YOUR BIKE AND MEASURE THE SPACE BETWEEN ZIP TIE AND DUSTSEAL



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

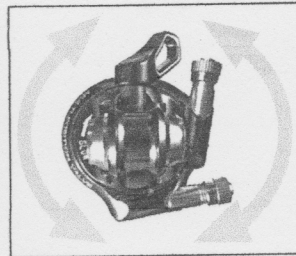
Never exceed the maximum air pressure of your shock. This can lead to brakeage of the rear shock, serious injuries and voids the warranty of your SR SUNTOUR rear shock

ADJUSTABLE AIR VALVE

There are some frames which are giving you a hard time when you are trying to inflate your rear shock because the air valve can not be reached very easy. To make your life easier we developed a new air valve which can be rotated 360degrees. This makes it possible to place your air valve in every position you want to have it. To adjust your air valve please follow the hereafter mentioned steps:

- Release all air off your rear shock
- Adjust your rear shock to every position you want to have it
- Inflate your rear shock again

TURN 360 DEGREE



Please note that the air valve sits very tight on top off the main body to make sure the rear shock is sealed. As a result of this, it requires a little bit of power to twist the air valve. Please do not use any kind of tools to adjust the air valve. This fears the risk that the valve itself will brake away.

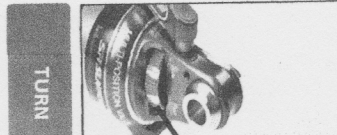
REBOUND DAMPING ADJUST

The rebound function of SR SUNTOUR rear shocks allows you to tune your shock according to your personal preferences and the terrain you are riding on. This function enables you to control the speed of your rear shock's rebound after it's being compressed.

If you are going to ride on a terrain with a lot of small and fast bumps, we recommend to increase your rear shocks rebound speed. Otherwise it implies the risk that your bike can not follow the bumps which could result into a loss of control of your bike. If you are going to ride on a flat terrain with slow bumps you should decrease your rear shocks rebound speed. This will help to avoid the teetering of your swing arm.

- RS EPICON LOD / AM LODP
- RS EPICON DA
- RS RAIDON DA
- RS DUROLUX RCA

In order to increase the rebound speed of your rear shock you have to turn the



TURN

LOCK-OUT SYSTEMS

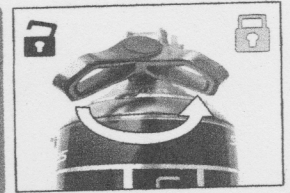
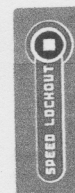
The „Lock-Out“ function of SR SUNTOUR rear shock is intended to reduce teetering during rides out of saddle or uphill riding. The rear shock will not be locked 100%. Your rear shock is equipped with a so called „Anti-Blow-Off-System“. This system will protect you in case you have forgotten to unlock the rear shock while riding in rough terrain.



Nevertheless, you should never set your rear shock to the „Lock-Out-Mode“ while riding in rough terrain, going down hill or jumping. 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.

- RS EPICON LOD / AM LODP
- RS RAIDON LO

In order to lock your rear shock you have to turn the „Speed Lock Out“ knob 45° counter-clockwise.



PLATFORM SYSTEM

RS EPICON AM LODP

Your RS EPICON AM LODP rear shock is equipped with an active, pre-set platform system which controls the low speed compression. It was developed to avoid teetering while uphill climbs and sprinting actions. The platform is pre-set and cannot be adjusted. Please note that this feature does not replace the lock out function of your rear shock.

COMPRESSION ADJUST

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.

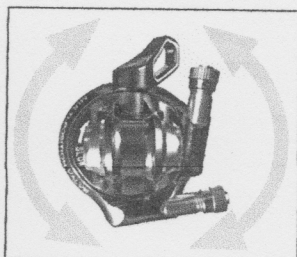
Choosing a fast/soft set up will bring maximum wheel traction and an sensitive bump compliance. As said before, in this mode your rear shock will react pretty sensitive/fast to every bump. Therefore you should choose this setting if you are riding on a terrain with a lot of small and fast bumps. You should not choose this setting on a terrain with big bumps and square edge hits because it implies the risk your rear shock is going to bottom out very often.

ADJUSTABLE AIR VALVE

RS EPICON AM LODP / LOD DA

There are some frames which are giving you a hard time when you are trying to inflate your rear shock because the air valve can not be reached very easy. To make your life easier we developed a new air valve which can be rotated 360degrees. This makes it possible to place your air valve in every position you want to have it. To adjust your air valve please follow the hereafter mentioned steps:

TURN 360 DEGREE



1. Release all air off your rear shock
2. Adjust your rear shock to every position you want to have it
3. Inflate your rear shock again



Please note that the air valve sits very tight on top off the main body to make sure the rear shock is sealed. As a result of this, it requires a little bit of power to twist the air valve. Please do not use any kind of tools to adjust the air valve. This fears the risk that the valve itself will brake away.

REBOUND DAMPING ADJUST

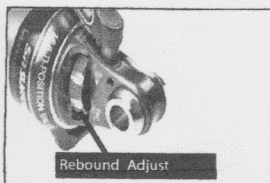
The rebound function of SR SUNTOUR rear shocks allows you to tune your shock according to your personal preferences and the terrain you are riding on. This function enables you to control the speed of your rear shock's rebound after it's being compressed.

If you are going to ride on a terrain with a lot of small and fast bumps, we recommend to increase your rear shocks rebound speed. Otherwise it implies the risk that your bike can not follow the bumps which could result into a loss of control of your bike. If you are going to ride on a flat terrain with slow bumps you should decrease your rear shocks rebound speed. This will help to avoid the teetering of your swing arm.

RS EPICON LOD / AM LODP
RS EPICON DA
RS RAIDON DA
RS DUROLUX RCA

In order to increase the rebound speed of your rear shock you have to turn the adjuster knob counter clock. To decrease the speed you have to turn it counter-clockwise.

TURN



Rebound Adjust

8

English

LOCK-OUT SYSTEMS

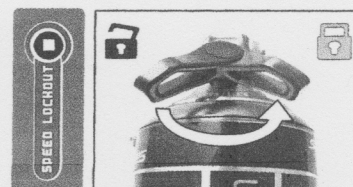
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Nevertheless, you should never set your rear shock to the „Lock-Out-Mode“ while riding in rough terrain, going down hill or jumping. This implies the risk that the shock will get damaged when it's being compressed under high load. This could also result into an accident, injuries or even death of the rider.

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Choosing a fast/soft set up will bring maximum wheel traction and an sensitive bump compliance. As said before, in this mode your rear shock will react pretty sensitive/fast to every bump. Therefore you should choose this setting if you are riding on a terrain with a lot of small and fast bumps. You should not choose this setting on a terrain with big bumps and square edge hits because it implies the risk your rear shock is going to bottom out very often.

If you are going to ride on a terrain with big bumps and square edge hits you should choose a slow/firm 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.

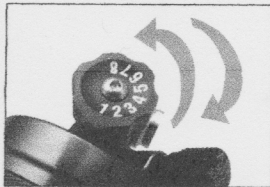
9

English

RS DUROLUX RCA

The compression damping of your rear shock can be tuned in 8 steps, starting from 1 (fastest/softest) up to 8 (hardest/slowest) setup.

TURN



MAINTENANCE

SR SUNTOUR rear shocks are designed to be nearly maintenance free. However, as long as moving parts are exposed to moisture and contamination, the performance of your rear shock might be reduced after several rides. To maintain a high performance, safety and a long life of your rear shock, a periodic maintenance is required.



Please keep in mind that a rear shock which has not been serviced in accordance with the maintenance instructions will lose its warranty!

Never use a pressure washer or any water under pressure to clean your rear shock as water may enter the shock at the dust seal level.



We recommend that your rear shock is being serviced more frequently as indicated below if you ride in extreme weather (winter time) and terrain conditions.

Any case you may feel that your rear shock performance has changed or handles differently, immediately call on your local dealer to inspect your rear shock.

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 how to carry out this task. Please do not try to open the rear shock for service issues, 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.

Maintenance Schedule:**New installed shock / new bike:**

- ▶ Check mounting hardware for proper torque values
- ▶ Check air pressure / Adjust SAG
- ▶ Check rebound damping set-up

Before each ride:

- ▶ Check air pressure (It is normal that rear shock loosing some air over the time)

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English

- ▶ Check mounting hardware for proper torque values

Every 200km:

- ▶ Check air pressure
- ▶ Check mounting hardware for proper torque values
- ▶ Oil dust seals with teflon oil (e.g. Brunox Fork Deo)

LIMITED WARRANTY

SR SUNTOUR warrants its rear shock to be free from defects in material and workmanship under normal use for a period of two years from the date of original purchase. This warranty is made by SR SUNTOUR Inc. with only the original purchaser and is not transferable to any third party. Lodging a claim under this warranty must be made through the dealer where the bicycle or SR SUNTOUR rear shock was purchased. To prove the original purchase the original retail invoice has to be provided.

LOCAL LAW:

This warranty gives you specific legal rights. According to the state (USA) or province (Canada) or every other country you are living in, you may have other rights than explained within these warranty regulations. These regulations shall be insofar adapted to the local law to be consistent with such law.

LIMITATION OF WARRANTY

This limited warranty does not apply to any defect of the rear shock caused by: improper installation, disassembling and re-assembling, intentional breakage, alterations or modification to the rear shock, any unreasonable use or abuse of the product or any use for which this product was not intended for, accidents, crashes, improper maintenance, repairs improperly performed.

The obligation of this "Limited Warranty" is restricted to repairs and replacements of the rear shock or any parts of it in which there is a defect in materials or workmanship within a period of two years.

SR SUNTOUR makes no express or implied warranties of fitness or merchantability of any kind, except as set forth above. Under no circumstances will SR SUNTOUR be liable for incidental or consequential damages.

Damages which are caused by the use of other manufacturer's replacements parts or damages which are caused by the use of parts that are not compatible or suitable to SR SUNTOUR rear shocks are not covered by this warranty.

This warranty does not apply to normal wear and tear.

WEAR AND TEAR PARTS:

- ▶ Dust Seals
- ▶ O-rings
- ▶ Rubber Moving Parts
- ▶ Stanchion Tubes

11

English