

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 suspension seatpost.
- Use only genuine SR SUNTOUR parts. The use of aftermarket replacement and spare parts voids the warranty of your seatpost and might cause failure. This could result in an accident, injury or even death.
- These instructions contain important information about the correct installation, service and maintenance of your suspension seatpost. Common mechanical knowledge may not be sufficient. Your suspension seatpost should only be installed, serviced and/or maintained by a trained and qualified bicycle mechanic with specialized tools.
- If you are going to use your seatpost in combination with a child seat, we strongly recommend using the SR SUNTOUR neoprene protection cover to prevent your child's finger from being accidentally pinched.
- Study all other owner's manuals provided with your bike and make yourself familiar with the components mounted to your bike.

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.
- Make sure your seatpost is fastened with the proper torque value according to the frame's seat-clamp's specifications. If you are using a quick release seat-clamp, make sure it is closed properly. An improperly tightened seat-clamp increases the risk that your seatpost might twist while riding. This implies the risk of an accident and fatal injuries. Please inspect by view and twisting of the saddle the seatpost for any unusual movement!
- Make sure the bolts which are securing the saddle are fastened with the proper torque value of 15-18Nm. A loose saddle could provoke an accident and/or fatal injuries.

SUSPENSION SEATPOST INSTALLATION



WARNING !

We strongly recommend that your suspension seatpost is installed and set up by a qualified and trained bicycle mechanic. Improper installation can result in failure of the product, accident, injuries or even death. If you are going to install the suspension seatpost by your own, the installation should be inspected by a trained and qualified bicycle mechanic. The inspection needs to be confirmed by the dealer by signing this owner's manual on the last page along with the dealer's official stamp.

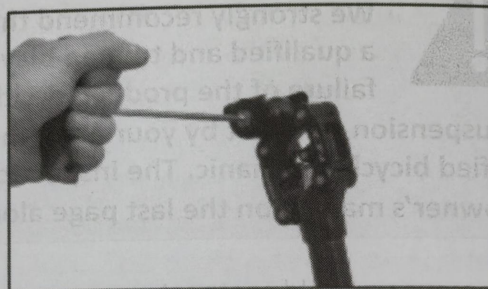
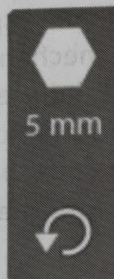
1. Remove your old seatpost.
2. Clean the inside of the seat tube to make sure no old grease or dirt remains inside. You also should make sure that the seat-tube itself has no burrs which could scratch the seatpost. If found, you must remove these burrs so that the seatpost can slide in smoothly.
3. Install your seatpost and insert it past the "MIN INSERT" mark so that the marking is at least completely below the top of the seat-tube. When correctly installed, no part of the "MIN INSERT" mark should be visible.



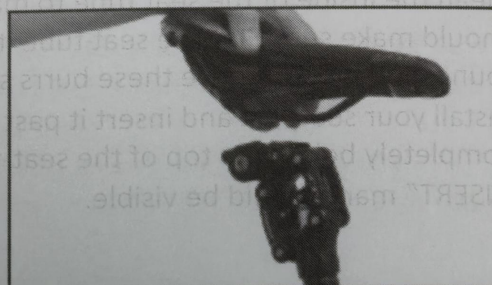
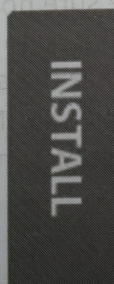
MIN INSERT
MARK

INSTALLATION INSTRUCTION

1. Unscrew the two fixing bolts on both sides using a 5mm Allen wrench. Unscrew them until the rail of the saddle can fit between the 2 halves of the clamp.



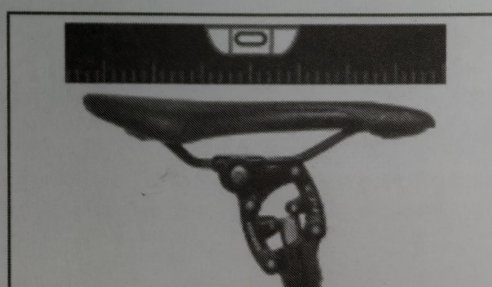
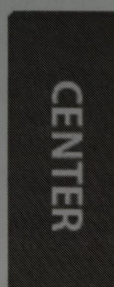
2. Install the saddle by inserting the rail into the clamp from one side.



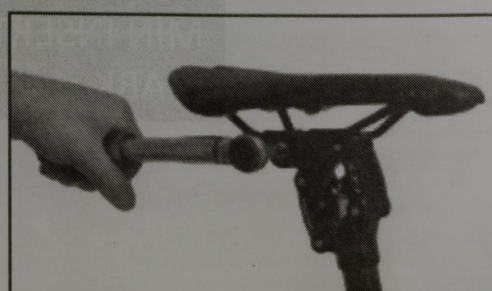
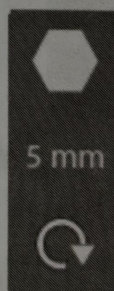
3. Press the saddle down until you hear the "click" noise.



4. Adjust the saddle so that it is centered and the top surface to be horizontal (recommended) as shown in the picture on the right.



5. Tighten the fixing bolt by a 5mm Allen wrench. Suggested tightening torque is 15-18Nm.



PRELOAD ADJUSTMENT



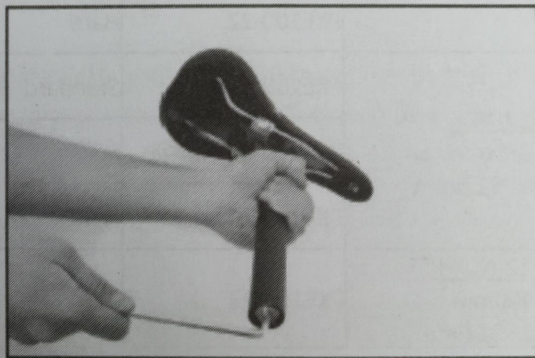
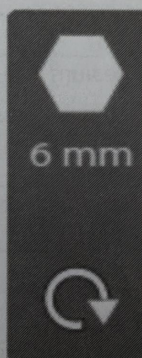
WARNING !

Proper preload adjustment is critical for the safe functioning of the **SUSPENSION** seatpost. Repeated bottoming- or topping-out under use can lead to a structural failure of the suspension seatpost, resulting in accidents and/or injuries.

1. Check the adjustment:

With somebody's support, sit on the bike with your hands and feet positioned normally. Have the supporter looking and confirm that the seatpost is approximately 1/3 compressed.

2. If the compression is not within the range as explained above, remove the seatpost from the bicycle frame.
3. To increase the preload, with a 6 mm Allen key, turn the adjuster clockwise. To decrease the preload, turn the adjuster counter-clockwise, taking care to leave a minimum 10mm of exposed threads visible at the bottom of the seatpost.



Note:

In case if the above-mentioned preload adjustment does not allow the adjustment within the range, then you may have to use an optional softer or harder spring from your authorized SR SUNTOUR dealer. If exchanging the spring still does not allow setup within the range, the seatpost might not be compatible with your bike/weight/use/terrain setup.

For more details about spring options for SR SUNTOUR suspension seatpost, please kindly refer the chart from page 6.



WARNING !

Do not turn the adjuster bolt counter-clockwise beyond the initial position at delivery. In this original position, around 10mm of the seatpost thread should be visible.