



TRIAIR



**TRIAIR**  
ESTABLISH TRACTION

REFINED SIMPLICITY™

**SR SUNTOUR** 

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## **TRIAIR**

### **ESTABLISH TRACTION**

Split second reactions to rapidly approaching terrain must be translated smoothly through the bike for the rider to have genuine control. The TRIAIR was designed to handle the abuse of long, challenging descents while maintaining consistent damping, holding a steady line. Adjustable Air-backed IFP technology helps reducing oil cavitation (air and oil mixing, creating oil bubbles) for more damping consistency on any type of terrains. Piggy back provides a better heat dissipation by isolating the oil in a separated room. The 3CR damping allows for 3 positions compression adjustment and 8-clicks of rebound range to create the proper balance between fork and shock. Riders can easily adjust the air volume with spacers to get the desired spring curve. TRIAIR is QSP designed for reliability and serviceability, and is the perfect match for the DuroLux, Auron, and Aion.





## **PISTON COMPENSATOR SYSTEM – PCS**

### ***MORE TRACTION, CONTROL AND CONSISTENCY***

The PCS system uses an internal floating piston (IFP) to keep the air in the damping circuit separate from the damping fluid. This ensures high performance under the most demanding conditions while adhering to our philosophy of quick and easy serviceability.

The PCS system not only improves damping control and consistency, but has also proven to be both extremely durable and reliable.

The air-backed IFP (piggy back) allows for an adjustment range of 50 psi, letting experienced riders and suspension savvy enthusiasts tune to perfection.

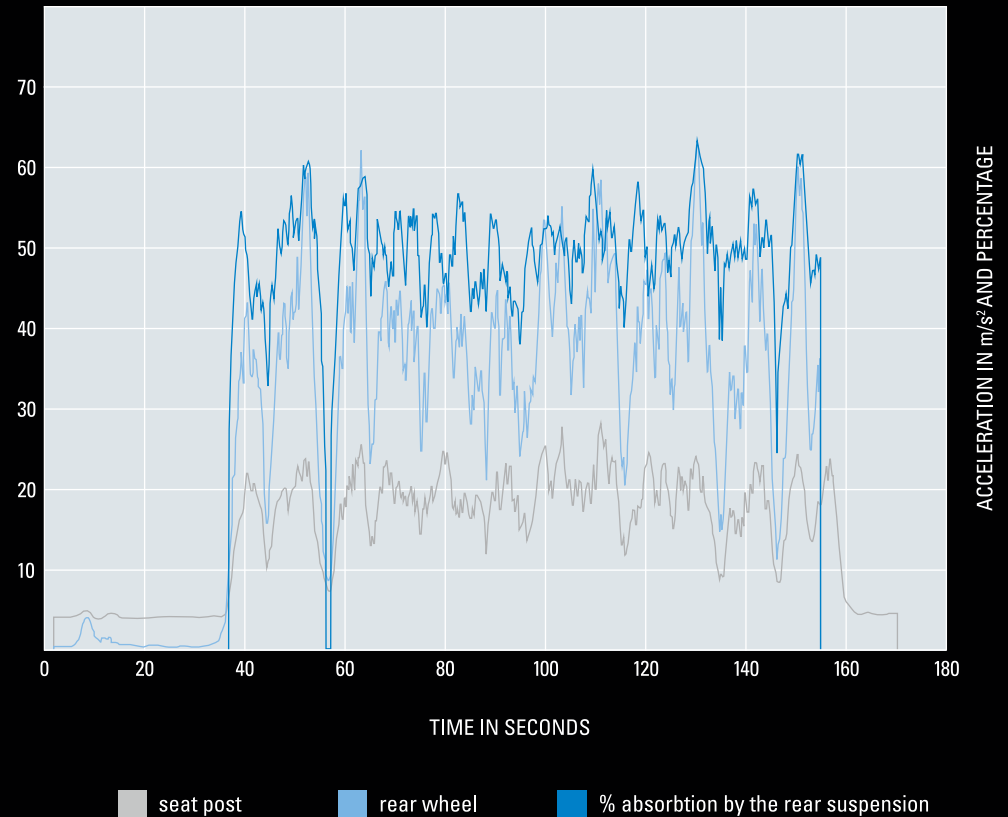
Trained mechanics and suspension service experts will appreciate this QSP rear shock for a quick and easy, yet thorough overhaul.





RIDER REMY ABSALON  
 LOCATION MAXI AVALANCHE ALPE D'HUEZ, FRANCE  
 PHOTO HOSHI YOSHIDA

# HIGH PERFORMANCE



## DDA ANALYSIS

New technologies have to prove themselves with modern data acquisition. We measured 20 to 30 percent less chatter on the handlebar compared to the Inline predecessor.

SR Suntour WERX athletes are closely involved in the development work - with success: Rémy Absalon 12-times megavalanche and multiple winner of the French Enduro series.

# WATCH THE VIDEO



CLICK TO WATCH THE  
VIDEO ON OUR YOUTUBE  
CHANNEL



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[www.srsuntour.com/triair](http://www.srsuntour.com/triair)



## KEY SPECIFICATIONS

- ⊕ 8 click rebound
- ⊕ 3CR (3 mode compression)
- ⊕ IFP (internal floating piston)
- ⊕ Air volume spacers (positive and negative rooms)
- ⊕ PCS-Piston compensator system







## DETAILED SPECS

<b>MODEL</b>	TRIAIR1
<b>INTENDED USE</b>	DOWNHILL, FREERIDE, ENDURO, TRAIL
<b>COMPRESSION</b>	3CR (3 MODES: OPEN, MEDIUM, FIRM)
<b>REBOUND</b>	8 CLICKS
<b>SPRING</b>	AIR (AIR VOLUME SPACER, IFP SYSTEM)
<b>WEIGHT</b>	STARTING FROM 400 g
<b>TRAVEL</b>	INCH: 200x57, 216x63 METRIC: 210X50, 210X55, 230X65, 250X70, 250X75, 230X60 TRUNNION: 185X50, 185X55, 205X60, 205X65, 225X70, 225X75



PISTON  
COMPENSATOR  
SYSTEM



E-BIKE  
READY

RIDER MIKEY HADERER  
LOCATION WERX CAMP USA  
PHOTO HOSHI YOSHIDA

# SPECIFICATIONS



MODEL YEAR	MODEL NAME	WEIGHT (g)	DAMPER	TRAVEL (IMPERIAL)	TRAVEL (METRIC)	TRAVEL (TRUNNION)	SPRING	FEATURE
RS18	TRIAIR-TR 3CR	403g (185x50)	3CR	-	-	185x50 mm, 185x55 mm, 205x60 mm, 205x65 mm, 225x70 mm, 225x75 mm	AIR	- Compression: 3 modes - Rebound: 8 clicks - Air Volume Spacer, IFP system.
RS24	TRIAIR-R	-	R	200 x 57 mm 216 x 63 mm	210 x 50 / 55 mm 230 x 65 mm	-	AIR	
RS18	TRIAIR 3CR	400g (200x57) 402g (216x63)	3CR	200x57, 216x63	210x50, 210x55, 230x65, 250x70, 250x75	-	AIR	- Compression: 3 modes - Rebound: 8 clicks - Air Volume Spacer, IFP system.
RS24	TRIAIR-TR-R	-	R	-	-	185 x 50 / 55 mm 205 x 60 / 65 mm 225 x 70 / 75 mm	AIR	





RIDER JAMES DOERFLING  
 LOCATION CACHE CREEK, BC CANADA  
 PHOTO HOSHI YOSHIDA

# REAR SHOCK SETTINGS

## HOW TO USE THE 3 STEP COMPRESSION LEVER

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

TRAIL STYLE	COMPRESSION SETTING		
	OPEN	MIDDLE	CLOSE
ROUGH DH	Plush	–	–
SMOOTH DH	Plush	Supportive	–
TECHNICAL CLIMB	–	Supportive	Firm
SMOOTH CLIMB	–	–	Firm
SANDY DH	Plush	–	–
SANDY CLIMB	–	Supportive	Firm
MUDDY DH	Plush	–	–
MUDDY CLIMB	–	Supportive	Firm

**OPEN** – 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.

**MIDDLE** – It is for traversing. Sections of the trail where you need it to be active but still maintain a good pedaling platform.

**CLOSE** – It is great for climbing, in order to reduce undesirable suspension bob. The heavy/closed setting is NOT a lock-out, but does offer significant resistance to weight & pedal induced suspension movement.



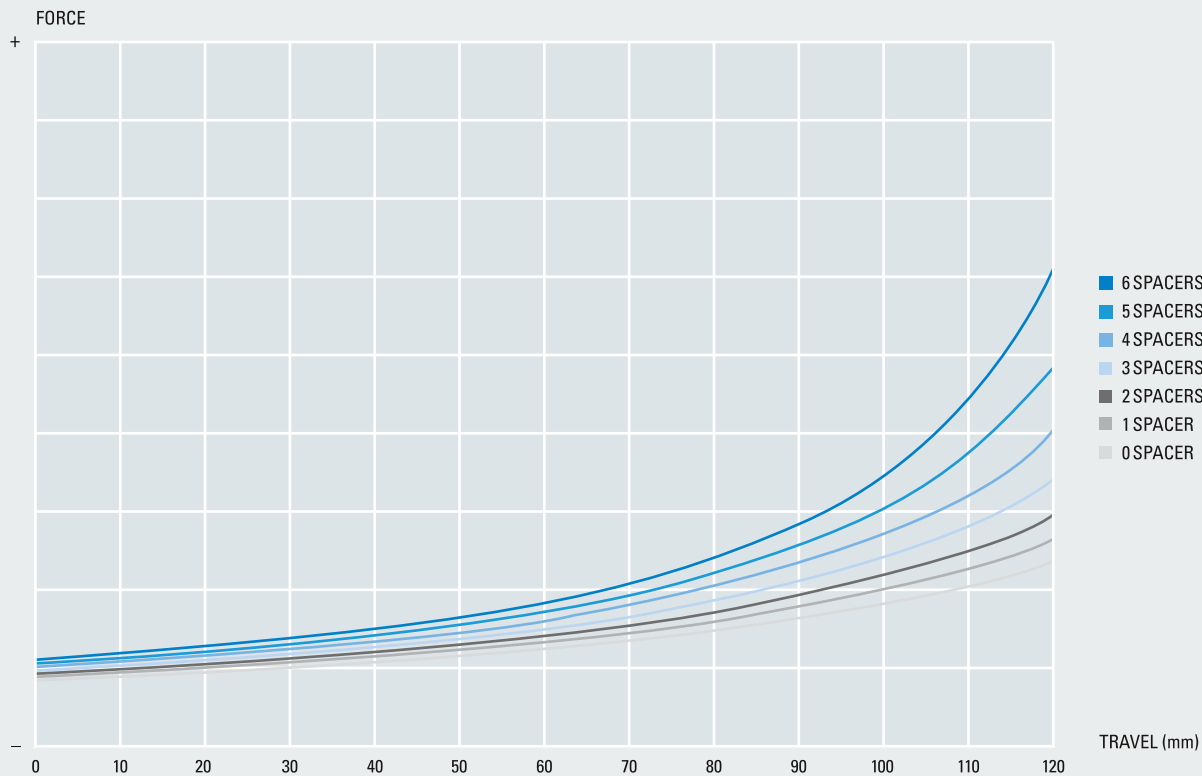


RIDER LOUIS REBOUL  
LOCATION LA MINE, FRANCE  
PHOTO HOSHI YOSHIDA

# HOW TO ADJUST THE SPRING CURVE WITH AIR VOLUME SPACERS

## EXAMPLE – SPRING CHARACTERISTIC: TRIAR 1

Shock size 205x50; Pos Air Pressure 175 psi; IFP pressure 220 psi



Adjust your spring curve by using different amount of plastic volume spacers part RAA123.

TRIAIR 1		
	Factory setting	Max. possible spacers
<b>Plastic volume spacers part RAA123</b>	positive chamber: 0- negative chamber: 0-	positive chamber: 6- negative chamber: 3





RIDER TORBEN DRACH  
 LOCATION MEGAVALANCHE, ALPE D'HUEZ, FRANCE  
 PHOTO HOSHI YOSHIDA

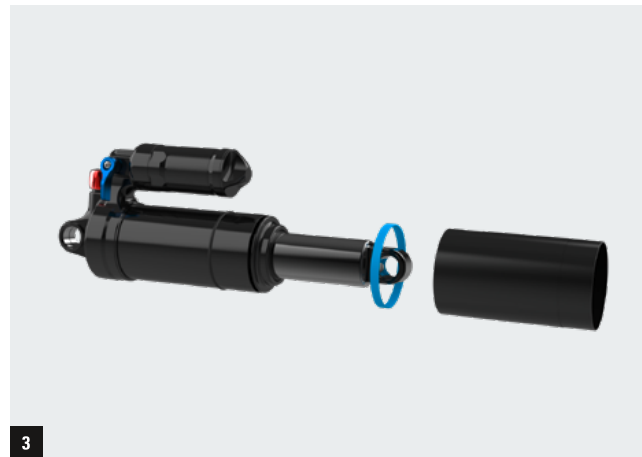
## AIR VOLUME ADJUST

SYMPTOM	SOLUTION	
	POSITIVE CHAMBER	NEGATIVE CHAMBER
<b>BOTTOM OUT TOO EASILY</b>	Add 1-2 positive spacers	–
<b>LACKING SUPPORT FOR PEDALING</b>	–	Add 1-2 negative spacers
<b>LOOKING FOR MORE MIDSTROKE SUPPORT</b>	Add 1-2 positive spacers	Add 1-2 negative spacers
<b>CANNOT GET FULL TRAVEL</b>	First step: remove 1-2 positive spacers	Second step, if first step doesn't work: add 1-2 negative spacers and decrease the air pressure





## TUTORIAL – AIR VOLUME ADJUST



### HOW TO ADJUST AIR VOLUME

- 01** Let all air out of the main canister. Remove the o-ring underneath the air chamber. Be cautious not to damage the o-ring.
- 02** Twist and push downward to remove the air sleeve.
- 03** 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!

# COMPLEMENTARY MATERIAL AND GLOBAL CONTACT

### SHOCK LENGTH - HOW TO MEASURE TOTAL LENGTH / STROKE LENGTH

**SHOCK LENGTH**  
 01 Eyelid (A)  
 02 Eyelid (B)  
 03 Eye to eye length

### STROKE LENGTH

**STROKE LENGTH**  
 01 Measure the eye to eye length  
 02 Attach a shock pump and slowly remove all the air from the shock. Compress the shock fully and measure the eye to eye length again.  
 03 Subtract the measurement from the initial eye to eye length to find the usable stroke.

### SAG - HOW TO MEASURE SAG

**SAG**

**SUNTOUR**  
**REAR SHOCK GLOSSARY**  
 V.1.0\_08-2022

## REFINED SIMPLICITY

SR SUNTOUR is a Japanese owned bicycle components manufacturer, operating factories in Taiwan, China, and Vietnam, with R&D and service offices collaborating globally for the success of one of the world's most prominent bicycle suspension components manufacturer. With this global infrastructure we strive to create suspension & drive train products for the widest range of people, from World Cup podiums, urban mobility to a kid's first bike. Our goal is to be the industry leader in value performance, reliability, durability, and serviceability following our guiding principle **REFINED SIMPLICITY**. With roots tracing back to 1912, established 1988.



Click or scan to see our rear shock glossary



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Contact our world-wide distributors





RIDER OLIVIER CUVET  
LOCATION COL DU GALIBIER, FRANCE  
PHOTO HOSHI YOSHIDA