



# ***HOW TO CHECK & REPLACE NLO/HLO/LO CARTRIDGES***

V.1.0\_09-2024

## HOW TO CHECK & REPLACE LO/HLO/NLO CARTRIDGES

### REQUIRED TOOLS & SUPPLIES:

- 10mm socket (HLO & NLO)
- 5mm Allen key (LO)
- 4mm Allen key
- Torque wrench
- 5mm torque bit
- Mallet
- Plastic (tire) lever
- Small flat (slotted) screw driver
- Lockout system removal tool (FAA122)

### ⚠ WARNING

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

### GENERAL INFORMATION

All forks can be identified by the setting buttons.



## STEP 1 – TESTING & ADJUSTMENT

### CASE A – LOCKOUT FUNCTION NOT WORKING (FORK ALWAYS COMPRESSES).

1. This procedure can be performed while the fork is mounted on the bike. Use a plastic (tire) lever to unclip the lockout knob and set it aside.



2. Use a small flat (slotted) screwdriver to remove the adjuster core and set it aside.



3. Insert a 4mm Allen key through the black bolt and gently turn clockwise until it stops (picture 1). Do not use force. The cartridge is now in the "Lock" position.

Now turn the Allen key ½ turn counter clockwise to open the cartridge (picture 2). Remove the Allen key.

If the fork has been removed from the bike, put the fork on the floor and compress the fork with two hands, one hand on each side of the crown, 8-10 times. If the fork is still mounted on the bike, with the bike on the floor, compress the fork using the handlebar 8-10 times. This ensures there is no air trapped underneath the cartridge piston.



4. Insert the 4mm Allen key again and gently turn clockwise to set the cartridge into the "Locked" position (picture 1). Remove the Allen key and check the lockout function of the fork as described in point "3":

If the lockout functions properly, keep following the point "1" instructions below.

If the lockout function does not work properly (the fork still compresses), the cartridge must be replaced. Go directly to point "2":

5. Install the adjuster core. Position the blue knob pointing towards the rear of the crown (6 o'clock when you are installed sitting on the bike). Firmly push on the lockout knob until it clips in.

The lockout knob is now matching the cartridge setting.



6. Turn the lockout knob 180° counter clockwise to unlock the fork.



### CASE B – LOCKOUT FUNCTION NOT WORKING (FORK IS ALWAYS LOCKED)

1. This procedure can be performed while the fork is mounted on the bike. Use a plastic (tire) lever to unclip the lockout knob and set it aside.



2. Use a small flat (slotted) screwdriver to remove the Adjust core and set it aside.



3. Check the cartridge position: insert a 4mm Allen key through the black bolt and gently turn clockwise until it stops (picture 1). Do not use force. The cartridge is now in the "Locked" position. Now turn the Allen key ½ turn (180°) counter clockwise to set the cartridge to the "Open" position (picture 2).



4. Remove the Allen key and check the lockout function of the fork.

If the fork has been removed from the bike, put the fork on the floor and compress the fork with two hands, one hand on each side of the crown. If the fork is still mounted on the bike, with the bike on the floor, compress the fork using the handlebar.

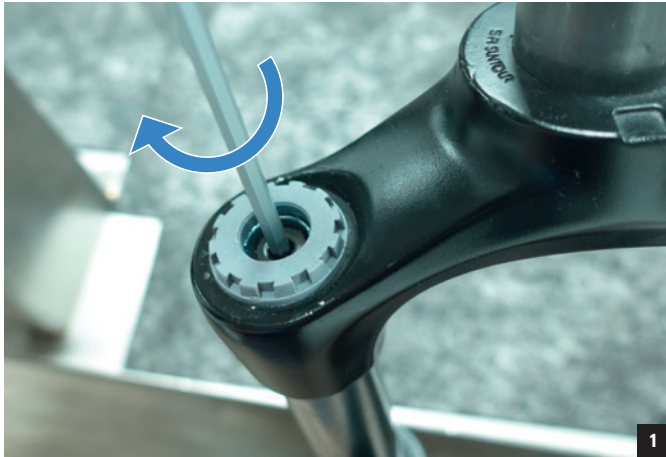
If the fork compression functions once again, continue following instructions below.

If the fork does not compress, the cartridge must be replaced. Go directly to Step 2.

5. Insert the 4mm Allen key through the black bolt and gently turn clockwise until it stops (picture 1). Do not use force. The cartridge is now in the "Lock" position. Install the adjuster core.

Position the blue knob pointing towards the rear of the crown (6 o'clock when you are sitting on the bike). Firmly push on the lockout knob until it clips in.

The lockout knob now matches the cartridge setting.



## STEP 2 – REPLACING THE CARTRIDGE

1. This procedure can be performed with the fork mounted on the bike. Use a plastic (tire) lever to unclip the lockout knob and set it aside.



2. Use a small flat (slotted) screwdriver to remove the adjust core and set it aside.



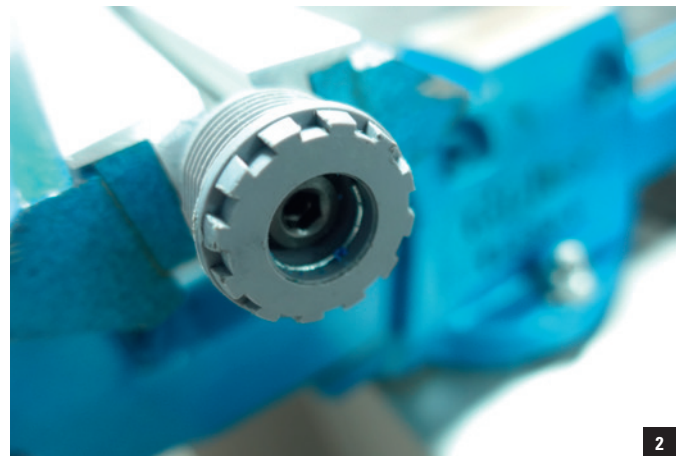
3. On the damper side, using a 5mm Allen key, turn the lower-leg bolt counter clockwise 2 turns to loosen it. For HLO and NLO version, use a 10mm socket to remove the nut following the same process. Use a mallet to strike the bolt 2-3 times. Check to ensure the bolt is in contact with the leg. Remove the bolt and set it aside.



4. Use the dedicated FAA122 lockout system removal tool to unscrew the adjustment system. Remove the cartridge from the fork.



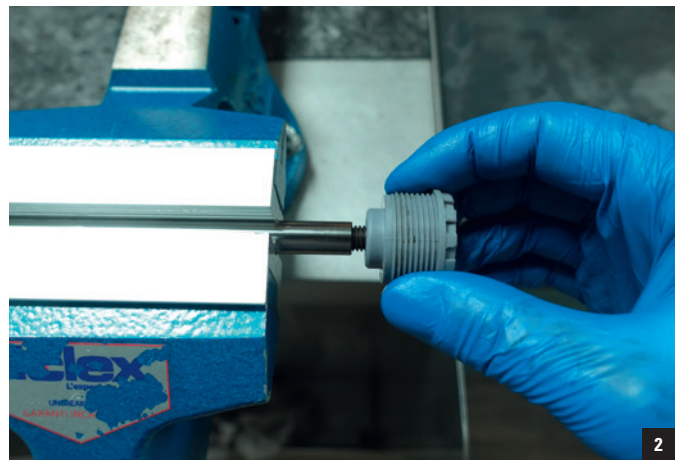
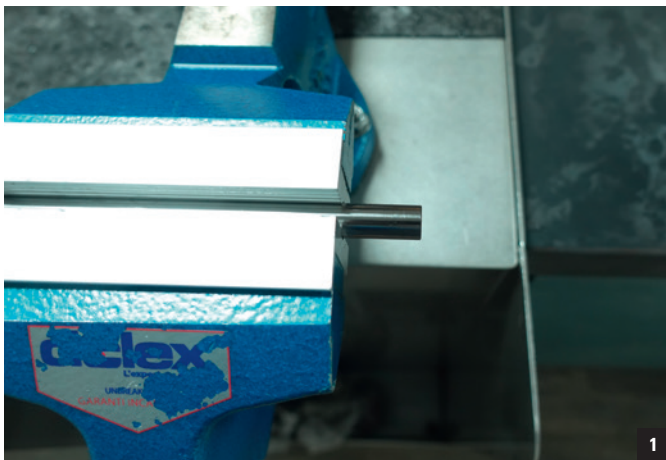
5. Position the cartridge into a vise with aluminium clamps. Use a 5mm Allen key to unscrew the black bolt. Remove the adjust system.







6. Remove the cartridge from the vise and install the new one as shown in the images below. Install the adjust system and tighten to **7Nm**.



7. Remove the cartridge from the vise. Use a 4mm Allen key to set the cartridge in the open position (refer to point "1-3").

Install the cartridge in the fork. Push on the adjustment system to compress the cartridge and tighten with the FAA122Tool.



8. Install the washer and bottom bolt and tighten to **8Nm**.



9. Insert a 4mm Allen key through the black bolt and gently turn clockwise until it stops (picture 1). Do not use force. The cartridge is now in the "Lock" position. Install the adjuster core.

Position the blue knob pointing towards the rear of the crown (6 o'clock when you are installed on the bike). Firmly push on the lockout knob until it clips.

The lockout knob is now matching the cartridge setting.



