



# ***HOW TO CHECK & REPLACE RL/RL-R CARTRIDGES***

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### REQUIRED TOOLS & SUPPLIES:

- 10mm socket
- 5mm Allen key
- 2mm Allen key
- Torque wrench
- Mallet
- Plastic (tire) lever
- Small flat (slotted) screw driver
- Lockout system removal tool (FAA122)

### WARNING

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

### GENERAL INFORMATION

All forks can be identified by the setting buttons.



## STEP 1 – TESTING & ADJUSTMENT

### SYMPTOMS: SYSTEM IS ALWAYS LOCKED OR ALWAYS OPEN.

1. This procedure can be performed while the fork is mounted on the bike. Remove the two RSLO cover adjuster bolts with a 2mm Allen key. Remove the RSLO cover and set it aside. Use a small flat (slotted) screwdriver to remove the white plastic guide and set it aside.



2. Compress the fork 8-10 times to make sure there is no air trapped underneath the cartridge piston.



Press and hold the pin, maintaining pressure. With the pin pressed, try to compress the fork (or damper shaft if the lower legs have been removed). It should not compress. If it does move, compress the fork/cartridge 8-10 more times. Release the pin, press it again, then attempt to compress the fork/cartridge shaft again. If the fork/cartridge still compress, it must be replaced. Go to point "2".

If the fork/cartridge shaft does not moving, the lockout function of the fork is functioning properly. Now check the RSLO cover assembly (picture 3). Apply grease to the steel component and the spring. Make sure the steel component is oriented correctly and can slide freely. Re-assemble the plastic cover and RSLO cover assembly on the fork. Install the cable and check that it is properly tensioned.



## STEP 2 – REPLACING THE CARTRIDGE

1. RL cartridges: On the damper side, using a 5mm Allen key, turn the lower-leg bolt counterclockwise 2 turns to loosen it. 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.



RL-R cartridges: On the damper side, pull on the rebound adjuster knob to remove it, then set it aside. Using an 8mm Allen key, turn the exposed bolt counterclockwise 2 turns to loosen it. 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.

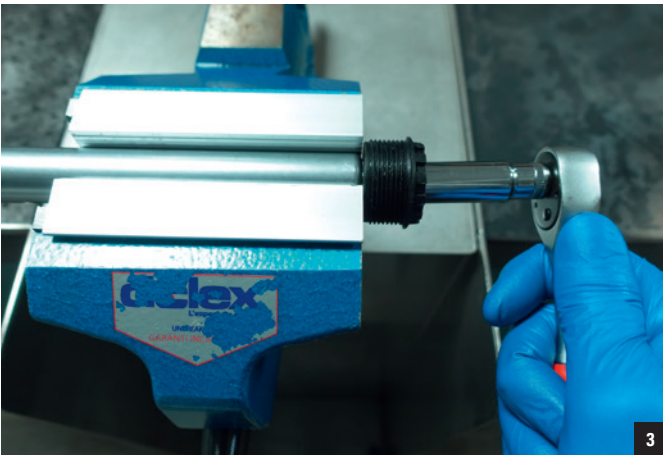
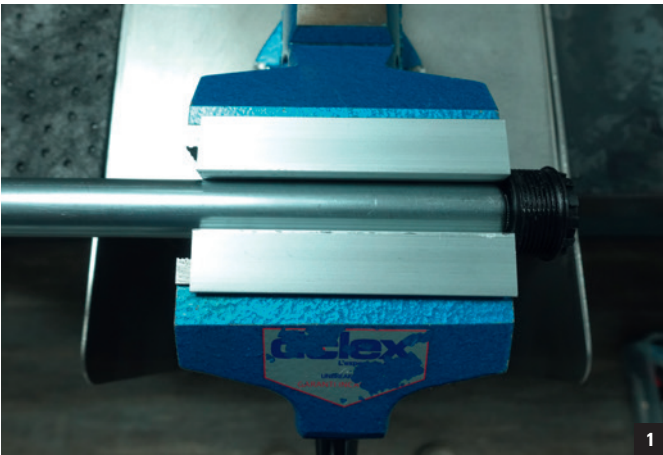


2. Use the dedicated FAA122 lockout system removal tool to unscrew the RL adjustment system. Remove the cartridge from the fork.

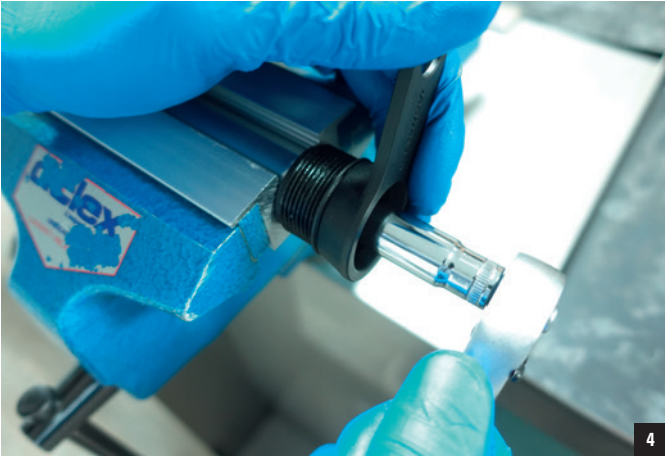




3. Position the cartridge into a Vise with aluminium clamps. The plastic screw must be flush with the aluminium clamps. Use a 10mm socket to unscrew the steel bolt.



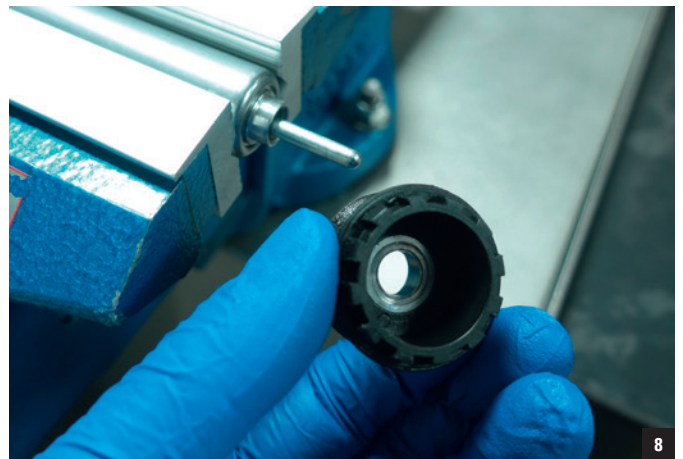
If the threaded plastic RL adjuster spins with the steel bolt, use the FAA122 tool to prevent it from rotating.



Remove the steel bolt and washer.

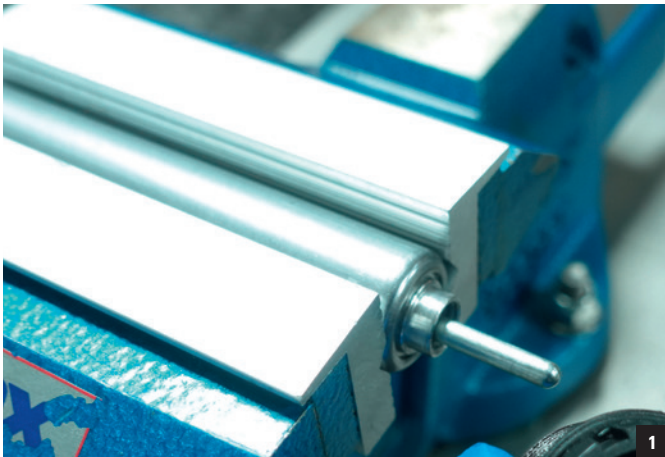


Use a mallet to gently strike and loosen the threaded plastic adjuster. Remove it and set it aside.

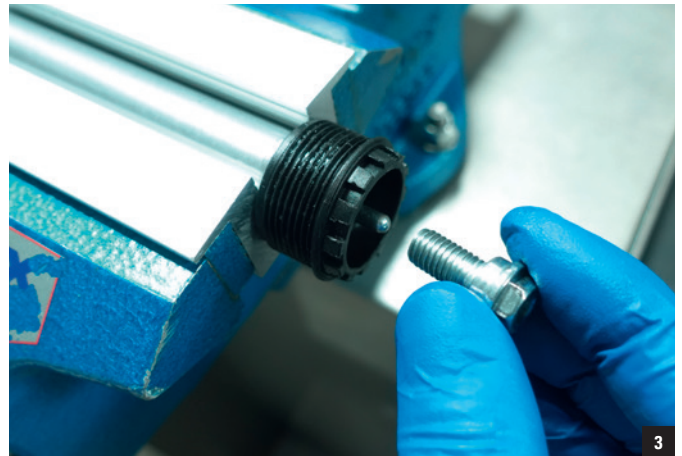


4. Remove the cartridge from the Vise. Position the new cartridge in the aluminium jaws as shown on the image below.

**Note:** Do not overtighten the cartridge in the vise as this could cause damage. Use only enough force to keep the cartridge from spinning when tightening the steel bolt.



Position the threaded plastic adjuster, the washer and the steel bolt.



Use a torque wrench and tighten to **10Nm**.





5. Install the cartridge in the crown and tighten with the FAA122 tool. Install the plastic guide.



Grease the steel sliding component. Install the RSLO cover assembly and use a 2mm Allen key to tighten the two bolts.





**6. RL-R cartridge:** Make sure the damper cartridge shaft is aligned with the lower leg hole. If not, use a 3mm Allen key to center the shaft.



First thread the bolt in by hand then use an 8mm Allen key to tighten the bolt to **12Nm**.



Use a 3mm Allen key to set the rebound to fully-open (turning it counterclockwise) then close it by 1-2 turns (turning it clockwise). Remove the Allen key and reinstall the rebound adjuster knob by pressing it into the bolt.



## AIR SIDE

Install both the washer and bolt. Use a torque wrench with 5mm Allen bit and tighten to **8Nm**.

