

2K13

superior
magnesium
alloy and
carbon
technology

suspension forks
rear shocks
transmission systems
electronic drivetrains

SR SUNTOUR Inc. **Ride More - Wrench Less** 2013

SR SUNTOUR



**JULIE
BRESSET
WINS
GOLD
MEDAL
IN LONDON**






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TECH SPECS

 Air suspension  Coil spring

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Q-LOC

		99
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BOTTOM BRACKETS

XCM / XCT	CITY	99
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FRONT DERAILLEURS

NRX / XCR	CITY	99
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GEAR BOX

V-BOXX	FR / DH	100
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SUSPENSION SEATPOST

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3 WERX RIDERS HEADING TO THE 5 RINGS

After many years of hard work by our engineers, mechanics and sponsored riders, SR Suntour finally achieved the ultimate product validation this past season with numerous World Cup wins and placings. We have proven that SR Suntour suspension forks are world class products ready for world class riders, and believe the best is yet to come. This year, SR SUNTOUR sponsored riders worked hard to earn the right to represent their countries in the 2012 Summer Olympic games in London, UK. With the help of SR SUNTOUR's superior fork technology, Julie Bresset, Roger Rinderknecht and Annika Langvad all qualified for a shot at the gold.

Come experience the performance and quality of SR Suntour suspension on your next ride. We are eager to share our success with you!





JULIE BRESSET

CROSS COUNTRY

World Champion XC U23 2011
World Cup Winner XC Elite 2011

FRANCE 



ANNIKA LANGVAD

CROSS COUNTRY

World Champion Marathon 2011

DANMARK 



ROGER RINDERKNECHT

BMX

Silver medal winner UCI 4X World Championships 2011

SWITZERLAND 

A close-up, diagonal shot of a bicycle fork. The fork is dark, possibly black or dark brown, with a textured surface. A blue and white decal is visible on the fork. The background is a bright, out-of-focus light source, creating a strong lens flare effect.

WERX - IS NOT JUST A LABEL



We don't put the WERX decal on our products just because it sells better. WERX products are telling stories about tough races, success and failure and unforgettable trips. All our research and development work ends in product improvements and all these innovations need to be field tested in the real world from real riders. We work with a network of world class athletes all over the world, riding under different conditions, on different terrain, in different disciplines. Some riders take our products on a more than 3.000m high summit for an epic descent. Some riders travel 100.000 km per year around the world to test our forks at the World Cup races. And other riders figure out set-ups for special World Cup races that are no longer than a minute. Some other riders spend their whole summer road tripping through Europe or across North America from one freeride spot to another, sharing their caravan bed with their bikes. Our ideas, our design solutions and our products wouldn't be complete without these people's feed-back. Our products come from race proven engineering.





MODEL	AXON	LEARN MORE Spec list page 66
VERSION	WERX	
WHEEL SIZE	26" 29"	INTENDED USE XC MA
TECH SPECS	Steerer: 1 1/8 and CTS Tapered Forged hollow crown 80 mm / 100 mm travel Air pressure adjust Rebound adjust Low speed compression adjust 15 mm QLOC titanium axle	 AXON WERX video with BH SRSUNTOUR
WEIGHT	AXON RC WERX EL-R 1.480g * AXON RC-WERX RL-RC 1.530g * * including 15mm QLOC Ti	

Made to win

The AXON WERX Carbon is the youngest yet most successful member of the AXON family. With state of the art features like a carbon lower with magnesium dropouts, forged hollow crown, electrical lockout system and the patented Q-LOC titanium quick release thru axle system the latest AXON WERX has been made with one goal in mind: winning.

Our BH SRSUNTOUR Team rider Julie Bresset won the World Cup overall in XC Womens Elite category and a world champion title in XC U23 Womens category on a AXON WERX Carbon in 2011.

The AXON WERX family has been extended in 2012 to cover all up and coming wheel size options. The 27,5" version is in field testing and the 29" version has already been taken to the Olympic games by Julie Bresset and Annika Langvad.

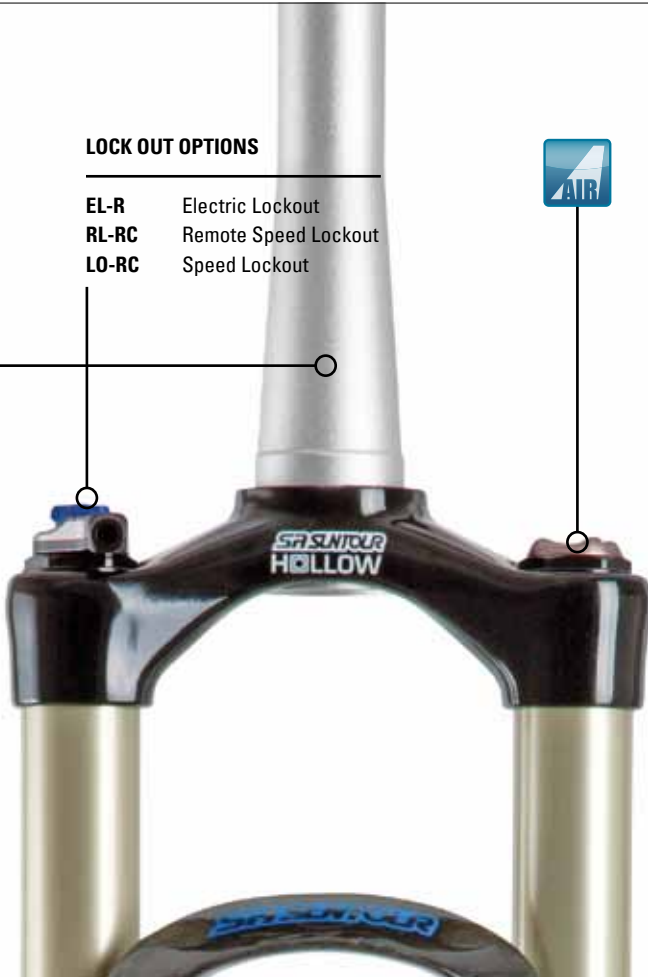


button boosted THRUAXLE QUICK RELEASE

No compromise has been made on rigidity, despite the lighter weight, thanks to the 15QLC axle system. Button boosted 15mm thru axle quick release system. Lightweight titanium version: 69g.

LOCK OUT OPTIONS

- EL-R Electric Lockout
- RL-RC Remote Speed Lockout
- LO-RC Speed Lockout



CARBON HYBRID

Compared to the magnesium lower it's 65g lighter.*

MAGNESIUM LOWER: 463g
VS.
NEW CARBON HYBRID LOWER: 398g**

** the weight indication is for reference only



Yeah, it's patented!

HYBRID STRUCTURE

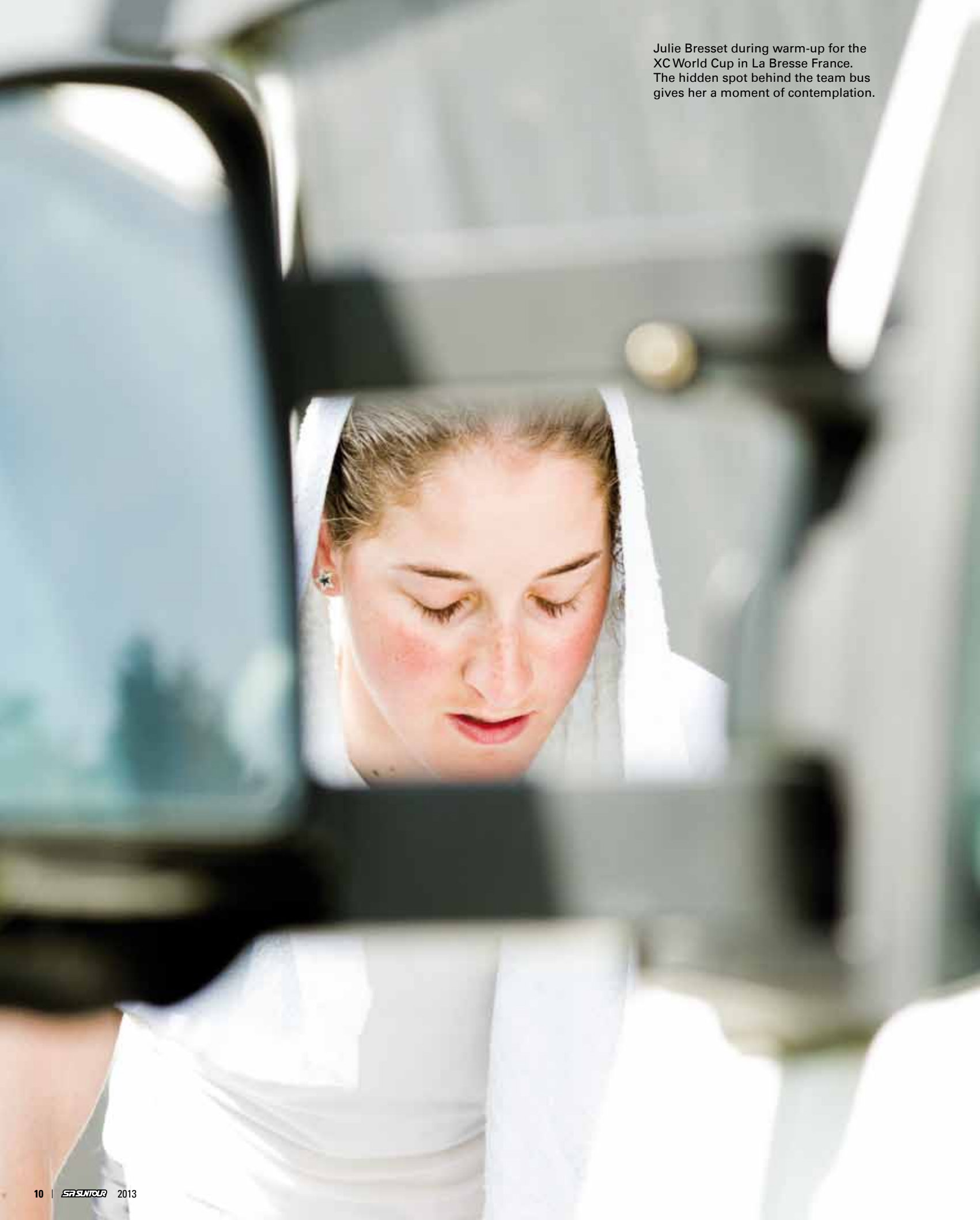
Full carbon lower with magnesium dropouts for the 15mm Q-LOC™



Due to the lighter weight, unsprung mass has been reduced and therefore sensitivity has been greatly improved.



Julie Bresset during warm-up for the XC World Cup in La Bresse France. The hidden spot behind the team bus gives her a moment of contemplation.





JULIE BRESSET

London bound

Words Arnaud Grosjean | Photos Hoshi Yoshida

The season 2011 could not have been better for young French rider, Julie Bresset, from Brittany. Being the youngest World Cup overall winner ever she has written herself into history. On top of that, she won the French and European championship titles and became World Champion in the U23 class at the end of the season. This paved her way to London.

As the Olympic Games take place only every four years, making the grade to qualify is a huge challenge for any athlete and to train specifically for the Olympic XC race requires sacrifices. Fortunately for Julie, she qualified for the Olympic team at the beginning of the season which took some of the pressure off her during the year. Other athletes were still competing hard to qualify right up until the World Cup in La Bresse at the end of May. Thanks to her extraordinary skills, Julie had already won her ticket to London and was able to start preparing for the sporting highlight early in 2012.

The first task was to study the Olympic course. There was a test event at the same location last summer, which was advantageous for the strategic preparation: Julie's trainer had her ride more cross country races in winter, the so-called cyclocross-races, in order to train for the short and powerful uphill sprints. In comparison to the alpine World Cup courses, the Olympic trail is undulating, but energy-sapping due to several fast climbs.

In April, Julie returned to the Olympic course together with the BH SRSUNTOUR team - the manager, mechanic and her coach. She stayed for a couple of days to get a feeling for the course. On the one hand she wanted to check if the course was still the same and on the other hand she had to start thinking about selecting the right equipment for the race. After the earlier test event some riders had thought the course was more suited to 29er's so Julie had to work out the best bike set-up. The big

question of whether to ride a full suspension or not and which suspension fork setup to use were important topics to investigate for the man-made course.

Other preparations focused on planning the racing schedule for the year. Being the 2011 World Cup Champion Julie had a title to defend and up until the fourth World Cup race this year she was in the lead again. Julie chose, however, not to participate in the North American World Cup races in order to save up energy for the Olympics. This meant she gave away the World Cup lead and instead was able to relax with her family and to participate in the French road cycling championship. This diversion to a new discipline was also a part of her training plan. According to her coach, Julie's weaknesses were pedaling-strength and fitness. However, coming 9th in the individual time trial proved she was already quite fit.

In order to improve her technical riding skills Julie also did some detours to the BMX-tracks on her XC bike. Here she focused mostly on her jumps. The skill of tactical jumping in a race has proved itself useful at several world cups already. In Nove Mesto on the so-called 'BMX' passage, for example, where a stretched-out long descent had some speed-doubles, the rider could either brake to slow down to ride over the doubles or choose the much faster option of getting air and doing a jump. Julie's brilliant riding skills in this area were the key to this world cup victory.

After all this physical preparation, now comes the mental and psychological preparation for the Olympic Games. The French national team has specialists who help the riders to relax and reduce stress through specialized training programs, but for Julie there is a simpler and much more effective way to reduce the inner pressure. Spending time with her family she finds her tranquility, support and the source for her strength and energy.





01



02



03



04

JULIE BRESSET

01 Julie likes technical courses. She flies through rock gardens like her male colleagues. Location: Pietermaritzburg, South Africa.

02 Why not try the XC Eliminator race? So she did just for fun in Nove Mesto and got second place.

03 The No. 1. Julie won the overall World Cup in 2011 and she won the World Cup in Nove Mesto, Czech Republic.

04 Julie won the World Champion title in XC U23 category.

05 Julie always makes time for her fans. World Cup La Bresse, F.



05



Lithium CR 123A

EL-R CARTRIDGE | ELECTRIC REMOTE SPEED LOCK OUT

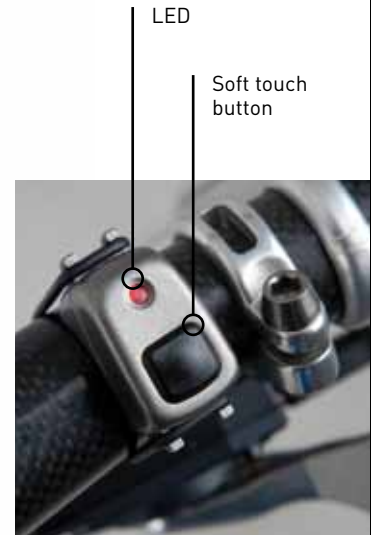
specified on:
AXON WERX EL-R
AXON EL-R

it's all about speed

An electronic lockout motor (ELM) inside the right side stanchion of the fork quickly locks or unlocks the compression in less than 0.6 seconds. Activated by an easy to find soft-touch handlebar-mounted switch, the ELM is powered by a long-life Lithium battery and controller (brain) located in the fork steerer tube.

Battery power is conserved by a vibration sensor located within the controller. When it senses no vibration (riding) for 5 minutes, the system automatically goes into a power-saving mode. As a result, approximately 50,000 actuations can be expected from the life of the battery.

ON / OFF IN 0.6 SEC



- LED lamp enables riders to recognize if the cartridge is in lock out or open mode.
- Bigger switch size is easier to find under extreme riding conditions such as racing.
- All you need is a gentle touch of the button. Nothing is faster than the new ELR cartridge.



- Race proven technology
- Electric operation speed is 0.6 seconds for ON or OFF.
- Rebound adjust knob is made out of forged alloy and light index feeling for easy and sure operation.



WERX Europe

Our commitment to the European XC race scene has a long tradition. We started out supporting national grass roots teams, then ambitious junior World Cup teams and now elite trade teams. As a result of this long term relationship our teams like **BH SRSUNTOUR**, **Giant Swiss SRSUNTOUR** and **FUJI Rockets** are earning the top results at the World Cups and the World Championships.

BH SRSUNTOUR XC

Julie Bresset
 Maxime Marotte
 Lucie Chainel
 Laura Metzler
 Ruben Scheire
 Arnaud Grosjean
 Lorraine Truong
 H el ene Marcouyre



GIANT SWISS SRSUNTOUR XC

Martin Fanger
 J er emy Huguenin
 Marco Arnold
 Mirco Widmer
 Lukas Loretz



FUJI ROCKETS XC

Annika Langvad
Olaf Jonsson
Lukas Kaufmann
Christopher Maletz
Mailin Franke
Majlen Müller
Marco Schätzing
Tatjana Dold



GATES NICOLAI TEAM DH 4X

David Graf
Frank Schneider
Quentin Derbier
Kevin Dewinski
Joris Bigoni



WERX GERMANY ENDURO

Max Schumann
Eugen-Maxi Dickerhoff
Steffie Teltscher
Tobias Woggon



DURO PRO TEAM DJ

Marius Hoppensack
Ludwig Jäger
Fred Austruy
Aurélie Tournier
Linus Sjöholm
Teo Gustavson
Tomas Zejda



WERX America

If one word could sum up Team Turbo it would be legacy. This dedicated group of racers has been tearing up the cross-country circuit in Mexico as well as international competition since 1994. Team Turbo relies on the lightweight Axon fork platform to make it to the top of the podium.

DURO WERX

Starting life as a youth development project, the Duro Team has evolved into a team of top level dirt jump pro riders. Our current team consists of riders from Sweden, France, Germany, Austria, ...

TEAM TURBO MEXICO XC

Ignacio Torres Acosta
Emmanuel Valencia
Juan Carlos Hernández
Alejandro Barajas
Carlos Enrique Morán
Raquel Heredia





BIG MOUNTAIN

James Doerfling
Garett Buehler



Photos: Margus Riga

Next generation big mountain riders

The only way to describe **James Doerfling** (r) and **Garett Buehler** (l) are the next generation of big mountain freeriders. Both of these guys grew up in the shadows of the original freeride athletes riding in places like Kamloops and Nelson, British Columbia. Progression of a sport starts with this kind of inspiration and then goes to the next level when young guns like this begin to dream and have the confidence to bring amplitude and their own styles in a way the old guard is caught off guard. As Werx riders we not only count on James and Garett for proving out the durability and performance of our trail, all-mountain, and freeride suspension but also to make us dream of taking our product line into a new realm of possibilities.

AMBASSADOR AM / TRIAL

Tom Öhler



AMBASSADOR 4X / BMX

Roger Rinderknecht



One of the most successful

There are not many WERX riders with nearly the same number of podiums in their career. **Roger Rinderknecht** joined the WERX team in 2007 and won the silver medal at the World Championships in Italy 2008. Until today he won two World Cups and got several more World Cup podiums and just recently he won silver again at the UCI 4X World Championships. Being selected for the olympic games 2008 and 2012 in the category BMX he belongs to the most successful SRSUNTOUR athletes ever.

AMBASSADOR 4X / AM

Adrian Kiener



The creative

After retiring from his active career as 4X athlete **Adrian Kiener** started organising his own events like the legendary Greenhouse Pumptrack Race.

AMBASSADOR ENDURO

Jean-Pierre Bruni



The legend I

He was already racing Megavalanche back in the 90s. **Jean-Pierre Bruni** was our first brand ambassador at the Megavalanche.

AMBASSADOR ENDURO

Brett Tippie



Photo: Margus Riga

The legend II

Another legend has just recently joined the WERX team: **Brett Tippie** is one of the freeride godfathers. Without him, Garett and James would have to re-invent freeriding.

AMBASSADOR ENDURO

Bobby McMullen aka Blind Bobby



Read **Bobby McMullen's** interview on page 38 / 39.

Words Andreas Schmidt

DURO ROOKIE TEAM PROJECT

Supporting up-and-coming young talent has always been an important part of SR SUNTOUR's sponsoring philosophy. When we started thinking about reviving the Duro Rookie team it seemed obvious for us to tie in our Pro riders Marius Hoppensack and Ludwig Jäger who were once part of this team before they achieved fame and fortune.

The main concept behind the Team idea was to select riders with good skills and to support them to push their skills to the next level. If it comes to dealing with sponsors or media and the organization of photo shoots, there's nothing as valuable as the feedback from experienced riders.

We wanted to enable any young rider to join our contest, so we started a video challenge on our Facebook Channel with our fan community and used the Pro riders as judges. More than 25 riders

participated with their videos to gain one of three spots joining Max Fredriksson, Anton Thelander and Lukas Knopf who were selected in advance.

SR SUNTOUR designed a custom painted Duro RC fork and selected components from Beddo, Spank, Schwalbe and Formula, offered these young athletes the chance to concentrate on their sport in high style.

We were very happy to work with so many inspiring people who supported this team from the beginning. Thank you again for the commitment to the sport and the enthusiasm you showed supporting this idea.

Special Thanks to the winners Marcin Rot, Ferdi Fasel and Maris Ornins for their amazing videos. We are proud to welcome you as a part of the SR SUNTOUR family. Welcome to the Team!

DURO ROOKIE

The winner video clips



Photo: Boris Nachbauer

CARTRIDGE SCIENCE

We are the pioneers of cartridge based suspension forks. We have been developing integrated damping, lock out, and travel adjust features for almost a decade.

SERVICE FRIENDLY WORLDCUP RACING TECHNOLOGY

Words Lance Bohlen



I imagine a fork hydraulic system so self-contained that any mechanic with average skills could remove and reinstall a new one in a few minutes. That was vision SR Suntour's chief engineer Yoshiya Chonan had back in 2000.

Inspired by the phrase "plug and play" used by computer operating systems of the time, Chonan-san began designing modular hydraulic suspension cartridges that could "plugged" into a fork chassis, offering state-of-the-art suspension performance without the mess and hassle of then ubiquitous open bath systems.

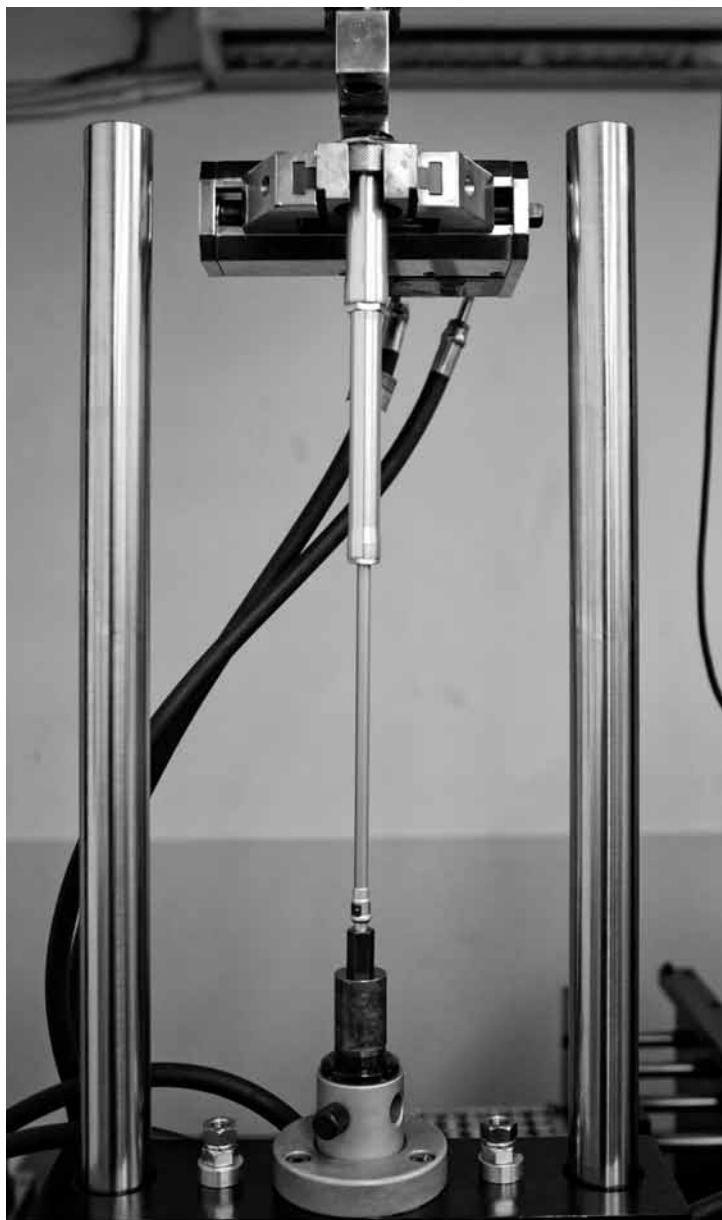
Back then – and even now – overhaul of open bath system forks required sending in the fork to a specialty service center. Along with the associated downtime and transportation costs, the inherent inconvenience of not being able to ride the bike while the fork was out for service, meant consumers would often postpone needed work. Self-contained hydraulic cartridges solved that problem by fostering quick exchanges allowing riders to get back on the trail with minimal delay.

Thus was the genesis of not only our Cartridge Science program, but also our "Quick Service Products" or QSP as it came to be known. Today, 12 years later, our QSP hydraulic cartridges have evolved to be amongst the most sophisticated hydraulic systems on the market, with numerous World Cup victories and championships to prove it.

No matter which features you desire, from simple on-the-fly lockout to radical 2-stage compression, rebound damping and adjustable travel, we make a cartridge for your riding style and budget.

Our competitors said it couldn't be done. We keep reminding them otherwise every time there is a SR Suntour fork on the trail while theirs are in the shop!

RIDE MORE – WRENCH LESS

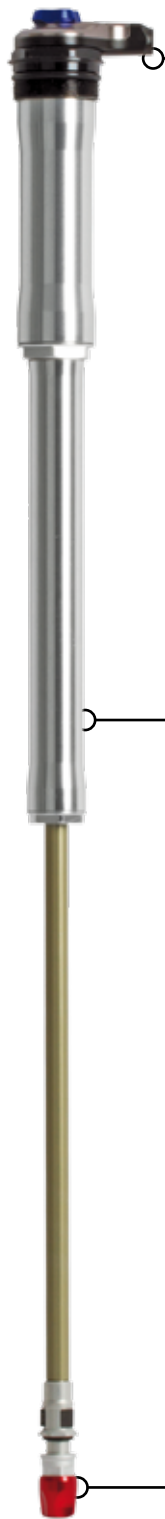




- 01 Yoshiya Chonan, Chief engineer SRSUNTOUR
- 02 Darren Salisbury, SRSUNTOUR USA
- 03 Christophe Chambard, BH SRSUNTOUR Team mechanic

RL RC CARTRIDGE

REMOTE SPEED LOCK
REBOUND
LOW SPEED COMPRESSION



RL RC

REMOTE LOCK + COMPRESSION adjust knob as integrated design and made out of alloy.

80g lighter*

* Race proven WERX cartridge is 80g lighter than the original LOD and RLD

"click"

forged alloy index knob

REBOUND adjust knob is made out of forged alloy and light index feeling for easy and sure operation.

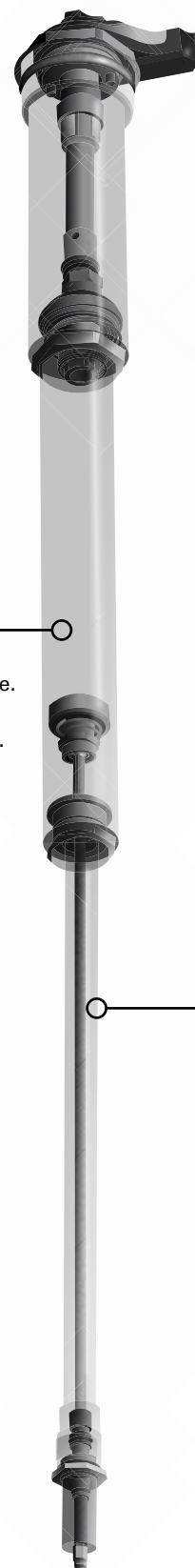
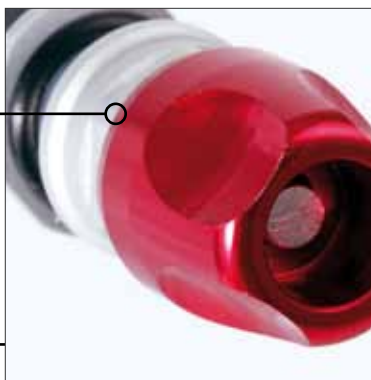


New ergonomic design **REMOTE LOCK LEVER** for faster and easier operation.



- 3-in-1 Lock out + low speed compression adjust + rebound damping adjust in one cartridge.

- Drastic improvement of riding efficiency & its adjustability for cross country & trail ride.
- Adjust and easy control of weight distribution when riding and when braking.



LO RC CARTRIDGE

SPEED LOCK
REBOUND
LOW SPEED COMPRESSION



SR SUNTOUR
**CARTRIDGE
SCIENCE**

QSP
QUICK SERVICE PRODUCT

**RIDE MORE -
WRENCH LESS**

QSP makes World Cup racing technology accessible to everyone with hassle free cartridge technology.



LO RC

SPEED LOCK OUT + COMPRESSION adjust knob as integrated design and made out of alloy.



- 3-in-1 Lock out + low speed compression adjust + rebound damping adjust in one cartridge.
- Drastic improvement of riding efficiency & its adjustability for cross country & trail ride.
- Adjust and easy control of weight distribution when riding and when braking.

**80g
lighter***

* Race proven WERX cartridge is 80g lighter than the original LOD and RLD



REBOUND adjust knob is made out of forged alloy and light index feeling for easy and sure operation.



RC CARTRIDGE

REMOTE SPEED LOCK
REBOUND
LOW SPEED COMPRESSION



RC

COMPRESSION adjust knob is made out of forged alloy and light „CLICK“ index feeling for easy and sure operation.



CARTRIDGE
SCIENCE

QSP
QUICK SERVICE PRODUCT

RIDE MORE - WRENCH LESS

QSP makes World Cup racing technology accessible to everyone with hassle free cartridge technology.



TA CARTRIDGE

AIR SPRING TRAVEL ADJUST



TA

TRAVEL ADJUST PUSH button
(Alloy buzzer design)
Optional with travel adjust lever





RC2 CARTRIDGE

REBOUND ADJUST
HIGH AND LOW SPEED
COMPRESSION ADJUST



RC2

HIGH AND LOW SPEED COMPRESSION adjust knob is made out of forged alloy and light „CLICK“ index feeling for easy and sure operation.



CARTRIDGE SCIENCE

QSP
QUICK SERVICE PRODUCT

**RIDE MORE -
WRENCH LESS**

QSP makes World Cup racing technology accessible to everyone with hassle free cartridge technology.





RL

REMOTE LOCK OUT Classic, durable and World Cup proven design.



New ergonomic design
REMOTE LOCK LEVER for faster and easier operation



LO

SPEED LOCK OUT Classic and durable lever design.



Quick service products

Our cartridge science not only aims to be technologically sophisticated but also to be user-friendly and low maintenance. We call them QSP - Quick Service Products. All our high-end cartridges have multiple functions whilst remaining very compact and lightweight. Offering state of the art damping technology to all of our customers is the philosophy behind QSP.



watch our QSP - "Quick Service Products" video



ALL-IN-ONE CARTRIDGE

HYDRAULIC LOCK OUT -
HYDRAULIC REBOUND
DAMPING - AIR SPRING

watch our "All-in-one-
cartridge" video



"The All-in-one- cartridge looks like a common cartridge but there are some unique details. Have a closer look at the inner design. The upper part of the cartridge is the oil zone, for the hydraulic damping and the lock out feature. The bottom part is the air zone. This is the air spring of the fork. Thus this cartridge unifies hydraulic damping, hydraulic lock-out and air spring, all 3 functions in one item."

WHAT'S THE IDEA BEHIND THE ALL-IN-ONE- CARTRIDGE?

"Well, our company's philosophy and target since the beginning has been to make competition technology easier to use and to maintain. We have been developing user friendly cartridges for all top features like hydraulic damping, lock out and travel adjust. The same commitment made us reflect. How would it be to combine air spring technology - that was always a bit more sophisticated than coil springs - and damping and lock-out feature in one body? By designing this compact cartridge containing air spring, hydraulic damping and hydraulic lock out we reach people who appreciate using such technology but who like to spend more time riding than wasting time tuning the fork in their workshop. The All-in-one-cartridge is made for constant riding pleasure."

Shinji Takase
SRSUNTOUR Engineer



RSLO Remote Speed Lockout /
LO Speed Lockout



Oil zone

Hydraulic Speed
or Remote Speed Lock out &
Hydraulic rebound damping



Air zone

Lightweight air spring system



The air chamber and damping chamber are separate, so the air pressure will not affect the damping performance no matter what pressure.









MODEL		EPICON
VERSION		X1
WHEEL SIZE		26" 29"
TECH SPECS		<p>Steerer: 1 1/8 and CTS tapered Forged hollow crown 26": 150 / 140 / 130 / 120 / 100 mm travel 29": 120 / 100 mm travel Travel adjust (TA models) RL RC: Remote Lock out LO RC: Speed Lock out Air pressure adjust, rebound adjust Low speed compression adjust 15 mm QLLOC axle</p>
WEIGHT		
EPICON X1 RL-RC 26"		1.680g *
EPICON X1 RL-RC 29"		1.710g *
		* including 15mm QLLOC axle
 <p>New ergonomic design REMOTE LOCK LEVER for faster and easier operation.</p>		
 <p>button boosted THRUAXLE QUICK RELEASE</p>		
<p>Button boosted 15mm thru axle quick release system.</p>		 <p>Yeah, it's patented!</p>

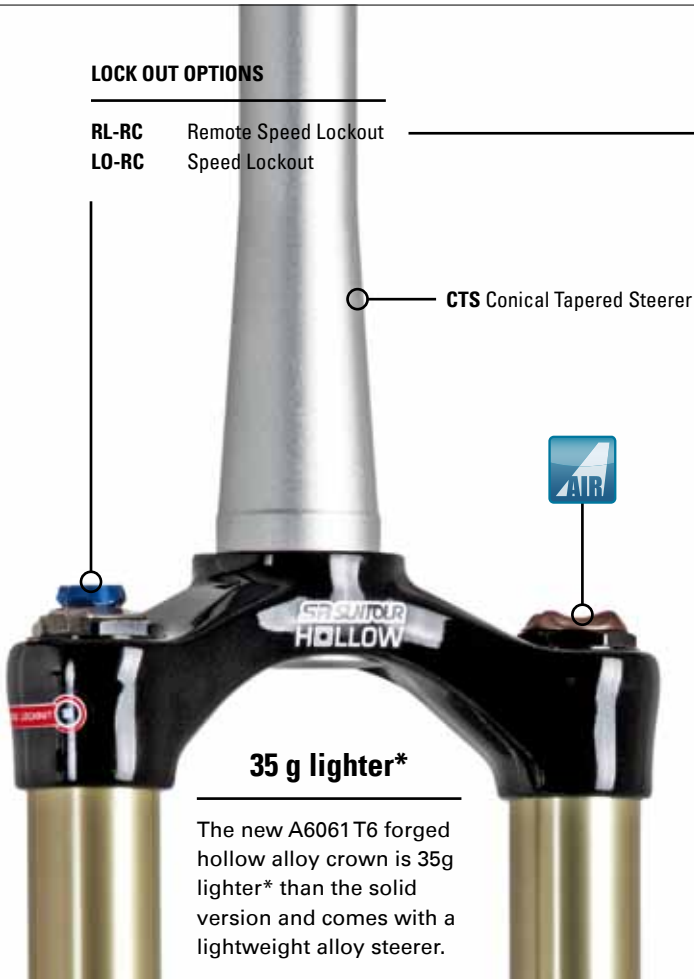
LEARN MORE
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INTENDED USE

XC AM TRAIL

LOCK OUT OPTIONS

- RL-RC Remote Speed Lockout
- LO-RC Speed Lockout



35 g lighter*

The new A6061 T6 forged hollow alloy crown is 35g lighter* than the solid version and comes with a lightweight alloy steerer.



Upgraded²

"Upgrade" is a word we associate with extra performance at no extra cost to the customer. In fact the EPICON fork has been upgraded so much that we can no longer refer to this fork as the "little brother" of the AXON top model. Built on the 32mm stanchion platform the fork parts are as lightweight as our cross country forks. The TAD travel adjuster offers travel from 100mm up to 150mm which comfortably fits to All Mountain full suspension bikes. Equipped with the Q-LOC 15mm system the EPICON accommodates lighter wheels without losing stiffness. The EPICON is a Trans Alp proven fork on climbs as well as on descents by weighing well under the 1.800g mark. Whatsmore, the EPICON is also available as 29" version, equipped with the same features as its 26" colleagues. The EPICON fork comes with a forged hollow CTS (conical tapered steerer) crown which saves 35 grams towards the non-hollow crown. Thus we benefit from additional stiffness at no extra weight. On the suspension performance side the EPICON is now available with the all new, top-end RL-RC and LO-RC cartridges, known from our World Cup AXON WERX forks.

LO-RC Speed Lockout





MODEL

LEARN MORE
Spec list page 70

WHEEL SIZE

26" 29"

INTENDED USE

XC AM TRAIL

TECH SPECS

Steerer option: 1 1/8 or CTS tapered
Alloy steerer option
26": 140 / 120 / 100 mm travel
29": 120 / 100 mm travel
RL: Remote Lock out
LO: Speed Lock out
All-In-One Cartridge
Magnesium monocoque bottom case
Alloy stanchion option
15 mm QLOC axle



WEIGHT

RAIDON X1 RL-R 26" 1.900g *
RAIDON X1 LO-R 26" 1.925 g *
* including 15mm QLOC axle 126 g



LEARN MORE
about the ALL IN ONE CARTRIDGE
on page 25



Yeah, it's patented!



Button boosted 15mm thru axle quick release system.

CTS Conical Tapered Steerer as an option

LOCK OUT OPTIONS

LO Speed Lockout

RL Remote Speed Lockout



Inheriting a big legacy

People would categorize the RAIDON as an "intermediate" fork in terms of its price level, but you will quickly realise it's surprisingly well equipped. Using parts taken from its high-end brother the EPICON, the RAIDON offers features such as the hydraulic remote speed lock-out, the new rebound damping adjuster, a magnesium monocoque bottom case with Q-LOC axle and a 29" option. The RAIDON is available with air spring (Raidon X1 air) or coil spring (Raidon) or with the new All-in-one cartridge (Raidon air) that offers all top fork features like air spring, hydraulic damping and hydraulic lock out in one unit. The fork travel is convertible from 80, 100, 120 to even 140 mm (option). The RAIDON is as versatile as simple and ideal for trail riding as well as for All Mountain tours.



Magnesium monocoque bottom case

AXLE OPTIONS

Optional with 9mm standard drop out. Or with 15mm Q-LOC thru axle quick release system (for 29" models only).

PLAYIN' TOGETHER

SRSUNTOUR WERX TEAM MEETING AT RIDEKORE BIKEPARK MONTPELLIER

This year the traditional SRSUNTOUR WERX team meeting took place close to Montpellier, France. For me, as one of the riders who has belonged to the Werx Team since its establishment, the camp is an integral part of my annual preparation for the season.

The location changes every year, but the aim is still the same. SR Suntour athletes from different mountain bike gravity disciplines get together for one week in order to test the newest products. We have a lot of fun, see new spots, produce cool photo and video material and exchange ideas. Montpellier 2012 was the best get together yet. Our base camp was a stone-throw away from possibly the coolest dirt/slopestyle park I've ever seen. Ridekore offers everything gravity riders dream of. SR Suntour proudly sponsors the park and everybody who was there this year would recommend adding it to the 'must do' list.



Tom Öhler &
Adrian Kiener @
Lake Salagou



- 01 Fred Austruy, Superman over Bike Park Ridekore, Montpellier
- 02 Tom Öhler and Adrian Kiener, Trail riding at Lake Salagou
- 03 Fred Austruy and Ludwig Jäger, DURO pro team
- 04 Aurélie Tournier
- 05 Tom Öhler hip jump
- 06 Adrian Kiener, Ridekore pumptrack
- 07 Ludwig Jäger pulling a flair on the SRSUNTOUR box



We divided into two groups and started off early in the morning to catch the beauty of the morning light. Tom Öhler, Hoshi Yoshida and I went to the red mountains at Lac de Salagou to test the new Epicon and shoot some photos.

A couple of hills over, the other group with photographer David Schultheiss were taking some cool shots of the Duro & Durolux forks. Aurélie Tournier & Fred Austruy were making awesome freeride lines in the sandy terrain, while Ludwig Jäger was showing off his street skills in this incredible scenery. As you can see the early starts were worth it – the photos are awesome.

Later in the afternoon we returned to the camp and after a short break got busy on the dirt jumps. I particularly enjoyed the long line - the jumps were just incredible! While I had fun riding the line, dirt jump pro Fred went extreme on the dirt jumps.

When it got too dark to see we went back to the apartment where we round up the day with a well earned BBQ. I'm looking forward to the WERX camp 2013 already!

Adrian Kiener





MODEL

duro

LEARN MORE
Spec list page **64**

WHEEL SIZE

26"

INTENDED USE

DJ

TECH SPECS

- 100 / 80 mm travel
- Air spring
- Low speed compression adjust
- Rebound adjust
- Magnesium monocoque bottom case
- Alloy stanchion
- Alloy steerer
- 20 mm QLOC axle




WEIGHT

DURO RC 1.980g *

* including 20 mm QLOC axle 130 g



 Magnesium monocoque bottom case





what the pro riders desire

Dirt jump forks are tough to design. If you want an everlasting construction your fork will weigh a ton. If you want a fork that allows top athletes to pull 720s, it might be too lightweight for everyday riders who sometime case landings. Despite these insurmountable contradictions we have invested countless hours in the design and engineering of the new Duro RC dirt jump fork; especially made for all the requirements of our "duro" pro dirt jump team. The result is a fork upper based on the competition proven forged alloy crown with new alloy stanchion tubes. We replaced the internals with a new air spring and a new compression adjust cartridge. We've reinforced the crown area and the fork brace with the all new magnesium monocoque bottom case design and we've even shaved off weight. The duro DJ is also equipped with the 20 mm Q-LOC thru axle system. A weight saving of almost 300g is the result and this will help our ambitious riders push their limits a bit higher.

Alloy steerer



Ludwig Jäger
testing DURO RC





zimstern





THE RIGID AMBASSADOR

Words Roger Rinderknecht | Photos Hoshi Yoshida

Coming out of two very successful seasons on the Mountainbike Fourcross circuit, including world cup wins and a silver medal at the World Champs, I set my eyes on a big new challenge again ...the Olympic Games in the discipline of BMX in London 2012.

The preparation and qualification process started right around the 2011 MTB World Champs. And it was a nightmare of a start! Without a real break after a draining racing period, I soon felt that I was about to burn out quickly. I didn't perform nearly as well as I had expected and had to deal with numerous illnesses and mental blocks; I doubted myself like never before. Looking back now, I can say that I was close to throwing in the towel around November.

I was forced to take a step back, take some time off and rethink my future. During those tough times, the 'Olympic Spirit' showed its special power. Memories of experiences around my first participation at the games in Beijing became very vivid again and I realised that I absolutely wanted to live through all those emotions again. I wasn't going to give up just like that.

With the help of my family, friends, as well as my long-term sponsors like SR Suntour, I set up the ultimate 'Game- plan'. In an incredible complex and competitive sport like BMX, I knew that everything has to be set up perfectly to stand a chance of qualifying for the team and

being a legit contender, come Summer, 2012. Focusing all my energy on getting faster again, I started cutting back on all 'non- racing- relevant' obligations, going as far as limiting soccer playing-time with my kids, in order to not stress my legs too much!

All the efforts paid off, as I was getting stronger and faster, and most importantly, started to believe in myself again and having a blast riding and racing!

Even a run of bad luck wasn't able to harm my newly found drive. I broke my wrist in December, had some back issues during January/February and cracked two ribs, tore a tendon in a finger and chipped a fragment of a middle-hand bone at the first World Cup in March.

But incredibly, I still felt great! And all of a sudden, things started falling into place.

I started to get the results I wanted in the process and secured the Olympic spot for Switzerland and myself at the last opportunity during the World Champs in May in Birmingham.

I watched and dreamt about the Olympics as a kid. I'm extremely happy, thankful and excited to be able to be part of the biggest sporting event in the world again. And the fact that 2012 also marks the end of my time as a professional racer, just makes it that bit more special for me. Bring it on!







BLIND BOBBY BOBBY MCMULLEN INTERVIEW

I DEPEND ON FEEL

Words Bobby McMullen **B**, Heidi Suchard **H** | Photos Hoshi Yoshida



B _Hello everybody in the SRSUNTOUR Suspension World. My name is Bobby McMullen, I was born in Redding, California and I now live in Mill Valley, California. I race enduro events, Super Ds and downhill.

Well, I'm legally blind. I don't see out of my right eye and left eye. I'm 20/1200 best corrected vision - basically about 15% of my sight. I have a number of health issues. I've had two double organ transplants, a kidney and pancreas, I'm battling a little bit of cancer right now and two months ago I had open heart surgery. And on top of that, the adventuresome life I've led I've broken more bones that I can actually remember. Riding the bike has been the medication you can't buy in a pharmacy. When I bought my first bike, it changed my life.

Now, I'm sure many are wondering: how does a guy with only 15% of his sight ride a mountain bike in a downhill or an enduro or just ride a bike.

As I mentioned, as a visual impaired or blind rider I use a number of different people who ride as my guide, who ride a bike length or two in front. And in many instances my wife Heidi is that person.

H _ Bobby has some pretty basic commands. So I'm calling out "left-left-left, down the trail or right"; I'm telling him where he should be on the trail, on the inside or the outside of the turns. It becomes a conversation back and forth between the two of us which helps us to gauge distance so I know how far he is behind me and if he's falling back and if I'm out of his line of sight or not.

B _ Working with Darren Salsbury in product development we talked about my riding style, he knew a little bit about me and he pointed me right in the direction of the Durolux fork and rear suspension. For me not being able to see very well, I depend on feel and we can fine tune this fork to the 'nth' degree to where every bump, every hit I take doesn't register me going over the bar but it's registering me being in the right position at the right time on any given trail under any given conditions be it the Megavalanche to here at Sea Otter.

H _ Bobby, I think, has explained it best in saying "it's like a very well-choreographed dance between the two of us."



MODEL **durolux**

VERSION **TA-RC2**

LEARN MORE
Spec list page 62

WHEEL SIZE **26"**

INTENDED USE **AM ENDURO FR**

TECH SPECS
Steerer: 1 1/8, 1.5" or CTS tapered
RC2: 160 / 170 / 180 mm travel
TA-RC2: 120 - 160 mm / 140 - 180 mm
Travel adjust (TA models)
High & low speed compression adjust
Air pressure Adjust, rebound adjust
35mm stanchions
20 mm QLOC axle

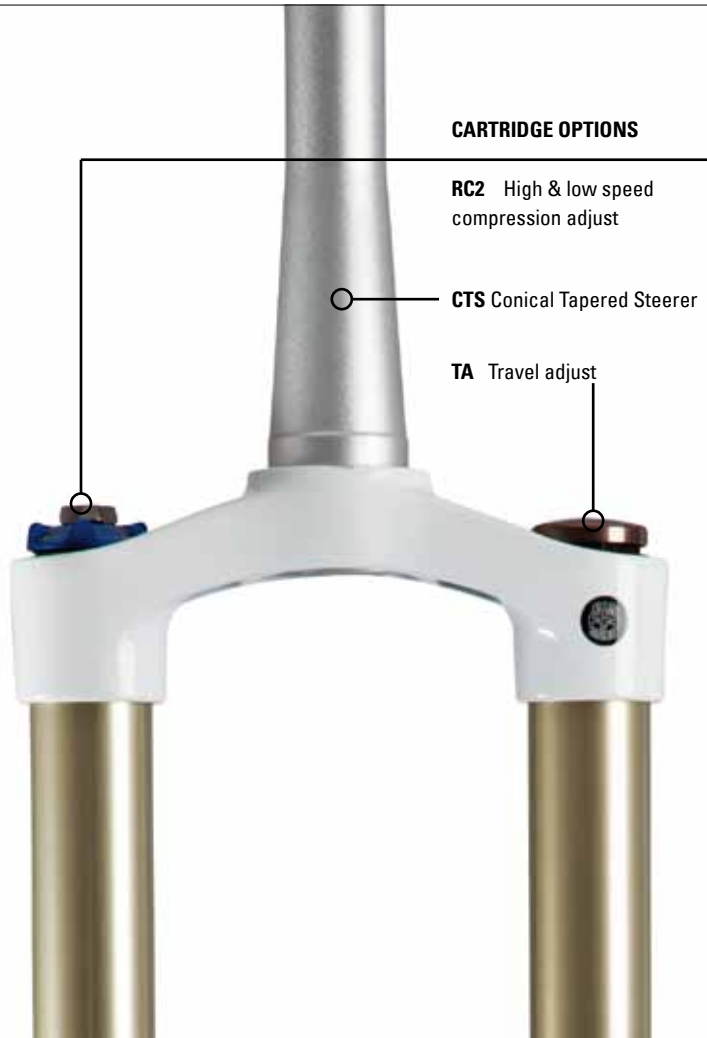
WEIGHT
DUROLUX TA RC2 2.400g *
DUROLUX RC2 2.200g *
* including 20 mm QLOC axle 130g



TA

TRAVEL ADJUST PUSH button
(Alloy buzzer design)
Optional with travel adjust lever





CARTRIDGE OPTIONS

RC2 High & low speed compression adjust

CTS Conical Tapered Steerer

TA Travel adjust



LOC
button boosted
 THRUAXLE QUICK RELEASE

The Megavalanche fork

Which category of riding does Megavalanche fall under? Basically it's riding down a big mountain from the glacier to the bottom of the valley, but having said that, it's not as aggressive as World Cup downhill racing. It's much more extended and diversified than a World Cup downhill, with several climbs featured along the course. So...why is the DuroLux fork perfect for this kind of ride? The fork's travel (max. 180mm) offers enough of a safety buffer for big hits on the rocky section after the glacier. The updated RC2 cartridge offers you the perfect set up for big hits as well as high speed single trails. The TAD travel adjuster comes with a buzzer design PUSH button, big enough to hit it quickly. The adjustable range is 40 mm, 120 - 160 or 140 - 180 mm. You'll hardly notice the weight (approx 2300g) on the climbs. And in case you get bummed by a puncture, you'll be the fastest to replace the tube thanks to the button boosted Q-LOC thru axle quick release.

The fork is available with a CTS conical tapered steerer as well as with a 1.5" and a classic 1 1/8" steerer.





ALARMA LA BOMBA

Words Eugen-Maxi Dickerhoff | Photos Hoshi Yoshida



It is said to be the hardest enduro mass start race in the world, the Megavalanche in the French Alps town of Alpe D'Huez. Almost 2000 fearless participants seek the challenge of the 30km trail year after year and fight their way down the challenging trails from the summit of the Pic Blanc down to Allemont, which lies 2600 meters below.

After a good 8 hour car drive, we are in one of the last curves of the serpentine mountain road leading up to the ski village of Alpe d'Huez. We've just arrived at the hotel and team-mechanic Johannes is getting his hands on the bikes of the Canadian Freeride-pros James Doerfling and Garrett Buehler to get them ready for riding. Next to him is Frank "Schneidi" (Schneider) for the GATES NICOLAI Team, who is installing a Vario-seatpost on his belt-driven single speed hardtail. Schneidi says, "it might sound crazy, but to ride the Megavalanche on a single speed hardtail is a challenge I've been wanting to take up for a long time now."

After unpacking our bags the first team-shooting on the qualification course is on the agenda. Since we want to catch the breath-taking light of the sunset over the mountains, we have to do without the gondola, which stopped running a

couple of hours ago. The shots are taken on the qualification course, where on Friday we'll fight in groups of 200s to qualify for the final. We ride the middle part of the trail where dusty curves in front of a stunning mountain panorama are waiting for us. Now it's on for the freeriders from overseas to show us their skills and they immediately start with smooth freeride action at its best. Then Garret tells us that it's very important to him to manage trails and jumps perfectly at the first attempt. His reasoning for this is video-shootings like the recent one for "Where The Trails Ends". During shootings like these you often have to do such extreme things that you don't want to do again. In situations like this everything has to work out at the first attempt. After the photo shoot is finished we head straight to the restaurant for a big dinner and good French wine - the Canadians are easily convinced of the European cuisine.

The qualification: In groups of 200s we'll have to fight against our competitors for the qualification into the final. Only the first three riders from each group have the privilege of lining up on the hotly-contested first row in the final.

SRSUNTOUR WERX team rider Max Schumann is the first in



01



02



03



04



05

01 Garrett Buehler, Max Schumann, James Doerfling
 02 Jean-Pierre Bruni, the "Mega" legend.
 03 Buehler taking the inside line

04 Steffie Teltscher
 05 Frank Schneider on his single-speed hardtail
next page clockwise James Doerfling with lunch bag, Garrett Buehler
 dust covered, Max Schumann exhausted, Frank Schneider celebrating



our team to take up the challenge. Schumax fights hard from the start to keep his position in the front field, but before he gets to the first curve he is pushed off his bike by the rider behind him. The following riders can't avoid him and literally run him over. While he got away uninjured, his bike is heavily damaged putting an early end to his qualification hopes. I suffer the same fate. Being a bit over-motivated I shoot beside the world champion riders Loic Bruni and Ludovic May and into the first curve after the start. Next second, I find myself lying on the ground and have to watch as my entire group passes me. So now there are only 4 riders left who can save our reputation.

The first one to qualify for the Mega Challenger Final on Saturday is Schneidi on his hardtail. Then it's Garrett's and James' run on the trail. Garrett is going hard out and is already defending his position within the first couple of curves. Bravely he's taking the risky inner sides of the extremely slippery curves in the scree. At the beginning this strategy is successful. However, when Garrett is coming to the first peddling bit of the course he's overtaken by a few competitors. He crosses the finish line after about 30 minutes earning a good, solid rank and thus qualifies for the 4th start line in the big final on Sunday. For James it's going a little bit better. He secures a place in the 3rd start line in the final. In the end it's Steffi who is able to save the reputation of the team. She is fighting her way from the last row in the qualification run to the third row in the women's final.

The Women's and Challenger final: Schneidi on his single speed hardtail comes first in the Challenger Masters-class.

Overall he does the 5th best time on Saturday.

The big final: In order to watch this spectacle the two freerider-pros James and Garrett have made their journey from Canada to the French Alps. In freezing cold temperatures everybody is gathering on the glaciated summit of the Pic Blanc (3.300m). The first kilometre of the course leads across a frozen piste. For Garrett and James the thrill and excitement is increasing. They have never ridden anything like this, especially not in a group of 400. However, the two aren't overly worried. They've mapped out the course in their minds and their primary aim is to have fun.

The starting signal is given and the crowd bursts onto the course. That's the end of the quiet peacefulness on the glacier. The front-runners Wildhaber, Vouilloz and Absalon are immediately leaving the other riders behind and taking the lead. From my position I can see how Garrett and James are holding their position on the second snow field in the first third of the crowd and are fighting their way to the front. Then they disappear from my sight. Hoping to be able to see them again a bit further down the mountain I rush towards the gondola. Before I reach the valley station I can see Garrett standing off the course, hanging his head. Later I'm told that he had a couple of flat tyres and soon realized that it was pointless to continue the race.

For James, however, the race is going ok, even if he is struggling with the length of the course at the end of the trail. In the end he comes in position 94 and is quite happy. Overall both of the Canadians are very impressed by this successful race week. Over dinner they are already making plans to return to Megavalanche next year.







Williams Lake BC



Vancouver BC





RUX WERX Test
session video with
James Doerfling



MEETING ON THE RUN IN KAMLOOPS

Starring: James Doerfling & SR SUNTOUR WERX

Words & photos: HoshiYoshida

With a time budget of only 48hrs we needed quick planning and good co-operation to make the time together successful. Our meeting point was a geographic compromise. For James Doerfling, who is from Williams Lake BC, it meant a six hour drive through the Rocky Mountains. For me it was a trip of about the same length of time by plane from the US where I had been working.





James Doerfling belongs to the new generation of Big Mountain Freeriders, who are emerging from the shade of the legends like Wade Simmons, Brett Tippie and Richie Schley. The young freeriders of today ride harder and more extreme than ever before and are also tuned in to the modern media. They produce their own videos and put them on the known channels as well as commercial platforms.

James Doerfling was discovered by SRSUNTOUR about two years ago. He made himself noticed not only by his extraordinary riding skills, but he was also looking for a suspension fork supplier who produced forks that are easy to maintain but still well equipped. James spends days at a time camping far from civilization building his own trails and jumps doing test riding, so needs equipment that works flawlessly and is easy to maintain. In the wild he cannot rely on help from the World Cup Support Teams or the like. For similar, but a bit more ordinary reasons SRSUNTOUR started ten years ago to develop and manufacture suspension technologies in sealed cartridges. In the beginning they were not taken very seriously with their primitive equipment, but the modern cartridges today have all the top features you can think of including hydraulic



Harper Mtn.







Secret spot

or electric lock out, rebound control, low and high speed compression and adjustable travel. The response behavior and tuning possibilities of the cartridges have long been at the same level of open oil-bathing system, but maintenance is still a piece of cake. What was the most important feature to James for his fork? "Set and forget", was his statement, this is how he loves his forks.

The High-End Research & Development Program, which was founded by SRSUNTOUR and top athletes like James Doerfling some time ago, is called WERX. Within this development program the fork producer works directly with the athletes. World cup athletes are easy to find if you visit the regular events. Getting access to Big Mountain Freeriders, however, is a different story. They are usually riding where no man has set foot before. They are always looking for new spots and often disappear from the radar for several days. This is why the two days with James in Kamloops were rare and precious for the product development between athlete and industry.

Kamloops is situated north east of Vancouver. It has about 85.000 residents and is surrounded by steep and

hilly landscape. Although there is some vegetation around, the soil is always dry and desert-like. For Big Mountain Freeriders the province of British Columbia is a paradise, but for bikes and camera equipment it is a pretty dusty challenge.

Within a radius of 20km around Kamloops there are a wide range of terrain choices from deserted strips of land with canyons to jungles and alpine mountains. So for product testing and photo shootings there are many options to choose from.

To get a good range of riding shots in the two days we had, we went to man made downhill trails, untouched downhill runs, built some kickers into the slope and also went to a North Shore Trail in the mountains with rocks and root passages, still partly snow-covered. The weather wasn't always on our side, but there was no time for moaning.

There is one more secret to tell: James was on a secret mission testing the new Big Mountain forks by SRSUNTOUR: The RUX fork.









MAGNESIUM

Lightweight straight magnesium lower

BRAKE OPTION

Available with V-brake pivots and as disc & roller brake only version

MODEL

LEARN MORE
Spec list page 86

WHEEL SIZE

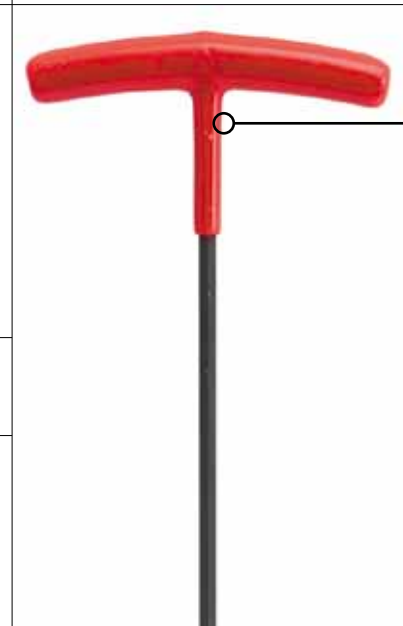
26" 700C

INTENDED USE

URBN

TECH SPECS

Steerer: Alloy 1 1/8
 Swing arm design with 30 mm travel
 Magnesium lower
 Available with V-brake pivots and as disc & roller brake only version
 700C and 20" size available
 Integrated design HB dynamo cable guide (option) available



WEIGHT

SWING SHOCK 700C 1.410g

GEOMETRY

Low built-in-height, rigid fork replacement with minimal change to the geometry

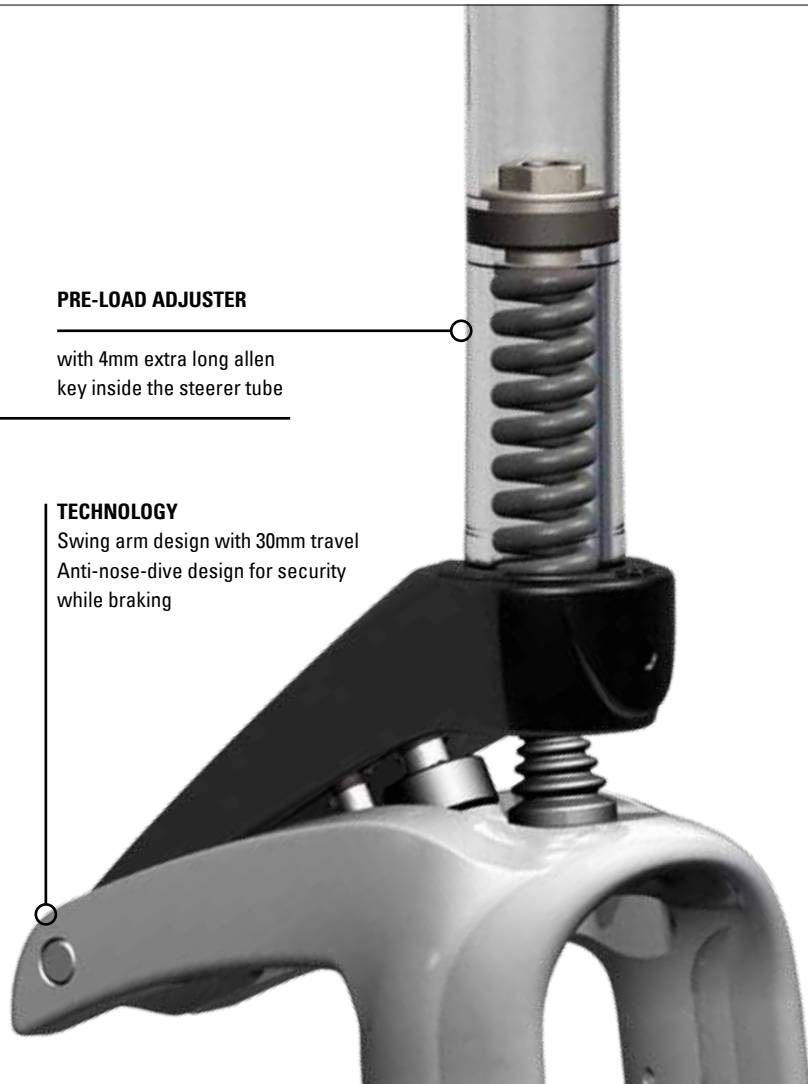


PRE-LOAD ADJUSTER

with 4mm extra long allen key inside the steerer tube

TECHNOLOGY

Swing arm design with 30mm travel
Anti-nose-dive design for security while braking



DESIGN

700C and 20" size available for fashionable urban bike designs



The no-suspension look

Beauty is in the eye of the beholder and for a significant group of bikers the rigid fork is an object of beauty. They adore the sleek looks and simple lines inherent in its design. They accept the rock-hard riding feeling just to preserve the look of their bike (not because they're masochists). Our design team set themselves the task of winning these 'hardliners' over. They had to create a suspension fork which would convince the rigid fork fans with a sleek and slim design coupled with suspension comfort. The result was the award-winning Swing Shock fork. The 30 mm of travel absorbs the main hits from cobblestones, sidewalk curbs, little stairs and potholes. The rigid construction allows better acceleration whilst pedaling and the fork weight of around 1400g is 200g under the lightest standard telescopic suspension fork in category. The low built-in-height allows rigid fork replacement with minimal change to the original bike geometry.

MODEL

CR9V

LEARN MORE
Spec list page 90

WHEEL SIZE

700C

INTENDED USE

TRKG CITY

TECH SPECS

- Magnesium monocoque bottom case
- Travel 63 mm
- Low rider mounting adapter available
- Integrated lamp holder
- Cable routing accessories
- Low profile lock out knobs
- Hydraulic speed lock out

WEIGHT

CR9V 700C (fork only) 1.950g



Hydraulic speed lock out



Low rider mounting adapter kit





Low profile caps and lock out knobs

Cable routing accessories





Integrated lamp holder









26"	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT RIGHT	LEFT
Up-grade	SF12-DUROLUX TA-RC2 20QLC CTS 26"	180-140mm / 160-120mm	Dual air chamber TA system	RC2 (Rebound adjust + high & low speed compression adjust)	Travel Adjust cartridge
Up-grade	SF12-DUROLUX TA-RC2 20QLC CTS 26"	180-140mm / 160-120mm	Dual air chamber TA system	RC2 (Rebound adjust + high & low speed compression adjust)	Travel Adjust cartridge
Up-grade	SF12-DUROLUX RC2 20QLC CTS 26"	180/160mm	Progressive air system	RC2 (Rebound adjust + high & low speed compression adjust)	Air w/preload adjust
Up-grade	SF12-DUROLUX RC2 20QLC CTS 26"	180/160mm	Progressive air system	RC2 (Rebound adjust + high & low speed compression adjust)	Air w/preload adjust
Up-grade	SF12-DUROLUX RC 20QLC CTS 26"	180/160mm	Progressive air system	RC (Rebound adjust + low speed compression adjust)	Air w/preload adjust
Up-grade	SF12-DUROLUX RC 20QLC CTS 26"	180/160mm	Progressive air system	RC (Rebound adjust + low speed compression adjust)	Air w/preload adjust
Up-grade	SF12-DUROLUX R 20QLC CTS 26"	180/160mm	Progressive air system	Pre-set compression & Rebound damping w/adjust	Air w/preload adjust
Up-grade	SF12-DUROLUX R 20QLC CTS 26"	180/160mm	Progressive air system	Pre-set compression & Rebound damping w/adjust	Air w/preload adjust


COLOURS	WEIGHT	WHEEL SIZE
	TA 2480g	26"
	RC2 2200g	
	RC 2200g	
	R 2100g	



RC2 HIGH & LOW SPEED COMPRESSION ADJUST



TA TRAVEL ADJUST

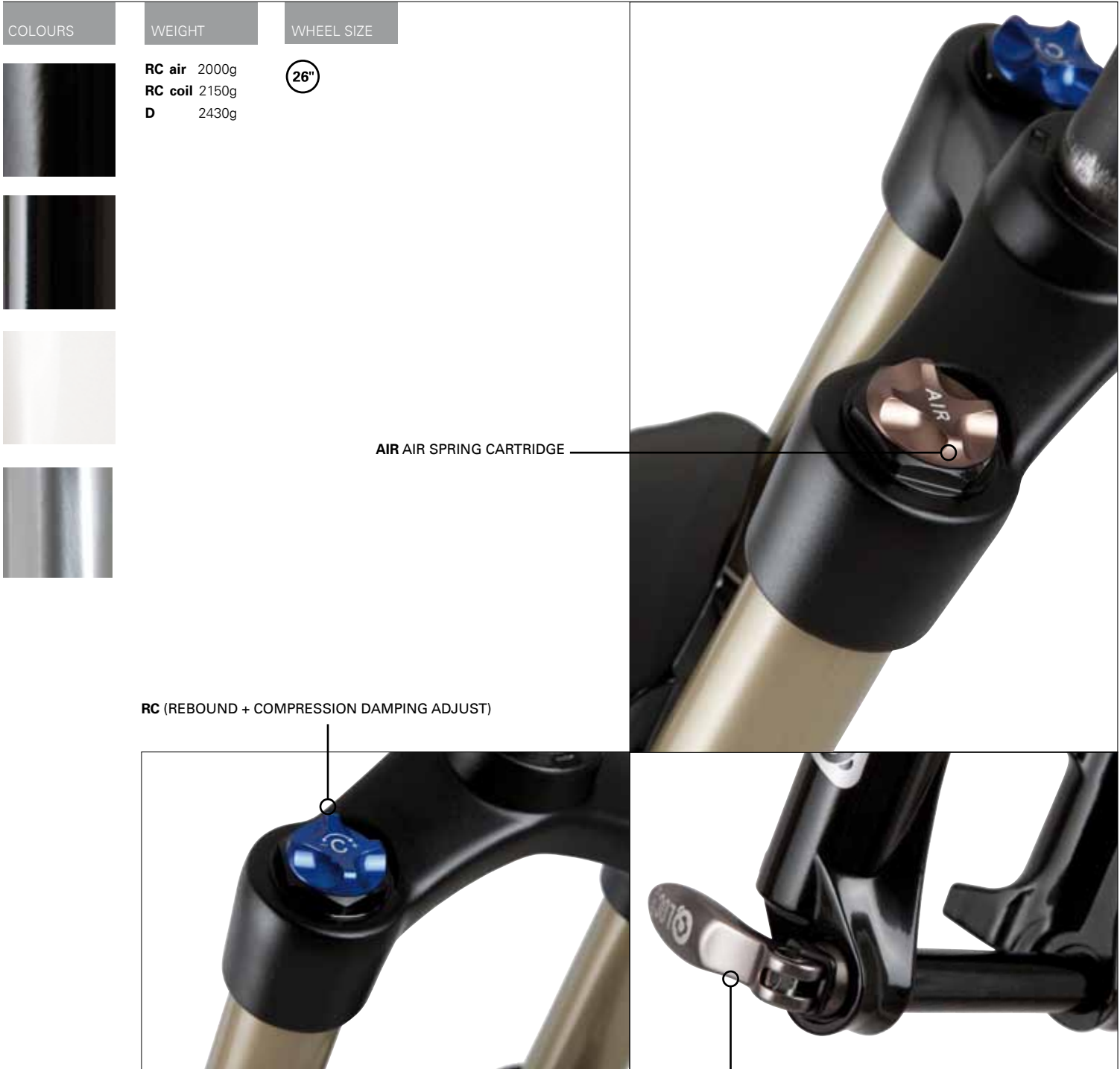


R REBOUND DAMPING

BOTTOM CASE SIZE	AXLE TYPE	V-BRAKE	DISC	STANCHIONS	CROWN	STEERER	NOTE
140mm magnesium monocoque design	20mm QLOC type through axle	N/A	Postmount	35mm A7050 gold anodized	1.5" A6061	A7050 conical tapered steerer design	20mm QLOC axle / Q.S.P. New decals
140mm magnesium monocoque design	20mm QLOC type through axle	N/A	Postmount	35mm A7050 gold anodized	1-1/8" A6061	Reinforced Cr-mo Alloy steerer available	20mm QLOC axle / Q.S.P. New decals
140mm magnesium monocoque design	20mm QLOC type through axle	N/A	Postmount	35mm A7050 gold anodized	1.5" A6061	A7050 conical tapered steerer design	20mm QLOC axle / Q.S.P. New decals
140mm magnesium monocoque design	20mm QLOC type through axle	N/A	Postmount	35mm A7050 gold anodized	1-1/8" A6061	Reinforced Cr-mo	20mm QLOC axle / Q.S.P. New decals
140mm magnesium monocoque design	20mm QLOC type through axle	N/A	Postmount	35mm A7050 gold anodized	1.5" A6061	A7050 conical tapered steerer design	20mm QLOC axle / Q.S.P. New decals
140mm magnesium monocoque design	20mm QLOC type through axle	N/A	Postmount	35mm A7050 gold anodized	1-1/8" A6061	Reinforced Cr-mo	20mm QLOC axle / Q.S.P. New decals
140mm magnesium monocoque design	20mm QLOC type through axle	N/A	Postmount	35mm A7050 gold anodized	1.5" A6061	A7050 conical tapered steerer design	20mm QLOC axle / Q.S.P. New decals
140mm magnesium monocoque design	20mm QLOC type through axle	N/A	Postmount	35mm A7050 gold anodized	1-1/8" A6061	Reinforced Cr-mo	20mm QLOC axle / Q.S.P. New decals



26"	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT RIGHT	LEFT
	SF12-DURO-DJ RC 20QLC air 26"	80 / 100mm	Air	RC (Rebound + low speed compression adjust)	Air w/preload adj
	SF12-DURO-DJ RC 20QLC coil 26"	80 / 100mm	Coil	RC (Rebound + low speed compression adjust)	Coil w/ID design preload adj
<i>Up-grade</i>	SF13-DURO DJ D 20QLC 26"	80 / 100mm	Coil	Damping semi-cartridge w/rebound adjust	Coil w/ID design preload adj



BOTTOM CASE SIZE	AXLETYPE	V-BRAKE	DISC	STANCHIONS	CROWN	STEERER	NOTE
130mm magnesium monocoque design	20mm QLOC type through axle	N/A	Postmount	32mm A7050 gold anodized	A6061	Reinforced alloy, 1-1/8"	20mm QLOC axle / Q.S.P.
130mm magnesium monocoque design	20mm QLOC type through axle	N/A	Postmount	32mm A7050 gold anodized	A6061	Reinforced alloy, 1-1/8"	20mm QLOC axle / Q.S.P.
130mm magnesium monocoque design	20mm QLOC type through axle	N/A	Postmount	32mm STKM hard chrome finish	A6061	Reinforced cr-mo, 1-1/8"	20mm QLOC axle / Q.S.P.



29"	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT RIGHT	LEFT
NEW	SF13-AXON-Werx RL-RC 15QLC-Ti 29"	80/100mm	Progressive air system	Hydraulic remote speed lockout + RC (Rebound + low speed compression adjust)	Air
26"	SF12-AXON-Werx EL-R 15QLC-Ti 26"	100mm	Progressive air system	Hydraulic Electric speed lockout with rebound damping adjust (light weight)	Air
	SF12-AXON-Werx RL-RC 15QLC-Ti 26"	100/120mm	Progressive air system	Hydraulic remote speed lockout + RC (Rebound + low speed compression adjust)	Air
	SF12-AXON EL-R 26"	100mm	Progressive air system	Hydraulic Electric speed lockout with rebound damping adjust (light weight)	Air
	SF12-AXON RL-RC 26"	100/120mm	Progressive air system	Hydraulic remote speed lockout + RC (Rebound + low speed compression adjust)	Air
	SF12-AXON RL-R 26"	100/120mm	Progressive air system	Hydraulic remote speed lock with rebound damping adjust (light weight)	Air

COLOURS	WEIGHT	WHEEL SIZE	
	RL RC 29" 1550g EL R 26" 1590g RL RC 26" 1550g RL R 26" 1550g	 	

ELO HYDRAULIC ELECTRIC SPEED LOCKOUT







QLC-TI QUICK RELEASE TITAN AXLE

BOTTOM CASE SIZE	AXLE TYPE	V-BRAKE	DISC	STANCHIONS	CROWN	STEERER	NOTE
130mm New design carbon+MG hybrid design	15mm QLOC-Ti through axle	N/A	Postmount	32mm A7050 gold anodized	A7050 hollow	A7050 1-1/8" w/ 1.5" CTS option	15mm QLOC axle / I.C.E. / Q.S.P.
130mm carbon+MG hybrid design	15mm QLOC-Ti through axle	N/A	Postmount	32mm A7050 gold anodized	A7050 hollow	A7050 1-1/8" w/ 1.5" CTS option	15mm QLOC axle / I.C.E. / Q.S.P.
130mm carbon+MG hybrid design	15mm QLOC-Ti through axle	N/A	Postmount	32mm A7050 gold anodized	A7050 hollow	A7050 1-1/8" w/ 1.5" CTS option	15mm QLOC axle / I.C.E. / Q.S.P.
130mm magnesium monocoque design	9mm or 15mm QLOC through axle	N/A	Postmount	32mm A7050 gold anodized	A7050 hollow	A7050 1-1/8" w/ 1.5" CTS option (with seal cap on the bottom for E-unit)	I.C.E. / Q.S.P.
130mm magnesium monocoque design	9mm or 15mm QLOC through axle	N/A	Postmount	32mm A7050 gold anodized	A7050 hollow	A7050 1-1/8" w/ 1.5" CTS option	I.C.E. / Q.S.P.
130mm magnesium monocoque design	9mm or 15mm QLOC through axle	N/A	Postmount	32mm A7050 gold anodized	A7050 hollow	A7050 1-1/8" w/ 1.5" CTS option	I.C.E. / Q.S.P.



29"	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT RIGHT	LEFT
	SF12-EPICON-X1 RL-RC 15QLC 29"	120/100mm	Progressive air system	Hydraulic remote speed lockout + RC (Rebound + low speed compression adjust)	Air w/new design cap
	SF12-EPICON-X1 LO-RC 15QLC 29"	120/100mm	Progressive air system	Hydraulic speed lockout + RC (Rebound + low speed compression adjust)	Air w/new design cap
	SF12-EPICON-X1 RL-R lite 15QLC 29"	120/100mm	Progressive air system	Hydraulic remote speed lock with rebound damping adjust (light weight)	Air w/new design cap
	SF12-EPICON-X1 LO-R lite 15QLC 29"	120/100mm	Progressive air system	Hydraulic speed lock with rebound damping adjust (light weight)	Air w/new design cap
Up-grade	SF13-EPICON RL-R lite 15QLC 29"	120/100mm	Progressive air system	Hydraulic remote speed lock with rebound damping adjust (light weight)	Air w/new design cap
Up-grade	SF13-EPICON LO-R lite 15QLC 29"	120/100mm	Progressive air system	Hydraulic speed lock with rebound damping adjust (light weight)	Air w/new design cap
26"					
	SF12-EPICON-X1 TA-RL-RC 15QLC 26"	150-110mm / 140-100mm	Dual air chamber TA system	Hydraulic remote speed lockout + RC (Rebound + Low speed compression adjust)	Travel adjust cartridge
	SF12-EPICON-X1 TA-LO-RC 15QLC 26"	150-110mm / 140-100mm	Dual air chamber TA system	Hydraulic speed lockout + RC (Rebound + low speed compression adjust)	Travel adjust cartridge
	SF12-EPICON-X1 RL-RC 26"	150/140/130/120/100mm	Progressive air system	Hydraulic remote speed lockout + RC (Rebound + Low speed compression adjust)	Air
	SF12-EPICON-X1 LO-RC 26"	150/140/130/120/100mm	Progressive air system	Hydraulic speed lockout + RC (Rebound + low speed compression adjust)	Air
	SF12-EPICON-X1 RL-R lite 26"	150/140/130/120/100mm	Progressive air system	Hydraulic remote speed lock with rebound damping adjust (light weight)	Air
	SF12-EPICON-X1 LO-R lite 26"	150/140/130/120/100mm	Progressive air system	Hydraulic speed lock with rebound damping adjust (light weight)	Air
Up-grade	SF13-EPICON RL-R lite 26"	150/140/130/120/100mm	Progressive air system	Hydraulic remote speed lock with rebound damping adjust (light weight)	Air
Up-grade	SF13-EPICON LO-R lite 26"	150/140/130/120/100mm	Progressive air system	Hydraulic speed lock with rebound damping adjust (light weight)	Air

COLOURS	WEIGHT	WHEEL SIZE
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RL RC 29" 1730g
LO RC 29" 1730g
RL R 29" 1720g
RL RC 26" 1550g
LO RC 26" 1715g
RL R 26" 1705g

26"

29"



**LO RC LOCKOUT / REBOUND +
LOW SPEED COMPRESSION**



**RL RC REMOTE LOCKOUT / REBOUND +
LOW SPEED COMPRESSION**



R REBOUND DAMPING

BOTTOM CASE SIZE	AXLETYPE	V-BRAKE	DISC	STANCHIONS	CROWN	STEERER	NOTE
130mm 29" magnesium monocoque design	15mm QLOC through axle optionTi QLC	N/A	Postmount	32mm A7050 gold anodized	A6061 hollow (46mm off-set)	A7050 1-1/8" w/ 1.5" CTS option	15mm QLOC axle / I.C.E. / Q.S.P.
130mm 29" magnesium monocoque design	15mm QLOC through axle optionTi QLC	N/A	Postmount	32mm A7050 gold anodized	A6061 hollow (46mm off-set)	A7050 1-1/8" w/ 1.5" CTS option	15mm QLOC axle / Q.S.P.
130mm 29" magnesium monocoque design	15mm QLOC through axle optionTi QLC	N/A	Postmount	32mm A7050 gold anodized	A6061 hollow (46mm off-set)	A7050 1-1/8" w/ 1.5" CTS option	15mm QLOC axle / I.C.E. / Q.S.P.
130mm 29" magnesium monocoque design	15mm QLOC through axle optionTi QLC	N/A	Postmount	32mm A7050 gold anodized	A6061 hollow (46mm off-set)	A7050 1-1/8" w/ 1.5" CTS option	15mm QLOC axle / Q.S.P.
130mm 29" magnesium monocoque design	15mm QLOC through axle optionTi QLC	N/A	Postmount	32mm A7050 gold anodized	A6061 solid (46mm off-set)	A7050 1-1/8" w/ 1.5" CTS option	15mm QLOC axle / I.C.E. / Q.S.P. / new decal (no X2)
130mm 29" magnesium monocoque design	15mm QLOC through axle optionTi QLC	N/A	Postmount	32mm A7050 gold anodized	A6061 solid (46mm off-set)	A7050 1-1/8" w/ 1.5" CTS option	15mm QLOC axle / Q.S.P. / new decal (no X2)
130mm magnesium monocoque design	15mm QLOC through axle optionTi QLC	N/A	Postmount	32mm A7050 gold anodized	A6061 hollow	A7050 1-1/8" w/ 1.5" CTS option	15mm QLOC axle / I.C.E. / Q.S.P.
130mm magnesium monocoque design	15mm QLOC through axle optionTi QLC	N/A	Postmount	32mm A7050 gold anodized	A6061 hollow	A7050 1-1/8" w/ 1.5" CTS option	15mm QLOC axle / Q.S.P.
130mm magnesium monocoque design	9mm or 15mm QLOC / optionTi QLC	N/A	Postmount	32mm A7050 gold anodized	A6061 hollow	A7050 1-1/8" w/ 1.5" CTS option	I.C.E. / Q.S.P.
130mm magnesium monocoque design	9mm or 15mm QLOC / optionTi QLC	N/A	Postmount	32mm A7050 gold anodized	A6061 hollow	A7050 1-1/8" w/ 1.5" CTS option	Q.S.P.
130mm magnesium monocoque design	9mm or 15mm QLOC / optionTi QLC	N/A	Postmount	32mm A7050 gold anodized	A6061 hollow	A7050 1-1/8" w/ 1.5" CTS option	I.C.E. / Q.S.P.
130mm magnesium monocoque design	9mm or 15mm QLOC / optionTi QLC	N/A	Postmount	32mm A7050 gold anodized	A6061 hollow	A7050 1-1/8" w/ 1.5" CTS option	I.C.E. / Q.S.P.
130mm magnesium monocoque design	9mm or 15mm QLOC / optionTi QLC	N/A	Postmount	32mm A7050 gold anodized	A6061 solid	A7050 1-1/8" w/ 1.5" CTS option	I.C.E. / Q.S.P. / new decal (no X2)
130mm magnesium monocoque design	9mm or 15mm QLOC / optionTi QLC	N/A	Postmount	32mm A7050 gold anodized	A6061 solid	A7050	Q.S.P. / new decal (no X2)

RAIDON

XC / TR



29"	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT RIGHT	LEFT
NEW	SF13-RAIDON-X1-RL-R 29" air	100/120mm	Air	Hydraulic remote speed lock with rebound damping adjust	Air w/preload adj
NEW	SF13-RAIDON-X1-LO-R 29" air	100/120mm	Air	Hydraulic speed lock with rebound damping adjust	Air w/preload adj
NEW	SF13-RAIDON-X1-RL 29" air	100/120mm	Air	Hydraulic remote speed lockout with fixed rebound damping	Air w/preload adj
NEW	SF13-RAIDON-X1-LO 29" air	100/120mm	Air	Hydraulic speed lockout with fixed rebound damping	Air w/preload adj
NEW	SF13-RAIDON-RL-R 29" air	100/120mm	Air	Hydraulic speed lockout with fixed rebound damping	Air w/preload adj
NEW	SF13-RAIDON-LO-R 29" air	100/120mm	Air	Hydraulic speed lockout with fixed rebound damping	Air w/preload adj
NEW	SF13-RAIDON-RL 29" air	100mm	AIO Air cartridge	Hydraulic remote speed lockout with fixed rebound damping	N/A
NEW	SF13-RAIDON-LO 29" air	100mm	AIO Air cartridge	Hydraulic remote speed lockout with fixed rebound damping	N/A
NEW	SF13-RAIDON-RL-R 29" coil	100/120mm	Coil	Hydraulic remote speed lock with rebound damping adjust	Coil w/preload adj
NEW	SF13-RAIDON-LO-R 29" coil	100/120mm	Coil	Hydraulic speed lock with rebound damping adjust	Coil w/preload adj
26"					
NEW	SF13-RAIDON-X1-RL-R 26" air	100/120/140mm	Air	Hydraulic remote speed lock with rebound damping adjust	Air w/preload adj
NEW	SF13-RAIDON-X1-LO-R 26" air	100/120/140mm	Air	Hydraulic speed lock with rebound damping adjust	Air w/preload adj
NEW	SF13-RAIDON-X1-RL 26" air	100/120/140mm	Air	Hydraulic remote speed lockout with fixed rebound damping	Air w/preload adj
NEW	SF13-RAIDON-X1-LO 26" air	100/120/140mm	Air	Hydraulic speed lockout with fixed rebound damping	Air w/preload adj
NEW	SF13-RAIDON-RL-R 26" air	100/120mm	Air	Hydraulic remote speed lock with rebound damping adjust	Air w/preload adj
NEW	SF13-RAIDON-LO-R 26" air	100/120mm	Air	Hydraulic speed lock with rebound damping adjust	Air w/preload adj
NEW	SF13-RAIDON-RL 26" air	100mm	AIO Air cartridge	Hydraulic remote speed lockout with fixed rebound damping	N/A
NEW	SF13-RAIDON-LO 26" air	100mm	AIO Air cartridge	Hydraulic remote speed lockout with fixed rebound damping	N/A
NEW	SF13-RAIDON-RL-R 26" coil	100/120/140mm	Coil	Hydraulic remote speed lock with rebound damping adjust	Coil w/preload adj
NEW	SF13-RAIDON-LO-R 26" coil	100/120/140mm	Coil	Hydraulic speed lock with rebound damping adjust	Coil w/preload adj

COLOURS	WEIGHT	WHEEL SIZE
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RL R 29" 1925g
LO R 29" 1980g
RL R 26" 1880g
LO R 26" 1880g









RL REMOTE SPEED LOCKOUT



BOTTOM CASE SIZE	AXLETYPE	V-BRAKE	DISC	STANCHIONS	CROWN	STEERER	NOTE
130mm 29" magnesium monocoque	9mm (46mm off-set)	Without	Postmount	32mm alloy bronze anodized	New ZS type design AC4C	Cr-mo 1-1/8" with 1-1/2" CTS 7050 option	I.C.E. / Q.S.P.
130mm 29" magnesium monocoque	9mm (46mm off-set)	Without	Postmount	32mm alloy bronze anodized	New ZS type design AC4C	Cr-mo 1-1/8" with 1-1/2" CTS 7050 option	Q.S.P.
130mm 29" magnesium monocoque	9mm (46mm off-set)	Without	Postmount	32mm alloy bronze anodized	New ZS type design AC4C	Cr-mo 1-1/8" with 1-1/2" CTS 7050 option	I.C.E. / Q.S.P.
130mm 29" magnesium monocoque	9mm (46mm off-set)	Without	Postmount	32mm alloy bronze anodized	New ZS type design AC4C	Cr-mo 1-1/8" with 1-1/2" CTS 7050 option	Q.S.P.
130mm 29" magnesium monocoque	9mm (46mm off-set)	Without	Postmount	32mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" with 1-1/2" CTS 7050 option	I.C.E. / Q.S.P.
130mm 29" magnesium monocoque	9mm (46mm off-set)	Without	Postmount	32mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" with 1-1/2" CTS 7050 option	Q.S.P.
130mm 29" magnesium monocoque	9mm (46mm off-set)	Without	Postmount	32mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" with 1-1/2" CTS 7050 option	I.C.E. / Q.S.P.
130mm 29" magnesium monocoque	9mm (46mm off-set)	Without	Postmount	32mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" with 1-1/2" CTS 7050 option	Q.S.P.
130mm 29" magnesium monocoque	9mm (46mm off-set)	Without	Postmount	32mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" with 1-1/2" CTS 7050 option	I.C.E. / Q.S.P.
130mm 29" magnesium monocoque	9mm (46mm off-set)	Without	Postmount	32mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" with 1-1/2" CTS 7050 option	Q.S.P.
130mm magnesium monocoque	9mm	With or without	Postmount	32mm alloy bronze anodized	New ZS type design AC4C	Cr-mo 1-1/8" with 1-1/2" CTS 7050 option	I.C.E. / Q.S.P.
130mm magnesium monocoque	9mm	With or without	Postmount	32mm alloy bronze anodized	New ZS type design AC4C	Cr-mo 1-1/8" with 1-1/2" CTS 7050 option	Q.S.P.
130mm magnesium monocoque	9mm	With or without	Postmount	32mm alloy bronze anodized	New ZS type design AC4C	Cr-mo 1-1/8" with 1-1/2" CTS 7050 option	I.C.E. / Q.S.P.
130mm magnesium monocoque	9mm	With or without	Postmount	32mm alloy bronze anodized	New ZS type design AC4C	Cr-mo 1-1/8" with 1-1/2" CTS 7050 option	Q.S.P.
130mm magnesium monocoque	9mm	With or without	Postmount	32mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" with 1-1/2" CTS 7050 option	I.C.E. / Q.S.P.
130mm magnesium monocoque	9mm	With or without	Postmount	32mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" with 1-1/2" CTS 7050 option	Q.S.P.
130mm magnesium monocoque	9mm	With or without	Postmount	32mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" with 1-1/2" CTS 7050 option	I.C.E. / Q.S.P.
130mm magnesium monocoque	9mm	With or without	Postmount	32mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" with 1-1/2" CTS 7050 option	Q.S.P.
130mm magnesium monocoque	9mm	With or without	Postmount	32mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" with 1-1/2" CTS 7050 option	I.C.E. / Q.S.P.
130mm magnesium monocoque	9mm	With or without	Postmount	32mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" with 1-1/2" CTS 7050 option	Q.S.P.



29"	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT RIGHT	LEFT
NEW	SF13-XCR-RL-R 29"	80/100mm	Coil	Hydraulic remote speed lock with rebound damping adjust	Coil w/preload adj
NEW	SF13-XCR-RL 29"	80/100mm	Coil	Hydraulic remote speed lockout with fixed rebound R.R.V.=Rapid Response Valve)	Coil w/preload adj
NEW	SF13-XCR-LO-R 29"	80/100mm	Coil	Hydraulic speed lock with rebound damping adjust	Coil w/preload adj
NEW	SF13-XCR-LO 29"	80/100mm	Coil	Hydraulic remote speed lockout with fixed rebound R.R.V.=Rapid Response Valve)	Coil w/preload adj
26"					
NEW	SF13-XCR-RL-R 26"	80/100/120mm	Coil	Hydraulic remote speed lock with rebound damping adjust	Coil w/preload adj
NEW	SF13-XCR-RL 26"	80/100/120mm	Coil	Hydraulic remote speed lockout with fixed rebound R.R.V.=Rapid Response Valve)	Coil w/preload adj
NEW	SF13-XCR-LO-R 26"	80/100/120mm	Coil	Hydraulic speed lock with rebound damping adjust	Coil w/preload adj
NEW	SF13-XCR-LO 26"	80/100/120mm	Coil	Hydraulic remote speed lockout with fixed rebound R.R.V.=Rapid Response Valve)	Coil w/preload adj
24"					
	SF12-XCR LO 24" air	65mm	Air cartridge	Hydraulic speed lockout with fixed rebound damping (All-In-One)	N/A
	SF11-XCR 24"	65mm	Coil	Coil w/preload adj	N/A

COLOURS	WEIGHT	WHEEL SIZE
	RL R 29" 2275g LO R 29" 2275g RL R 26" 2130g LO R 26" 2450g LO 24" 1860g	  
		
		
		



LO SPEED LOCKOUT



COIL PRELOAD ADJUST

BOTTOM CASE SIZE	AXLE TYPE	V-BRAKE	DISC	STANCHIONS	CROWN	STEERER	NOTE
130mm magnesium monocoque design	9mm (46mm off-set)	N/A	Postmount	30mm STKM bronze finish	New ZS type design AC4C	A7050 1-1/8" option CTS	I.C.E. / Q.S.P.
130mm magnesium monocoque design	9mm (46mm off-set)	N/A	Postmount	30mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" option CTS	I.C.E. / Q.S.P.
130mm magnesium monocoque design	9mm (46mm off-set)	N/A	Postmount	30mm STKM bronze finish	New ZS type design AC4C	A7050 1-1/8" option CTS	Q.S.P.
130mm magnesium monocoque design	9mm (46mm off-set)	N/A	Postmount	30mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" option CTS	Q.S.P.
130mm magnesium monocoque design	9mm	With or without	Postmount	30mm STKM bronze finish	New ZS type design AC4C	A7050 1-1/8" option CTS	I.C.E. / Q.S.P.
130mm magnesium monocoque design	9mm	With or without	Postmount	30mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" option CTS	I.C.E. / Q.S.P.
130mm magnesium monocoque design	9mm	With or without	Postmount	30mm STKM bronze finish	New ZS type design AC4C	A7050 1-1/8" option CTS	Q.S.P.
130mm magnesium monocoque design	9mm	With or without	Postmount	30mm STKM bronze finish	New ZS type design AC4C	STKM 1-1/8" option CTS	Q.S.P.
126mm magnesium monocoque design	9mm	With	Int. standard	28mm STKM bronze finish	AC4C	A7050 1-1/8" option CTS	Q.S.P.
126mm magnesium monocoque design	9mm	With	Int. standard	28mm STKM bronze finish	AC4C	STKM 1-1/8" option CTS	

XCM

ATB

COLOURS



WEIGHT

RL 29"	2750g	RL 26"	2650g
LO 29"	2720g	LO 26"	2650g
HLO 29"	2750g	HLO 26"	2650g
MLO 29"	2750g	MLO 26"	2550g

WHEEL SIZE



29"	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT RIGHT	LEFT	BOTTOM CASE SIZE
NEW	SF13-XCM RL 29"	80/100mm	Coil	Hydraulic remote speed lockout w/fixed rebound damping	Coil w/preload adj	130mm 29" Alloy monocoque design
NEW	SF13-XCM LO 29"	80/100mm	Coil	Hydraulic speed lockout with fixed rebound damping	Coil w/preload adj	130mm 29" Alloy monocoque design
Up-grade	SF13-XCM HLO 29"	80/100mm	Coil	Hydraulic lockout	Coil w/preload adj	130mm 29" Alloy monocoque design
Up-grade	SF13-XCM MLO 29"	80/100mm	Coil	Mechanical lockout	Coil w/preload adj	130mm 29" Alloy monocoque design
Up-grade	SF13-XCM 29"	80/100mm	Coil	Coil w/preload adj	Coil w/preload adj	130mm 29" Alloy monocoque design
26"						
NEW	SF13-XCM RL 26"	80/100/120mm	Coil	Hydraulic remote speed lockout w/fixed rebound damping	Coil w/preload adj	New design 130mm alloy monocoque
NEW	SF13-XCM LO 26"	80/100/120mm	Coil	Hydraulic speed lockout with fixed rebound damping	Coil w/preload adj	New design 130mm alloy monocoque
NEW	SF13-XCM HLO 26"	80/100/120mm	Coil	Hydraulic lockout	Coil w/preload adj	New design 130mm alloy monocoque
NEW	SF13-XCM MLO 26"	80/100mm	Coil	Mechanical lockout	Coil w/preload adj	New design 130mm alloy monocoque
NEW	SF13-XCM 26"	80/100mm	Coil	Coil w/preload adj	Coil w/preload adj	New design 130mm alloy monocoque

XCT

ATB

COLOURS



WEIGHT

MLO 29"	2570g
29"	2720g
MLO 26"	2550g
26"	2500g
MLO 24"	2000g
24"	1980g
20"	1920g

WHEEL SIZE



29"	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT RIGHT	LEFT	BOTTOM CASE SIZE
Up-grade	SF13-XCT MLO 100 29"	100mm	Coil	Mechanical lockout	Coil w/preload adj	130mm alloy monocoque design
Up-grade	SF13-XCT 100 29"	100mm	Coil	Coil w/preload adj	Coil w/preload adj	130mm alloy monocoque design
Up-grade	SF13-XCT MLO 80 29"	80mm	Coil	Mechanical lockout	Coil w/preload adj	130mm alloy monocoque design
Up-grade	SF13-XCT 80 29"	80mm	Coil	Coil w/preload adj	N/A	130mm alloy monocoque design
26"						
Up-grade	SF13-XCT MLO 100 26"	100mm	Coil	Mechanical lockout	Coil w/preload adj	126mm alloy monocoque design
Up-grade	SF13-XCT 100 26"	100mm	Coil	Coil w/preload adj	Coil w/preload adj	126mm alloy monocoque design
Up-grade	SF13-XCT MLO 80 26"	80mm	Coil	Mechanical lockout	Coil w/preload adj	126mm alloy monocoque design
Up-grade	SF13-XCT 80 26"	80mm	Coil	Coil w/preload adj	N/A	126mm alloy monocoque design
24"						
	SF12-XCT-JR MLO 24"	50mm	Coil	Mechanical lockout	Coil w/preload adj	126mm alloy monocoque design
	SF12-XCT-JR 24"	50mm	Coil	Coil w/preload adj	N/A	126mm alloy monocoque design
20"						
Up-grade	SF13-XCT-JR 20"	40mm	Coil	Coil w/preload adj	N/A	126mm alloy monocoque design

XCM 26



AXLETYPE	V-BRAKE	DISC	STANCHIONS	CROWN	STEERER	NOTE
9mm (46mm off-set)	Without	Postmount	30mm STKM CP finish	New ZS type design AC4C	1-1/8" STKM	I.C.E. / Q.S.P.
9mm (46mm off-set)	Without	Postmount	30mm STKM CP finish	New ZS type design AC4C	1-1/8" STKM	Q.S.P.
9mm (46mm off-set)	Without	Postmount	30mm STKM CP finish	New ZS type design AC4C	1-1/8" STKM	Q.S.P.
9mm (46mm off-set)	Without	Postmount	30mm STKM CP finish	New ZS type design AC4C	1-1/8" STKM	
9mm (46mm off-set)	Without	Postmount	30mm STKM CP finish	New ZS type design AC4C	1-1/8" STKM	
9mm	Pivot and PM type	Postmount	30mm STKM CP finish	New ZS type design AC4C	1-1/8" STKM	I.C.E. / Q.S.P.
9mm	Pivot and PM type	Postmount	30mm STKM CP finish	New ZS type design AC4C	1-1/8" STKM	Q.S.P.
9mm	Pivot and PM type	Postmount	30mm STKM CP finish	New ZS type design AC4C	1-1/8" STKM	Q.S.P.
9mm	Pivot and PM type	Postmount	30mm STKM CP finish	New ZS type design AC4C	1-1/8" STKM	
9mm	Pivot and PM type	Postmount	30mm STKM CP finish	New ZS type design AC4C	1-1/8" STKM	

MLO 26"



AXLETYPE	V-BRAKE	DISC	STANCHIONS	CROWN	STEERER
9mm (46mm off-set)	DS only type	Postmount	28mm STKM CP finish	AC4C	1-1/8" STKM
9mm (46mm off-set)	DS only type	Postmount	28mm STKM CP finish	AC4C	1-1/8" STKM
9mm (46mm off-set)	DS only type	Postmount	28mm STKM CP finish	AC4C	1-1/8" STKM
9mm (46mm off-set)	DS only type	Postmount	28mm STKM CP finish	AC4C	1-1/8" STKM
9mm	Pivot only type or DS only type	Postmount	28mm STKM CP finish	AC4C	1-1/8" STKM
9mm	Pivot only type or DS only type	Postmount	28mm STKM CP finish	AC4C	1-1/8" STKM
9mm	Pivot only type or DS only type	Postmount	28mm STKM CP finish	AC4C	1-1/8" STKM
9mm	Pivot only type or DS only type	Postmount	28mm STKM CP finish	AC4C	1-1/8" STKM
9mm	Pivot only type or DS only type	Postmount	25.4mm STKM CP finish	AC4C	1-1/8" STKM
9mm	Pivot only type or DS only type	Postmount	25.4mm STKM CP finish	AC4C	1-1/8" STKM
9mm	Pivot only type or DS only type	IS	25.4mm STKM CP finish	AC4C	1-1/8" STKM










M3021-A disc 29"




M3030 pivot 26"



29"	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT RIGHT	LEFT
NEW	SF13-M3020-A 29"	75mm	Coil	Coil w/preload adj w/mini-boot	N/A
NEW	SF13-M3020 29"	75mm	Coil	Coil w/mini boot	N/A
	SF12-M3010AL-A 700C	50mm	Coil	Coil w/preload adj w/mini-boot	N/A
	SF11-M3010AL 700C	50mm	Coil	Coil w/mini boot	Coil w/mini boot
	SF9-M3000AL 700C	63mm	External coil	Coil w/dust boots	Coil w/dust boot
26"					
NEW	SF13-M3020-A 26"	63mm or 75mm	Coil	Coil w/preload adj w/mini-boot	N/A
NEW	SF13-M3020 26"	63mm or 75mm	Coil	Coil w/mini boot	N/A
	SF12-M3010AL-A 26"	50mm	Coil	Coil w/preload adj w/mini-boot	N/A
	SF11-M3010AL 26"	50mm	Coil	Coil w/mini boot	Coil w/mini boot
	SF9-M3000AL 26"	63mm	External coil	Coil w/dust boot	Coil w/dust boot
24"					
NEW	SF13-M3020-A 24"	50mm	Coil	Coil w/preload adj w/mini-boot	N/A
NEW	SF13-M3020 24"	50mm	Coil	Coil w/mini boot	N/A
	SF11-M3010AL 24"	50mm	Coil	Coil w/mini boot	Coil w/mini boot
	SF9-M3000AL 24"	50mm	External coil	Coil w/dust boot	Coil w/dust boot
20"					
	SF11-M3010AL 20"	30mm	Coil	Coil w/mini boot	Coil w/mini boot
	SF9-M3000AL 20"	30mm	External coil	Coil w/dust boot	Coil w/dust boot

COLOURS	WEIGHT	WHEEL SIZE
	A 700C 2250g	
	A 26" 2220g	
	AL 700c 2250g	
	AL 26" 2220g	
	AL 24" 2180g	
		
		



COIL PRELOAD ADJUST

BOTTOM CASE SIZE	AXLE TYPE	V-BRAKE	DISC	STANCHIONS	CROWN	STEERER	NOTE
New 116mm alloy monocoque design	9mm	Pivot only type or DS only type	PM	28mm STKM CP finish	AC4C	1-1/8" STKM	63mm travel
New 116mm alloy monocoque design	9mm	Pivot only type or DS only type	PM	28mm STKM CP finish	AC4C	1-1/8" STKM	63mm travel
108mm alloy monocoque design	9mm	With	N/A	25.4mm STKM CP finish	AC4C	1-1/8" STKM	**Dynamo mount *HB dynamo cable guide mount"
108mm alloy monocoque design	9mm	With	Pivot only type	25.4mm STKM CP finish	AC4C	1-1/8" STKM	**Dynamo mount *HB dynamo cable guide mount"
108mm alloy monocoque design	9mm	With	Pivot only type	23.8mm STKM CP finish	AC4C	1-1/8" STKM	**Dynamo mount *HB dynamo cable guide mount"
New 116mm alloy monocoque design	9mm	Pivot only type or DS only type	PM	25.4mm STKM CP finish	AC4C	1-1/8" STKM	75mm travel
New 116mm alloy monocoque design	9mm	Pivot only type or DS only type	PM	25.4mm STKM CP finish	AC4C	1-1/8" STKM	75mm travel
108mm alloy monocoque design	9mm	With	N/A	25.4mm STKM CP finish	AC4C	1-1/8" STKM	**Dynamo mount *HB dynamo cable guide mount"
108mm alloy monocoque design	9mm	With	N/A	25.4mm STKM CP finish	AC4C	1-1/8" STKM	**Dynamo mount *HB dynamo cable guide mount"
116mm alloy monocoque design	9mm	With or without	without or IS	23.8mm STKM CP finish	AC4C	1-1/8" STKM	**Dynamo mount *HB dynamo cable guide mount"
New 116mm alloy monocoque design	9mm	N/A	PM	25.4mm STKM CP finish	AC4C	1-1/8" STKM	50mm travel
New 116mm alloy monocoque design	9mm	N/A	PM	25.4mm STKM CP finish	AC4C	1-1/8" STKM	50mm travel
108mm alloy monocoque design	9mm	With	N/A	25.4mm STKM CP finish	AC4C	1-1/8" STKM	**Dynamo mount *HB dynamo cable guide mount"
108mm alloy monocoque design	9mm	With	N/A	23.8mm STKM CP finish	AC4C	1-1/8" STKM	**Dynamo mount *HB dynamo cable guide mount"
108mm alloy monocoque design	9mm	Pivot only type w/DS only type	N/A	25.4mm STKM CP finish	AC4C	1-1/8" STKM	**Dynamo mount *HB dynamo cable guide mount"
108mm alloy monocoque design	9mm	Pivot only type w/DS only type	N/A	23.8mm STKM CP finish	AC4C	1-1/8" STKM	**Dynamo mount *HB dynamo cable guide mount"





NRX

CROSS

COLOURS

WEIGHT

WHEEL SIZE



S EL R 1635g
 S RL R 1635g
 S LO R 1670g
 E RL R 1670g
 E LO R 1670g

700C

NRX 700C	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT	RIGHT	LEFT	BOTTOM CASE SIZE
NEW	SF13-NRX S EL-R lite 700C	75, 63mm	Progressive air system	Hydraulic electric speed lockout with rebound damping w/adjust (light weight)		Air w/preload adj	New design 116mm magnesium monocoque
NEW	SF13-NRX S RL-R lite 700C	75, 63mm	Progressive air system	Hydraulic remote speed lockout with rebound damping w/adjust (light weight)		Air w/preload adj	New design 116mm magnesium monocoque
NEW	SF13-NRX S LO-R lite 700C	75, 63mm	Progressive air system	Hydraulic speed lockout with rebound damping w/adjust (light weight)		Air w/preload adj	New design 116mm magnesium monocoque
NEW	SF13-NRX E RL-R lite 700C	75, 63mm	Progressive air system	Hydraulic remote speed lockout with rebound damping w/adjust (light weight)		Air w/preload adj	New design 116mm magnesium monocoque
NEW	SF13-NRX E LO-R lite 700C	75, 63mm	Progressive air system	Hydraulic speed lockout with rebound damping w/adjust (light weight)		Air w/preload adj	New design 116mm magnesium monocoque
NEW	SF13-NRX-E RL 700C air	75, 63mm	Progressive air system	Hydraulic remote speed lockout with fixed rebound damping		Air w/preload adj	New design 116mm magnesium monocoque
NEW	SF13-NRX-E LO 700C air	75, 63mm	Progressive air system	Hydraulic speed lockout with fixed rebound damping		Air w/preload adj	New design 116mm magnesium monocoque
NEW	SF13-NRX-D RL 700C air	75, 63mm	Air	Hydraulic remote speed lockout with fixed rebound damping		Air w/preload adj	New design 116mm magnesium monocoque
NEW	SF13-NRX-D LO 700C air	75, 63mm	Air	Hydraulic speed lockout with fixed rebound damping		Air w/preload adj	New design 116mm magnesium monocoque
NEW	SF13-NRX D RL 700C	75, 63mm	Coil	Hydraulic remote speed lockout with fixed rebound damping		Coil w/preload adj	New design 116mm magnesium monocoque
NEW	SF13-NRX D LO 700C	75, 63mm	Coil	Hydraulic speed lockout with fixed rebound damping		Coil w/preload adj	New design 116mm magnesium monocoque

NVX

CROSS

COLOURS

WEIGHT

WHEEL SIZE



NVX HLO 2450g
 NVX MLO 2300g
 NVX 2250g

700C

NVX 700C	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT	RIGHT	LEFT	BOTTOM CASE SIZE	AXLETYPE
	SF11-NVX HLO 700C	75mm	Coil	Hydraulic lockout		Coil w/preload adj	120mm alloy monocoque	9mm
	SF11-NVX MLO 700C	75mm	Coil	Mechanical lockout		Coil w/preload adj	120mm alloy monocoque	9mm
	SF11-NVX 700C	75mm	Coil			N/A	120mm alloy monocoque	9mm



NRX S RLR lite



AXLE TYPE	V-BRAKE	DISC	STANCHIONS	CROWN	STEERER	NOTE
9mm (46mm off-set)	With or without	Postmount	30mm A7050 gold anodized	A7050 hollow	1-1/8" A7050 (seal cap E-unit)	I.C.E. / Q.S.P.
9mm (46mm off-set)	With or without	Postmount	30mm A7050 gold anodized	A7050 hollow	1-1/8" A7050	I.C.E. / Q.S.P.
9mm (46mm off-set)	With or without	Postmount	30mm A7050 gold anodized	A7050 hollow	1-1/8" A7050	Q.S.P.
9mm (46mm off-set)	With or without	Postmount	30mm A6061 bronze anodized	AC4C	1-1/8" Cr-mo	I.C.E. / Q.S.P.
9mm (46mm off-set)	With or without	Postmount	30mm A6061 bronze anodized	AC4C	1-1/8" Cr-mo	Q.S.P.
9mm (46mm off-set)	With or without	Postmount	30mm A6061 bronze anodized	AC4C	1-1/8" Cr-mo	I.C.E. / Q.S.P.
9mm (46mm off-set)	With or without	Postmount	30mm A6061 bronze anodized	AC4C	1-1/8" Cr-mo	Q.S.P.
9mm (46mm off-set)	With or without	Postmount	30mm STKM bronze finish	AC4C	1-1/8" STKM	I.C.E. / Q.S.P.
9mm (46mm off-set)	With or without	Postmount	30mm STKM bronze finish	AC4C	1-1/8" STKM	Q.S.P.
9mm (46mm off-set)	With or without	Postmount	30mm STKM bronze finish	AC4C	1-1/8" STKM	I.C.E. / Q.S.P.
9mm (46mm off-set)	With or without	Postmount	30mm STKM bronze finish	AC4C	1-1/8" STKM	Q.S.P.

NVX disc

NVX HLO pivot



V-BRAKE	DISC	STANCHIONS	CROWN	STEERER	NOTE
With or without	Int. standard	28mm STKM CP finish	AC4C	1-1/8" STKM	Q.S.P.
With or without	Int. standard	28mm STKM CP finish	AC4C	1-1/8" STKM	
With or without	Int. standard	28mm STKM CP finish	AC4C	1-1/8" STKM	

NCX-D RL LITE



700C	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT RIGHT	LEFT
	SF10-NCX II S RL 700C	63, 50mm	Air	Hydraulic remote speed lockout with fixed rebound damping	Air w/preload adj
	SF10-NCX II S LO 700C	63, 50mm	Air	Hydraulic speed lockout with fixed rebound damping	Air w/preload adj
	SF11-NCX-FT-E RL LITE 700C	63, 50mm	Air	Hydraulic remote speed lockout with fixed rebound damping	Air w/preload adj
	SF11-NCX-FT-E LO LITE 700C	63, 50mm	Air	Hydraulic speed lockout with fixed rebound damping	Air w/preload adj
	SF11-NCX-FT-D RL LITE 700C	63, 50mm	Coil	Hydraulic remote speed lockout with fixed rebound damping	Coil w/preload adj
	SF11-NCX-FT-D LO LITE 700C	63, 50mm	Coil	Hydraulic speed lockout with fixed rebound damping	Coil w/preload adj
NEW	SF13-NCX-E RL LITE 700C air	63, 50mm	Progressive air system	Hydraulic remote speed lockout with fixed rebound damping	Air w/preload adj
NEW	SF13-NCX-E LO LITE 700C air	63, 50mm	Progressive air system	Hydraulic speed lockout with fixed rebound damping	Air w/preload adj
NEW	SF13-NCX-D RL LITE 700C air	63, 50mm	Air	Hydraulic remote speed lockout with fixed rebound damping	Air w/preload adj
NEW	SF13-NCX-D LO LITE 700C air	63, 50mm	Air	Hydraulic speed lockout with fixed rebound damping	Air w/preload adj
	SF11-NCX-D RL LITE 700C	63, 50mm	Coil	Hydraulic remote speed lockout with fixed rebound damping	Coil w/preload adj
	SF11-NCX-D LO LITE 700C	63, 50mm	Coil	Hydraulic speed lockout with fixed rebound damping	Coil w/preload adj
	SF11-NCX-D MLO 700C	63, 50mm	Coil	Mechanical lock	Coil w/preload adj
26"	SF11-NCX-S LO 26"	63mm	Air	Hydraulic speed lockout with fixed rebound damping	Air w/preload adj
	SF11-NCX-D LO 26"	63mm	Coil	Hydraulic speed lockout with fixed rebound damping	Coil w/preload adj
	SF11-NCX-D 26"	63mm	Coil	Coil w/preload adj	N/A

COLOURS	WEIGHT	WHEEL SIZE
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S	RL	1700g
S	LO	1700g
FT-E	RL	1730g
FT-E	LO	1730g
FT-D	RL	1930g
FT-E	RL	1730g
D	LO	1930g
D	MLO	1880g
S	LO	1660g



LO SPEED LOCK OUT



RL REMOTE SPEED LOCKOUT

BOTTOM CASE SIZE	AXLETYPE	V-BRAKE	DISC	STANCHIONS	CROWN	STEERER	NOTE
108mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	E-thru axle type	N/A	Int. standard	30mm A7050 gold anodized	A6061 (Integral pre-load adjuster cap design)	1-1/8" A7050	SHIMANO E-thru axle. / Q.S.P. / I.C.E
108mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	E-thru axle type	N/A	Int. standard	30mm A7050 gold anodized	A6061 (Integral pre-load adjuster cap design)	1-1/8" A7050	SHIMANO E-thru axle. / Q.S.P.
116mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	9mm	Firmtech	Int. standard	30mm A6061 bronze anodized	AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	I.C.E. / Q.S.P.
116mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	9mm	Firmtech	Int. standard	30mm A6061 bronze anodized	AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	Q.S.P.
116mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	9mm	Firmtech	Int. standard	28mm STKM bronze finish	AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	I.C.E. / Q.S.P.
116mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	9mm	Firmtech	Int. standard	28mm STKM bronze finish	AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	Q.S.P.
116mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	9mm	With or without	Int. standard	30mm A6061 bronze anodized	AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	I.C.E. / Q.S.P.
116mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	9mm	With or without	Int. standard	30mm A6061 bronze anodized	AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	Q.S.P.
116mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	9mm	With or without	Int. standard	30mm STKM bronze finish	AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	I.C.E. / Q.S.P.
116mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	9mm	With or without	Int. standard	30mm STKM bronze finish	AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	Q.S.P.
116mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	9mm	With or without	Int. standard	28mm STKM bronze finish	AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	I.C.E. / Q.S.P.
116mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	9mm	With or without	Int. standard	28mm STKM bronze finish	AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	Q.S.P.
116mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	9mm	With or without	Int. standard	28mm STKM bronze finish	AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	Q.S.P.
120mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	9mm	With	Int. standard	28mm A7050 Bronze anodized	AC4C (Integral pre-load adjuster cap design)	1-1/8" A7050	Q.S.P.
120mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	9mm	With	Int. standard	28mm STKM bronze finish	AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	Q.S.P.
120mm magnesium mono-coque ID lamp mount design (option: HB dynamo cable guide)	9mm	With	Int. standard	28mm STKM bronze finish	AC4C (Integral pre-load adjuster cap design)	STKM 1-1/8"	

NEX

COLOURS



WEIGHT

HLO 700C	2450g
MLO 700C	2300g
700C	2250g
HLO 26"	2430g
MLO 26"	2280g
26"	2200g

WHEEL SIZE



700C	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT	RIGHT	LEFT	BOTTOM CASE SIZE	AXLETYPE
<i>Up-grade</i>	SF13-NEX HLO 700C	63, 50mm	Coil	Hydraulic lockout		Coil w/preload adj	108mm alloy monocoque ID lamp mount design (option: HB dynamo cable guide)	9mm
<i>Up-grade</i>	SF13-NEX MLO 700C	63, 50mm	Coil	Mechanical lock		Coil w/preload adj	108mm alloy monocoque ID lamp mount design (option: HB dynamo cable guide)	9mm
<i>Up-grade</i>	SF13-NEX 700C	63, 50mm	Coil	Coil w/preload adj		N/A	108mm alloy monocoque ID lamp mount design (option: HB dynamo cable guide)	9mm
26"								
<i>Up-grade</i>	SF13-NEX HLO 26"	63, 50mm	Coil	Hydraulic lockout		Coil w/preload adj	116mm alloy monocoque ID lamp mount design (option: HB dynamo cable guide)	9mm
<i>Up-grade</i>	SF13-NEX MLO 26"	63, 50mm	Coil	Mechanical lock		Coil w/preload adj	116mm alloy monocoque ID lamp mount design (option: HB dynamo cable guide)	9mm
<i>Up-grade</i>	SF13-NEX 26"	63, 50mm	Coil	Coil w/preload adj		N/A	116mm alloy monocoque ID lamp mount design (option: HB dynamo cable guide)	9mm

HESC

E-BIKE

COLOURS



WEIGHT

HE 700C	2600g
HE 26"	2550g

WHEEL SIZE



700C	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT	RIGHT	LEFT	BOTTOM CASE SIZE	AXLETYPE
	SF11-NVX-HE 700C	63, 50mm	Coil	Coil w/preload adj		N/A	120mm pitch / 120mm O.L.D. / Alloy monocoque design	12mm (special SRS HB motor mounting design)
26"	SF12-NVX-HE 26"	63, 50mm	Coil	Coil w/preload adj		N/A	130mm pitch / 120mm O.L.D. / Alloy monocoque design	12mm (special SRS HB motor mounting design)

NEX MLO 700C pivot



V-BRAKE	DISC	STANCHIONS	CROWN	STEERER	NOTE
Pivot only type or DS only type	Int. standard	28mm STKM CP finish	New design AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	Q.S.P
Pivot only type or DS only type	Int. standard	28mm STKM CP finish	New design AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	
Pivot only type or DS only type	Int. standard	28mm STKM CP finish	New design AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	
Pivot only type or DS only type	Int. standard	28mm STKM CP finish	New design AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	Q.S.P
Pivot only type or DS only type	Int. standard	28mm STKM CP finish	New design AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	
Pivot only type or DS only type	Int. standard	28mm STKM CP finish	New design AC4C (Integral pre-load adjuster cap design)	1-1/8" STKM	

NVX-HE 26"



V-BRAKE	ROLLER BRAKE	DISC	STANCHIONS	CROWN	STEERER
Yes	N/A	N/A	28mm STKM bronze finish	AC4C	STKM
Yes	N/A	N/A	30mm STKM CP finish	AC4C	STKM

SWING SHOCK

CITY






SW S 700C



SW S 20"

700C	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT RIGHT	LEFT
<i>Up-grade</i>	SF10-SW S 700C	30mm	Coil w/preload adj in steerer tube	N/A	N/A
<i>Up-grade</i>	SF10-SW D 700C	30mm	Coil w/preload adj in steerer tube	N/A	N/A
20"					
<i>Up-grade</i>	SF12-SW S 20"	25mm	Coil w/preload adj in steerer tube	N/A	N/A
<i>Up-grade</i>	SF12-SW D 20"	25mm	Coil w/preload adj in steerer tube	N/A	N/A

COLOURS	WEIGHT	WHEEL SIZE
	SW S 1410g	
	SW D 1570g	
	SW S 20" 1390g	
	SW D 20" 1550g	



BOTTOM CASE SIZE	AXLE TYPE	V-BRAKE	ROLLER BRAKE	DISC	STANCHIONS	CROWN	STEERER
108mm alloy monocoque ID lamp mount design (option: HB dynamo cable guide)	9mm	Pivot only type or DS only type	Pivot only type or DS only type	Int. standard	28mm STKM CP finish	New design AC4C (Integral pre-load adjuster cap design)	A7050
108mm alloy monocoque ID lamp mount design (option: HB dynamo cable guide)	9mm	Pivot only type or DS only type	Pivot only type or DS only type	Int. standard	28mm STKM CP finish	New design AC4C (Integral pre-load adjuster cap design)	STKM
100mm magnesium legs	9mm	With or without	With or without	Int. standard	N/A	AC4C	A7050
100mm magnesium legs	9mm	With or without	With or without	Int. standard	N/A	AC4C	STKM





CR9 CR8 CR7

TREKKING / CITY



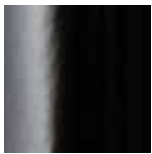
CR-9V D



CR-8R

CR9	MODEL NUMBER	TRAVEL	SPRING	FEATURE & ADJUSTMENT RIGHT	LEFT
	SF9-CR-9 FT D LO 700C	63mm	Coil	Hydraulic speed lockout with fixed rebound damping	Coil w/preload adj
	SF9-CR-9V LW 700C	63mm	MCU	MCU w/preload adj	MCU w/preload adj
	SF9-CR-9V D LO 700C	63mm	Coil	Hydraulic speed lockout with fixed rebound damping	Coil w/preload adj
	SF9-CR-9V D 700C	63mm	Coil	Coil w/preload adj	N/A
	SF12-CR-9R D 700C	63mm	Coil	Coil w/preload adj	N/A
CR8					
<i>Up-grade</i>	SF13-CR-8V MLO 700C	50mm	Coil	Mechanical lock	Coil w/preload adj
<i>Up-grade</i>	SF13-CR-8V 700C	50mm	Coil	Coil w/preload adj	N/A
<i>Up-grade</i>	SF13-CR-8R MLO 700C	40mm	Coil	Mechanical lock	Coil w/preload adj
<i>Up-grade</i>	SF13-CR-8R 700C	50mm	Coil	Coil w/preload adj	N/A
<i>Up-grade</i>	SF13-CR-8V 26"	50mm	Coil	Coil w/preload adj	N/A
CR7					
	SF12-CR-7V A 700C	40mm	Internal coil	Coil w/preload adj w/mini-boot	N/A
	SF11-CR-7V 700C	40mm	Internal coil	Coil w/mini boot	N/A
	SF11-CR-7V 26"	40mm	Internal coil	Coil w/mini boot	N/A

COLOURS	WEIGHT	WHEEL SIZE
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CR9
FT D LO 1950g
LW 1700g
D 1900g



CR8
V MLO 2300g
V 700C 2250g
R MLO 2300g
R 700C 2250g
V 26" 2200g



CR7
A 700C 2250g
700C 2250g
26" 2220g



CR-7V 700C



BOTTOM CASE SIZE	AXLETYPE	V-BRAKE	ROLLER BRAKE	DISC	STANCHIONS	CROWN	STEERER	NOTE
108mm magnesium monocoque ID lamp mount integrated swept design (option: HB dynamo cable guide)	9mm	Firmtech	Without	N/A	28mm STKM CP finish	AC4C (Integral pre-load adjuster cap design)	STKM	Q.S.P.
108mm magnesium monocoque ID lamp mount integrated swept design (option: HB dynamo cable guide)	9mm	With	Without	N/A	28mm Cr-mo CP finish	AC4C (Integral pre-load adjuster cap design)	A7050	
108mm magnesium monocoque ID lamp mount integrated swept design (option: HB dynamo cable guide)	9mm	With	Without	N/A	28mm STKM CP finish	AC4C (Integral pre-load adjuster cap design)	STKM	Q.S.P.
108mm magnesium monocoque ID lamp mount integrated swept design (option: HB dynamo cable guide)	9mm	With	Without	N/A	28mm STKM CP finish	AC4C (Integral pre-load adjuster cap design)	STKM	
108mm magnesium monocoque ID lamp mount integrated swept design (option: HB dynamo cable guide)	9mm	Without	With	N/A	28mm STKM CP finish	AC4C (Integral pre-load adjuster cap design)	STKM	
108mm alloy monocoque ID lamp mount integrated swept design (option: HB dynamo cable guide)	9mm	With	N/A	N/A	28mm STKM CP finish	New design AC4C (Integral pre-load adjuster cap design)	STKM	
108mm alloy monocoque ID lamp mount integrated swept design (option: HB dynamo cable guide)	9mm	With	N/A	N/A	28mm STKM CP finish	New design AC4C (Integral pre-load adjuster cap design)	STKM	
108mm alloy monocoque ID lamp mount integrated swept design (option: HB dynamo cable guide)	9mm	N/A	With	N/A	28mm STKM CP finish	New design AC4C (Integral pre-load adjuster cap design)	STKM	
108mm alloy monocoque ID lamp mount integrated swept design (option: HB dynamo cable guide)	9mm	N/A	With	N/A	28mm STKM CP finish	New design AC4C (Integral pre-load adjuster cap design)	STKM	
108mm alloy monocoque ID lamp mount integrated swept design (option: HB dynamo cable guide)	9mm	With	N/A	N/A	28mm STKM CP finish	New design AC4C (Integral pre-load adjuster cap design)	STKM	
108mm alloy monocoque swept design (option: HB dynamo cable guide)	9mm	With	N/A	N/A	25.4mm STKM CP finish	AC4C	STKM	
108mm alloy monocoque swept design (option: HB dynamo cable guide)	9mm	With	N/A	N/A	25.4mm STKM CP finish	AC4C	STKM	
108mm alloy monocoque swept design (option: HB dynamo cable guide)	9mm	With	N/A	N/A	25.4mm STKM CP finish	AC4C	STKM	

REAR SUSPENSION

DUROLUX, EPICON, RAIDON

EPICON RC

AM, XC

For the 2013 season our market proven EPICON rear shock series will see the addition of a brand new, top of the range All Mountain/Trail version featuring a built in platform system. The platform is preset and was developed to avoid teetering while climbing steep climbs by controlling the low compression damping. Additionally, the rear shock features a speed lock-out and rebound adjustability.



EPICON LO

AM, XC



LO LOCK OUT

R REBOUND

LO LOCK OUT

R REBOUND



DUROLUX RC

AM, ENDURO

The DUROLUX suspension fork series is the first choice for the Megavalanche, it will support you on your long way down. The RS11-Durolux rear shock offers a rebound and compression damping adjust as well as a dual air chamber technology. The rear shock will be offered from 190mm to 215mm in length and comes in white or black.



RAIDON LO

AM, XC




Model number	Category	Travel	Spring	Damping	Feature
RS12-DUROLUX RC	AM, Enduro	190 x 50mm 200 x 50mm 200 x 55mm 215 x 63mm	Air (w/pre-load adjust)	Hydraulic 8-step compression w/adjust & Rebound damping w/adjust	Sub air chamber body construction
RS12-DUROLUX R	AM, Enduro	190 x 50mm 200 x 50mm 200 x 55mm 215 x 63mm	Air (w/pre-load adjust)	Pre-set compression & Rebound damping w/adjust	Sub air chamber body construction
RS12-EPICON RC	AM, XC	165 x 38mm 190 x 50mm 200 x 50mm 200 x 55mm	Air (w/pre-load adjust)	RC2: (Rebound adj. (red dial knob) + High & Low speed Compression adjust (by 4-index clicked blue knob))	Improved rebound adjust knob
RS12-EPICON LO-R	AM, XC	165 x 38mm 190 x 50mm 200 x 50mm 200 x 55mm	Air (w/pre-load adjust)	Hydraulic speed lock & Rebound damping w/adjust	Improved rebound adjust knob
RS12-EPICON R	AM, XC	165 x 38mm 190 x 50mm 200 x 50mm 200 x 55mm	Air (w/pre-load adjust)	Hydraulic rebound damping w/adjust	Improved rebound adjust knob
RS12-RAIDON LO	AM, XC	165 x 38mm 190 x 50mm 200 x 50mm	Air (w/pre-load adjust)	Hydraulic speed lock & fixed rebound damping	Improved air valve angle
RS12-RAIDON R	AM, XC	165 x 38mm 190 x 50mm 200 x 50mm	Air (w/pre-load adjust)	Hydraulic w/rebound damping	N/A

GENERAL CHAINWHEEL & BB GLOSSARY



photo: David Schultzei8

PB	Powder black	CW11	Chainwheel 2011 model
HP	High polished	T	Triple
BD	One tone colour (black)	D	Double
BC	Two tone colour (black + silver)	S	Single
GM	Gun metal grey		
WH	White	FX	Fixed BB 
SI	Silver paint	FXS	Fixed BB Holeless type 
AB	Machine polish silver	OCTA	Octalink
		SQ	Square BB
G	With chainguard	PFT	Power Flow Technology
IG	With integrated chainguard	FP	Flow Plate
SG	Smoke guard		
BG	Black guard		
IBG	Intergrated black guard		
MG	Magnesium		

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XCR XCM

XC / TR

	Model name	Feature	Finish	Length	speed	Chainring	Outer	Center	Inner	BB	Note
XCR											
NEW	CW13-XCR-T424 OCTA	New one piece design crank arm	PB, BD, WH, SI	175, 170mm	9-speed	Full interchangeable design	Alloy 44T	Steel 32T	Steel 22T	Shimano BB-ES25 118	CL: 50mm
NEW	CW13-XCR-T424 SQ	New one piece design crank arm	PB, BD, WH, SI	175, 170mm	9-speed	Full interchangeable design	Alloy 44T	Steel 32T	Steel 22T	BB10-XCT-SQS-113-CBT	CL: 50mm
XCM											
NEW	CW13-XCM-T414 OCTA	New AC4C one piece design crank arm	PB, WH, HP	175, 170mm	9-speed	Full interchangeable design	Steel 44T	Steel 32T	Steel 22T	Shimano BB-ES25	CL: 50mm
NEW	CW13-XCM-T414 SQ	New AC4C one piece design crank arm	PB, WH	175, 170mm	9-speed	Full interchangeable design	Steel 44T	Steel 32T	Steel 22T	BB10-XCT-SQS-113-CBT	CL: 50mm

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CW13-XCR-T424



CW13-XCM-T414

WEIGHT

XCR 842g
XCM 965g

XCT XCC XR SCX

ATB

	XCT	Feature	Finish	Length	speed	Chainring	Outer	Center	Inner	BB	Note
NEW	CW13-XCT-T322	AC4C one piece design crank arm, including cap-less fixing bolts	PB, WH, HP	175, 170mm	8-speed	Interchangeable design	Alloy 42T	Steel 32T	Steel 22T	BB10-XCT-SQS-113	CL: 48mm, New graphic
NEW	CW13-XCT-T328	AC4C one piece design crank arm, including cap-less fixing bolts	PB, WH, HP	175, 170mm	8-speed	Interchangeable design	Alloy 48T	Steel 38T	Steel 28T	BB10-XCT-SQS-113	CL: 48mm, New graphic
NEW	CW13-XCT-T312	AC4C one piece design crank arm, including cap-less fixing bolts	PB, WH, HP	175, 170mm	8-speed	Interchangeable design	Steel 42T	Steel 32T	Steel 22T	BB10-XCT-SQS-113	CL: 48mm, New graphic
NEW	CW13-XCT-T318	AC4C one piece design crank arm, including cap-less fixing bolts	PB, WH, HP	175, 170mm	8-speed	Interchangeable design	Steel 48T	Steel 38T	Steel 28T	BB10-XCT-SQS-113	CL: 48mm, New graphic
Up-grade	CW13-XCT-JR-T202	AC4C with new graphic	PB, WH, HP	160, 152mm	8-speed	Interchangeable design	Steel 42T	Steel 32T	Steel 22T	BB10-XCT-SQS-118-CBT	CL: 48mm, New graphic



XCTT318 w/ chainguard



XCTT-322

	XCC	Feature	Finish	Length	speed	Chainring	Outer	Center	Inner	BB	Note
NEW	CW13-XCC-T102	New AC4C design alloy crank arm	PB, WH, AB	175, 170, 160, 152mm	8/7-speed	Center rivet	Steel 42T	Steel 34T	Steel 24T	BB10-XCT-SQS-122-BT	New design PL spider, CL: 48mm
NEW	CW13-XCC-T202	New AC4C design alloy crank arm	PB, WH, AB	175, 170, 160, 152mm	8/7-speed	Center rivet	Steel 42T	Steel 32T	Steel 22T	BB10-XCT-SQS-122-BT	New design PL spider, CL: 48mm
NEW	CW13-XCC-T208	New AC4C design alloy crank arm	PB, WH, AB	175, 170, 160, 152mm	8/7-speed	Center rivet	Steel 48T	Steel 38T	Steel 28T	BB10-XCT-SQS-122-BT	New design PL spider +CG, CL: 48mm

XR

NEW	CW13-XR172	New AC4C design alloy crank arm	PB, WH, AB	175, 170, 160, 152mm	8/7-speed	Center rivet	Steel 42T	Steel 32T	Steel 22T	BB10-XCT-SQS-122-BT	New design CG, CL: 48mm
NEW	CW13-XR178	New AC4C design alloy crank arm	PB, WH, AB	175, 170, 160, 152mm	8/7-speed	Center rivet	Steel 48T	Steel 38T	Steel 28T	BB10-XCT-SQS-122-BT	New design CG, CL: 48mm



XR



XCC

	SCX	Feature	Finish	Length	speed	Chainring	Outer	Center	Inner	BB	Note
NEW	CW13-SCX-S38	New design AC4C crank (ID design for 95mm dia.)	PB, WH, AB	175, 170mm	Single	Riveted single	Steel 38T	N/A	N/A	BB10-XCT-SQS-122C-CBT	CL: 45mm



SCX



SCX

WEIGHT

XCT	1025g
XCC	965g
XR	N/A
SCX	730g

	Model name	Feature	Finish	Length	Speed	Chaining	Outer	Center	Inner	BB	Note
NEW	CW13-SP-D60 FX	A6061 one piece compact 5-arm/2-piece design	BD, WH, SI	175, 170mm	10-speed	Full interchangeable design	Alloy 50T	N/A	Alloy 34T	External bearing system BB	CL: 45mm, New graphic
NEW	CW13-SP-S44 FX	A6061 one piece compact 5-arm/2-piece design	BD, WH, SI	175, 170mm	10-speed	Full interchangeable design	Alloy CNC cut chain guard	Alloy 44T	N/A	External bearing system BB	CL: 45mm, New graphic
	CW11-XCR-V2-T428-GM FXS	AC4C hole-less design, 2-piece type	BD, WH, SI	175, 170mm	10-speed	Full interchangeable design	Alloy 48T (with ID design CG & inner anti-chain jam protection)	Steel 36T	Steel 26T	Internal FX-S system	CL: 50mm
NEW	CW13-NCX-T424-BD OCTA	New design AC4C crank arm (OCTA 8-spline design)	BD, WH, SI	175, 170mm	9-speed	Full interchangeable design	Alloy 44T (with ID protector cover + inner anti-chain jam protection)	Steel 32T	Steel 22T	SH/BB-ES25	CL: 50mm
NEW	CW13-NCX-T424-BD SQ	New design AC4C crank arm (square design)	BD, WH, SI	175, 170mm	9-speed	Full interchangeable design	Alloy 44T (with ID protector cover + inner anti-chain jam protection)	Steel 32T	Steel 22T	BB10-XCT-SQS-113-CBT	CL: 50mm
NEW	CW13-NCX-T428-BD OCTA	New design AC4C crank arm (8-spline design)	BD, WH, SI	175, 170mm	9-speed	Full interchangeable design	Alloy 48T (with ID protector cover + inner anti-chain jam protection)	Steel 36T		SH/BB-ES25	CL: 50mm
NEW	CW13-NCX-T428-BD SQ	New design AC4C crank arm (square design)	BD, WH, SI	175, 170mm	9-speed	Full interchangeable design	Alloy 48T (with ID protector cover + inner anti-chain jam protection)	Steel 36T	Steel 26T	BB10-XCT-SQS-113-CBT	CL: 50mm
NEW	CW13-NCX-T414-BD SQ	New design AC4C crank arm (square design)	BD, WH, SI	175, 170mm	9-speed	Full interchangeable design	Steel 44T (with ID protector cover)	Steel 32T	Steel 22T	BB10-XCT-SQS-113-CBT	CL: 50mm
NEW	CW13-NCX-T418-BD SQ	New design AC4C crank arm (square design)	BD, WH, SI	175, 170mm	9-speed	Full interchangeable design	Steel 48T (with ID protector cover)	Steel 36T	Steel 26T	BB10-XCT-SQS-113-CBT	CL: 50mm
NEW	CW13-SP D54 SQ	New AC4C one piece compact 5-arm design	PB, HB	175, 170mm	9-speed	Full interchangeable design	Alloy 50T (with ID protector cover + inner anti-chain jam protection)	N/A	Steel 34T	BB8-XCM-SQS-110-CBT	CL: 44mm
NEW	CW13-SP T510 SQ	New AC4C one piece 5-arm design	PB, HB	175, 170mm	9-speed	Full interchangeable design	Steel 50T (with ID protector cover)	Steel 39T	Steel 30T	BB8-XCM-SQS-118-CBT	CL: 44.5mm
NEW	CW13-NEX-T102	New design AC4C crank arm	PB, HB, WH	175, 170mm	8-speed	Interchangeable design	Steel 42T	Steel 34T	Steel 24T	BB10-XCT-SQS-122-CBT	CL: 48mm, New graphic
NEW	CW13-NEX-T208	New design AC4C crank arm	PB, AB, WH	175, 170mm	8-speed	Interchangeable design	Steel 48T	Steel 38T	Steel 28T	BB10-XCT-SQS-122-CBT	CL: 48mm, New graphic



CW13-NEX-T102-WH

CW13-NEX-T208-PB

WEIGHT

SCSP 860g

Model name	Feature	Finish	Length	Speed	Chaining	Outer	Center	Inner	BB	Note
CW12-SCSP S48-DGSG	AC4C one piece 5-arm design	PB, AB	175, 170mm	Single	Full interchangeable design	ID design single guard type / Steel 48T	N/A	N/A	BB10-XCT-SQS-110-CBT	CL: 45mm
CW12-SCSP S48-DSG	AC4C one piece 5-arm design	PB, AB	175, 170mm	Single	Full interchangeable design	ID design double guard type / Steel 48T	N/A	N/A	BB10-XCT-SQS-110-CBT	CL: 45mm
CW12-SCSP S44-SG	AC4C one piece 5-arm design	PB, AB	175, 170mm	Single	Full interchangeable design	ID design single guard type / Steel 44T	N/A	N/A	BB10-XCT-SQS-110-CBT	CL: 45mm
CW12-SCSP S44-DSG	AC4C one piece 5-arm design	PB, AB	175, 170mm	Single	Full interchangeable design	ID design double guard type / Steel 44T	N/A	N/A	BB10-XCT-SQS-110-CBT	CL: 45mm
CW12-SCSP S42-SG	AC4C one piece 5-arm design	PB, AB	175, 170mm	Single	Full interchangeable design	ID design single guard type / Steel 42T	N/A	N/A	BB10-XCT-SQS-110-CBT	CL: 45mm
CW12-SCSP S42-DSG	AC4C one piece 5-arm design	PB, AB	175, 170mm	Single	Full interchangeable design	ID design double guard type / Steel 42T	N/A	N/A	BB10-XCT-SQS-110-CBT	CL: 45mm
CW9-SCSP42-PBG	AC4C one piece 5-arm design	PB, BD, HB	175, 170mm	9-speed	Full interchangeable design	ID AL CG / Alloy 42T	N/A	N/A	BB10-XCT-SQS-113-CBT	CL: 45mm
CW10-SC-SP42ST-PBG	AC4C one piece 5-arm design	PB, BD, HB	175, 170mm	9-speed	Full interchangeable design	ID AL CG / Steel 42T	N/A	N/A	BB10-XCT-SQS-113-CBT	CL: 45mm
CW10-SCSP-42SP	AC4C one piece 5-arm design	PB, BD, HB	175, 170mm	9-speed	Full interchangeable design	AL black finish 42T	N/A	N/A	BB10-XCT-SQS-110-CBT	CL: 48mm



SP-D54



SP-T510



SCSP-42ST-PBG



SCSP-42PBG

WEIGHT

XCT	1025g
XCC	965g
XR	N/A
SCX	730g

Q LOC

AXLE



Model name	15QLCTi	15QLC	20QLC
One touch release design	Yes	Yes	Yes
Quick lever	Alloy with print	Alloy with print	Alloy with print
Compatible O.L.D.	100mm	100mm	110mm
Through axle diameter	15mm	15mm	20mm
Through axle material	Alloy (A7075)	Cro-mo	Cro-mo
Quick axle material	Titanium	Cro-mo	Cro-mo
Compatible suspension	All 15QLC fork series	All 15QLC fork series	All 20QLC fork series
Weight	70g	126g	130g

BOTTOM BRACKETS

XCM / XCT



Model name	Axle type	Length	Size	System	Shell	Fixing bolt	Note
BB10-XCT-SQS-113	Cr-mo Solid / Square	113mm	8mm	Cartridge type, stopper spacers	Steel, 68mm	N/A	CEN test approved
BB10-XCT-SQS-113-CBT	Cr-mo Solid / Square	113mm	8mm	Cartridge type, stopper spacers	Steel, 68mm	M8 x 22mm cap bolt included	CEN test approved
BB10-XCT-SQS-113C-CBT	Cr-mo Solid / Square	113mm	8mm	Cartridge type, stopper spacers	Steel, 68mm	M8 x 22mm cap bolt included	CEN test approved
BB10-XCT-SQS-118-CBT	Cr-mo Solid / Square	118mm	8mm	Cartridge type, stopper spacers	Steel, 68mm	M8 x 22mm cap bolt included	CEN test approved
BB10-XCT-SQS-118C-CBT	Cr-mo Solid / Square	118mm	8mm	Cartridge type, stopper spacers	Steel, 68mm	M8 x 22mm cap bolt included	CEN test approved
BB10-XCT-SQS-122-CBT	Cr-mo Solid / Square	122mm	8mm	Cartridge type, stopper spacers	Steel, 68mm	M8 x 22mm cap bolt included	CEN test approved
BB10-XCT-SQS-122C-CBT	Cr-mo Solid / Square	122mm	8mm	Cartridge type, stopper spacers	Steel, 68mm	M8 x 22mm cap bolt included	CEN test approved

Option:
124mm axle

FRONT DERAILLEURS

NRX / XCR



Model name	Description	Key feature	Note
FD8-NRX	9-speed, 50-34T compatible	Light weight construction, dual pull style front derailleur	
FD11-XCR420	9-speed, 44-32-22 or 48-36-26 compatible	New design main body, swing design for quicker shifting, steel clamp	For 50mm CL, 66-69 degrees seat angle

NCX seatpost

CITY



Model number	Travel	Description	Spring	Size	Seat Clamp	Option
SP12-NCX	50mm	Brass bushing parallelogram	Internal Coil w/ preload adjust	dia. 31.6 or 27.2 x 350mm w/ 25mm setback	Side clamp, radial detent, wide angle range	Hard spring, Soft spring, 400mm

TUNING BASE DEALER NETWORK

The SR SUNTOUR tuning base network has been developed in accordance with our Quick Service Product philosophy. This philosophy ensures that it's as easy as possible for local dealers to maintain and service our products. In combination with unique training, which every tuning base dealer receives, we are able to offer you the highest level of local service with competent and effective customer service. This is guaranteed through a permanent stock of fundamental spare parts which every tuning base dealer carries. Regardless of whether it's the service or maintenance of your fork, first-time buyer consultation, old equipment or new, or in-depth enquiries about SR Suntour products, the Tuning Base Dealers are there to help you as best they can.



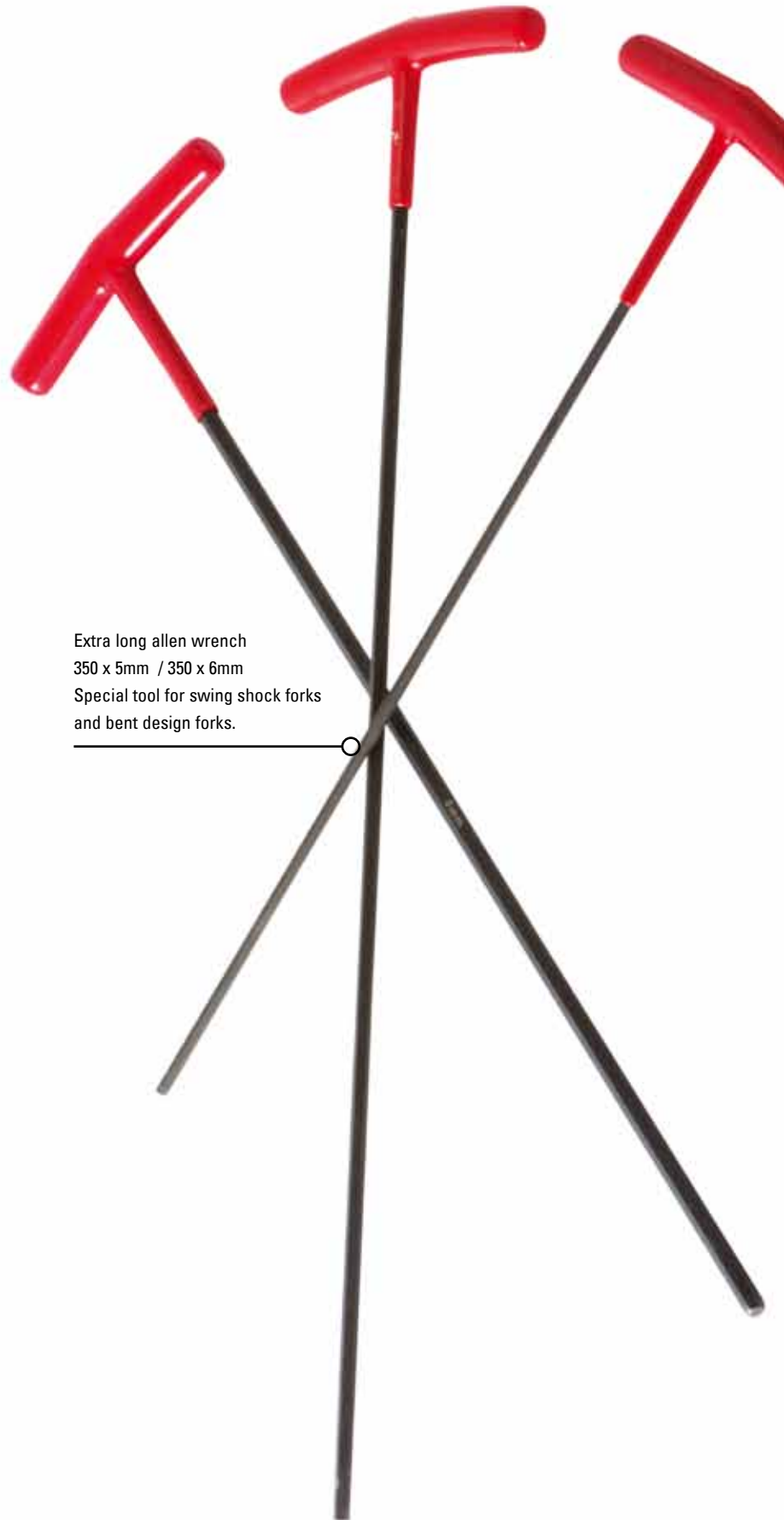
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Our cartridge science not only aims to be technologically sophisticated but also to be user-friendly and low maintenance. We call them QSP - Quick Service Products. All our high-end cartridges have multiple functions whilst remaining very compact and lightweight. Offering state of the art damping technology to all of our customers is the philosophy behind QSP.

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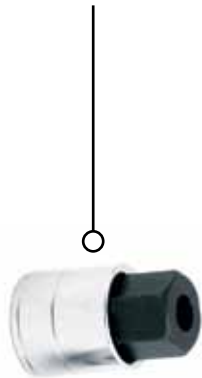


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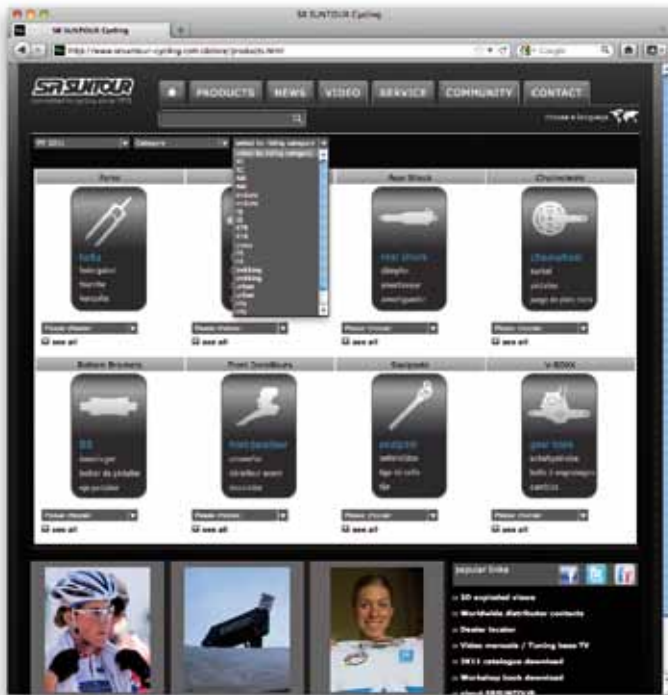
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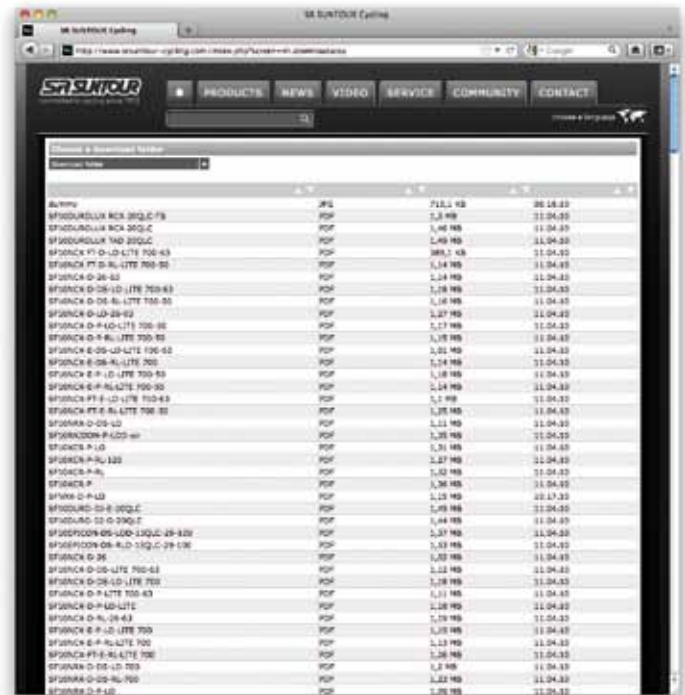
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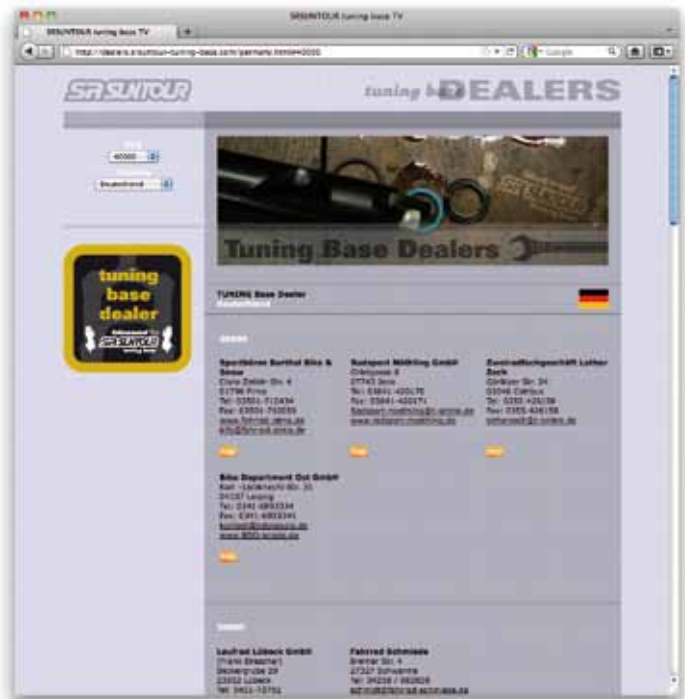


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printed 08/2012 in Germany

