

2K14

superior
magnesium
alloy and
carbon
technology

suspension forks
rear shocks
transmission systems
electronic drivetrains

SRSUNTOUR Inc. **WERX!** Tuned performance 2014

SRSUNTOUR



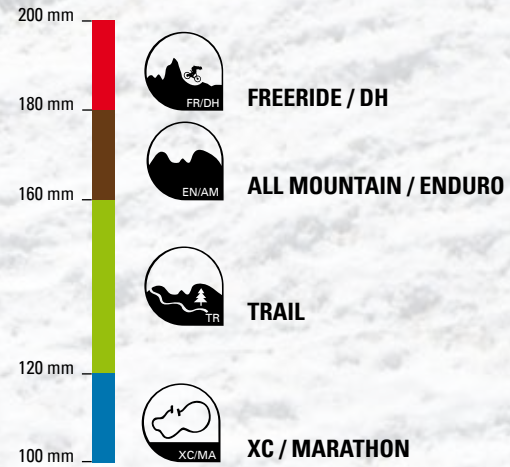


Wilfred van den Haterd, Megavalanche, Alpe d'Huez, France | Photo: Hoshi Yoshida

intended use

wheel sizes

MTB



700C



PRODUCT GALLERY

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Big mountain freeride &
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1 OLYMPIC GOLD MEDAL 3 WORLD CHAMPION TITLES

Last season, SR Suntour's long-standing commitment to mountain bike racing brought outstanding results: Julie Bresset won the gold medal at the Olympic Games and the World Championships while Roger Rinderknecht retired from cycling with the 4cross World Champion title. Rather than sitting back and taking it easy in the glow of such achievements, our engineers, mechanics and sponsored riders have continued to push forward. This quest for continuous improvement has always been the foundation of the brand's success, never more so than now as SR Suntour's 25th anniversary rolls around. Such passion and relentlessness results in products which take your riding to the next level. And the word is out, more and more brands are spec'ing our equipment. Why not try SR Suntour on your next ride?

ROGER RINDERKNECHT

OLYMPIC BMX / MTB 4X
UCI 4X World Champion 2012

SWITZERLAND 



JULIE BRESSET

CROSS COUNTRY

World Champion XCO 2012

Olympic Gold medal winner

MTB XC 2012

FRANCE 



**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.



ROCKSHOX

WHEN THE MOUNTAIN GETS BIG



SRSUNTOUR would like to point out that all the riders pictured in this catalogue are experienced riders. We do not encourage anyone to attempt anything pictured in this catalogue without the appropriate training.



01



RUX

QUOD ERAT DEMONSTRANDUM

THE RED BULL RAMPAGE EXPERIENCE

Words Laurens van Rooijen | **Photos** Hoshi Yoshida

The small desert town of Virgin, Utah is the setting for one of mountain biking's most spectacular contests, the Red Bull Rampage. Like countless MTB contests there's a starting point perched on top of a mountain (one of Utah's characteristic table-top mountains) and a finish line down in the valley. However that's where the comparison stops; the extreme terrain in between is considered unrideable by all but a small handful of riders.

For freeride pros like Garrett Buehler and James Doerfling, this moon-like landscape with vertical drops is a perfect playground to put together creative lines and stylish tricks for the judges. James Doerfling pulled out all the stops and placed second in qualifying. Facing some of the best-known riders of the sport in the finals and riding some of the steepest and most technical lines, Doerfling finished the Red Bull Rampage in 6th.



02



03



04



05

01. James Doerfling's Rampage start number on his RUX.
02. Andrew Fiore was cleaning, lubing and tuning forks from early morning to sunset.

03. James Doerfling sending it on his first finals run.
04. Garrett Buehler on his qualification run.



06



07



08



QUOD ERAT DEMONSTRANDUM

- 05. Darren Salsbury's final fork check before the big finals.
- 06. James Doerfling jumping off the icon sender, 17m (50ft) down.
- 07. Garrett Buehler whipping it for the video production.
- 08. Garrett Buehler's qualification line choice.
- 09. It's huge: Garrett Buehler trying to find the landing.
- 10. James Doerfling, his Knolly Podium and a black RUX.
- 11. Garrett Buehler with white RUX fork.
- 12. The icon sender seen from another angle. The gap and the vertical drop are just unreal. James Doerfling killed it on both finals runs.





NEW

RUX

Steerer:
1 1/8

Travel:
200 mm

Cartridge:
RC2

High & low speed compression
and rebound adjust

Air sprung
with 5 position air volume adjust

38mm stanchions

20 mm tool free
thru axle

The "Big Air" Fork

Are you experienced? The guys shredding SRSUNTOUR's RUX double crown fork in testing sure are: James Doerfling, Garrett Buehler and Brett Tippie are known for taking no prisoners when ripping up trails. The fork has also seen world cup level action with the Gates Nicolai racing team. These riders have thrown everything at the RUX and it kept coming back for more. After all, this fork has all it takes to perform at the highest level; with 38mm stanchions, it offers 8 inches (203mm) of push travel that can be reduced to 7 inches. Add to that a volume-adjustable air chamber and a cartridge damper which is easily removable for tuning or servicing. Available in either black or white, the RUX comes in at 6lbs5oz (2.890g), slender for a double crown downhill fork.

weight

2.890 grams
*including 20 mm axle

intended use



wheel sizes

26"

MODEL NAME		RUX DH RC2 26"
FEATURE & ADJUST	Travel	200mm
	Right	RC2 (Rebound adjust + High & Low speed Compression adjust)
	Left	Air
	Spring	Air spring
CROWN	Material	AL 7050
	Spec.	Double Crown
STANCHIONS	Spec.	38mm
	Material	AL 7050
BOTTOM CASE	Pitch	145mm
	Axle Type	20 mm tool free thru axle
	Material	Mag+ (AM60)
	Pivot Type	N/A
	Disc Type	Postmount disc
STEERER	Material	A7050 1-1/8"



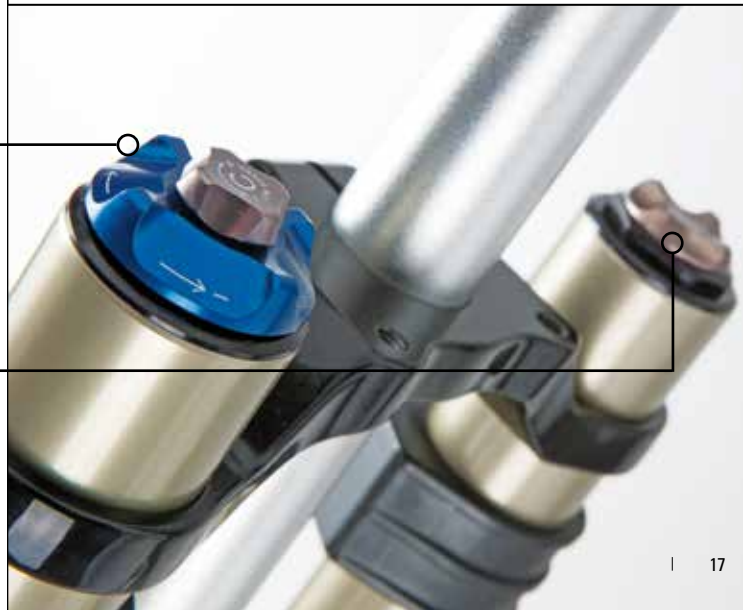


RC2 CARTRIDGE

HIGH AND LOW SPEED COMPRESSION

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

AIR SPRING







WE WANNA RIDE

RUX & AURON TEST SESSION IN SQUAMISH

Words Mike Jones | Photos Hoshi Yoshida

When SRSUNTOUR decided to run a test session of the new RUX downhill fork and Auron 27.5" Trail fork they chose to send their team of riders to Squamish in British Columbia. The SRSUNTOUR Team consisted of mountain bike legend Brett Tippie, big mountain freeriders Garrett Buehler, James Doerfling and former Canadian downhill champion Mike Jones. It was awesome having a mix of new school and old school riders as well as freeriders and racers all riding and testing the new forks. Tippie kept everyone laughing and helped the whole crew get to know each other even faster due to his constant joking and quick witted humour.

When asked about the trip and the riding in Squamish Brett Tippie said:

"It was so much fun to do an SRSUNTOUR shoot in Squamish. Any day you get to shred with a couple current Rampage big mountain crazy freeriders and a former DH Champ is a good one. If you add the fact that everyone is super chill and fun to hang out with and the soil just happened to be spring damp, tacky and perfect, it just ices the cake. I was super stoked to put the new Auron 27.5 160mm forks on my new carbon Rocky Altitude! Hoshi was a machine getting some video action and taking some cool stills at sunset while Mike took us to a wicked sampling of Squamish's awesome trail network. We all carved it up, sent a few jumps, shot the new SRSUNTOUR forks, cracked some bad jokes, chucked the frisbee and had a great time. Can't wait to do it again!"

Squamish is located between the fabled North Shore of Vancouver and iconic Whistler. A short drive and a ferry boat ride away is Vancouver Island, home of some of Canada's best freeriders and World Cup racers. What is it about this part of the World and about Squamish in particular that is so special? Is it the local

bike industry? Influential brands like Raceface, Rocky Mountain, Chromag, Knolly, Norco and Kona, all choose to base themselves nearby and many of their top riders and cutting edge designs have been honed on the trails surrounding their home offices.

Squamish has literally hundreds of kilometers of trails that are challenging, technical, wild and beautiful. Riders such as 2010 Junior World Downhill Champion Lauren Rosser, 2009 US Open Winner and World Cup racer Miranda Miller, Freeride World number one Brandon Semenuk, mountain bike legend Shaums March all live here or have recently called Squamish home... and for good reason. Squamish has it all; a super strong mountain bike scene for downhill, cross country, enduro, all mountain, freeride

and even BMX. For a town of just under 20,000 people there are three bike shops, a weekly mountain bike race series all summer long with downhill, cross country and social rides all complete with after parties, dinner and beers for only two dollars. For school age kids there is a high school mountain bike race series as an alternative to traditional high school sports. For serious cross country racers there are

5 major races that attract international attention including legs of the BC Bike race, and the punishing Test of Metal. If you manage to get sick of the riding in Squamish, you only have to drive 45 minutes to the North or South to be in either Whistler or North Vancouver for even more riding and events. For those who are not into racing there are countless organized and casual social rides, weekly shop rides, coaching and skills clinics, trail building days and volunteer opportunities all related to riding and trails. The local Mayor often comes out the first local 'Toonie' race of the year to declare the 'start of the mountain bike season'. Squamish is a town that lives and breaths mountain bikes.





The trails in Squamish are world class and cutting edge. Renowned trail builders such as Ted Tempany, members of Gravity Logic, countless volunteers and the local paid Squamish Trail crew are constantly out in the forest building new trails and maintaining existing ones. There is no way you will ever get lost on the Squamish trails either as locally there is an amazing App for iPhone or Android devices that has every mountain bike trail on a constantly updated map and then with the phone's GPS device it places you exactly on the map so that you can see where you are at all times. Other App's like Strava or MotionX GPS will track your ride or show you where you are on Squamish's massive and intricate trail network as well as track your progress and compare your times to others on the trails if you want to compete virtually or against your own best times.

The mountain bike industry is strong in Squamish as well. Have you ever watched a film by Anthill Films, also known as 'The Collective'? Chances are that if you have seen only one mountain bike movie then you have watched one of their productions. Anthill's head office is located in Squamish. Have you ever ridden at a major bike park? Members of the Gravity Logic bike park consultant team who build major bike parks around the World, including many of the Whistler bike park trails choose to live in Squamish. This truly is a town that lives for mountain biking and lives to share mountain biking with the rest of the World.



01



02



03

RUX & AURON TEST SESSION IN SQUAMISH

- 01. James Doerfling bombing into a berm in the lower part of the Half Nelson trail.
- 02. Time to move on
- 03. Executive Suites Hotel offered plenty of space for the whole crew with bikes and gears. Brett Tippie kept entertaining us while we tried to make a shooting schedule.
- 04. Garrett Buehler, camera, action.
- 05. Mike Jones, our guide always brought us to the best location at the specific day time.



04



05

WE WANNA RIDE

If you come to Squamish there are three bike shops in town. Corsa Bikes on the South end of town, Tantalus Bike Shop in the middle of town and Republic Bikes to the North end of town. There are also guiding and coaching outfits, an organized Tourism center that is hard to miss as you arrive in town as well as Apps for your phone such as the Squamish Trail Map App \$10 in the iTunes store. We recommend the App as it is the same price as the paper map, is constantly updated and places you on the trail with your phones GPS functions.

We only had four days of riding in Squamish and had to pick some of the best locations to push the limits of the new SRSUNTOUR forks. In our limited time we chose to ride most of the trails above the new Quest University. Our trails were a mix of high-speed machine built trails complete with jumps, berms and insane flow right the way to raw, loamy trails that few people ride due to their challenging nature or difficult access. We came hungry to shred and finished each day satiated.

After riding you can swim in one of the many lakes surrounding town. If you need a break from riding you might want to go rock climbing as Squamish is a world

famous climbing destination. Similarly, the town is famous for kite boarding and windsurfing. You might also find yourself white water kayaking or rafting, fishing or renting a speed boat and exploring North America's Southern most fjord, the Howe Sound Inlet. If land based activities are more your thing you can hike, ride enduro or trails motorbikes or simply relax at a riverside or forested campsite. There is also a new gondola under construction and should be completed by late 2013 for access to the high alpine, and rumor has it they are building riding trails off of the top of the gondola. It seems Squamish is about to get even better.

Garett summed the trip up well by saying this was "easily one of the funniest few days shooting. Good food, good riding, good people, and non stop jokes, made this trip the best way to get the season going."

All of the riders agreed that the SRSUNTOUR test session in Squamish was a huge success, we found dozens of amazing trails, we pushed the limits of the new forks, we had non-stop fun as a team and made plans for future riding and adventures together. If you are planning a riding adventure, put Squamish on your list of 'must ride' places!





BRETT TIPPIE





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AURON



Steerer:
AL7050 1.5-1 1/8" CTS

RC2:
150 / 160 mm travel

TA-RC2:
120 - 160 mm

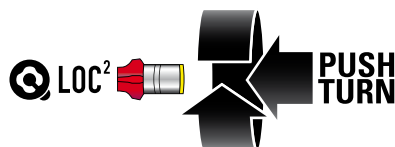
Travel adjust (TA models)

High & low speed compression
and rebound adjust

Air pressure adjust
15 mm QLOC axle

QLOC 2

Simple PUSH&TURN
button boosted 15mm thru
axle quick release system.



27,5" - sub 2kg Enduro

For enduro races, bikes need to be up to the job on the way down but also well rideable on the way up. SRSUNTOUR's Auron is built for precisely that. It's the first fork specifically constructed from scratch for 27.5 inch wheels from. Weighing in at a svelte 4,3lbs (1.940), this air-sprung fork with 34mm stanchions offers a full 160mm of travel. Race-tested and tweaked in some of the toughest races the sport has to offer by top enduro riders such as Damien Oton, Casey Coffmann, Kyle Warner and Julia Hoffman, the Auron is a lightweight power package in the world of enduro. Its cartridge damper is as easily adjustable on the trail as it is tuneable and serviceable. Depending on the model, the fork can be lowered by 40mm and SRSUNTOUR's proprietary Q-Loc axle has been refined to be even more user-friendly.





intended use



wheel sizes



weight

Auron RC2 15QLC 27.5 CTS
1.940 g*
Auron TA-RC2 15QLC 27.5 CTS
2.150 g*

* including 15mm QLOC axle

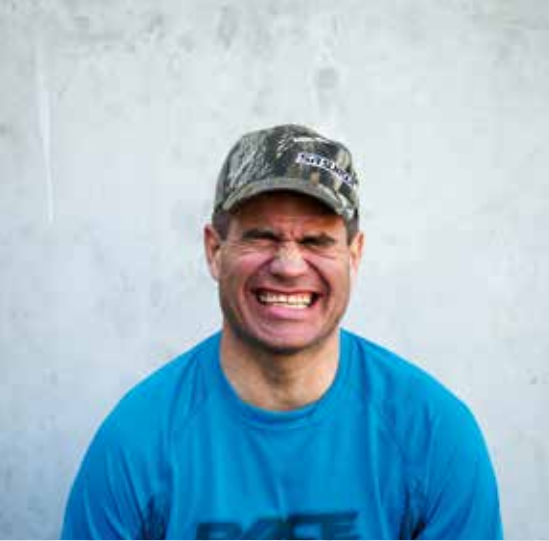


TA TRAVEL ADJUST

RC2 CARTRIDGE

High & low speed
compression adjust







BRETT TIPPIE INTERVIEW

THE EMOTICON MODEL

Words Laurens van Rooijen | Photos Hoshi Yoshida

Canadian Brett Tippie is widely considered to be one of the founding fathers of mountain biking's freeride movement. After a couple of rough years Tippie managed to steady himself thanks in large part to his family. His powerful, snowboard-inspired riding style still makes him stand out, and SRSUNTOUR is delighted to have him aboard its WERX team.

Tell us something about yourself first, Brett. How old are you, where did you grow up and when did you start mountain biking?

BT I was born in 1969 and I grew up in Kamloops. My family is of quite mixed origins, some of my ancestors were from Estonia, Germany, Russia and Scotland, and there's also a native element – in Canada we refer to this as "Métis." When I was 14 years old, I tried to ride a bicycle in terrain for the first time. It was my father's Kuwahara and I could barely straddle its huge 21 inch frame.

How did you get into the freeriding side of things?

BT We had a lot of super steep slopes around Kamloops, and soon I discovered that hucking down stuff was great fun. Back then, a man-sized vertical drop was called a "cliff" and considered "extreme", but we did not have any suspension yet in the mid 80s. For sure, this kind of riding was snowboard-inspired as well (Tippie was sponsored by Burton from 1994 to 2001).



This still sounds like good fun, but not like a way to make a decent living. How did that come about?

BT I was lucky to get a part in Greg Stump's legendary "PulpTraction" movie in 1995. That was my launching pad, as one year later I was offered a part in the multi-sports movie "Tao of Riding." The drops were getting bigger, the gaps were getting longer, and then I met two other guys with a different background, but a very similar idea of mountain biking: Richie Schley and Wade Simmons. That was the beginning of the "Frörder" adventure, and thanks to the first "Kranked" movie our popularity skyrocketed in 1997.

That sounds like having been at the right spot at the right time with the right talents – and it sounds like a whole lot of fun.

BT These years were certainly the pinnacle of my career. We were shooting one "Kranked"-movie every year, and we travelled around the world to find the most astonishing locations. But the young guns were progressing quickly, as I could witness first hand when I met the likes of Darren Berrecloth, Matt Hunter and Steve Romaniuk in 2003. From 2004, I shifted my emphasis from riding to living the life of an extreme-sports rock star, testing my limits at parties rather than on the bike. It was intense, but it almost got the better of me.

What do you mean by that?

BT I spent 90% of my money on parties, women and drugs and just wasted the other 10%. It all ended with me having to start a rehab due to drinking problems, and at the same time I moved to Whistler, where I met Sarah Fenton – my future wife. When I went riding with her, I was embarrassed at what had become of me, so I decided to make a u-turn in my life.

My only excuse was to say: "I used to be Brett Tippie..."

Did that work out?

BT It worked out better than I could have ever hoped it would. With Rocky Mountain and Race Face, two sponsors of the gold-rush days decided to sign me early on, and SR Suntour followed later. I also got booked as a commentator for FMB events and Crankworx. Becoming a father of two kids also helped an awful lot to get my life back on track.

That is great to hear, what are you up to nowadays?

BT I have moved to Vancouver with my family and apart from working as a brand ambassador for my sponsors, I coach kids and work as a coach and tour guide. As 4 to 5 hours of sleep is all I need, I also do a lot of night-riding. Being inducted to the MTB Hall of Fame in 2010 was like a lifetime achievement award for me, but I am far from ready to retire. And I have still not broken a bone in my entire career – but about 30 helmets.

Thanks for the interview, Brett, and all the best for your new life as a father, husband and ambassador of the spirit of freeriding.







THE MEGA, MY 1ST EURO TRIP

Words Casey Coffman | Photos Hoshi Yoshida

After a super long day of travelling, including a sprint to make a very tight connection in New Jersey, we arrived in Geneva. Unfortunately our luggage, including bikes, couldn't sprint to make the next flight, so we were without our bikes for the first two days. Hoshi Yoshida was our amazing tour guide and we made the jet lagged drive to Alpe D' Huez where we took a long afternoon nap. The next day Johannes from Nicolai was nice enough to set us up with some bikes to borrow for the day and we checked out the qualifier course, which was amazing. Super rough, with inside cut lines everywhere with huge rock faces and loose, rowdy action. Thunderstorms every afternoon had the dirt in perfect condition. The SR Suntour crew treated us to amazing dinners every night, complete with too many shots of Chartreuse, a strong, funky, French liqueur. Our bikes showed up Wednesday night, so we were stoked to get on them for practice Thursday. Our first runs on the glacier had us scratching our heads as to how we would ever make it down with 400 other people, but we were stoked nonetheless.

The qualifier run was definitely the most fun I've had on a bike in a very long time, and after recovering from being smashed into by a gigantic German dude, I made a bunch of sketchy passes and moved into 6th place. I was stoked because that meant I would have a good start position for the final. Kyle was pinned in his qualifier, and worked his way from the back row to finish 3rd. Saturday was pretty chill, with some fun photo shoots

in the afternoon. Looking back, I should have practiced the lower parts of the finals course a bit more because it was pretty gnarly, with super steep inside lines through the switchbacks that were pretty wild to ride blind during the final. Stefan set me up with a super dialed Auron Werx on Saturday, and I was amazed at how well the fork ran, giving me some confidence going into the final. Finals morning was pretty wild, with a 5am wake up call, trying to get some breakfast down my throat before getting on the gondola at 6:15 to line up for the final. Once again, Johannes and Hoshi had us covered with a gold emergency tarp thingy to huddle in to stay warm on the glacier at 3300m, at 8 in the morning. Call ups started, and we lined our bikes up according to our qualifier position.



I chose a spot a bit right of center, hoping to avoid a pile up I assumed would happen on the left because it was more off-camber out of the gate.

We lined up to the sounds of some Euro techno music, ready to dodge tons of people down the glacier at 100 kmh. The helicopter came over the top of the mountain just as 'Alarma' began through the speakers. The tape was lifted, and we

all sprinted over a totally blind edge into the first steep section. I tried to stay to the right to avoid people, which worked out pretty well. Toward the bottom of the second steep section I could smell burning brake pads in the air. I slid out a bit, which pushed me off track through the inside of the right turn at the bottom of the fast section, through super rough ice at probably 90 kmh. I was so glad



03



04



05



06



07

- 01. Casey Coffman training on the qualification course.
- 02. Start on the glacier at 3.300m altitude
- 03. The chairlifts were still running for the skiers.
- 04. EU girls and US boy. Steffie Teltscher, Julia Hoffmann and Kyle Warner.
- 05. Kyle Warner and Casey Coffman touching the ground. It's important to get a feeling for the surface. Snow can be hard or soft, slow or fast, sticky or slippery.
- 06. French Enduro rocket Damien Oton.
- 07. French Megavalanche legend Jean-Pierre Bruni
- 08. Casey during his big final run.
- 09. Max Schumann had bad luck in his qualification run. A flat tire kicked him out of the main final, but he won the Mega Challenger race.
- 10. You might know this face. It's Mirco Widmer who used to ride World Cup XC and XC-Eliminator. He switched to Enduro this year and finished the Mega on 17th spot. Not bad.
- 11. Casey Coffman cooling his broken nose.



THE MEGA , MY 1ST EURO TRIP

to have survived this part, and it actually allowed me to pass a few people. I was about 25th off the snow, and worked really hard to maintain that position across the long traverse. I lost a few spots on the climb, as I was having some issues with the shifting on my bike. I dropped into the lower section pretty stoked to be descending again, and started to yell at people and take back some positions. A crash and a jammed up chain cost me a lot of time, as well as a couple more crashes and more mechanical issues. I had to run through the finish into 111th place. Not the result I was looking for, but it was still the most amazing experience I've ever had on a bike.

Monday was a day of sightseeing in Geneva, and drinking lots of Panache, which is pretty much my favorite sunny day drink of all time now. Geneva was pretty awesome, with business men getting around town on kid's push scooters, and travelers everywhere checking out the beautiful lake that lies right in the middle of town. I can't thank everyone at SR Suntour enough for all the help at the Megavalanche, and I can't wait to go back next year with the experience I gained this year, and hopefully move up into the front group at the finish.

Casey Coffmann





SRSUNTOUR is partner of
the MEGAVALANCHE series







durolux

Steerer:
1 1/8 , 1.5" or CTS tapered

RC2:
160 / 180 mm travel

TA-RC2:
120 - 160 mm / 140 - 180 mm travel

Travel adjust (TA models)

High & low speed compression
and rebound adjust

Air pressure adjust

35mm stanchions

20 mm Q-LOC2 axle

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 TA 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 new PUSH&TURN button boosted Q-LOC2 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.



Simple PUSH&TURN button boosted 20mm thru axle quick release system.



CTS Conical Tapered Steerer

TA Travel adjust



RC2 CARTRIDGE
High & low speed
compression adjust



intended use



wheel sizes



weight

DUROLUX TA RC2 2.665g *
DUROLUX RC2 2.380g *

* including 20 mm QLOC axle 130g



TRAVEL ADJUST PUSH button
(Alloy buzzer design)







ENDURO THROUGH 3 PASSES

feat. Alban Aubert

Words Alban Aubert | Photos Hoshi Yoshida

Hidden in the middle of Switzerland, you find an alpine area, divided by high summits traversable via magical passes. Timing is crucial as you must choose the right season because the passes are closed six months per year due to heavy snow.

From the first few days of May, the sun starts to show itself more and more very gradually melting the snow. Having just opened (middle of June), it's quite typical to pass between two meter high walls of snow. Historically, these passes were built a long time ago in order to allow the different local populations to trade goods and possibly avoid isolation. Consequently, we didn't need any further arguments to discover this wonderful area and to see if the trails could be done by MTB. Moreover, each pass is served by the yellow post office buses, which are equipped with bike carriers. We take you over the three passes of Nufenen, Grimsel and Susten. These three passes, which are located 2 hours from Zurich, form an ideal circular route. The departure is optional but you must do the circle in the same direction as us, otherwise the single tracks will not be so interesting.

We recommend starting from Meiringen, the most accessible town. Here your three passes experience starts

with your first uphill in postal bus direction to Grimsel. On the top you find the "Totsee" or "lake of deaths", which provides a little history to your day. The lake is named in memory of the Ulrichen battle, where 800 prisoners died. To start just follow the edge of this famous lake which takes you to the start of the downhill. For Hoshi & me it was more a hiking experience in the snow because we were a little bit early in the season. The next meters will certainly offer you the most wonderful landscapes of the trip. In front of you, you can see summits over 4000 meters and on your left the majestic Rhône glacier.



Speed is the word. It's not very steep and the single-track is easy to follow with some jumps as a bonus. Just before the beginning of the wood, you will find the only technical section of the trail with an increased gradient, but not for long. The end of the trail has a lot of tight turns that finish in the town of Oberwald. The downhill is over and you can already see the next pass; Nufenen.

The Nufenen separates the German side from the Italian side, Ticino; an introduction to another world, one of the southern people and polenta! After 40 minutes of uphill, you arrive at the highest point of the trip, at 2478 meters. The bus will leave you at the top at the beginning of the single track. There are two options, do not take the



01



02



03

01. There is lots of snow even in summer. 2013 had the most snow fall for a couple of decades.

02. No gondolas but public transportation with bike hooks is pretty much standard in Switzerland.

03. Our destination is Nufenenpass, 2,478m high.

04. The single trail feels like never ending.

05. But after a long long single trail ride through different climate zones you'll finally hit Oberwald.

06. Most water sources in the mountains are clean. You can refill your camelbak wherever you want.



04



05

ENDURO THROUGH 3 PASSES



one that goes to Griessee, otherwise you will have to walk a lot. The first part of the pass is technical and very rocky. At the end of this part, you will find a soft slope (a footpath) which is well signposted. However, you must be aware of this type of trail because it is steep and narrow at some points. Taken at speed, you might catch your pedals, leaving you with a taste of the very green local grass pastures! Landscapes here are different from those typical of the Alps. The valley is steep and so green that you would think you were in the Mongolian steppes. Then, the trail slowly follows the end of the valley to reach All'Acqua. From here you have two options. The first is less challenging, and takes you downhill (13km) to Airo. The second one is more of an enduro type and takes you to Airolo by the wonderful single-tracks of Val Bendretto.



Airolo is probably the biggest town you will find during your journey and most likely the best place to sleep. A good night's sleep will prepare you for the next day, which will be less demanding than day one.

Once you have taken onboard breakfast, take the train and bus to the final pass, Susten. You need to be aware that the bus will not drop you off at the top because the way passes through a tunnel and ends just under the pass. There is another particularity of the Susten ... a little bit road riding! Oh yes, the single track starts from the pass' restaurant, at 1865 meters. You need to bear in mind that this single track is for riders with sound technical skills. In fact, it is by far the most technical downhill of the three passes. Most of the single-track is almost totally shaded and follows the riverbed making the trail humid and rolling. Occasionally, in places, the high cliffs add an element of danger. If you are not afraid of carrying your bike sometimes, you can go on without risk. This trail comprises all the challenges a rider could possibly ask for. Steps to across rivers, 180° turns, downhill, high steps, etc. In short, it's is the perfect test of your riding skills. Well worth mentioning is the section half way down the trail; here you find flat marshy terrain, where the trail has been built with slabs of granite. This steep-sided landscape lends a particular atmosphere to the whole place. The final downhill ends at Gadmen, not so far from Meiringen, where you started.

Keen to go on tour? Contact albanaubert.com



THE CHAMPIONS FORK



WORLD CHAMPION TITLES 2012

Roger **RINDERKNECHT**, 4Cross
Annika **LANGVAD**, XC Marathon
Julie **BRESSET**, XCO Elite Women

OLYMPIC GOLD MEDAL 2012

Julie **BRESSET**, XCO Elite Women





SR SUNTOUR
CARBON
MAGNESIUM HYBRID

TECH MILESTONES

- In-house carbon lower production for consistent quality
- Humidity chamber tests and long term durability tests
- Field testing by our WERX riders







AXON WERX

Steerer:

1 1/8 and CTS Tapered

Forged hollow crown

RL RC:

80 / 100 / 120 mm travel

Air pressure adjust

Rebound adjust

Low speed compression adjust

Remote lock out

15 mm Q-LOC2 titanium axle

intended use



wheel sizes



weight

AXON 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, RC low speed compression adjuster and the patented Q-LOC2 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 Olympic Gold Medal in London 2012. She also became UCI XC World Champion 2012. 4X rider Roger Rinderknecht even used this fork for 4X and won the World Championship 2012.

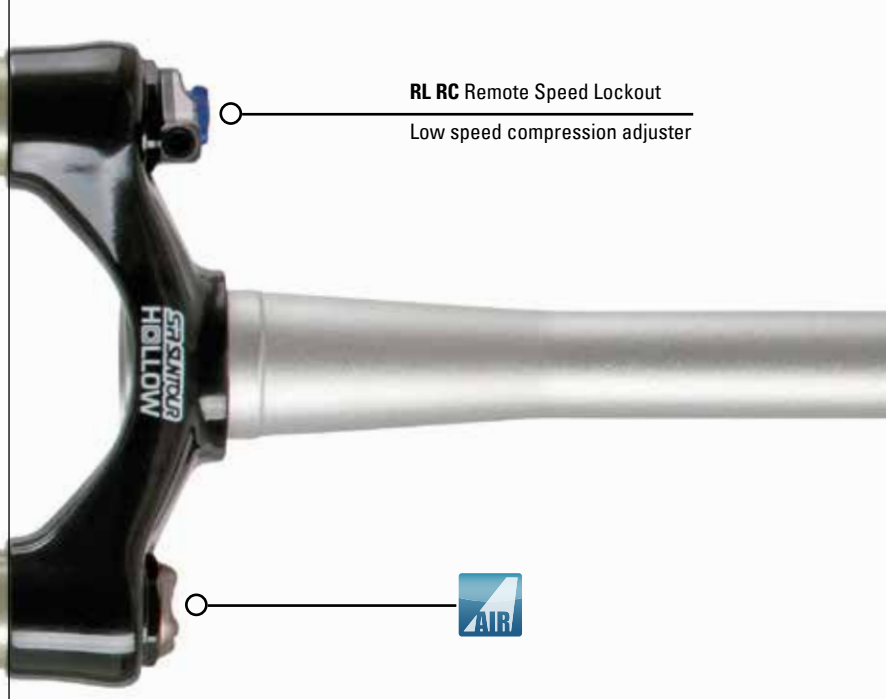
The AXON WERX family has been extended to cover all wheel size options. The 27,5" version as well as the 29" version are now available.



NEW

Q-LOC² Ti

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.



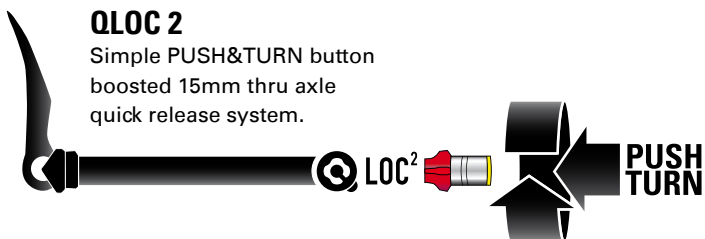
RL RC Remote Speed Lockout
Low speed compression adjuster



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

QLOC 2

Simple PUSH&TURN button boosted 15mm thru axle quick release system.



CARBON
mg **HYBRID**

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

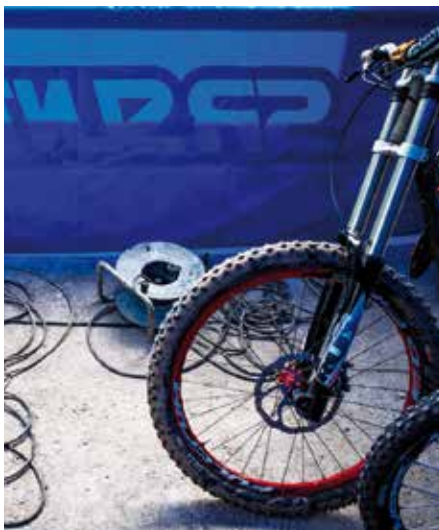
MAGNESIUM LOWER: 463g
VS.
NEW CARBON HYBRID LOWER: 398g**

** the weight indication is for reference only



WERX Racing

Our commitment to the World Cup 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. Being a partner of the Megavalanche for 10 years SRSUNTOUR was into Enduro before the world wide boom began.



BH SRSUNTOUR XC

Julie Bresset
 Maxime Marotte
 Stéphane Tempier
 Lucie Chainel-Lefèvre
 Laura Metzler
 Pablo Rodriguez Guede
 Arnaud Grosjean
 Héléne Marcouyre



GIANT SWISS ENDURO

Marco Arnold
 Mirco Widmer



BRIDGESTONE ANCHOR XC

Seiya Hirano
 Toki Sawada



FUJI ROCKETS XC

Olaf Jonsson
Christopher Maletz
Mailin Franke
Majlen Müller
Marco Schätzing
Nina Wrobel



FELT FEENSTRA XC

Ruben Scheire
Roy Beukers
Robby de Bock
Thijs Zuurbier
Erik Groen
Robbert de Nijs



GATES NICOLAI GRAVITY

David Graf
Mike Schär
Frank Schneider
Kevin Dewinski
Marco Hösel
Wilfred van den Haterd



MERIDA ITALIA XC

Alessandro Naspi
Martin Loo
Stefano Valdrighi
Fosca Vezzulli
Guglielmo Pighi
Riccardo Toloni
Gabriele Boschirol
Leonardo Di Pierdomenico
Alessandro Repetti



WERX EUROPE ENDURO

Max Schumann
Damien Oton
Steffie Teltcher
Tobias Woggon
Julia Hoffmann



TEAM TURBO MEXICO XC

Ignacio Torres (2013 Elite National Champion)
Emmanuel Valencia
Rafael Escárcega
Juan Antonio Díaz
Ivan Lizardi
Gerardo Ulloa (2013 Junior National Champ.)
Valentín Herrera
Alejandro Barajas
Ruth Alfie
Jorge Hernández
Juan Ramírez
Antonio Martín del Campo
Raquel Heredia



KENDA FELT XC

Mitchell Hoke
Colin Cares
Drew Edsall



FELT ENDURO XC

Kyle Warner
Casey Coffman



ORBEA TUFF SHED XC

Kalan Beisel
Cameron Chambers
Keegan Swirbul
Tyler Coplea
Frank Webber
Daniel Kindregan



BIKESOURCE GRAVITY DH

Kellen Lutz
Amber Price
Bryce Hermanussen
Trent Del Grippo
Tony Del Grippo
Justin fisher
Ryan Moser
Bryan Redding

TEAM FREEHUB DH

Trevor Parson
Evan Geankopolis
Victor Smith
Matt Orlando
Britney White

WERX Ambassadors

AMBASSADOR FREERIDE

Brett Tippie



AMBASSADOR 4X / BMX

Roger Rinderknecht
UCI World Champion MTB 4X 2012



AMBASSADOR ENDURO

Jean-Pierre Bruni



AMBASSADOR DH ENDURO

Eric Carter
UCI World Champion MTB 4X 2004



AMBASSADOR DH ENDURO

Bobby McMullen aka Blind Bobby



AMBASSADOR DH ENDURO

Mike Jones





WERX Freeride

SRSUNTOUR's WERX program is a philosophy of building products to meet the expectations of the world's best athletes. The development process of WERX allows a select group of pro riders to achieve their goals as athletes and the lessons learned by engineering help us as a company build better products for everyone.

A few years ago in North America the WERX program took a journey down a trail less traveled. WERX, which began strictly as "Race Proven Engineering" found its way into the big mountain freeride movement. While not about racing the demands the freeride segment puts on products are equally strenuous. Riders including **James Doerfling**, **Garett Buehler**, **Brett Tippie**, and **Ryan Berrecloth** found themselves journeying to far off reaches of the Gobi Desert, Peru, the Alps, and Nepal to test themselves and their equipment in these amazing locales.

While in these remote locations the riders needed suspension forks to withstand longer service intervals than a fully supported race team travelling with mechanics might expect. Our engineers listened and came up with new seals that did a better job at keeping the dirt out, the lubrication in, and as a bonus reduced friction. WERX development can be as much about keeping a rider riding longer as well as going faster and pushing limits.

Our QSP - Quick Service Product philosophy also fits in with our WERX big mountain crew. If you're in the middle of a video shoot in Nepal and you do need to work on your fork, QSP ensures that you can do so with a minimum of tools and have you back up and running in no time. QSP ultimately means Ride More, Wrench Less, proven with WERX riders but a sound idea for everyone.

BIG MOUNTAIN FR

James Doerfling



BIG MOUNTAIN FR

Garett Buehler



BIG MOUNTAIN FR

Ryan Berrecloth
James Visser

URBAN DH FR

Guido Tschugg



FREESTYLE FR & TRIAL

Tom Öhler



BIG MOUNTAIN FR

Aurélie Tournier



Photo: Remy Andrus







EPICON ^{TR}

Steerer:
1 1/8 and CTS tapered

Forged hollow crown
(for RL RC version)

Travel 26":
150 / 140 / 130 mm

Travel 27,5":
140 / 130 mm

Travel 29":
130 mm

RL: Remote lock out

LO: Speed lock out

RC: Rebound + Low speed
compression adjust

Air spring
15 mm Q-LOC2 axle



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 by offering more travel. With 130mm to 150mm travel the new EPICONTR comfortably fits to Trail and All Mountain full suspension bikes. Equipped with the new Q-LOC2 15mm system the EPICON accommodates lighter wheels without compromising on stiffness. The EPICON is a Trans Alp proven fork on climbs as well as on descents by tipping the scales at well under the 1.800g mark. Whatsmore, the EPICON is also available as 27,5" and 29" version, equipped with the same features as its 26" colleagues. The EPICONTR RL RC 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 EPICONTR is now available with the all new, top-end RL-RC and LO-RC cartridges made famous by our World Cup AXON WERX forks.



NEW

QLOC 2

Simple PUSH&TURN button
boosted 15mm thru axle
quick release system.



CTS Conical Tapered Steerer



LOCK OUT OPTIONS

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

RL-RC



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.

intended use



weight

EPICON TR RL-RC 27,5" 1.840g *

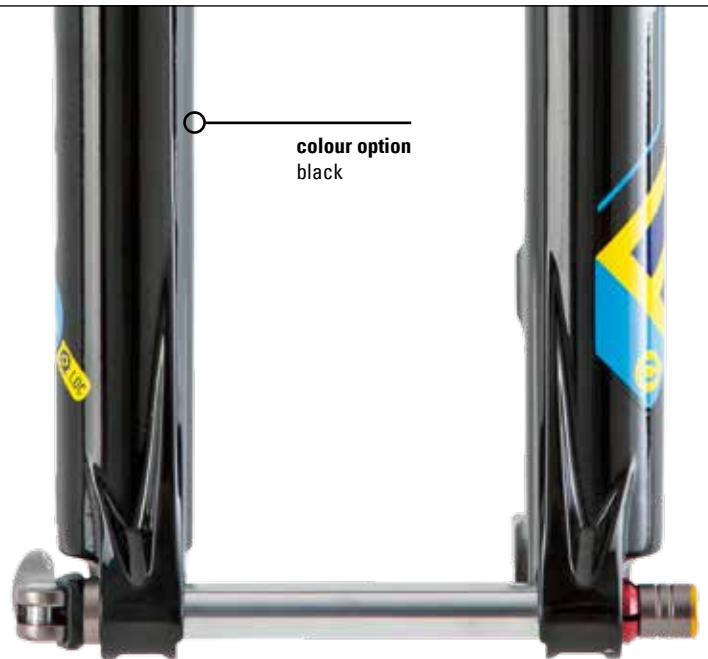
EPICON TR RL-RC 29" 1.860g *

* including 15mm Q-LOC2 axle

wheel sizes



colour option
black



REBOUND DAMPING





EPICON

Steerer:
1 1/8 and CTS tapered
A6061 solid forged crown

Travel 26":
120 / 100 mm

Travel 27,5":
120 / 100 mm

Travel 29":
120 / 100 / 80 mm travel

RL: Remote lock out

LO: Speed lock out

RC: Rebound + Low speed
compression adjust

Air spring
15 mm Q-LOC2 axle

intended use



wheel sizes



Inheriting a big legacy

Using parts taken from its high-end brother the AXON, the EPICON XC offers features such as the hydraulic remote speed lock-out, the new RL RC and LO RC damping adjuster with low speed compression, a magnesium monocoque bottom case with Q-LOC 2 axle and size options for 27,5" and 29" wheels. The EPICON XC is an air fork with convertible travel from 80, 100 up to 120 mm. The EPICON XC is highly versatile, ideal for XC and also trail riding tours.

LOCK OUT OPTIONS

RL-RC Remote Speed Lockout
LO-RC Speed Lockout

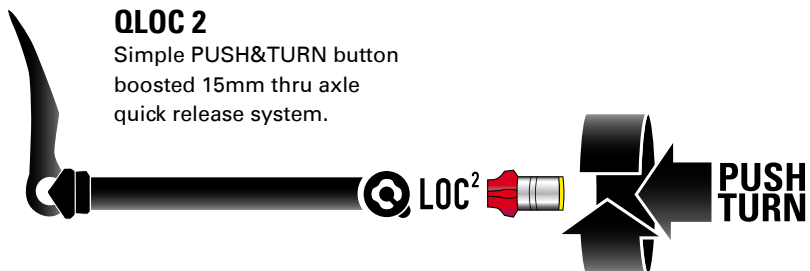




NEW

QLOC 2

Simple PUSH&TURN button boosted 15mm thru axle quick release system.





20QLOC
20 mm Q-LOC2 axle



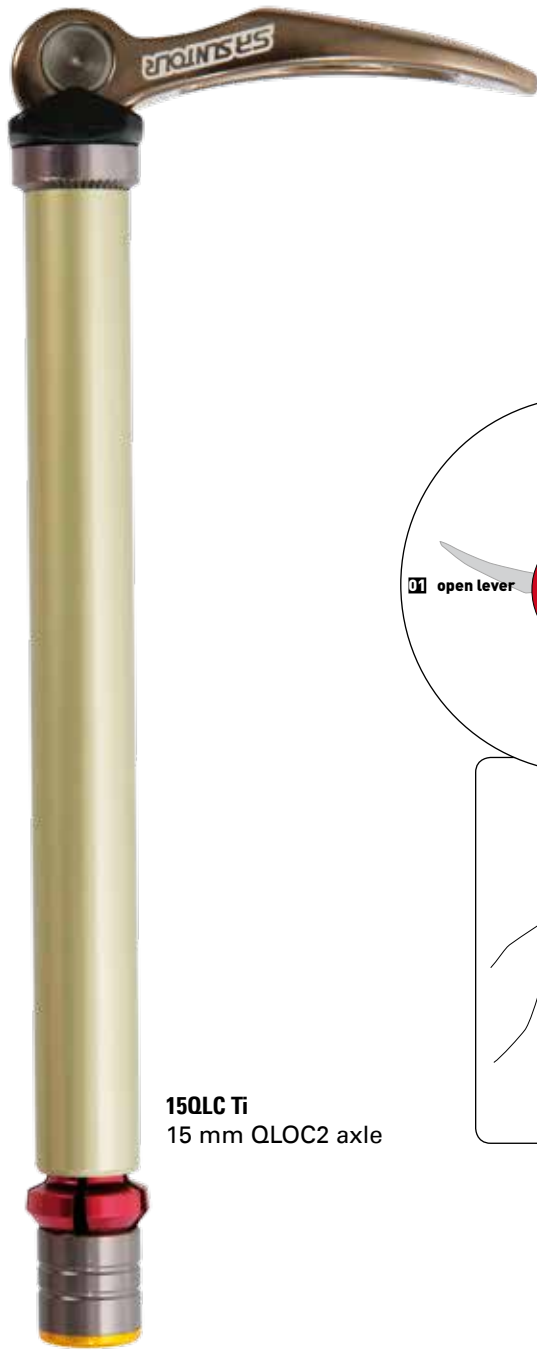
Evolved

Q-LOC is a patented quick release system for thru axles fully deserving of the name "quick". Q-LOC 2 is the logical evolutionary step, guaranteeing 100% compatibility with all kinds of hub axle designs.

A simple push and a little twist of the nut enables a quick removal of the axle. Exchanging the axle is as fast as extracting the axle thanks to the patented expander design which smoothly passes the thru axle and latches safely with a reassuring click sound. Safety and speed is crucial when it comes to pressurised wheel changes during a race. Q-LOC2 offers both in a super lightweight axle (Q-LOC2-Ti 70g).

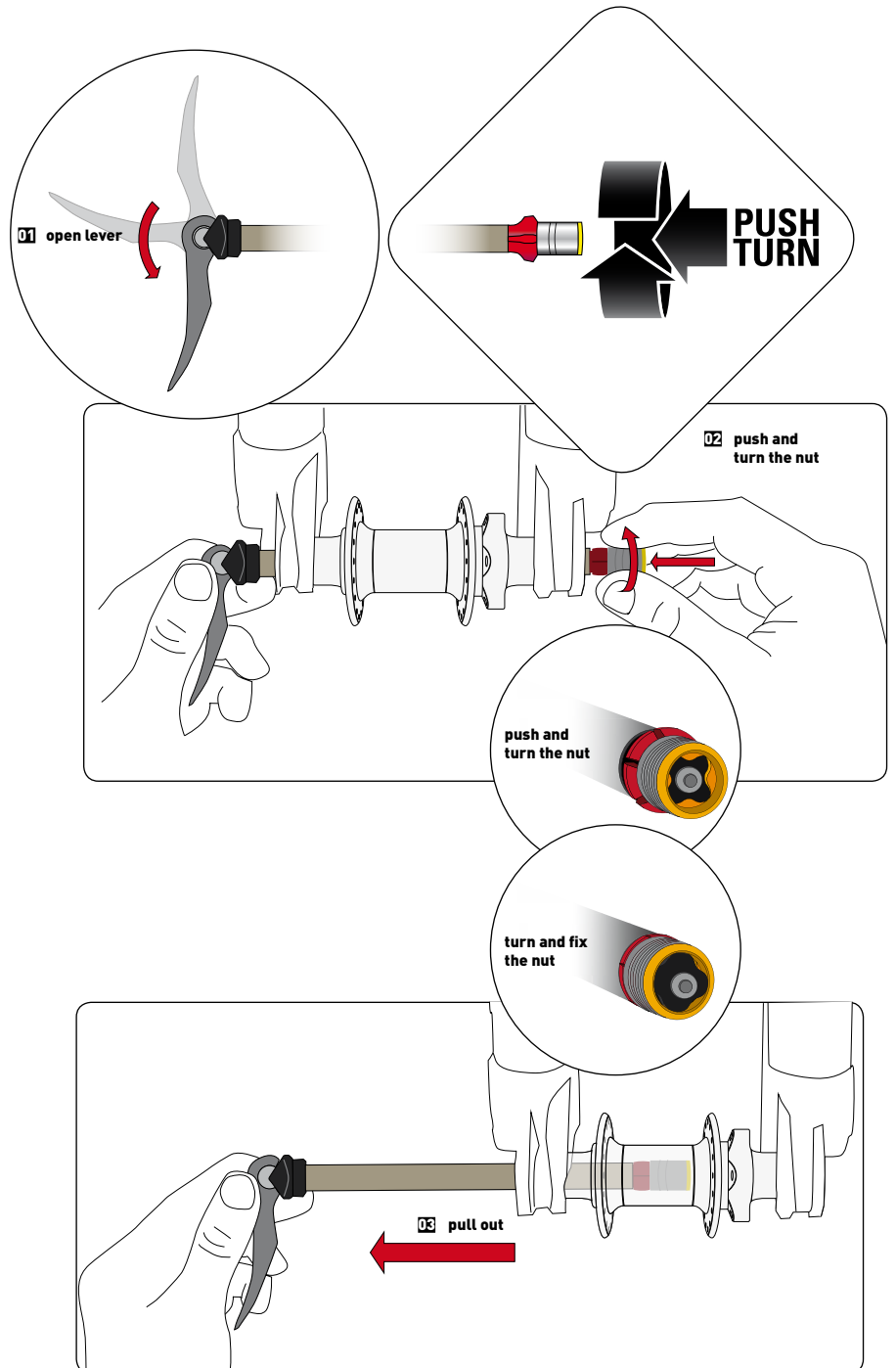
Model name	15QLOC Ti	15QLOC	20QLOC
One touch release design	Yes	Yes	Yes
Quick lever	Alloy with CNC machined hole	Alloy with print	Alloy with print
Compatible O.L.D.	100mm	100mm	110mm
Through axle diameter	15mm	15mm	20mm
Through axle material	Alloy (A7075)	Alloy	Alloy
Quick axle material	Titanium	Cro-mo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





15QLC Ti
15 mm QLOC2 axle

Q LOC² Ti





CARTRIDGE SCIENCE

2014 VOLVO RACE

Mobil 1
Advanced Fuel Economy
The World's Leading
Synthetic Motor Oil

Choose The Best Protection
For Your Vehicle

Oil	SAE 0W-20	SAE 5W-20	SAE 10W-30	SAE 15W-40
Lowest Oil Consumption	Yes	Yes	Yes	Yes
Lowest Engine Friction	Yes	Yes	Yes	Yes
Lowest Oil Viscosity	Yes	Yes	Yes	Yes
Lowest Evaporation	Yes	Yes	Yes	Yes
Lowest Oxidation	Yes	Yes	Yes	Yes
Lowest Sulfur	Yes	Yes	Yes	Yes
Lowest Ash	Yes	Yes	Yes	Yes
Lowest Phosphorus	Yes	Yes	Yes	Yes
Lowest Zinc	Yes	Yes	Yes	Yes

SAE 0W-20 MOTOR OIL



CARTRIDGE SCIENCE

SERVICE FRIENDLY WORLDCUP RACING TECHNOLOGY

▼ THE CARTRIDGE SCIENTISTS



Darren Salsbury



Christophe Chambard
(BH Team)



Pierre-Geoffroy Plantet



Johannes Schwabe
(NICOLA)



Yoshiya Chonan
(Chief Engineer)

◀ Stéphane Guillaume



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 SRSUNTOUR'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.

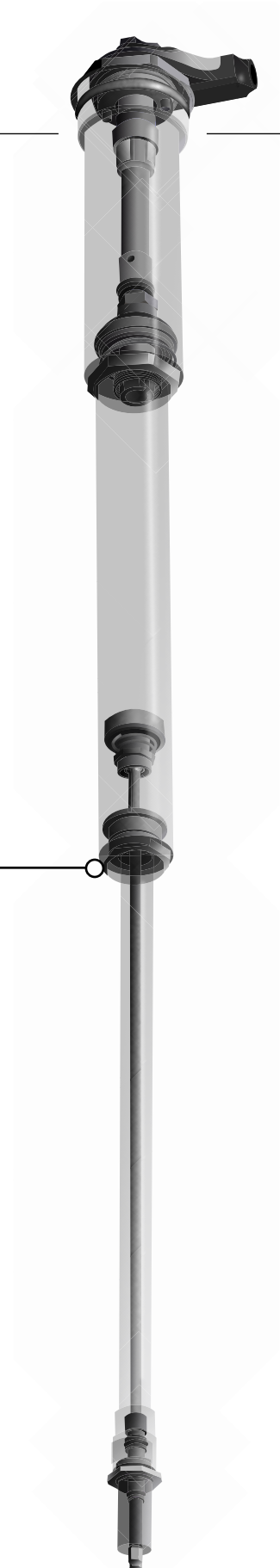
Thus was the genesis of not only our Cartridge Science program, but also our "Quick Service Products" or QSP as it came to be known. Today, 12 years later, our QSP hydraulic cartridges have evolved to be amongst the most sophisticated hydraulic systems on the market, with numerous World Cup victories 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 SRSUNTOUR fork on the trail while theirs are in the shop!

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.

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



80G LIGHTER*

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

- 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.



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

"click" forged alloy index knob

LO RC cartridge



SPEED LOCK
REBOUND
LOW SPEED COMPRESSION



**RIDE MORE -
WRENCH LESS**

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

- 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

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

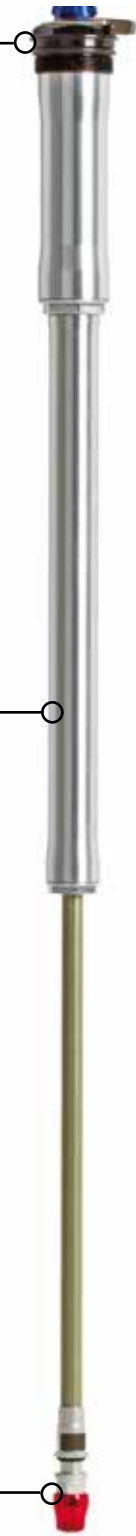


80G LIGHTER*

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



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



RC cartridge

REBOUND ADJUST
LOW SPEED COMPRESSION



RC

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



TA cartridge

AIR SPRING TRAVEL ADJUST



TA

TRAVEL ADJUST PUSH button
(Alloy buzzer design)



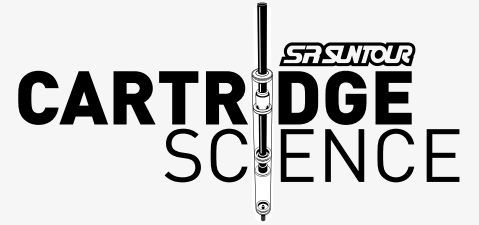
RC2 cartridge

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.



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.

RL cartridge



RL

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



New ergonomic design
REMOTE LOCK LEVER for faster and easier operation



LO cartridge



LO

SPEED LOCK OUT Classic and durable lever design.



GENERAL FORK GLOSSARY



TA: Travel Adjust (Buzzer type)



RC2: High & Low speed Compression adjust



RC Low Speed Compression



RL RC: Rebound adjust + Low speed Compression adjust + remote speed lock out



LO RC: Rebound adjust + Low speed Compression adjust + speed lock out



RL R: Rebound adjust + remote speed lock out



LO R: Rebound adjust + speed lock out



RL: remote speed lock out



LO: speed lock out

HLO: Hydraulic lock out
MLO: mechanical lock out



Air: Air spring forks



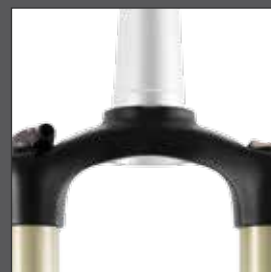
Coil: Coil spring forks



CTS: Conical Tapered Steerer



Hollow forged: Hollow forged crowns



AC4C: Accurad Forging Technology (solid crowns)



R: Rebound adjust



TA: Travel Adjust Cartridge



RL lever: For all RL cartridges



OLC: O-LOC-2. Patented thru axle quick release system.



MAG + AM60: Magnesium alloy

Durolux

intended use



wheel size



weight

TA-RC2	2.665g
RC2	2.380g
RC	2.380g

colour



White



Glossy black



Matt black



Upgrade

Upgrade

Upgrade

MODEL NAME		DUROLUX-TA-RC2-20QLC-DS-26	DUROLUX-RC2-20QLC-DS-26	DUROLUX-RC-20QLC-DS-26
FEATURE & ADJUST	Travel	140-180 mm	160/180 mm	160/180 mm
	Right	RC2 (Rebound adjust + High & Low speed Compression adjust)	RC2 (Rebound adjust + High & Low speed Compression adjust)	RC (Rebound adjust + Low speed Compression adjust)
	Left	Travel adjust air spring cartridge	Air w/preload	Air w/preload
	Spring	Air spring	Air spring	Air spring
CROWN	Material	A6061	A6061	A6061
	Spec.	forged	forged	forged
STANCHIONS	Spec.	35mm	35mm	35mm
	Material	AL7050	AL7050	AL7050
BOTTOM CASE	Pitch	140mm	140mm	140mm
	Axle Type	NEW 20mm Q-LOC2	NEW 20mm Q-LOC2	NEW 20mm Q-LOC2
	Material	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)
	Pivot Type	N/A	N/A	N/A
	Disc Type	Postmount disc 6" direct mount	Postmount disc 6" direct mount	Postmount disc 6" direct mount
STEERER	Material	AL7050 1.5-1 1/8" CTS , 1 1/8 reinforced alloy steerer	AL7050 1.5-1 1/8" CTS , 1 1/8 reinforced alloy steerer	AL7050 1.5-1 1/8" CTS , 1 1/8 reinforced alloy steerer

intended use



wheel size

27.5

weight

RC2 1.940g
TA RC2 2.100g
including 15mm Q-LOC2 axle

NEW

Auron

colour



White



Glossy black



Matt black

27.5



AURON

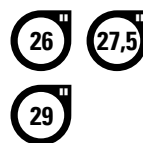
MODEL NAME		NEW Auron TA-RC2 15QLC 27.5 CTS	NEW Auron RC2 15QLC 27.5 CTS	NEW Auron RL-RC 15QLC 27.5 CTS	NEW Auron RC 15QLC 27.5 CTS
FEATURE & ADJUST	Travel	120 - 160mm	150/160 mm	150/160 mm	150/160 mm
	Right	RC2 (Rebound adjust+ high & low speed compression adj.)	RC2(Rebound adjust+ high & low speed compression adj.)	RL-RC (remote lock w/Rebound adj + Low Compression adj.)	RC (Rebound adjust + Low speed Compression adjust)
	Left	Air	Air	Air	Air
	Spring	Dual air Chamber TA system	Progressive air system	Air spring	Air spring
CROWN	Material	A7050 1.5"	A7050 1.5"	A7050 1.5"	A7050 1.5"
	Spec.	Hollow	Hollow	Hollow	Hollow
STANCHIONS	Spec.	34mm/ Butted	34mm/ Butted	34mm/ Butted	34mm/ Butted
	Material	AL7050	AL7050	AL7050	AL7050
BOTTOM CASE	Pitch	132mm	132mm	132mm	132mm
	Axle Type	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2
	Material	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)
	Pivot Type	N/A	N/A	N/A	N/A
STEERER	Disc Type	Postmount disc 6" direct mount	Postmount disc 6" direct mount	Postmount disc 6" direct mount	Postmount disc 6" direct mount
	Material	AL7050 1.5-1 1/8" CTS	AL7050 1.5-1 1/8" CTS	AL7050 1.5-1 1/8" CTS	AL7050 1.5-1 1/8" CTS

AXON WERX

intended use



wheel size



weight

RL-RC 29" 1.750g
 RL-RC 27,5" 1.665g
 RL-RC 26" 1.550g

**NEW****NEW**

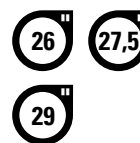
MODEL NAME	Axon Werx RL-RC 29 150LC-Ti	Axon Werx RL-RC 27.5 150LC-Ti	Axon Werx RL-RC 26 150LC-Ti	
FEATURE & ADJUST	Travel	100/120 mm	100/120 mm	
	Right	Remote lock +Rebound adj + Low Compression adj	Remote lock +Rebound adj + Low Compression adj	Remote lock +Rebound adj + Low Compression adj
	Left	Air	Air	Air
	Spring	Air spring	Air spring	Air spring
CROWN	Material	A7050	A7050	A7050
	Spec.	Hollow forged	Hollow forged	Hollow forged
STANCHIONS	Spec.	32mm/ Butted	32mm/ Butted	32mm/ Butted
	Material	AL7050	AL7050	AL7050
BOTTOM CASE	Pitch	130mm	130mm	130mm
	Axle Type	NEW 15mm Q-LOC2 Titanium	NEW 15mm Q-LOC2 Titanium	NEW 15mm Q-LOC2 Titanium
	Material	Carbon	Carbon	Carbon
	Pivot Type	N/A	N/A	N/A
	Disc Type	Postmount disc	Postmount disc	Postmount disc
STEERER	Material	AL7050	AL7050	AL7050

AXON

intended use



wheel size



weight

RL-RC 29" 1.825g
 RL-RC 27,5" 1.800g
 RL-RC 26" 1.780g

colour



White Glossy black Matt black



NEW

MODEL NAME	Axon RL-RC 29 15QLC-Ti	Axon RL-RC 27.5 15QLC-Ti	Axon RL-RC 26 15QLC-Ti	
FEATURE & ADJUST	Travel	100/120 mm	100/120 mm	
	Right	Remote lock +Rebound adj + Low Compression adj	Remote lock +Rebound adj + Low Compression adj	Remote lock +Rebound adj + Low Compression adj
	Left	Air	Air	Air
	Spring	Air spring	Air spring	Air spring
CROWN	Material	A7050	A7050	A7050
	Spec.	Hollow forged	Hollow forged	Hollow forged
STANCHIONS	Spec.	32mm/ Butted	32mm/ Butted	32mm/ Butted
	Material	AL7050	AL7050	AL7050
BOTTOM CASE	Pitch	130mm	130mm	130mm
	Axle Type	NEW 15mm Q-LOC2Titanium	NEW 15mm Q-LOC2Titanium	NEW 15mm Q-LOC2Titanium
	Material	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)
	Pivot Type	N/A	N/A	N/A
	Disc Type	Postmount disc	Postmount disc	Postmount disc
STEERER	Material	AL7050	AL7050	AL7050

Epicon TR



27,5



intended use



wheel size

29

27,5

26

weight

26" LO-R 1.900g
 26" RL-RC 1.820g
 27,5" LO-R 1.910g
 27,5" RL-RC 1.830g
 29" LO-R 1.920g
 29" RL-RC 1.840g

colour



White



Glossy black

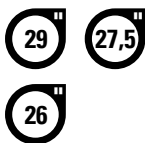
MODEL NAME		NEW	NEW	NEW	NEW	NEW
		Epicon TR RL-RC 29 15QLC	Epicon TR RL-R 29 15QLC	Epicon TR LO-R 29 15QLC	Epicon TR RL-RC 27.5 15QLC	Epicon TR LO-RC 27.5 15QLC
FEATURE & ADJUST	Travel	130 mm	130 mm	130 mm	130/140 mm	130/140 mm
	Right	Remote lock + Rebound adj + Low Compression adj	Remote speed lock w/rebound adj	Hydraulic speed lock w/rebound adj.	Remote lock + Rebound adj + Low Compression adj	Speed lockout + Rebound + low compression adj.
	Left	Air	Air	Air	Air	Air
	Spring	Air spring	Air spring	Air spring	Air spring	Air spring
CROWN	Material	A6061	A6061	A6061	A6061	A6061
	Spec.	Hollow forged	forged	forged	Hollow forged	forged
STANCHIONS	Spec.	32mm/ Butted	32mm/ Butted	32mm/ Butted	32mm/ Butted	32mm/ Butted
	Material	AL7050	AL7050	AL7050	AL7050	AL7050
BOTTOM CASE	Pitch	130mm	130mm	130mm	130mm	130mm
	Axle Type	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2
	Material	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)
	Pivot Type	N/A	N/A	N/A	N/A	N/A
	Disc Type	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Postmount disc
STEERER	Material	AL7050	AL7050	AL7050	AL7050	AL7050
NOTES		15 Q-LOC2-Ti option	15 Q-LOC2-Ti option	15 Q-LOC2-Ti option	15 Q-LOC2-Ti option	15 Q-LOC2-Ti option

MODEL NAME		NEW	NEW	NEW	NEW	NEW
		Epicon TR RL-R 27.5 15QLC	Epicon TR LO-R 27.5 15QLC	Epicon TR RL-RC 26 15QLC	Epicon TR RL-R 26 15QLC	Epicon TR LO-R 26 15QLC
FEATURE & ADJUST	Travel	130/140 mm	130/140 mm	130/140/ 150 mm	130/140/ 150 mm	130/140/ 150 mm
	Right	Remote speed lock w/rebound adj	Hydraulic speed lock w/rebound adj.	Remote lock + Rebound adj + Low Compression adj	Remote speed lock w/rebound adj	Hydraulic speed lock w/rebound adj.
	Left	Air	Air	Air	Air	Air
	Spring	Air spring	Air spring	Air spring	Air spring	Air spring
CROWN	Material	A6061	A6061	A6061	A6061	A6061
	Spec.	forged	forged	Hollow forged	forged	forged
STANCHIONS	Spec.	32mm/ Butted	32mm/ Butted	32mm/ Butted	32mm/ Butted	32mm/ Butted
	Material	AL7050	AL7050	AL7050	AL7050	AL7050
BOTTOM CASE	Pitch	130mm	130mm	130mm	130mm	130mm
	Axle Type	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2
	Material	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)
	Pivot Type	N/A	N/A	N/A	N/A	N/A
	Disc Type	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Postmount disc
STEERER	Material	AL7050	AL7050	AL7050	AL7050	AL7050
NOTES		15 Q-LOC2-Ti option	15 Q-LOC2-Ti option	15 Q-LOC2-Ti option	15 Q-LOC2-Ti option	15 Q-LOC2-Ti option

intended use

wheel size

weight



27,5" LO-RC 1.870g

colour



White



Glossy black



27,5"

Epicon XC

XC / MARATHON

EPICON XC

MODEL NAME		Upgrade	Upgrade	Upgrade	Upgrade	NEW	NEW
		Epicon XC RL-RC 29 15QLC	Epicon XC LO-RC 29 15QLC	Epicon XC RL-R 29 15QLC	Epicon XC LO-R 29 15QLC	Epicon XC RL-RC 27.5 15QLC	Epicon XC LO-RC 27.5 15QLC
FEATURE & ADJUST	Travel	80/100/120 mm	80/100/120 mm	80/100/120 mm	80/100/120 mm	100/120 mm	100/120 mm
	Right	Remote lock +Rebound adj + Low Compression adj	Speed lockout+ Rebound + low compression adj.	Remote speed lock w/ rebound adj	Hydraulic speed lock w/ rebound adj.	Remote lock +Rebound adj + Low Compression adj	Speed lockout+ Rebound + low compression adj.
	Left	Air	Air	Air	Air	Air	Air
	Spring	Air spring	Air spring	Air spring	Air spring	Air spring	Air spring
CROWN	Material	A6061	A6061	A6061	A6061	A6061	A6061
	Spec.	forged	forged	forged	forged	forged	forged
STANCHIONS	Spec.	32mm/ Butted	32mm/ Butted	32mm/ Butted	32mm/ Butted	32mm/ Butted	32mm/ Butted
	Material	AL7050	AL7050	AL7050	AL7050	AL7050	AL7050
BOTTOM CASE	Pitch	130mm	130mm	130mm	130mm	130mm	130mm
	Axle Type	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2
	Material	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)
	Pivot Type	N/A	N/A	N/A	N/A	N/A	N/A
STEERER	Disc Type	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Postmount disc
	Material	AL7050	AL7050	AL7050	AL7050	AL7050	AL7050
NOTES		15 Q-LOC2-Ti option	15 Q-LOC2-Ti option	15 Q-LOC2-Ti option	15 Q-LOC2-Ti option	15 Q-LOC2-Ti option	15 Q-LOC2-Ti option

MODEL NAME		NEW	NEW	Upgrade	Upgrade	Upgrade	Upgrade
		Epicon XC RL-R 27.5 15QLC	Epicon XC LO-R 27.5 15QLC	Epicon XC RL-RC 26 15QLC	Epicon XC LO-RC 26 15QLC	Epicon XC RL-R 26 15QLC	Epicon XC LO-R 26 15QLC
FEATURE & ADJUST	Travel	100/120 mm	100/120 mm	100/120 mm	100/120 mm	100/120 mm	100/120 mm
	Right	Remote speed lock w/ rebound adj	Hydraulic speed lock w/ rebound adj.	Remote lock +Rebound adj + Low Compression adj	Speed lockout+ Rebound + low compression adj.	Remote lock + Rebound adj.	Speed lockout + Rebound adj.
	Left	Air	Air	Air	Air	Air	Air
	Spring	Air spring	Air spring	Air spring	Air spring	Air spring	Air spring
CROWN	Material	A6061	A6061	A6061	A6061	A6061	A6061
	Spec.	forged	forged	forged	forged	forged	forged
STANCHIONS	Spec.	32mm/ Butted	32mm/ Butted	32mm/ Butted	32mm/ Butted	32mm/ Butted	32mm/ Butted
	Material	AL7050	AL7050	AL7050	AL7050	AL7050	AL7050
BOTTOM CASE	Pitch	130mm	130mm	130mm	130mm	130mm	130mm
	Axle Type	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2	NEW 15mm Q-LOC2
	Material	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)	Mag+ (AM60)
	Pivot Type	N/A	N/A	N/A	N/A	N/A	N/A
STEERER	Disc Type	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Postmount disc
	Material	AL7050	AL7050	AL7050	AL7050	AL7050	AL7050
NOTES		15 Q-LOC2-Ti option	15 Q-LOC2-Ti option	15 Q-LOC2-Ti option	15 Q-LOC2-Ti option	15 Q-LOC2-Ti option	15 Q-LOC2-Ti option

Raidon



intended use



wheel size

29"

27,5"

26"

weight

RL-R 29" 1.925g

LO-R 29" 1.980g

RL-R 26" 1.880g

LO-R 26" 1.880g

colour



White












Glossy black



MODEL NAME		NEW	NEW	NEW	NEW	NEW	NEW
		Raidon-XC-RL-R-29	Raidon-XC-LO-R-29	Raidon-XC-RL-R-27.5	Raidon-XC-LO-R-27.5	Raidon-XC-RL-R-26	Raidon-XC-LO-R-26
FEATURE & ADJUST	Travel	80/100 mm	80/100 mm	100/120 mm	100/120 mm	100/120 mm	100/120 mm
	Right	RL-R (Hydraulic remote speed lock with rebound damping adjust)	LO-R (Hydraulic speed lock with rebound damping adjust)	RL-R (Hydraulic remote speed lock with rebound damping adjust)	LO-R (Hydraulic speed lock with rebound damping adjust)	RL-R (Hydraulic remote speed lock with rebound damping adjust)	LO-R (Hydraulic speed lock with rebound damping adjust)
	Left	Air	Air	Air	Air	Air	Air
	Spring	Air spring	Air spring	Air spring	Air spring	Air spring	Air spring
CROWN	Material	AC4C	AC4C	AC4C	AC4C	AC4C	AC4C
STANCHIONS	Spec.	32mm	32mm	32mm	32mm	32mm	32mm
	Material	AL6061	AL6061	AL6061	AL6061	AL6061	AL6061
BOTTOM CASE	Pitch	130mm	130mm	130mm	130mm	130mm	130mm
	Axle Type	9mm	9mm	9mm	9mm	9mm	9mm
	Material	Mag	Mag	Mag	Mag	Mag	Mag
	Pivot Type	N/A	N/A	N/A	N/A	N/A	N/A
STEERER	Disc Type	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Postmount disc
	Material	Cr-Mo	Cr-Mo	Cr-Mo	Cr-Mo	Cr-Mo	Cr-Mo

XCR



intended use	wheel size	weight		
	 	RL-R 29" 2.275g LO-R 29" 2.275g		
	 	RL-R 26" 2.130g LO-R 26" 2.450g LO-24" 1.860g		
colour	   			
	White	Glossy black	Matt black	Silver

XC / MARATHON

XCR

MODEL NAME		NEW	NEW	NEW	NEW	NEW	NEW
		XCR Air RL-R-29	XCR Air LO-R-29	XCR 32 RL-R-Coil 29	XCR 32 LO-R-Coil 29	XCR 32 RL-Coil 29	XCR 32 LO-Coil 29
FEATURE & ADJUST	Travel	80/100 mm	80/100 mm	80/100mm	80/100 mm	80/100 mm	80/100mm
	Right	Remote speed lock w/ rebound adj	Hydraulic speed lock w/ rebound adj.	Remote speed lock w/ rebound adj	Hydraulic speed lock w/ rebound adj.	Remote Lock w/fixed rebound	Hydraulic speed lock w/fixed rebound)
	Left	Air	Air	Coil	Coil	Coil	Coil
	Spring	Air spring	Air spring	Coil spring	Coil spring	Coil spring	Coil spring
CROWN	Material	AC4C	AC4C	AC4C	AC4C	AC4C	AC4C
STANCHIONS	Spec.	32mm w/ new seals	32mm w/ new seals	32mm w/ new seals	32mm w/ new seals	32mm w/ new seals	32mm w/ new seals
	Material	STKM	STKM	STKM	STKM	STKM	STKM
BOTTOM CASE	Pitch	130mm	130mm	130mm	130mm	130mm	130mm
	Axle Type	9mm	9mm	9mm	9mm	9mm	9mm
	Material	Mag w/new hybrid bushing	Mag w/new hybrid bushing	Mag w/new hybrid bushing	Mag w/new hybrid bushing	Mag w/new hybrid bushing	Mag w/new hybrid bushing
	Pivot Type	N/A	N/A	N/A	N/A	N/A	N/A
	Disc Type	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Postmount disc
STEERER	Material	STKM	STKM	STKM	STKM	STKM	STKM

MODEL NAME		NEW	NEW	NEW	NEW	NEW	NEW
		XCR Air RL-R-27.5	XCR Air LO-R-27.5	XCR 32 RL-R-Coil 27.5	XCR 32 LO-R-Coil 27.5	XCR 32 RL-Coil 27.5	XCR 32 LO-Coil 27.5
FEATURE & ADJUST	Travel	100/120 mm	100/120 mm	100/120 mm	100/120 mm	100/120 mm	100/120 mm
	Right	RL-R (Hydraulic remote speed lock with rebound damping adjust)	LO-R (Hydraulic speed lock with rebound damping adjust)	RL-R (Hydraulic remote speed lock with rebound damping adjust)	Hydraulic speed lock w/ rebound adj.	Remote Lock w/fixed rebound	Hydraulic speed lock w/ fixed rebound)
	Left	Air	Air	Coil	Coil	Coil	Coil
	Spring	Air spring	Air spring	Coil spring	Coil spring	Coil spring	Coil spring
CROWN	Material	AC4C	AC4C	AC4C	AC4C	AC4C	AC4C
STANCHIONS	Spec.	32mm	32mm	32mm	32mm	32mm	32mm
	Material	STKM	STKM	STKM	STKM	STKM	STKM
BOTTOM CASE	Pitch	130mm	130mm	130mm	130mm	130mm	130mm
	Axle Type	9mm	9mm	9mm	9mm	9mm	9mm
	Material	Mag	Mag	Mag	Mag	Mag	Mag
	Pivot Type	N/A	N/A	N/A	N/Aw	N/A	N/A
	Disc Type	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Postmount disc
STEERER	Material	STKM	STKM	STKM	STKM	STKM	STKM

MODEL NAME		NEW	NEW	NEW	NEW	NEW	NEW	
		XCR 32 RL-R-Coil 26	XCR 32 LO-R-Coil 26	XCR 32 RL-Coil 26	XCR 32 LO-Coil 26	XCR LO 24" air	XCR LO 24" air	XCR 24"
FEATURE & ADJUST	Travel	100/120 mm	100/120 mm	100/120 mm	100/120 mm	63mm	63mm	63mm
	Right	Remote speed lock w/ rebound adj	Hydraulic speed lock w/rebound adj.	Remote Lock w/fixed rebound	Hydraulic speed lock w/fixed rebound)	LO (Hydraulic speed lock with fixed rebound)	LO (Hydraulic speed lock with fixed rebound)	Coil w/ preload adj
	Left	Coil	Coil	Coil	Coil	Air	Air	Coil
	Spring	Coil spring	Coil spring	Coil spring	Coil spring	Cartridge air	Cartridge air	Coil spring
CROWN	Material	AC4C	AC4C	AC4C	AC4C	AC4C	AC4C	AC4C
STANCHIONS	Spec.	32mm w/ new seals	32mm w/ new seals	32mm w/ new seals	32mm w/ new seals	28mm	28mm	28mm
	Material	STKM	STKM	STKM	STKM	STKM	STKM	STKM
BOTTOM CASE	Pitch	130mm	130mm	130mm	130mm	126mm	126mm	126mm
	Axle Type	9mm	9mm	9mm	9mm	9mm	9mm	9mm
	Material	Mag w/new hybrid bushing	Mag w/new hybrid bushing	Mag w/new hybrid bushing	Mag w/new hybrid bushing	Mag	Mag	Mag
	Pivot Type	N/A	N/A	N/A	N/A	N/A	V-brake	V-brake
	Disc Type	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Int'l disc	Int'l disc
STEERER	Material	STKM	STKM	STKM	STKM	A7050 1-1/8"	A7050 1-1/8"	STKM 1-1/8"

XCM

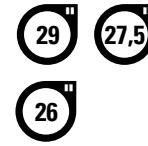
colour



intended use



wheel size



weight

RL 29"	2.750g
LO 29"	2.720g
HLO 29"	2.750g
MLO 29"	2.750g
RL 26"	2.650g
LO 26"	2.650g
HLO 26"	2.650g
MLO 26"	2.550g

XCM



MODEL NAME		XCM-RL-DS-29	XCM-LO-DS-29	XCM-HLO-DS-29	XCM-DS-29
FEATURE & ADJUST	Travel	80/100 mm	80/100 mm	80/100 mm	80/100 mm
	Right	RL (Hydraulic Remote Speed Lock with fixed rebound)	LO (Hydraulic speed lock with fixed rebound)	HLO (Hydraulic Lock out)	Coil w/preload adjuster
	Left	Coil w/preload adjuster	Coil w/preload adjuster	Coil w/preload adjuster	Coil w/preload adjuster
	Spring	Coil	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C	AC4C
STANCHIONS	Spec.	30mm	30mm	30mm	30mm
	Material	STKM	STKM	STKM	STKM
BOTTOM CASE	Pitch	130mm	130mm	130mm	130mm
	Axle Type	9mm	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy	Alloy
	Pivot Type	N/A	N/A	N/A	N/A
	Disc Type	Postmount	Postmount	Postmount	Postmount
STEERER	Material	STKM	STKM	STKM	STKM



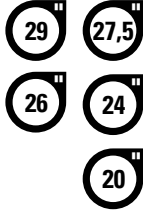
MODEL NAME		NEW XCM-RL-DS-27.5	NEW XCM-LO-DS-27.5	NEW XCM-HLO-DS-27.5	NEW XCM-DS-27.5
FEATURE & ADJUST	Travel	100/120 mm	100/120 mm	100/120 mm	100/120 mm
	Right	RL (Hydraulic Remote Speed Lock with fixed rebound)	LO (Hydraulic speed lock with fixed rebound)	HLO (Hydraulic Lock out)	Coil w/preload adjuster
	Left	Coil w/preload adjuster	Coil w/preload adjuster	Coil w/preload adjuster	Coil w/preload adjuster
	Spring	Coil	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C	AC4C
STANCHIONS	Spec.	30mm	30mm	30mm	30mm
	Material	STKM	STKM	STKM	STKM
BOTTOM CASE	Pitch	130mm	130mm	130mm	130mm
	Axle Type	9mm	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy	Alloy
	Pivot Type	N/A	N/A	N/A	N/A
	Disc Type	Postmount	Postmount	Postmount	Postmount
STEERER	Material	STKM	STKM	STKM	STKM

MODEL NAME		XCM-RL 26"	XCM-LO 26"	XCM-HLO 26"	XCM 26"
FEATURE & ADJUST	Travel	80/100/120mm	80/100/120mm	80/100/120mm	80/100/120mm
	Right	RL (Hydraulic Remote Speed Lock with fixed rebound)	LO (Hydraulic speed lock with fixed rebound)	HLO (Hydraulic Lock out)	Coil w/preload adjuster
	Left	Coil w/preload adjuster	Coil w/preload adjuster	Coil w/preload adjuster	Coil w/preload adjuster
	Spring	Coil	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C	AC4C
STANCHIONS	Spec.	30mm	30mm	30mm	30mm
	Material	STKM	STKM	STKM	STKM
BOTTOM CASE	Pitch	130mm	130mm	130mm	130mm
	Axle Type	9mm	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy	Alloy
	Pivot Type	with or without	with or without	with or without	with or without
	Disc Type	Postmount	Postmount	Postmount	Postmount
STEERER	Material	STKM	STKM	STKM	STKM

intended use

wheel size

weight



RL 29"	2.750g
LO 29"	2.720g
HLO 29"	2.750g
MLO 29"	2.750g
RL 26"	2.650g
LO 26"	2.650g
HLO 26"	2.650g
MLO 26"	2.550g

XCT / XCTJR

XC / MARATHON

XCT

MODEL NAME		NEW	NEW	NEW
		XCT-MLO-DS-29	XCT-DS-29	XCT-DS-29
FEATURE & ADJUST	Travel	80/100mm	100mm	80mm
	Right	MLO (Mechanical lockout)	Coil w/preload adjuster	Coil w/preload adjuster
	Left	Coil w/preload adjuster	Coil w/preload adjuster	N/A
	Spring	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C
STANCHIONS	Spec.	28mm	28mm	28mm
	Material	STKM	STKM	STKM
BOTTOM CASE	Pitch	130mm	130mm	130mm
	Axle Type	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy
	Pivot Type	N/A	N/A	N/A
	Disc Type	Postmount	Postmount	Postmount
STEERER	Material	STKM	STKM	STKM

MODEL NAME		NEW	NEW	NEW
		XCT-MLO-DS-27.5	XCT-DS-27.5	XCT-DS-27.5
FEATURE & ADJUST	Travel	80/100mm	100mm	80mm
	Right	MLO (Mechanical lockout)	Coil w/preload adjuster	Coil w/preload adjuster
	Left	Coil w/preload adjuster	Coil w/preload adjuster	N/A
	Spring	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C
STANCHIONS	Spec.	28mm	28mm	28mm
	Material	STKM	STKM	STKM
BOTTOM CASE	Pitch	130mm	130mm	130mm
	Axle Type	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy
	Pivot Type	N/A	N/A	N/A
	Disc Type	Postmount	Postmount	Postmount
STEERER	Material	STKM	STKM	STKM



MODEL NAME		NEW	NEW	NEW
		XCT MLO 26"	XCT 26"100mm	XCT 26"80mm
FEATURE & ADJUST	Travel	80/100 mm	100 mm	80 mm
	Right	MLO (Mechanical lockout)	Coil w/preload adjuster	Coil w/preload adjuster
	Left	Coil w/preload adjuster	Coil w/preload adjuster	N/A
	Spring	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C
STANCHIONS	Spec.	28mm	28mm	28mm
	Material	STKM	STKM	STKM
BOTTOM CASE	Pitch	126mm	126mm	126mm
	Axle Type	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy
	Brake Mount	Pivot type only or Postmount type only	Pivot type only or Postmount type only	Pivot type only or Postmount type only
	STEERER	Material	STKM	STKM

MODEL NAME		NEW	NEW
		XCT JR-MLO 24"	XCT JR 24"
FEATURE & ADJUST	Travel	50 mm	50 mm
	Right	MLO (Mechanical lockout)	Coil w/preload adjuster
	Left	Coil w/preload adjuster	N/A
	Spring	Coil	Coil
CROWN	Material	AC4C	AC4C
STANCHIONS	Spec.	25mm	25mm
	Material	STKM	STKM
BOTTOM CASE	Pitch	126mm	126mm
	Axle Type	9mm	9mm
	Material	Alloy	Alloy
	Brake Mount	Pivot type only or Postmount type only	Pivot type only or Postmount type only
	STEERER	Material	STKM

MODEL NAME		NEW	NEW
		XCT JR-MLO 20"	XCT JR 20"
FEATURE & ADJUST	Travel	40 mm	40 mm
	Right	MLO (Mechanical lockout)	Coil w/preload adjuster
	Left	Coil w/preload adjuster	N/A
	Spring	Coil	Coil
CROWN	Material	AC4C	AC4C
STANCHIONS	Spec.	25mm	25mm
	Material	STKM	STKM
BOTTOM CASE	Pitch	126mm	126mm
	Axle Type	9mm	9mm
	Material	Alloy	Alloy
	Brake Mount	Pivot with postmount Disc	Pivot with postmount Disc
	STEERER	Material	STKM

M

colour

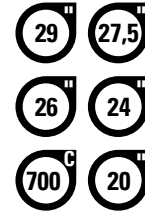


White Glossy black Matt black Silver

intended use



wheel size



weight

A 700C	2.250g
A 26"	2.220g
AL 700C	2.250g
AL 26"	2.220g
AL 24"	2.180g

M



29"

MODEL NAME	NEW			
	M3030-MLO 29"	M3030-A 29"	M3030 29"	
FEATURE & ADJUST	Travel	63/75mm	63/75mm	63/75mm
	Right	MLO (Mechanical lockout)	Coil w/preload adjuster	Coil
	Left	Coil w/preload adjuster	N/A	N/A
	Spring	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C
STANCHIONS	Spec.	25.4mm	25.4mm	25.4mm
	Material	STKM	STKM	STKM
BOTTOM CASE	Pitch	126mm	126mm	126mm
	Axle Type	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy
	Pivot Type	N/A	N/A	N/A
	Disc Type	Postmount disc	Postmount disc	Postmount disc
STEERER	Material	STKM	STKM	STKM

27.5"

MODEL NAME	NEW			
	M3030-MLO 27.5"	M3030-A 27.5"	M3030 27.5"	
FEATURE & ADJUST	Travel	63/75mm	63/75mm	63/75mm
	Right	MLO (Mechanical lockout)	Coil w/preload adjuster	Coil
	Left	Coil w/preload adjuster	N/A	N/A
	Spring	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C
STANCHIONS	Spec.	25.4mm	25.4mm	25.4mm
	Material	STKM	STKM	STKM
BOTTOM CASE	Pitch	126mm	126mm	126mm
	Axle Type	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy
	Pivot Type	Pivot type only or Postmount disc	Pivot type only or Postmount disc	Pivot type only or Postmount disc
	Disc Type			
STEERER	Material	STKM	STKM	STKM
OPTION		Fender mount for Pivot type available	Fender mount for Pivot type available	Fender mount for Pivot type available

26"



26"

MODEL NAME		NEW M3030-MLO 26"	NEW M3030-A 26"	NEW M3030 26"
FEATURE & ADJUST	Travel	63/75mm	63/75mm	63/75mm
	Right	MLO (Mechanical lockout)	Coil w/preload adjuster	Coil
	Left	Coil w/preload adjuster	N/A	N/A
	Spring	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C
STANCHIONS	Spec.	25.4mm	25.4mm	25.4mm
	Material	STKM	STKM	STKM
BOTTOM CASE	Pitch	126mm	126mm	126mm
	Axle Type	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy
	Pivot Type	Pivot type only or Postmount disc	Pivot type only or Postmount disc	Pivot type only or Postmount disc
	Disc Type			
STEERER	Material	STKM	STKM	STKM

29"

MODEL NAME		NEW M3020-MLO 29"	NEW M3020-A 29"	NEW M3020 29"
FEATURE & ADJUST	Travel	63/75mm	63/75mm	63/75mm
	Right	MLO (Mechanical lockout)	Coil w/preload adjuster	Coil
	Left	Coil w/preload adjuster	N/A	N/A
	Spring	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C
STANCHIONS	Spec.	25.4mm	25.4mm	25.4mm
	Material	STKM	STKM	STKM
BOTTOM CASE	Pitch	116mm	116mm	116mm
	Axle Type	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy
	Pivot Type	Pivot type only or Postmount disc	Pivot type only or Postmount disc	Pivot type only or Postmount disc
	Disc Type			
STEERER	Material	STKM	STKM	STKM

26"

MODEL NAME		NEW M3020-MLO 26"	NEW M3020-A 26"	NEW M3020 26"
FEATURE & ADJUST	Travel	63/75 mm	63/75 mm	63/75 mm
	Right	MLO (Mechanical lockout)	Coil w/preload adjuster	Coil
	Left	Coil w/preload adjuster	N/A	N/A
	Spring	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C
STANCHIONS	Spec.	25.4mm	25.4mm	25.4mm
	Material	STKM	STKM	STKM
BOTTOM CASE	Pitch	116mm	116mm	116mm
	Axle Type	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy
	Pivot Type	Pivot type only or Postmount disc	Pivot type only or Postmount disc	Pivot type only or Postmount disc
	Disc Type			
STEERER	Material	STKM	STKM	STKM

24"

MODEL NAME		NEW M3020-MLO 24"	NEW M3020-A	NEW M3020 24"
FEATURE & ADJUST	Travel	50 mm	50 mm	50 mm
	Right	MLO (Mechanical lockout)	Coil w/preload adjuster	Coil
	Left	Coil w/preload adjuster	N/A	N/A
	Spring	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C
STANCHIONS	Spec.	25.4mm	25.4mm	25.4mm
	Material	STKM	STKM	STKM
BOTTOM CASE	Pitch	116mm	116mm	116mm
	Axle Type	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy
	Pivot Type	Pivot type only or Postmount disc	Pivot type only or Postmount disc	Pivot type only or Postmount disc
	Disc Type			
STEERER	Material	STKM	STKM	STKM

700^G

MODEL NAME		NEW M3010-MLO A-P-700	NEW M3010-A P-700	NEW M3010 P-700
FEATURE & ADJUST	Travel	50 mm	50 mm	50 mm
	Right	MLO (Mechanical lockout)	Coil w/preload adjuster	Coil
	Left	Coil w/preload adjuster	N/A	N/A
	Spring	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C
STANCHIONS	Spec.	25.4mm	25.4mm	25.4mm
	Material	STKM	STKM	STKM
BOTTOM CASE	Pitch	116 mm	116 mm	116 mm
	Axle Type	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy
	Pivot Type	V-brake	V-brake	V-brake
	Disc Type	N/A	N/A	N/A
STEERER	Material	STKM	STKM	STKM
		Option: HB dynamo cable guide	Option: HB dynamo cable guide	Option: HB dynamo cable guide

20"

MODEL NAME		NEW M3010-MLO P-20	NEW M3010-A P-20	NEW M3010-P 20
FEATURE & ADJUST	Travel	40 mm	40 mm	40 mm
	Right	MLO (Mechanical lockout)	Coil w/preload adjuster	Coil
	Left	Coil w/preload adjuster	N/A	N/A
	Spring	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C
STANCHIONS	Spec.	25.4mm	25.4mm	25.4mm
	Material	STKM	STKM	STKM
BOTTOM CASE	Pitch	108 mm	108 mm	108 mm
	Axle Type	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy
	Pivot Type	V-brake	V-brake	V-brake
	Disc Type	N/A	N/A	N/A
STEERER	Material	STKM	STKM	STKM
		Option: HB dynamo cable guide	Option: HB dynamo cable guide	Option: HB dynamo cable guide

DUROLUX

For 2014 as a counterpart to our DUROLUX suspension fork series, we are proud to launch another Megavalanche tool to support you on your long descent. The DUROLUX RC rear shock offers a rebound and compression damping adjust as well as dual air chamber technology. The rear shock is available from 190mm to 215mm in length and comes in white or black.

MODEL NAME	DUROLUX RC	DUROLUX R
CATEGORY	AM, Enduro	AM, Enduro
TRAVEL	190 x 50mm 200 x 50mm 200 x 55mm 215 x 63mm	190 x 50mm 200 x 50mm 200 x 55mm 215 x 63mm
SPRING	Air (w/pre-load adjust)	Air (w/pre-load adjust)
DAMPING	Hydraulic 8-steps compression w/adjust & Rebound damping w/adjust	Pre-set compression & Rebound damping w/adjust
FEATURE	Sub air chamber body construction	Sub air chamber body construction



RAIDON



MODEL NAME	RAIDON LO	RAIDON R
CATEGORY	AM, XC	AM, XC
TRAVEL	165 x 38mm 190 x 50mm 200 x 50mm	165 x 38mm 190 x 50mm 200 x 50mm
SPRING	Air (w/pre-load adjust)	Air (w/pre-load adjust)
DAMPING	Hydraulic speed lock & fixed rebound damping	Hydraulic rebound adjust
FEATURE	Improved air valve angle	N/A



EPICON

For the 2014 season our market proven EPICON rear shock series sees 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 has been developed to avoid teetering while riding steep climbs through controlling the low compression damping. Additionally, the rear shock features a speed lock-out and rebound adjustability.



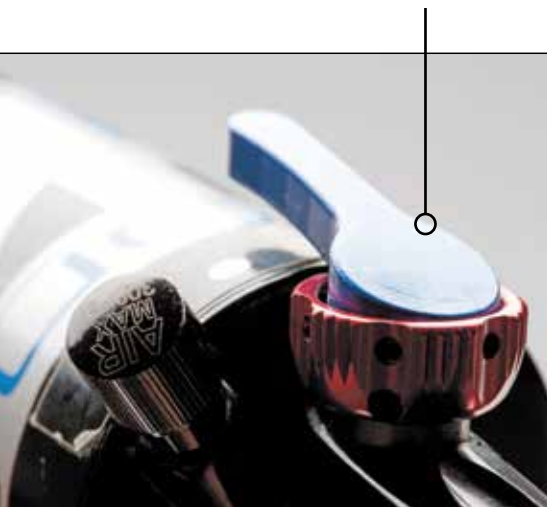
MODEL NAME	EPICON RC	EPICON-LORP	EPICON LO-R	EPICON R
CATEGORY	AM, XC	AM, XC	AM, XC	AM, XC
TRAVEL	165 x 38mm 190 x 50mm 200 x 50mm 200 x 55mm	165 x 38mm 190 x 50mm 200 x 50mm 200 x 55mm	165 x 38mm 190 x 50mm 200 x 50mm 200 x 55mm	165 x 38mm 190 x 50mm 200 x 50mm 200 x 55mm
SPRING	Air (w/pre-load adjust)	Air (w/pre-load adjust)	Air (w/pre-load adjust)	Air (w/pre-load adjust)
DAMPING	Hydraulic 4-steps compression w/ adjust & Rebound damping w/adjust	Hydraulic with rebound adjust/Pre-set low speed compression/speed lock	Hydraulic speed lock & Rebound damping w/adjust	Hydraulic rebound damping w/adjust
FEATURE	Improved rebound adjust knob	Improved rebound adjust knob	Improved rebound adjust knob	Improved rebound adjust knob



LO LOCK OUT

LO LOCK OUT

R REBOUND









MAGNESIUM

Lightweight straight magnesium lower

BRAKE OPTION

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

MODEL

WHEEL SIZE

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

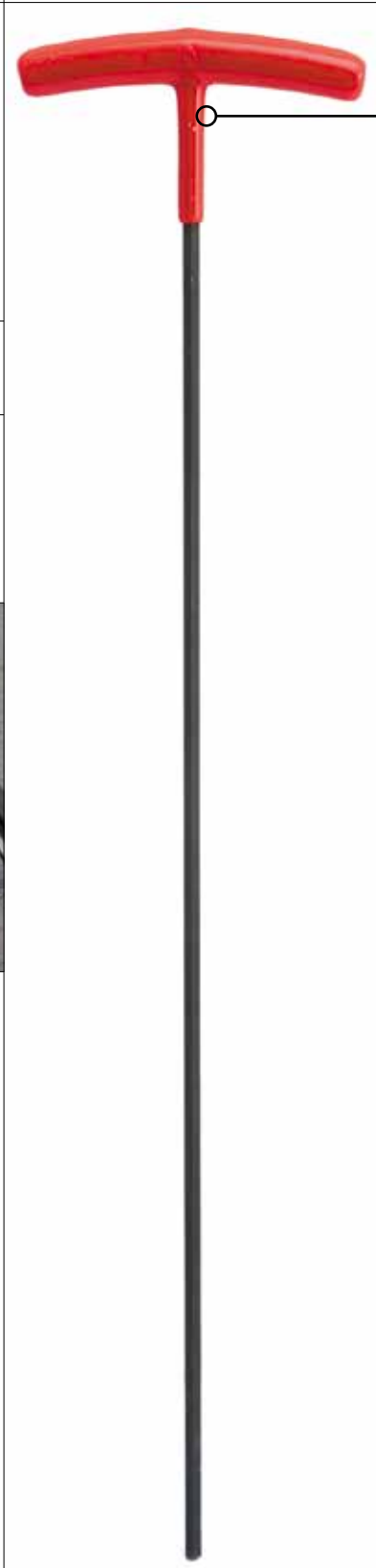
SWING SHOCK 700C	1.410g
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GEOMETRY

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



INTENDED USE

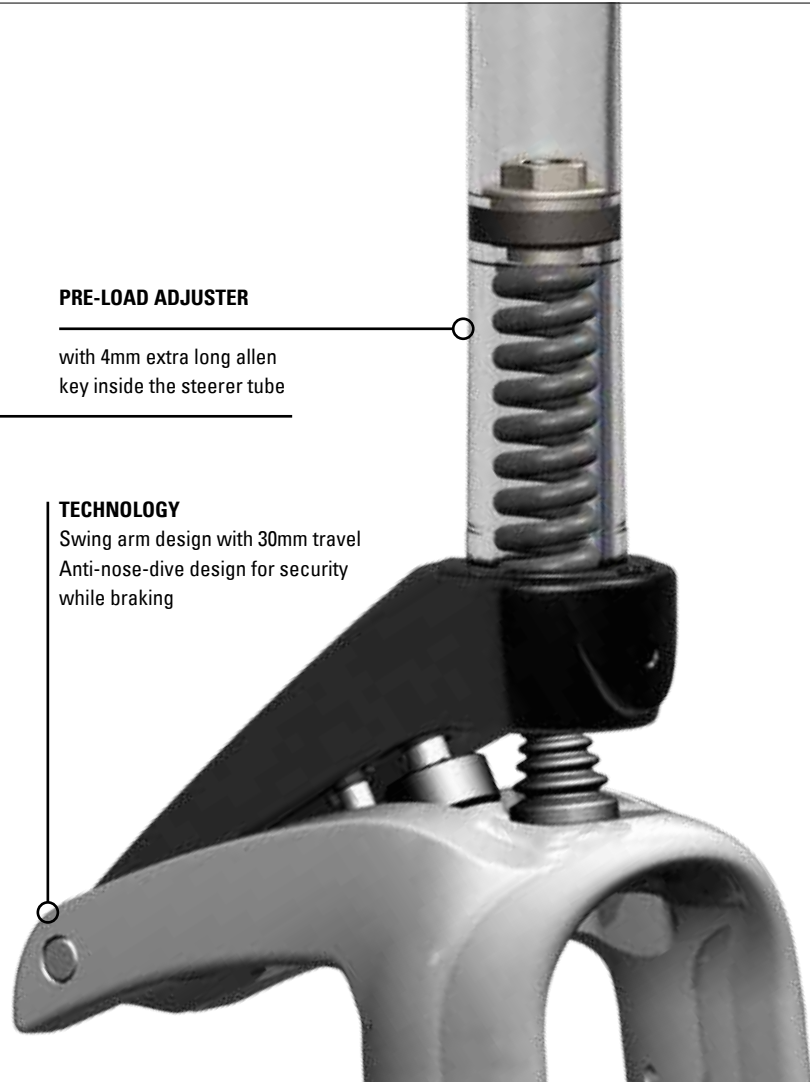


PRE-LOAD ADJUSTER

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 NAME		SW S 700C	SW D 700C
FEATURE & ADJUST	Travel	30 mm	30 mm
	Right	N/A	N/A
	Left	N/A	N/A
	Spring	Coil w/preload adj	Coil w/preload adj
CROWN	Material	AC4C	AC4C
BOTTOM CASE	Axle Type	9mm	9mm
	Material	Mag.	Mag.
	Break Mount	V-brake only or Int'l Disc only	V-brake only or Int'l Disc only
STEERER	Material	AL7050	STKM

MODEL NAME		SW S 20"	SW D 20"
FEATURE & ADJUST	Travel	25 mm	25 mm
	Right	N/A	N/A
	Left	N/A	N/A
	Spring	Coil w/preload adj	Coil w/preload adj
CROWN	Material	AC4C	AC4C
BOTTOM CASE	Axle Type	9mm	9mm
	Material	Mag.	Mag.
	Break Mount	V-brake only or Int'l Disc only	V-brake only or Int'l Disc only
STEERER	Material	AL7050	STKM

NRX

700^C

intended use



wheel size

700^C

weight

S-RL-R	1.635g
S-LO-R	1.670g
E-RL-R	1.670g
E-LO-R	1.670g

colour



White



Glossy black



Matt black



Silver

MODEL NAME		NRX S RL-R lite 700C	NRX S LO-R lite 700C	NRX E RL-R lite 700C	NRX E RL 700C air	NRX E LO-R lite 700C
FEATURE & ADJUST	Travel	63/75mm	63/75mm	63/75mm	63/75mm	63/75mm
	Right	RL-R (Hydraulic remote speed lock with rebound damping adjust)	LO-R (Hydraulic speed lock with rebound damping adjust)	RL-R (Hydraulic remote speed lock with rebound damping adjust)	RL (Hydraulic Remote Speed Lock with fixed rebound)	LO-R (Hydraulic speed lock with rebound damping adjust)
	Left	Air	Air	Air	Air	Air
	Spring	air spring	air spring	air spring	air spring	air spring
CROWN	Material	A6061	A6061	A6061	A6061	A6061
STANCHIONS	Spec.	30mm/Butted	30mm/Butted	30mm	30mm	30mm
	Material	A7050	A7050	AL6061	AL6061	AL6061
BOTTOM CASE	Pitch	116mm	116mm	116mm	116mm	116mm
	Axle Type	9mm (46mm off-set)	9mm (46mm off-set)	9mm (46mm off-set)	9mm (46mm off-set)	9mm (46mm off-set)
	Material	Mag.	Mag.	Mag.	Mag.	Mag.
	Pivot Type	with or without	with or without	with or without	with or without	with or without
	Disc Type	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Postmount disc
STEERER	Material	AL 7050, 1 1/8 and CTS tapered steerer available	AL 7050, 1 1/8 and CTS tapered steerer available	STKM	STKM	STKM

MODEL NAME		NRX E LO 700C air	NRX D RL 700C Air	NRX D LO 700C Air	NRX D RL 700C Coil	NRX D LO 700C Coil
FEATURE & ADJUST	Travel	63/75mm	63/75mm	63/75mm	63/75mm	63/75mm
	Right	LO (Hydraulic speed lock with fixed rebound)	RL (Hydraulic Remote Speed Lock with fixed rebound)	LO (Hydraulic speed lock with fixed rebound)	RL (Hydraulic Remote Speed Lock with fixed rebound)	LO (Hydraulic speed lock with fixed rebound)
	Left	Air	Air	Air	Coil w/preload adjuster	Coil w/preload adjuster
	Spring	air spring	air spring	air spring	coil	coil
CROWN	Material	A6061	A6061	A6061	A6061	A6061
STANCHIONS	Spec.	30mm	30mm Bronze finish	30mm Bronze finish	30mm Bronze finish	30mm Bronze finish
	Material	AL6061	STKM	STKM	STKM	STKM
BOTTOM CASE	Pitch	116mm	116mm	116mm	116mm	116mm
	Axle Type	9mm (46mm off-set)	9mm (46mm off-set)	9mm (46mm off-set)	9mm (46mm off-set)	9mm (46mm off-set)
	Material	Mag.	Mag.	Mag.	Mag.	Mag.
	Pivot Type	with or without	with or without	with or without	with or without	with or without
	Disc Type	Postmount disc	Postmount disc	Postmount disc	Postmount disc	Postmount disc
STEERER	Material	STKM	STKM	STKM	STKM	STKM

intended use

wheel size

weight



NVX HLO 2.450g
 NVX MLO 2.300g
 NVX 2.250g

NVX

CITY / URBAN

colour



White



Glossy black



Matt black



Silver

NVX



NVX disc



NVX HLO pivot

NEW

MODEL NAME		NVX-HLO-700C	NVX-MLO-700C	NVX-700C
FEATURE & ADJUST	Travel	75mm	75mm	75mm
	Right	Hydraulic lockout	Mechanical lockout	Coil w/preload adj
	Left	Coil w/preload adjuster	Coil w/preload adjuster	Coil w/preload adjuster
	Spring	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C
STANCHIONS	Spec.	28mm	28mm	28mm
	Material	STKM CP finish	STKM CP finish	STKM CP finish
BOTTOM CASE	Pitch	120mm	120mm	120mm
	Axle Type	9mm	9mm	9mm
	Material	Alloy monocoque	Alloy monocoque	Alloy monocoque
	V-Brake	With or without	With or without	With or without
	Roller	N/A	N/A	N/A
	Disc Type	Int. standard	Int. standard	Int. standard
STEERER	Material	1-1/8" STKM	1-1/8" STKM	1-1/8" STKM
NOTES		QSP product		

NCX

intended use



wheel size



weight

S-RL	1.700g
S-LO	1.700g
D-LO	1.930g
D-MLO	1.880g
S-LO 26"	1.660g



RL REMOTE SPEED LOCKOUT



LO SPEED LOCK OUT

colour



MODEL NAME		NEW NCX II S RL 700C	NEW NCX II S LO 700C	NEW NCX E RL 700C air	NEW NCX E LO 700C air	NEW NCX D RL 700C Air
FEATURE & ADJUST	Travel	50/ 63mm	50/ 63mm	50/ 63mm	50/ 63mm	50/ 63mm
	Right	RL (Hydraulic Remote Speed Lock with fixed rebound)	LO (Hydraulic speed lock with fixed rebound)	RL (Hydraulic Remote Speed Lock with fixed rebound)	LO (Hydraulic speed lock with fixed rebound)	RL (Hydraulic Remote Speed Lock with fixed rebound)
	Left	Air	Air	Air	Air	Air
	Spring	air spring	air spring	air spring	air spring	Air
CROWN	Material	Forged 6061	Forged 6061	AC4C	AC4C	AC4C
	Spec	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap
STANCHIONS	Spec.	30mm/ Butted	30mm/ Butted	30mm	30mm	30mm
	Material	A7050	A7050	A6061	A6061	STKM
BOTTOM CASE	Pitch	108 mm	108 mm	116 mm	116 mm	116 mm
	Axle Type	E-thru	E-thru	9mm	9mm	9mm
	Material	Mag.	Mag.	Mag.	Mag.	Mag.
	Pivot Type	N/A	N/A	with or without	with or without	with or without
	Disc Type	Int'l disc	Int'l disc	Postmount	Postmount	Postmount
STEERER	Material	AL 7050, 1 1/8 and CTS tapered steerer available	AL 7050, 1 1/8 and CTS tapered steerer available	SKTM, AL7050 option	SKTM, AL7050 option	SKTM, AL7050 option
NOTES		E-Thru compatible	E-Thru compatible			
OPTION		HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide

MODEL NAME		NEW NCX D LO 700C Air	NEW NCX D RL 700C	NEW NCX D LO 700C	NEW NCX D-EB RL 700C	NEW NCX D-EB LO 700C
FEATURE & ADJUST	Travel	50/ 63mm	50/ 63mm	50/ 63mm	63mm	63mm
	Right	LO (Hydraulic speed lock with fixed rebound)	RL (Hydraulic Remote Speed Lock with fixed rebound)	LO (Hydraulic speed lock with fixed rebound)	RL (Hydraulic Remote Speed Lock with fixed rebound)	LO (Hydraulic speed lock with fixed rebound)
	Left	Air	Coil	Coil	Coil	Coil
	Spring	Air	Coil	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C	AC4C	AC4C
	Spec	W/ integral pre-load adj.wcap	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap
STANCHIONS	Spec.	30mm	28mm	28mm	30mm	30mm
	Material	STKM	STKM	STKM	STKM	STKM
BOTTOM CASE	Pitch	116mm	116mm	116mm	116mm	116mm
	Axle Type	9mm	9mm	9mm	9mm	9mm
	Material	Mag.	Mag.	Mag.	Mag.	Mag.
	Pivot Type	with or without	with or without	with or without	with or without	with or without
	Disc Type	Postmount	Postmount	Postmount	Postmount	Postmount
STEERER	Material	SKTM, AL7050 option	SKTM, AL7050 option	SKTM, AL7050 option	SKTM, AL7050 option	SKTM, AL7050 option
OPTION		HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	CTS Option	CTS Option

MODEL NAME		NCX S LO 26"	NCX D LO 26"	NCX D 26"
FEATURE & ADJUST	Travel	50/ 63mm	63mm	63mm
	Right	LO (Hydraulic speed lock with fixed rebound)	LO w/fixed rebound damping	Coil w/preload adjust
	Left	Air	Coil	pre-set fixed rebound
	Spring	Air spring	Coil w/ preload	Coil w/ preload
CROWN	Material	AC4C	AC4C	AC4C
	Spec	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap
STANCHIONS	Spec.	28mm A7050	28mm bronze finish	28mm bronze finish
	Material	Alloy	STKM	STKM
BOTTOM CASE	Pitch	120mm	120mm	120mm
	Axle Type	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy
	Pivot Type	V-brake	V-brake	V-brake
	Disc Type	Int'l disc	Int'l disc	Int'l disc
STEERER	Material	1 1/8" Alloy	STKM	STKM
NOTES		Option Alloy steer tube	Option Alloy steer tube	
OPTION		HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide

NEX

colour



White

Glossy black

Matt black

Silver

intended use



wheel size



weight

HLO 700C	2.450g
MLO 700C	2.300g
NEX 700C	2.250g
HLO 26"	2.430g
MLO 26"	2.280g
NEX 26"	2.200g



MODEL NAME		NEW NEX RL P-700C	NEX HLO-P-700C	NEX MLO-P-700C	NEX P-700C	NEW NEX RL DS-700C	NEW NEX HLO-DS-700C	NEW NEX MLO-DS-700C	NEW NEX DS-700C
FEATURE & ADJUST	Travel	50/ 63mm	50/ 63mm	50/ 63mm	50/ 63mm	50/ 63mm	50/ 63mm	50/ 63mm	50/ 63mm
	Right	Remote Speed Lock with fixed rebound)	Hydraulic Lock out	Mechanical lockout	Coil w/ preload adjuster	Remote Speed Lock with fixed rebound)	Hydraulic Lock out	Mechanical lockout	Coil w/ preload adjuster
	Left	Coil w/preload adjuster	Coil w/preload adjuster	Coil w/preload adjuster	N/A	Coil w/preload adjuster	Coil w/preload adjuster	Coil w/preload adjuster	N/A
	Spring	Coil	Coil	Coil	Coil	Coil	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C	AC4C	AC4C	AC4C	AC4C	AC4C
	Spec	w/ integral pre-load adj.cap	w/ integral pre-load adj.cap	w/ integral pre-load adj.cap	w/ integral pre-load adj.cap	w/ integral pre-load adj.cap	w/ integral pre-load adj.cap	w/ integral pre-load adj.cap	w/ integral pre-load adj.cap
STANCHIONS	Spec.	28mm	28mm	28mm	28mm	28mm	28mm	28mm	28mm
	Material	STKM	STKM	STKM	STKM	STKM	STKM	STKM	STKM
BOTTOM CASE	Pitch	108 mm	108 mm	108 mm	108 mm	108 mm	108 mm	108 mm	108 mm
	Axle Type	9mm	9mm	9mm	9mm	9mm	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy	Alloy	Alloy	Alloy	Alloy	Alloy
	Pivot Type	V-Brake	V-Brake	V-Brake	V-Brake	N/A	N/A	N/A	N/A
	Disc Type	N/A	N/A	N/A	N/A	Postmount disc	Postmount disc	Postmount disc	Postmount disc
STEERER	Material	STKM	STKM	STKM	STKM	STKM	STKM	STKM	STKM
OPTION		HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide

MODEL NAME		NEW NEX HLO P26	NEX MLO P26	NEX P26	NEW NEX RL DS-26	NEW NEX HLO-DS-26	NEW NEX MLO-DS-26	NEW NEX DS-26
FEATURE & ADJUST	Travel	50/ 63mm	50/ 63mm	50/ 63mm	50/ 63mm	50/ 63mm	50/ 63mm	50/ 63mm
	Right	Hydraulic Lock out	Mechanical lockout	Coil w/ preload adjuster	Remote Speed Lock with fixed rebound)	Hydraulic Lock out	Mechanical lockout	Coil w/ preload adjuster
	Left	Coil w/preload adjuster	Coil w/preload adjuster	N/A	Coil w/preload adjuster	Coil w/preload adjuster	Coil w/preload adjuster	N/A
	Spring	Coil	Coil	Coil	Coil	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C	AC4C	AC4C	AC4C	AC4C
	Spec	w/ integral pre-load adj.cap	w/ integral pre-load adj.cap	w/ integral pre-load adj.cap	w/ integral pre-load adj.cap	w/ integral pre-load adj.cap	w/ integral pre-load adj.cap	w/ integral pre-load adj.cap
STANCHIONS	Spec.	28mm	28mm	28mm	28mm	28mm	28mm	28mm
	Material	STKM	STKM	STKM	STKM	STKM	STKM	STKM
BOTTOM CASE	Pitch	116mm	116mm	116mm	116mm	116mm	116mm	116mm
	Axle Type	9mm	9mm	9mm	9mm	9mm	9mm	9mm
	Material	Alloy	Alloy	Alloy	Alloy	Alloy	Alloy	Alloy
	Pivot Type	V-Brake	V-Brake	V-Brake	N/A	N/A	N/A	N/A
	Disc Type	N/A	N/A	N/A	Int. Standard	Int. Standard	Int. Standard	Int. Standard
STEERER	Material	STKM	STKM	STKM	STKM	STKM	STKM	STKM
OPTION		HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide





intended use

wheel size

weight

colour



26"
700C

2.470g
2.460g



White

Glossy black

Matt black

Silver

SUNTOUR - HESC
NVX-HE

CITY / TREKING

NVX-HE



MODEL NAME

NVX-HE P-700**NVX-HE P-26****NEW****NVX-HEL P-26**

FEATURE & ADJUST	Travel	50/63mm	50/63mm	50/63mm
	Right	Coil w/preload adjuster	Coil w/preload adjuster	Coil w/preload adjuster
	Left	N/A	N/A	N/A
	Spring	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C
STANCHIONS	Spec.	28mm	28mm	28mm
	Material	STKM	STKM	STKM
BOTTOM CASE	Pitch	120mm	130mm	120mm
	Axle Type	12mm	12mm	12mm
	Material	Alloy	Alloy	Alloy
	Pivot Type	V-brake	V-brake	V-brake
	Roller	N/A	N/A	N/A
	Disc Type	N/A	N/A	N/A
STEERER	Material	STKM	STKM	STKM
NOTES		For HESC motor only (120 O.L.D.)	For HESC motor only (120 O.L.D.)	For HESC motor only (120 O.L.D.)

SANTOUR - HESC

CR85 E25



intended use



wheel size



weight

CR85 2.400g



colour



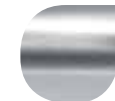
White



Glossy black



Matt black



Silver

MODEL NAME		NEW CR85 E25 P LO 700C	NEW CR85 E25 R LO 700C	NEW CR85-E25 P 700C	NEW CR85-E25 R 700C
FEATURE & ADJUST	Travel	50/63mm	40mm	50/63mm	40mm
	Right	LO (Hydraulic speed lock with fixed rebound)	LO (Hydraulic speed lock with fixed rebound)	N/A	N/A
	Left	Coil w/ preload adjuster	MCU w/ preload adj	Coil w/ preload adjuster	Coil w/ preload adjuster
	Spring	Coil	Coil	Coil	Coil
CROWN	Material	AC4C 116	AC4C 116	AC4C 116	AC4C 116
	Spec.	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap
STANCHIONS	Spec.	30 mm	30 mm	30 mm	30 mm
	Material	STKM 30	STKM 30	STKM 30	STKM 30
BOTTOM CASE	Pitch	116 mm	116 mm	116 mm	116 mm
	Axle Type	9 mm	9 mm	9 mm	9 mm
	Material	Alloy	Alloy	Alloy	Alloy
	Pivot Type	V-brake	Roller-brake	V-brake	Roller-brake
STEERER	Material	STKM	STKM	STKM	STKM
NOTES		Tapered Steerer Option	Tapered Steerer Option	Tapered Steerer Option	Tapered Steerer Option

intended use

wheel size

weight

colour



E45

2.845g



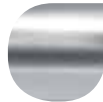
White



Glossy black



Matt black



Silver



SA SUNTOUR - HESC
MT-E45



NEW

MODEL NAME		MT-E45 LO DS-29
FEATURE & ADJUST	Travel	50/63mm
	Right	LO (Hydraulic speed lock with fixed rebound)
	Left	Coil w/ preload adjuster
	Spring	Coil
CROWN	Material	AC4C 130
STANCHIONS	Spec.	32 mm
	Material	STKM 32
BOTTOM CASE	Pitch	130 mm
	Axle Type	9 mm
	Material	Alloy
	Brake	Postmount
STEERER	Material	STKM
NOTES	for 29" Wheels	

MODEL

CR9^V



WHEEL SIZE



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



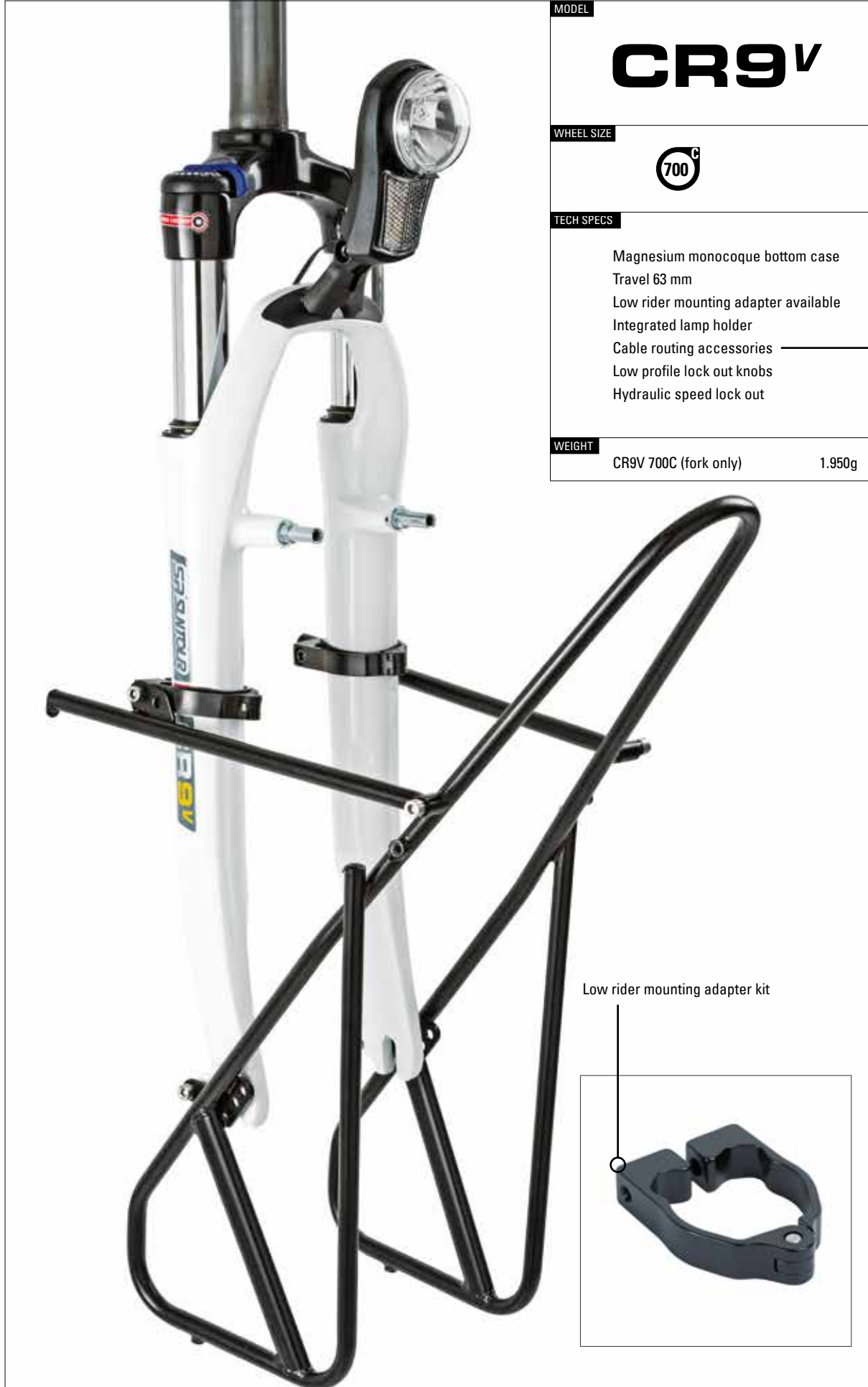
WEIGHT

CR9V 700C (fork only) 1.950g

Hydraulic speed lock out



Low rider mounting adapter kit





Low profile caps and lock out knobs

Integrated lamp holder



Cable routing accessories

CR9

intended use



wheel size



weight

FT D LO	1.950g
LW	1.700g
D	1.900g



colour



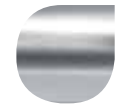
White



Glossy black



Matt black



Silver

Upgrade

MODEL NAME		CR-9 FT D LO 700C	CR-9V LW 700C	CR-9V D LO 700C	CR-9V D 700C	CR-9R D 700C
FEATURE & ADJUST	Travel	63 mm	63 mm	63 mm	63 mm	63 mm
	Right	LO (Hydraulic speed lock with fixed rebound)	MCU w/ preload	LO (Hydraulic speed lock with fixed rebound)	Coil w/ preload adjuster	Coil w/ preload adjuster
	Left	Coil w/ preload adjuster	MCU w/ preload adj	Coil w/ preload adjuster	Coil w/ preload adjuster	Coil w/ preload adjuster
	Spring	Coil	MCU	Spring	Spring	Spring
CROWN	Material	AC4C	AC4C	AC4C	AC4C	AC4C
	Spec	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap
STANCHIONS	Spec.	28 mm	28 mm	28 mm	28 mm	28 mm
	Material	STKM	STKM	STKM	STKM	STKM
BOTTOM CASE	Pitch	108 mm	108 mm	108 mm	108 mm	108 mm
	Axle Type	9 mm	9 mm	9 mm	9 mm	9 mm
	Material	Mag.	Mag.	Mag.	Mag.	Mag.
	Pivot Type	Firmtech	V-brake	V-brake	V-brake	N/A
	Roller	N/A	N/A	N/A	N/A	Roller Brake only
	Disc Type	N/A	N/A	N/A	N/A	N/A
STEERER	Material	STKM	STKM	STKM	STKM	STKM
NOTES			Raked lower	Raked lower	Raked lower	Raked lower, specialty
OPTION		HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide

intended use



wheel size



weight

V MLO	2.300g
V	2.250g
R MLO	2.300g
R 700	2.250g
V 26"	2.200g

CR8

CITY / URBAN

CR8

colour



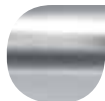
White



Glossy black



Matt black



Silver



MODEL NAME		CR-8V MLO 700C	CR-8V 700C	CR-8R MLO 700C	CR-8R 700C	CR-8V 26"
FEATURE & ADJUST	Travel	50 mm	50 mm	50 mm	50 mm	50 mm
	Right	MLO (Mechanical lockout)	Coil w/preload adjuster	MLO (Mechanical lockout)	Coil w/preload adjuster	Coil w/preload adjuster
	Left	Coil w/ preload adjuster	N/A	Coil w/preload adjuster	N/A	N/A
	Spring	Coil	Coil	Coil	Coil	Coil
CROWN	Material	AC4C	AC4C	AC4C	AC4C	AC4C
	Spec	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap	W/ integral pre-load adj.cap
STANCHIONS	Spec.	28 mm	28 mm	28 mm	28 mm	28 mm
	Material	STKM	STKM	STKM	STKM	STKM
BOTTOM CASE	Pitch	108 mm	108 mm	108 mm	108 mm	108 mm
	Axle Type	9 mm	9 mm	9 mm	9 mm	9 mm
	Material	Mag.	Mag.	Mag.	Mag.	Mag.
	Pivot Type	V-brake	V-brake	N/A	N/A	V-brake
	Roller	N/A	N/A	Roller brake	Roller brake	N/A
	Disc Type	N/A	N/A	N/A	N/A	N/A
STEERER	Material	STKM	STKM	STKM	STKM	STKM
NOTES		Raked lower	Raked lower	Raked lower, specialty	Raked lower, specialty	Raked lower
OPTION		HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide	HB dynamo cable guide

CR7

CR7



intended use



wheel size



weight

colour



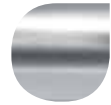
White



Glossy black



Matt black



Silver

700^C

MODEL NAME		<i>Upgrade</i>	
		CR-7V A 700C	CR-7V 700C
FEATURE & ADJUST	Travel	40 mm	40 mm
	Right	Coil w/ preload adj.	Coil
	Left	N/A	N/A
	Spring	Coil	Coil
CROWN	Material	AC4C	AC4C
	Spec.	25,4 mm	25,4 mm
STANCHIONS	Material	STKM	STKM
	Material	STKM	STKM
BOTTOM CASE	Pitch	108 mm	108 mm
	Axle Type	9 mm	9 mm
	Material	Mag.	Mag.
	Pivot Type	V-brake only	V-brake only
	Disc Type	N/A	N/A
STEERER	Material	STKM	STKM
NOTES		Raked lower	Raked lower
OPTION		HB dynamo cable guide	HB dynamo cable guide

26["]

MODEL NAME		<i>Upgrade</i>	
		CR-7V A 26"	CR7 V 26"
FEATURE & ADJUST	Travel	40 mm	40 mm
	Right	Coil w/ preload adj.	Coil
	Left	N/A	N/A
	Spring	Coil	Coil
CROWN	Material	AC4C	AC4C
	Spec.	25,4 mm	25,4 mm
STANCHIONS	Material	STKM	STKM
	Material	STKM	STKM
BOTTOM CASE	Pitch	108 mm	108 mm
	Axle Type	9 mm	9 mm
	Material	Mag.	Mag.
	Pivot Type	V-brake only	V-brake only
	Disc Type	N/A	N/A
STEERER	Material	STKM	STKM
NOTES		Raked lower	Raked lower
OPTION		HB dynamo cable guide	HB dynamo cable guide

SEATPOST	NCX
Travel	50mm
Description	Brass bushing parallelogram
SPRING	Internal Coil w/preload adjust
Size	dia. 31.6 or 27.2 x 350mm w/ 25mm setback
Seat Clamp	Slide clamp, radial detent, wide angle range
Option	Hard spring, soft spring, 400mm

colour



Silver

black

NCX

CITY / URBAN

NCX



SEAT CLAMP

50mm TRAVEL

BRASS BUSHING

PRELOAD ADJUST




SPARE SPRINGS







RED = HARD / BLUE = SOFT





GENERAL CHAINWHEEL GLOSSARY

PB	Powder black
HP	High polished
BD	One tone colour (black)
BC	Two tone colour (black + silver)
WH	White
SI	Silver paint
AB	Machine polish silver
G	With chainguard
IG	With integrated chainguard
SG	Smoke guard
BG	Black guard
IBG	Intergrated black guard
MG	Magnesium
CW14	Chainwheel 2014 model
T	Triple
D	Double
S	Single
FX	Fixed BB 
FXS	Fixed BB Holeless type 
OCTA	Octalink
SQ	Square BB
PFT	Power Flow Technology 
FP	Flow Plate 

Octalink is licensed by Shimano. Octalink version is compatible with Shimano's 8-Spline Crank Axle. Specifications are subject to change for improvement without notice.



XCR

NEW

NEW

NEW

NEW

MODEL NAME		XCR-T424BD/WH(G)/OCTA/SQ	XCR6-T424BD(G) OCTA/SQ	XCR6-T428BD(G) OCTA/SQ	XCR6-T414BD(G) OCTA/SQ	XCR6-T418BD(G) OCTA/SQ
CRANK ARM	Feature	One piece design crank arm	One piece design crank arm	One piece design crank arm	One piece design crank arm	One piece design crank arm
	Finish	Black /White	Black	Black	Black	Black
	Length	170/175 mm	170/175 mm	170/175 mm	170/175 mm	170/175 mm
COMPATIBLE SPEED		9s	9s	9s	9s	9s
CHAINRING		Full interchangeable design	Full interchangeable design	Full interchangeable design	Full interchangeable design	Full interchangeable design
OUTER		Alloy 44T	Alloy 44T	Alloy 48T	Alloy 44T	Steel 48T
CENTER		Steel 32T	Steel 32T	Steel 36T	Steel 32T	Steel 36T
INNER		Steel 22T	Steel 22T	Steel 26T	Steel 22T	Steel 26T
SUGGESTED BB	OCTA	SHI-BB-ES25	SHI-BB-ES25	SHI-BB-ES25	SHI-BB-ES25	SHI-BB-ES25
	SQ	BB10-XCT-SQS-113-CBT	BB10-XCT-SQS-113-CBT	BB10-XCT-SQS-113-CBT	BB10-XCT-SQS-113-CBT	BB10-XCT-SQS-113-CBT
NOTES		CL:50mm	CL:50mm	CL:50mm	CL:50mm	CL:50mm



XCM

Upgrade

Upgrade

Upgrade

Upgrade

MODEL NAME		XCM428PB(G)OCTA/SQ	XCM424PB(G) OCTA/SQ	XCM418PB(G)OCTA/SQ	XCM414PB(G) OCTA/SQ
CRANK ARM	Feature	One piece design crank arm, including capless fixing bolts	One piece design crank arm, including capless fixing bolts	One piece design crank arm	One piece design crank arm, including capless fixing bolts
	Finish	Black powder coat	Black powder coat	Black powder coat	Black powder coat
	Length	170/175 mm	170/175 mm	170/175 mm	170/175 mm
COMPATIBLE SPEED		9s	9s	9s	9s
CHAINRING		Full interchangeable design	Full interchangeable design	Full interchangeable design	Full interchangeable design
OUTER		Alloy 48T	Alloy 44T	Alloy 48T	Alloy 44T
CENTER		Steel 36T	Steel 32T	Steel 36T	Steel 32T
INNER		Steel 26T	Steel 22T	Steel 26T	Steel 22T
SUGGESTED BB	OCTA	SHI-BB-ES25	SHI-BB-ES25	SHI-BB-ES25	SHI-BB-ES25
	SQ	BB10-XCT-SQS-113-CBT	BB10-XCT-SQS-113-CBT	BB10-XCT-SQS-113-CBT	BB10-XCT-SQS-113-CBT
NOTES		CL:50mm	CL:50mm	CL:50mm	CL:50mm



XCT

NEW

MODEL NAME		XCT322PB(G)/WH(G) SQ	XCT312PB(G)/WH(G) SQ	XCT414PB(G)/WH(G) SQ	
CRANK ARM	Feature	One piece design crank arm, including capless fixing bolts	One piece design crank arm, including capless fixing bolts	One piece design crank arm	
	Finish	PB	Black powder coat	Black powder coat	Black powder coat
		WH	White powder coat	White powder coat	White powder coat
	Length	170/175 mm	170/175 mm	170/175 mm	
COMPATIBLE SPEED		8s	8s	9s	
CHAINRING		Interchangeable design	Interchangeable design	Interchangeable design	
OUTER		Alloy 42T	Steel 42T	Steel 44T	
CENTER		Steel 32T	Steel 32T	Steel 32T	
INNER		Steel 22T	Steel 22T	Steel 22T	
SUGGESTED BB		BB10-XCT-SQS-113-CBT	BB10-XCT-SQS-113-CBT	BB10-XCT-SQS-113-CBT	
NOTES		CL: 48 mm	CL: 48 mm	CL:50 mm	



NEX

Upgrade

Upgrade

Upgrade

MODEL NAME		NEX228PB(BG)/AB(BG) SQ	NEX208PB(BG)/AB(BG) SQ	NEX122PB(BG)/AB(BG) SQ	NEX102PB(BG)/AB(BG) SQ	
CRANK ARM	Feature	AC4C Crank arm	AC4C Crank arm	AC4C Crank arm	AC4C Crank arm	
	Finish	PB	Black powder coat	Black powder coat	Black powder coat	Black powder coat
		AB	Barrel finish	Barrel finish	Barrel finish	Barrel finish
	Length	170/175 mm	170/175 mm	170/175 mm	170/175 mm	
COMPATIBLE SPEED		8s	8s	8s	8s	
CHAINRING		Interchangeable design	Interchangeable design	Interchangeable design	Interchangeable design	
OUTER		Alloy 48T	Alloy 48T	Alloy 42T	Alloy 42T	
CENTER		Steel 38T	Steel 38T	Steel 34T	Steel 34T	
INNER		Steel 28T	Steel 28T	Steel 24T	Steel 24T	
SUGGESTED BB		BB10-XCT-SQS-122-CBT	BB10-XCT-SQS-122-CBT	BB10-XCT-SQS-122-CBT	BB10-XCT-SQS-122-CBT	
NOTES		CL: 48 mm	CL: 48 mm	CL: 48 mm	CL: 48 mm	



XCE

MODEL NAME		NEW XCE T328 PB(G)/WH(G)	NEW XCE T318 PB(G)/WH(G)	NEW XCE T312PB(G)/WH(G)	NEW XCE T318 PB(G)/WH(G)	NEW XCE T312PB(G)/WH(G)	
CRANK ARM	Feature	One piece design crank arm	One piece design crank arm	One piece design crank arm	One piece design crank arm	One piece design crank arm	
	Finish	PB	Black powder coat	Black powder coat	Black powder coat	Black powder coat	Black powder coat
		WH	White powder coat	White powder coat	White powder coat	White powder coat	White powder coat
	Length	170/175 mm	170/175 mm	170/175 mm	170/175 mm	170/175 mm	
COMPATIBLE SPEED	8s	8s	8s	8s	8s	8s	
CHAINRING		Interchangeable design	Interchangeable design	Interchangeable design	Interchangeable design	Interchangeable design	
OUTER		Alloy 48T	Alloy 48T	Alloy 42T	Alloy 48T	Alloy 42T	
CENTER		Steel 38T	Steel 38T	Steel 34T	Steel 38T	Steel 34T	
INNER		Steel 28T	Steel 28T	Steel 24T	Steel 28T	Steel 24T	
SUGGESTED BB		BB10-XCT-SQS-122-CBT	BB10-XCT-SQS-122-CBT	BB10-XCT-SQS-122-CBT	BB10-XCT-SQS-122-CBT	BB10-XCT-SQS-122-CBT	
NOTES		CL: 48 mm	CL: 48 mm	CL: 48 mm	CL: 48 mm	CL: 48 mm	

XCC



XR



MODEL NAME		Upgrade XCC T208 PBIG/ABIG	Upgrade XCC T202 PBIG/ABIG	Upgrade XCC T102 PBG/ABG	
CRANK ARM	Feature	AC4C Crank arm	AC4C Crank arm	AC4C Crank arm	
	Finish	PB	Black powder coat	Black powder coat	Black powder coat
		AB	Barrel finish	Barrel finish	Barrel finish
	Length	170/175 mm	170/175 mm	170/175 mm	
COMPATIBLE SPEED	7s/8s	7s/8s	7s/8s		
CHAINRING		Center rivet	Center rivet	Center rivet	
OUTER		Steel 48T	Steel 42T	Steel 42T	
CENTER		Steel 38T	Steel 32T	Steel 34T	
INNER		Steel 28T	Steel 22T	Steel 24T	
SUGGESTED BB		BB10XCTSQS-122BT	BB10XCTSQS-122BT	BB10XCTSQS-122BT	
NOTES		CL: 48 mm	CL: 48 mm	CL: 48 mm	

XR178PBIG/ABIG SQ	XR172PBIG/ABIG SQ
AC4C Crank arm	AC4C Crank arm
Black powder coat	Black powder coat
Barrel finish	Barrel finish
170/175 mm	170/175 mm
7s/8s	7s/8s
Center rivet	Center rivet
Steel 48T	Steel 42T
Steel 38T	Steel 32T
Steel 28T	Steel 22T
BB10-XCT-SQS-122-CBT	BB10-XCT-SQS-122-CBT
CL: 48 mm	CL: 48 mm



VX

MODEL NAME		NEW	NEW	NEW	NEW	NEW	NEW
MODEL NAME		VX-D 50/34 SQ. PB/WH	VX-D 53/39 SQ. PB/WH	VX-T SQ. PB/WH	VX S48-SG (DG) SQ. PB/WH	VX S44-SG (DG) SQ. PB/WH	VX S42-SG (DG) SQ. PB/WH
CRANK ARM	Feature	AC4C one piece compact 5-arm design	AC4C one piece compact 5-arm design	AC4C one piece compact 5-arm design	AC4C one piece compact 5-arm design	AC4C one piece compact 5-arm design	AC4C one piece compact 5-arm design
	Finish	PB	PB	PB	PB	PB	PB
		WH	WH	WH	WH	WH	WH
Length	175/170 mm	175/170 mm	175/170 mm	175/170 mm	175/170 mm	175/170 mm	
COMPATIBLE SPEED		9s	9s	9s	Single	Single	Single
CHAINRING		Full interchangeable design	Full interchangeable design	Full interchangeable design	interchangeable design	interchangeable design	interchangeable design
OUTER		50T Alloy	53T Alloy	50T Alloy	48T Steel w/single guard	44T Steel w/single guard	42T Steel w/single guard
CENTER		N/A	N/A	39T Steel	N/A	N/A	N/A
INNER		34T Steel	39T Steel	30T Steel	N/A	N/A	N/A
SUGGESTED BB		BB8-XCM-SQS-110-CBT	BB8-XCM-SQS-110-CBT	BB8-XCM-SQS-113-CBT	BB8-XCM-SQS-110-CBT	BB8-XCM-SQS-110-CBT	BB8-XCM-SQS-110-CBT
NOTES		CL: 44 mm	CL: 44 mm	CL: 45 mm	CL: 48 mm	CL: 48 mm	CL: 48 mm
NOTES 2					option: double guard	option: double guard	option: double guard

V-BOXX GEAR BOX

Model name	GB10-VB-FR9-BAZ
Speed	9-speed
Shift lever	TS7-VB-FR9
Crank arm	CW7-VB-FR-R&L
Material	Forged alloy
Length	170 / 175mm
Finish	Black anodized
Q-factor	180mm
Housing	ID7-VB-FR9
Material	Alloy
Finish	Gun Metal Gray anodized with V-boxx CNC cut logo
Gear ratio	610%



1st	0,63
2nd	0,88
3rd	1,29
4th	1,45
5th	1,67
6th	1,80
7th	2,33
8th	2,96
9th	3,84
Rear sprocket	CS7-VB-FR22
Teeth number (Front & rear)	22T
Total weight (including cranks, sprockets, shifter, cables & box)	4.52kg

TUNING BASE DEALER NETWORK

The SRSUNTOUR tuning base network has been developed in line with our Quick Service Product philosophy, ensuring that it's as easy as possible for local dealers to maintain and service our products. In combination with individual dealer training, 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 essential 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 SRSUNTOUR products, the Tuning Base Dealers are there for you.



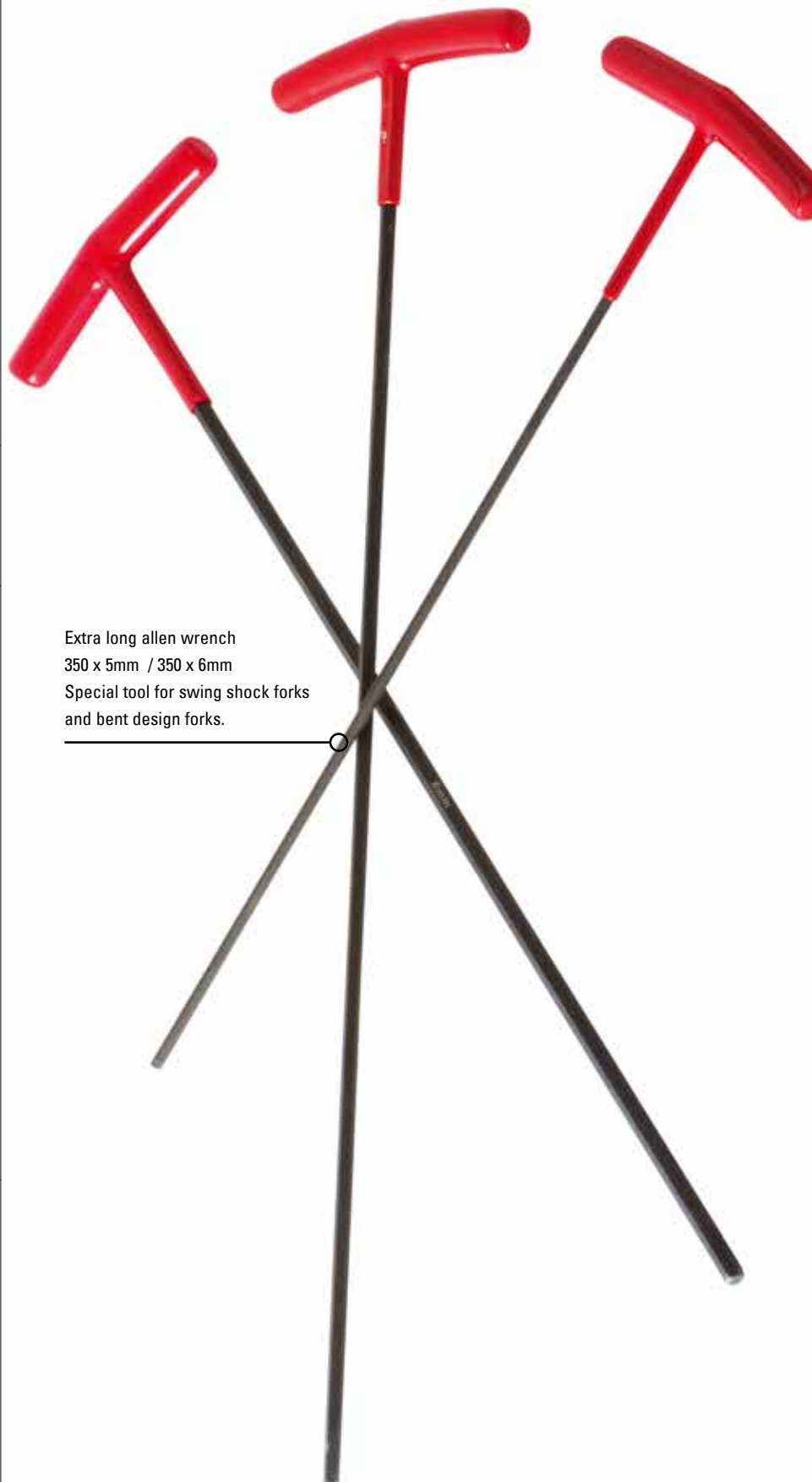
QUICK SERVICE PRODUCTS

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

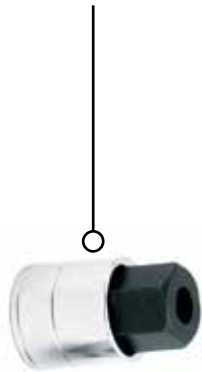


SRSUNTOUR SPECIAL SERVICE TOOLS



Extra long allen wrench
350 x 5mm / 350 x 6mm
Special tool for swing shock forks
and bent design forks.

SRSUNTOUR professional micrometer adjustable torque wrench

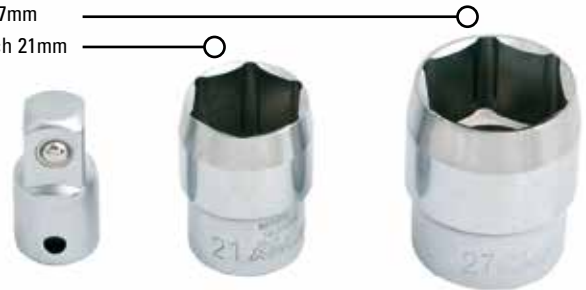


SRSUNTOUR magic wrench



MTB alloy top cap box wrench 27mm

Trekking alloy top cap box wrench 21mm



Dust seal installer for 28mm, 30mm, 32mm and 35mm stanchion



FAA122 MTB & FAA086 Trekking
Preload adjuster remover.
Special plastic tool to open
preload adjuster caps.



SRSUNTOUR 9170-001
"ConPanna" High quality
special fork grease 20g



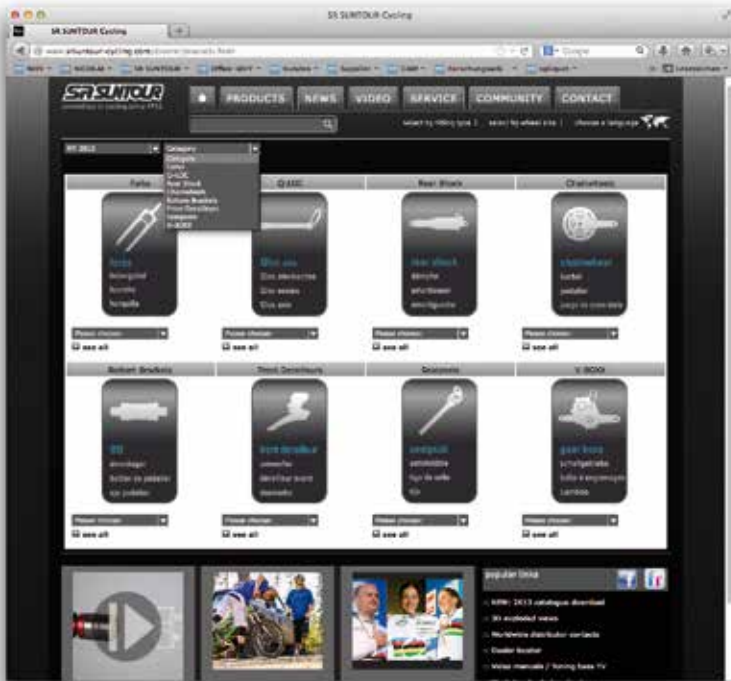
Home page

www.srsuntour-cycling.com

- Product and event news
- search engine



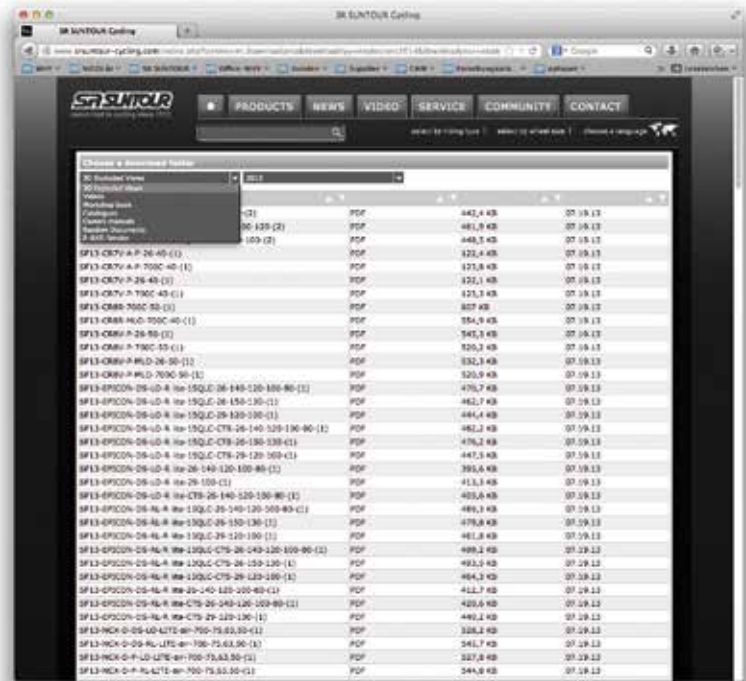
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Product page

www.srsuntour-cycling.com/dstore/products.html

- search by product category
- search by intended use
- search by model name and model year

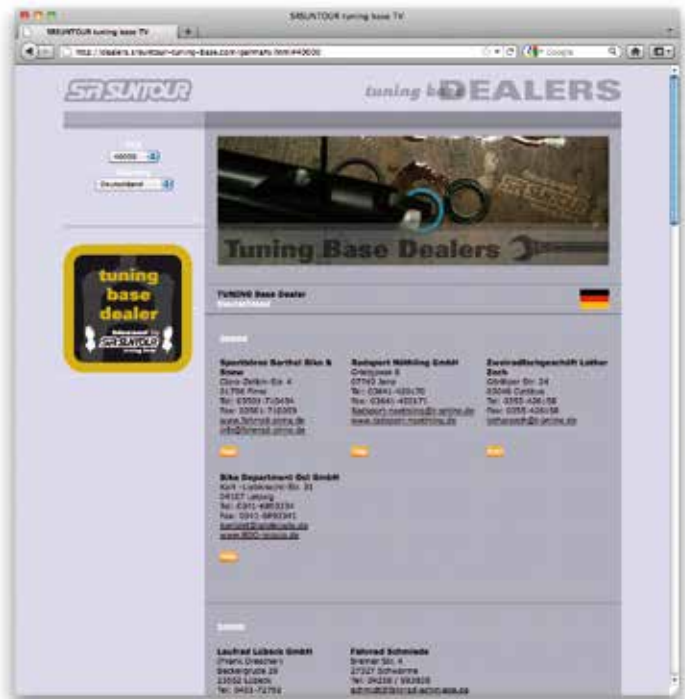


Download area

www.srsuntour-cycling.com/index.php?screen=mi.downloadarea

- 3D exploded views
- Owners manuals
- Workshop books
- Videos





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www.srsuntour-cycling.com/dstore/contact.html

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- SRSUNTOUR Worldwide distributors



Dealer locator

dealers.srsuntour-tuning-base.com

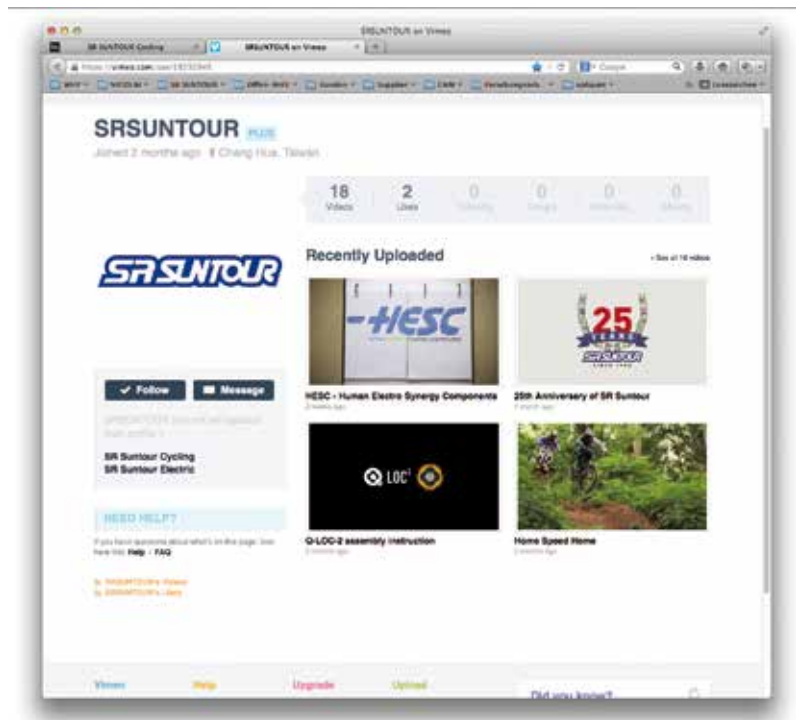
- SRSUNTOUR Tuning base dealer,
- Premium shops & Service points

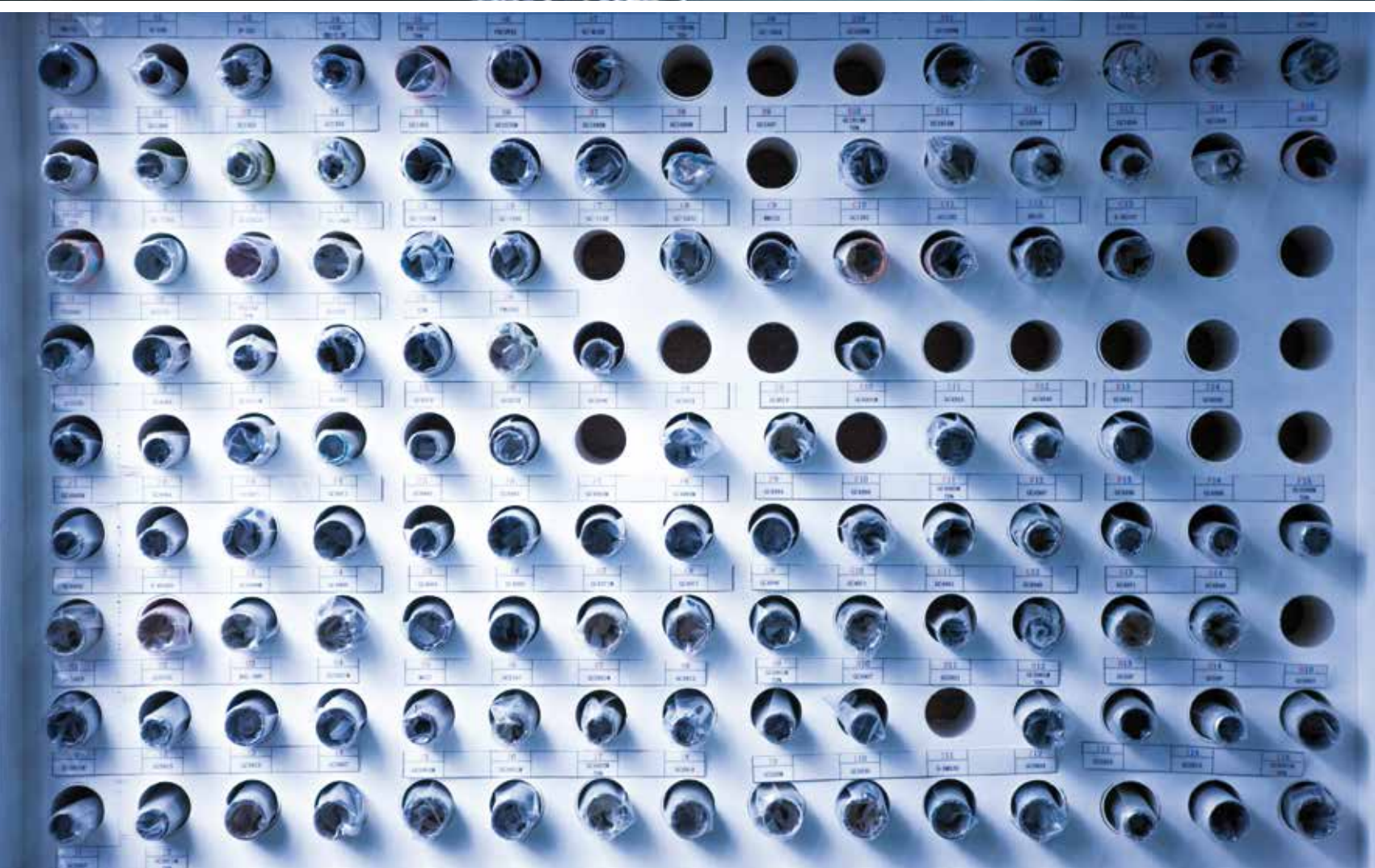
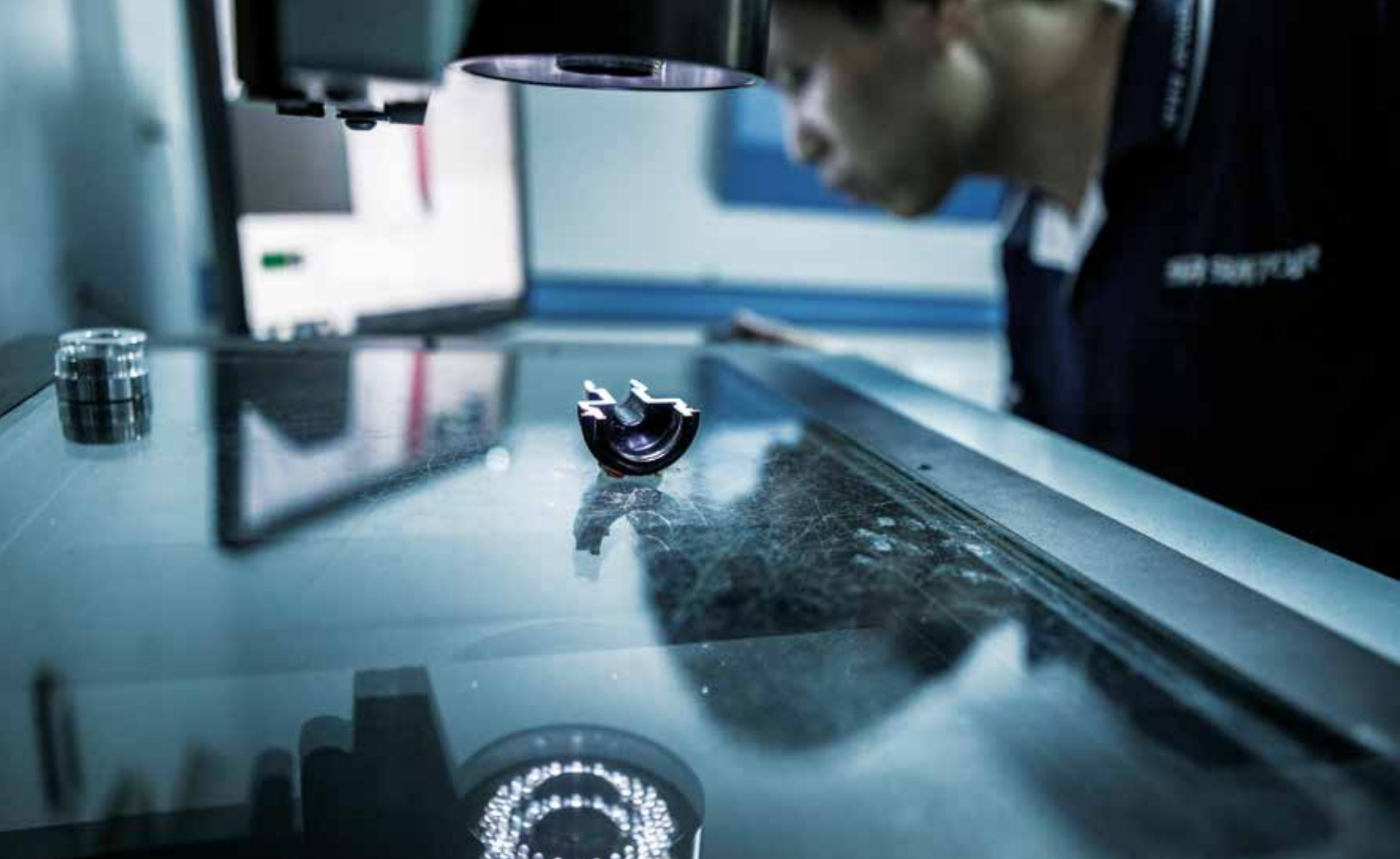


Video

www.vimeo.com/user18232945

- Tech manual videos
- Action videos
- Product promotion videos







25TH ANNIVERSARY

Since the very inception in 1988 when we started out as a group of “passionate manufacturing people”, we have been constantly striving to meet the needs and expectations of our customers. As it was in the past and will be in the future, we are committed to ongoing improvements and pushing forward through innovations. We established a factory in Shenzhen, China, in 2001 and an additional factory in Kunshan, China, in 2004. Most recently we built a second plant in Kunshan in 2012.

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