



CUSTOM RACE TUNE

F ⚡ FORTY THREE

R ⚡ FORTY SIX

OWNER'S GUIDE

CONGRATULATIONS ON YOUR PURCHASE OF SIRRIS SUSPENSION



Thank you for choosing Sirris suspension for your E-Moto, and welcome to the Sirris family! Follow the guidelines and instructions provided in this owner's guide so that you are able to properly set up, use, and maintain your new Sirris suspension products.

Proper installation and maintenance of your bike is your responsibility and when done properly helps reduce the risk of injury and damage to your bike. We recommend all service and repairs be performed by an authorized Sirris dealer or service center.

BREAK-IN PERIOD NOTE

The Sirris F43 fork is a symmetrical closed cartridge design with two independent sealed dampers. It will break-in over the first 5 hours of use with significant improvements in friction. ***We recommend that you don't make significant changes to clicker positions or valving until after the 5 hour break-in period.***



TURN YOUR E-RIDE PRO SR INTO AN OUTRIGHT WEAPON

Sirris Suspension and Mayhem Racing teamed up to deliver a purpose-built, race-only suspension system that completely redefines what's possible on a compact e-moto. This isn't an upgrade—it's a transformation.

Designed exclusively for elite riders chasing wins, this custom Sirris Pro MX race-only tune unlocks true big-bike performance on the E-Ride Pro SR. You get access to the race-proven R46 rear shock platform paired with a 230mm travel fork (826mm extended length)—a combination that simply doesn't exist anywhere else for this class of bike.

The result? Two additional inches of ground clearance. Massive suspension authority. Total control at speed. From flat-out straights to deep whoops and send-it landings, this kit delivers the confidence and composure of a full-size race bike in a compact, ultra-aggressive e-moto package.



THE PARTNERSHIP

Sirris Suspension Engineering & Manufacturing

Sirris designed and produced the race-spec fork and shock used in this build. That includes:

- The F43 fork (230mm travel / 826mm extended length)
- The R46 rear shock platform
- Internal valving and Pro MX race-only tune
- Component manufacturing, assembly, and quality control

Sirris' responsibility is the suspension units themselves—their engineering, performance characteristics, and manufacturing integrity.

Mayhem Racing Fitment Development & Installation Authority

Tim at Mayhem Racing led the development of the bike-side integration for the E-Ride Pro SR platform.

That includes:

- Defining geometry targets
- Determining required chassis modifications
- Designing the custom upper gooseneck adapter
- Establishing linkage changes and hardware spec
- Creating and owning all installation procedures and instructions

This system requires structural modifications to the E-Ride Pro SR chassis in order to achieve proper geometry, clearance, and race performance. Those modifications were developed, tested, and validated by Mayhem Racing.

For that reason, Mayhem Racing is the sole authority on installation instructions and chassis modification guidance.



REQUIRED FITMENT MODIFICATIONS

TO FIT THE E-RIDE PRO SR:

- A Mayhem Racing custom upper gooseneck adapter is required to fit the rear shock onto the frame
- Installation involves drilling the frame
- Clear guidelines are provided, and the process is straightforward
- All parts and hardware are included with the kit
- Optional step: If you want to use the larger bolt for bottom linkage, the stock linkage must be drilled to accept the new supplied larger bolt
- No modifications to the frame are needed for the fork

These modifications are what allow this platform to exist.



WHY INSTALLATION IS OWNED BY MAYHEM RACING

This is not a bolt-on kit. To achieve this level of race performance, the platform requires:

- A Mayhem Racing custom upper gooseneck adapter (all parts and hardware is included with the kit)
- Frame drilling
- Optional: Drilling of the stock linkage to accept a larger bolt
- Geometry-specific setup procedures

These modifications fundamentally alter how the suspension integrates with the chassis.

Sirris does not manufacture the E-Ride Pro SR frame, does not control its tolerances, and does not oversee individual installations. Because of this:

- Sirris cannot validate third-party installation work
- Sirris cannot assume liability for improper installation
- Sirris does not publish or control chassis modification procedures

All installation instructions, fitment specifications, and geometry guidance are created, maintained, and supported by Mayhem Racing.

If you have questions about fitment, drilling procedures, adapters, hardware, torque specs, or chassis prep—**contact Mayhem Racing directly.**



RESPONSIBILITY & AUTHENTICITY

We're proud of this collaboration—and we want to be clear and transparent about it.

- Sirris stands behind the engineering and manufacturing of its fork and shock.
- Mayhem Racing stands behind the fitment design and installation process.

Both companies share a passion for innovation, rider progression, and building things that didn't exist before.

Clarity matters.

This system performs at an elite level because it was developed intentionally, installed precisely, and ridden aggressively. ***Proper installation is not optional—it is fundamental to safety and performance.***

WARNING AND SAFETY INFO



Sirris products should be installed by a professional suspension technician and must follow the installation procedures. Improperly installed suspension can fail causing rider to lose control resulting in SEVERE INJURY OR DEATH.

Worn or damaged suspension components can negatively impact performance and safety of the motorcycle. If suspension components appear worn or damaged, contact an authorized service center for assistance.

Do not alter or modify any part of Sirris products in any way. It may cause product failure resulting in SEVERE INJURY OR DEATH.

Misuse of Sirris suspension may cause failure, resulting in damage or SEVERE INJURY OR DEATH.

DO NOT carry more than one person on a vehicle installed with Sirris suspension.

Improper service or use of non-Sirris parts with Sirris suspension may cause the fork or shock to malfunction, resulting in SEVERE INJURY OR DEATH.

If your fork loses oil, makes abnormal noises, tops or bottoms out easily, do not ride the Sirris suspension. Contact Sirris or an authorized Sirris service center for repair, service or inspection.

Sirris suspension may fail under rare circumstances that cause bending and/or breaking to any part of the fork or shock. Anything that causes loss of nitrogen, oil (such as a collision or extended periods of non-use) may also cause your fork or shock to fail. A damaged or leaking product could fail, resulting in a crash and SEVERE INJURY OR DEATH. If you think your product has been damaged or not working properly, do not ride and immediately contact Sirris or authorized Sirris service center for inspection or repair.

WARNING AND SAFETY INFO

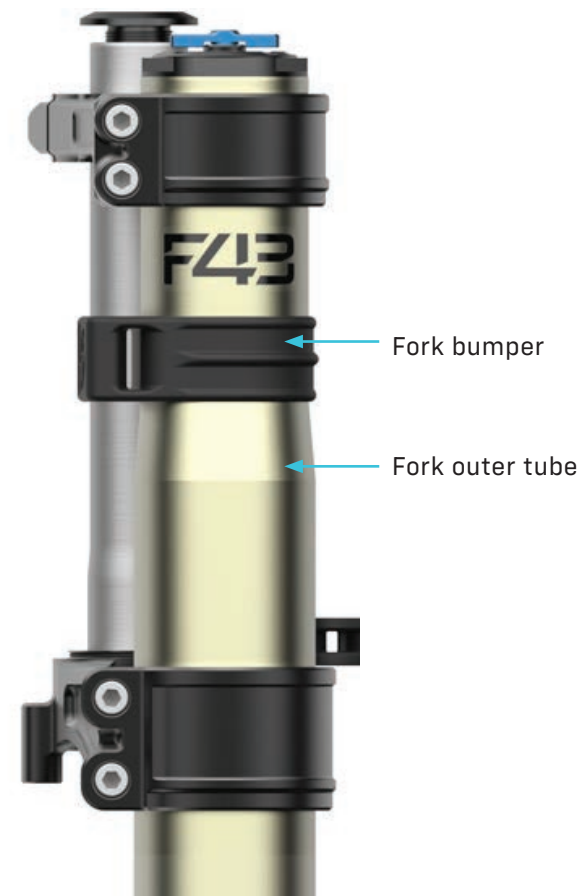


FORK BUMPER WARNING:

Sirris forks utilize a rubber bumper that acts as a steering stop. Properly positioning the bumper is crucial to manage impact forces into the fork outer tube. If the outer tube is deformed due to impact, it can affect the function of internal components even causing the fork to bind.

Please carefully analyze the parts you install and consider how they contact the outer tube.

Remember that the ID of the outer tube is the precision surface for the upper bushing. Denting the outer tube will cause the fork to internally bind.



TORQUE SPECS - F43 FORK

For both performance and safety reasons, using a torque wrench is mandatory when installing your product. Torque specifications for individual parts on the Sirris fork are listed below. For general vehicle maintenance please consult the torque specifications of the component you are adjusting.

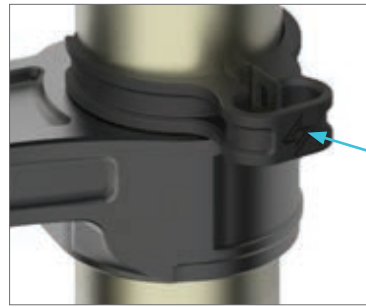
torque for preferred bearing tension
(bearing tension bolt)



Snug - do not over-tighten
(M4 x .7 brake line guide bolts)

5 Nm
(M6 x 1 fork guard bolts)

10 Nm with grease
(M6 x 1 dropout bolts)



Brake Line Guide:
Attach above lower clamp in location shown with provided zip tie.



10 Nm with grease
(center upper clamp bolt)

10 Nm with grease
(M6 x 1 clamp bolts)
Apply grease to threads.
Top, bottom, then repeat top.

10 Nm with grease
(M6 x 1 clamp bolts)
Apply grease to threads.
Top, bottom, then repeat top.

!! WARNING !!
DO NOT OVER-TIGHTEN
BOTTOM CLAMP BOLTS

This is a critical parameter to maintain reasonable sliding friction.

Higher torques pinch the outer tube around the upper sliding bushing and will reduce fork performance.

30 Nm with grease
(M13 x 1.5 axle bolt)

18 Nm
(M8 x 1.5 caliper bracket bolts)
(precoat applied to bolt)

(apply Loctite 243 for installation after first use)

TORQUE SPECS - R46 SHOCK

For both performance and safety reasons, using a torque wrench is mandatory when installing your product. Torque specifications for the Sirris shock is found on the Mayhem Racing website because custom hardware is used to fit on the E-Ride Pro SR.

For general vehicle maintenance please consult the torque specifications of the component you are adjusting.



BRAKE LINE ROUTING

1. Place brake line through hoop on bracket
2. Place bracket on fork tube above lower clamp
3. Use supplied zip tie to attach bracket to fork tube



Intended for brake lines with 9mm diameter or larger



Intended for brake lines with 7.5mm diameter or larger.

Use supplied rubber sheet on brake lines <7.5mm diameter to make sure line is securely clamped.

F43 FORK INSTALLATION

TIPS

Make sure your tools are in good condition. A worn allen key can round the hex on a bolt not allowing for proper torque.

Torque settings are listed throughout the instructions and on previous page of this manual. It is important to prep all bolt threads.

TOOLS REQUIRED:

Torque wrench (3-70 Nm)
Grease
Medium strength Loctite
Allen keys
Sockets



1. Remove stock fork from bike. **Maintain stock upper bearing, split race, and seal on frame.**

2. Grease lower bearing with suitable bearing grease.

3. Install lower clamp onto frame. Your fork should be shipped with the correct seals and spacers underneath the bearing for your model. If needed, check the set up table in this manual for details.

4. Install upper clamp on frame.

5. Place correct number of 5mm spacers above upper clamp. Table in owners guide should detail spacer number but also **note that you'll want a 2mm to 5mm gap between top of steerer tube and flange on top cap.**

6. Tighten top cap to desired bearing tension. Correct tension is a personal preference. At Sirris we like to feel a little friction from turning the bars when the bike is on a stand, but not so much friction that it can be felt when riding.

(continued on next page)

F43 FORK INSTALLATION (continued)



7. Reattach stock headlight bracket



8. Install direct mount stem. Warp 9 stem shown. A stem that clamps on the steerer tube will not work because Sirris uses a shorter steerer tube and motorcycle style top cap. This change allows us to achieve and maintain bearing torque under load. Any stem that clamps the steerer tube (like stock E-Ride Pro SR or LBX), will not work.

9. Install handlebars



10. Install fork legs, using a torque wrench for clamp bolts

10N/mm torque with grease on threads. Torque Upper bolt, then lower bolt, then upper again, on both top and bottom clamps.

Remember to include fork bumper on outer tube in between top and bottom clamp. This slides on easily with alcohol, which will evaporate afterward to prevent slipping. Check to make sure that flat portion of bumper contacts the frame and doesn't pinch wires or brake lines.

Fork height above top clamp can be found in set up chart.



11. Torque center steerer tube clamp bolt on top clamp to 10Nm with grease. This will lock the clamp with the bearing tension you applied to top cap.



12. Install brake bracket with M6 bolts at 18Nm torque.

All of our brackets are for 220mm rotors. LBX comes stock with a 200mm rotor which will need to be upgraded to 220mm.

Note that this is model specific and the correct PN can be shown in our set up guide. The bolts have precoat applied. If you remove them and reinstall, use Loctite 243.



13. Install brake caliper.

Note to wait to torque caliper bolts until after front wheel installation so it properly centers on the disc.

(continued on next page)

F43 FORK INSTALLATION (continued)



14. Install brake line on fork guard.

Note page in manual explaining what hole to use and whether to use a rubber shim. The CMX guards are modular to fit the various different brake lines on the market.



15. Install front fender.

16. Connect screen on applicable models. We use a Renthal bar pad on E-Ride, but there are other aftermarket screen mount options available.



17. Install number plate on applicable models.



18. Attach brake line guide using supplied zip tie.



19. Install front wheel using supplied axle.

Axle spacers specific to your model will be supplied with the kit.

20. Install axle bolt and torque to 30Nm with grease.



21. Torque brake side drop out pinch bolts to 10Nm with grease on threads.

22. Make sure axle is floating in right side drop out. Torque non-brake side pinch bolts to 10Nm with grease.

23. Torque caliper bolts using manufacturer suggested torque value.

24. Check compression and rebound clicker settings to make sure they're as recommended in the manual.

R46 SHOCK INSTALLATION

SCAN CODE TO WATCH
THE INSTALL VIDEO:



ridesirris.com/r46-mayhem-install



THIS SYSTEM REQUIRES STRUCTURAL MODIFICATIONS TO THE E-RIDE PRO SR CHASSIS IN ORDER TO ACHIEVE PROPER GEOMETRY, CLEARANCE, AND RACE PERFORMANCE. THOSE MODIFICATIONS WERE DEVELOPED, TESTED, AND VALIDATED BY MAYHEM RACING.

For that reason, Mayhem Racing is the sole authority on installation instructions and chassis modification guidance.

REQUIRED FITMENT MODIFICATIONS

This is a true race setup, and proper installation is part of the deal. To fit the E-Ride Pro SR:

- A Mayhem Racing custom upper gooseneck adapter is required
- Installation involves drilling the frame
- All parts and hardware are included with the kit

Optional step: If you want to use the larger bolt for bottom linkage, the stock linkage must be drilled to accept the new supplied larger bolt.

TOOLS REQUIRED

- Torque wrench (18-35 ft-lbs)
- Allen keys
- Sockets
- Drill
- $\frac{3}{8}$ " drill bit (letter U)
(smaller bit also recommended)
- Grease
- Medium strength Loctite
- $\frac{1}{4}$ " Center punch (optional)
- 10mm drill bit (letter X)
(optional for drilling lower linkage to use the larger supplied bolt)

FORK AND SHOCK TUNING OVERVIEW

This setup was born on the racecourse, originally developed for Arenacross, then refined through hands-on testing and collaboration with the Mayhem Racing team.

Both the Sirris F43 fork and R46 shock feature a custom, Pro MX race-only tune built for riders who push hard and land harder.

The internal tuning is accomplished by mixing the perfect match of spring weight, compression settings, rebound settings, preload settings and oil weight. All are internally adjustable and serviceable by a trained technician or service center.

This chart shows how the Mayhem Racing Tune compares to stock tunes available from Sirris:



Trail Tune

Our most versatile tune. It's sporty and supportive, designed for going fast over a wide variety of terrain.

Substantially capable on the nastiest terrain. It's not a Moto tune, but delivers good bottoming resistance on g-outs and small jumps.

MX Tune

MX Tune is a motocross specific tune with balance, control, and bottoming resistance for the fastest speeds. Firm suspension for maximum control and support for huge jumps, whoops and fast cornering.

If you select MX spec, you'll compromise a bit of trail plushness for improved bottoming resistance.

Mayhem Racing Tune

The Mayhem Racing tune features stiff, aggressive MX race valving built around a hybrid MX/SX philosophy. It is designed to deliver maximum support for huge jumps, high-speed whoops, and hard-charging corner entry and exit.

This setup is all about control, precision, and stability when it matters most.

It rewards commitment, holds its line under heavy abuse, and stays composed when lesser setups begin to fold.

SX Tune

SX Tune is a super aggressive firm tune to handle the biggest landings. It's our stiffest setup for the fastest riders.

We recommend SX tune for pro-level riders only.

MEDIUM



SUSPENSION STIFFNESS

EXTRA FIRM

TUNING DETAILS / RIDER WEIGHT RANGE

The Sirris fork and shock is fully rebuildable, and recommended service centers can assist with custom tuning as needed.

Spring rate changes are easy enough for most home mechanics to complete the job.

- Listed weight ranges are body weight without riding gear (15 pounds of riding gear is calculated into the weight ranges)

SETTINGS NOTE: Settings are number of clicks from the closed position (full clockwise). Once they are in the closed position, back them out (counter-clockwise) according to the number of clicks indicated in the chart above to get you to factory settings.



E-RIDE PRO SR

	Medium
RIDER WEIGHT (lbs) (no gear)	140-180
SPRING RATE (N/mm)	4.4/4.0
FORK HEIGHT IN UPPER CLAMP (mm)	5
COMPRESSION SETTING	22
REBOUND SETTING	20
PRELOAD SETTING (mm of preload R and L fork legs)	5/5
OIL VOLUME (mL) (bath oil)	130cc
OIL WEIGHT* (bath/cartridge)	20/5
HEADSET BEARING SPACER 1mm thick washer beneath seal, PN 430-38-017	None
STEERER SPACER 5mm thick washer above top clamp and beneath top cap, PN 430-38-018	430-38-018, x4
CALIPER BRACKET	430-22-034, 99.5mm
BRAKE LINE SHIM (for 5mm thick line)	None
WHEEL SPACERS	430-22-016, x2
SPRING RATE (N/mm)	75
COMPRESSION SETTING	13
REBOUND SETTING	11
PRELOAD SETTING (in mm)	2
OIL WEIGHT*	2.5



SPRING RATES

It is not unusual for riders to require spring rates different than what is offered. If you're at the heavy end of one of our categories, you may choose to go up a rate based on your riding style. The inverse is true if you're at the bottom of one of our categories. ***Heavily modified bikes typically need to go up a weight class in the rear. Riders who ride with their weight back or who ride seated may need more rear rate and may need to drop the forks to properly weight the front. An unweighted front is the most common cause of fork harshness.***

Sirris offers a full selection of rates for your tuning needs. When rates vary greatly from stock, valving changes may be required to optimize performance.

FORK SPRING RATES

F43 spring rates (in N/mm) available are: 4.0, 4.4, 4.8, 5.0, 5.4, and 5.8.

Fork springs for Sirris F43 forks are sold as individual units. Two springs are required for your fork. You can combine two sequential rates to get an "in between" total fork spring weight if desired.

For example, our standard Surron Trail Med Rate is 4.6 N/mm. It has a 4.4 one side, and 4.8 on the other side to get the average of 4.6 for the fork.

Stiffer rate spring should always be placed in brake side leg.

Oil and clicker settings should be the same on both sides, you do not need to individually change any settings on your left or right fork leg if you use two different spring rates.

SHOCK SPRING RATES

R46 spring rates (in N/mm) available are: 75, 85, 90, 95, 105, and 115.

If you upgrade your bike with a larger battery, we recommend going up a weight class to accommodate the heavier bike weight.

Shock springs require a spring compressor because of the short shock length. Max preload = 20mm

TUNING

The Mayhem Racing tuning is done with 19" front wheel and 16" rear wheel. If you raise the front or lower the rear, you'll need to rebalance the motorcycle. **When fine tuning your bike, always focus on front/rear balance first.** If your spring rates and/or balance is incorrect, you will never successfully compensate with damping clickers.

If the bike turns poorly or pushes wide, the front is likely too high or too light:

- Add rear spring rate and/or shock preload. Or reduce front spring rate.
- Alternatively, push forks higher in clamps, lowering the front of the motorcycle. Remember that 3mm is a large change.

If the front wheel tucks, or the handling character is nervous, the front is likely too low or too heavy:

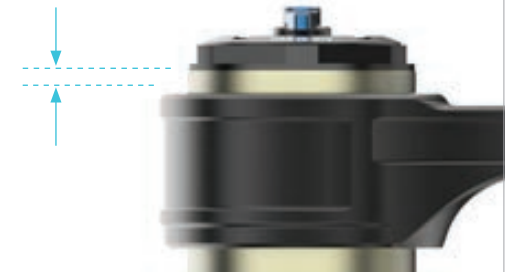
- Reduce rear spring rate and/or shock preload. Or add front spring rate.
- Alternatively, push the forks down in the clamps, raising the front of the motorcycle. Remember that 3mm is a large change.

If the fork feels harsh, and it's properly broken in, you could have one of the following issues:

- Fork spring rate too high for your weight
- Clicker settings improperly adjusted
- Too much rear sag

Fork position in clamps

Raising or lowering this height makes a big difference in front/rear balance and overall bike handling characteristics.



ADJUSTMENTS

SAG RANGE AND BALANCE (Sag is measured with rider in riding gear, standing on pegs in riding position.)

Before changing clicker positions, always make sure the balance of your bike is correct. Too much weight on front or rear will be felt as harshness, instability, or inconsistent grip. Sag is the amount your suspension compresses under your weight and riding gear. Rear sag should be between 25% and 30%. **If your rear rider sag is greater than 30%, your fork will not work as intended. An unweighted front is the most common cause of fork harshness.** Front sag should be between 12% and 18%. Adjust as needed with preload, spring rate, and fork clamp height. Turn your compression adjusters to the closed position (full clockwise) until they stop. Then back them out (counterclockwise) according to the number of clicks indicated in the charts.

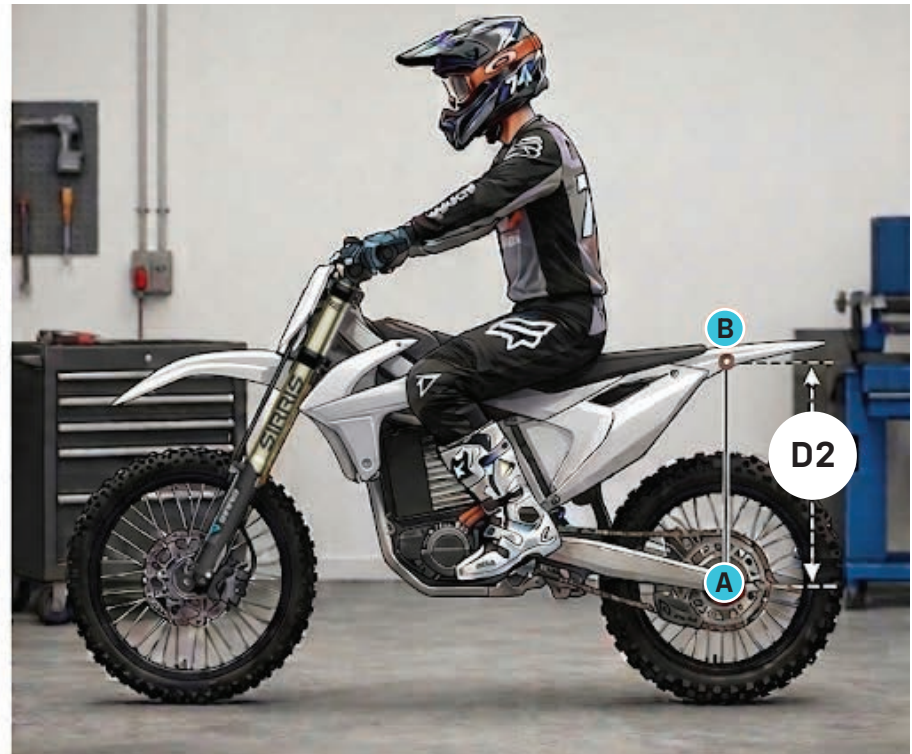
1. MEASURING FREE SAG

MEASURE FULLY UNLOADED: Rear wheel off the ground. Measure vertical distance (D1) from axle to fixed fender point.



2. MEASURING RIDER SAG

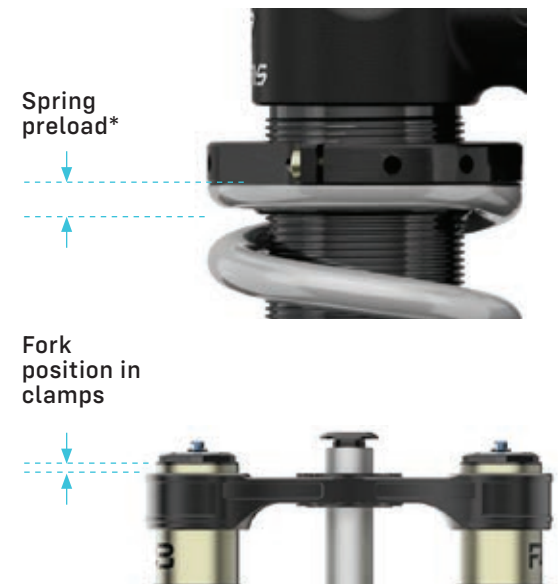
MEASURE WITH RIDER: Rider in full gear, neutral position. Measure vertical distance (D2) from axle to same fender point. Rider sag = D1 - D2.



ADJUSTMENTS (continued)

SET-UP

1. Start with recommended rebound, compression, and preload settings.
2. Adjust rear shock to recommended sag by changing **spring preload***. If preload is greater than 8mm, go up a rate. If less than 2mm, go down a rate. If you ride with your weight more back, run sag closer to 25%. If you ride with your weight more forward, run sag closer to 30%.
3. The best way to adjust fork sag is by changing spring rate. Stock preload is 5mm. You can safely use 0mm but may experience some spring rattle at full extension. You can safely use 10mm or 15mm but you may need to add more rebound damping than optimal. (this is closed cartridge damper, pre-load is adjusted via circlip groove on outside of the cartridge. Grooves are in 5 mm increments.)
4. Adjust **fork position in clamps** to achieve the correct balance on bike. If the fork rides high in the travel and feels harsh, move forks up in clamps (move front of bike closer to ground). If greater than 10mm of the outer tube is showing above top clamp, your front or rear spring rate is likely incorrect. Conversely, less than 0mm implies there's an incorrect spring rate. 5mm and 10mm positions are marked on the gold outer tube.
5. Adjust clickers by changing 2 clicks at a time. If your suspension is properly balanced and sprung, changing 2 clicks will be felt as a noticeable good or bad change.
6. When you close the rebound adjuster, it will increase both compression and rebound forces. To only increase rebound forces, open the corresponding number of compression clicks to keep overall force capacity. For example, 2 clicks less rebound should be paired with 2 clicks more compression.
7. If you find yourself within 5 clicks of full open or closed, something is wrong. Most likely problems are shock settings, shock spring, fork spring, or fork position.



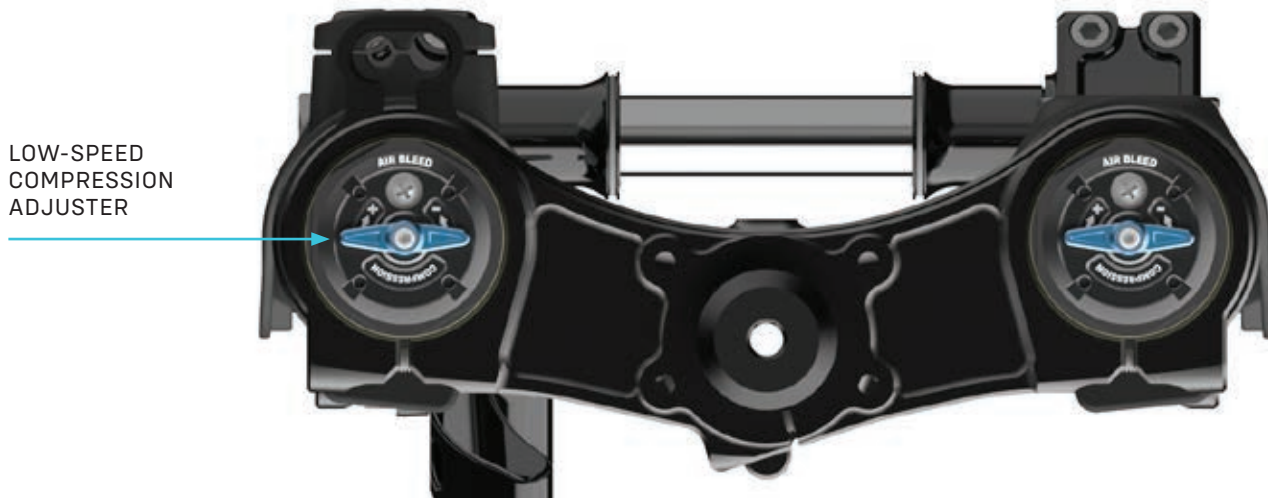
*NOTE: Spring preload is the distance you're shortening the spring vs its free length

ADJUSTMENTS

FORK LOW-SPEED COMPRESSION ADJUSTMENT

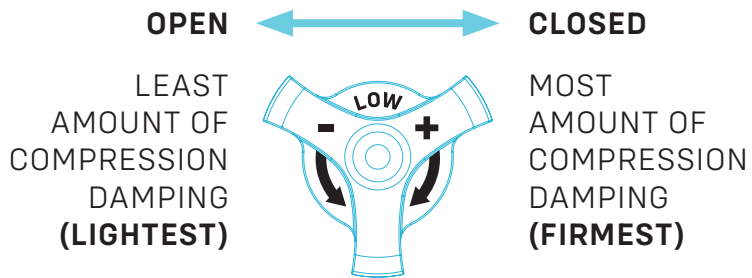
Twist the dial on fork top cap counter-clockwise for lighter compression (open) or clockwise for firm (closed) compression.

Adjust left and right legs evenly. If you find yourself within 5 clicks of full open or closed, something is wrong. It could be incorrect spring rate, fork height, or shock tune.



SHOCK LOW-SPEED COMPRESSION ADJUSTMENT

Twist the tri-wing knob on the shock counter-clockwise for lighter compression (open) or clockwise for firm (closed) compression. If you find yourself within 5 clicks of full open or closed, something is wrong. It could be incorrect spring rate, fork height, or shock tune.



Shock compression knob is located in the center of the compression assembly near the bottom of the shock.

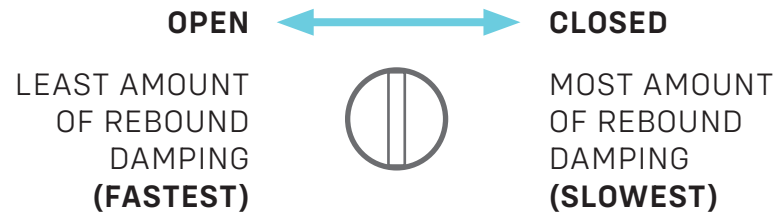
ADJUSTMENTS

REBOUND

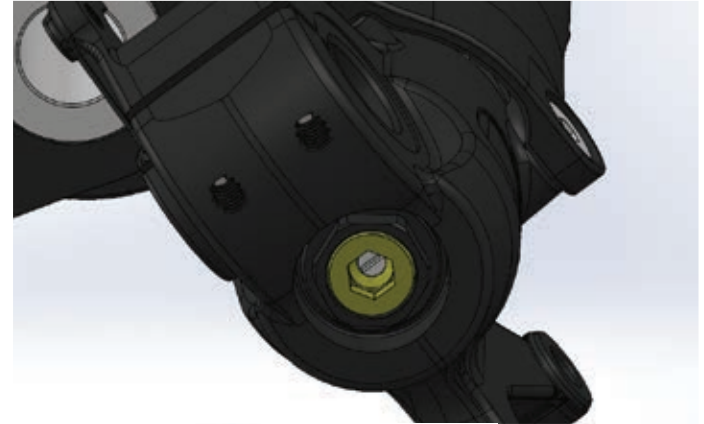
Rebound control the rate of speed at which the suspension extends after compressing. The rebound adjustment is dependent on the spring rate. For example, stiffer springs require slower rebound settings.

Use a flat screw driver to turn the center compression adjust screw counter-clockwise for faster rebound (open) or clockwise for slower (closed) rebound.

If you find yourself within 5 clicks of full open or closed, something is wrong. It could be either your spring rate, fork height, or the tune could be incorrect for your riding style.



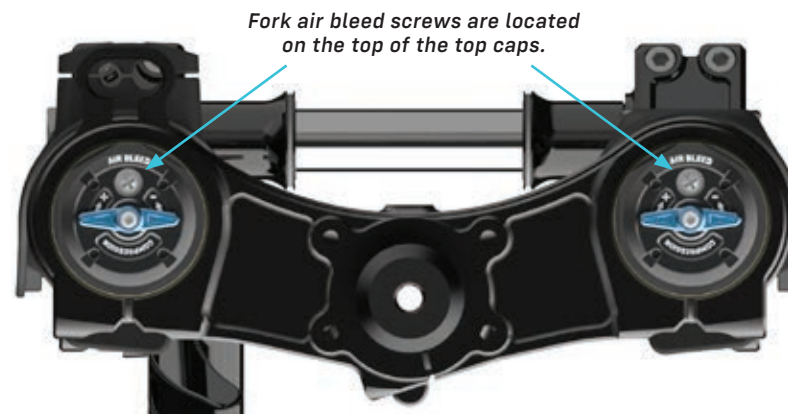
***FORK:** Rebound adjuster screws are located underneath both fork legs. Make sure both sides are adjusted evenly.*



***SHOCK:** rebound screw is located on the upper clevis.*

AIR BLEED INFO

Your fork will not build significant pressure, meaning you will not need to regularly open bleed screws. Bleed screws should be vented when there is a significant change in elevation. Turn the Phillips screw counter clockwise to let air out.



SERVICE PARTS

Service parts and tools are available on Sirris website: ridesirris.com/collections/parts

Contact Sirris at service@ridesirris.com with questions on parts, we'll help you get whatever service parts necessary and can refer you to service centers for help.

Contact **Mayhem Racing** with questions on tuning and fitment.



MAYHEM FORK SERVICE PARTS

Mayhem Racing Tune F43
ridesirris.com/f43-mayhem-serviceparts



MAYHEM SHOCK SERVICE PARTS

Mayhem Racing Tune R46
ridesirris.com/r46-mayhem-serviceparts

SIRRIS SERVICE TOOLS

Sirris service tools for Sirris suspension available now: ridesirris.com/servicetools

SERVICE INTERVALS

To best maintain the performance and durability of your product under normal use, Sirris recommends that you have regular fork and shock maintenance performed according to the service intervals listed below.

It is important to remember that service intervals can vary depending on climate, trail conditions and riding frequency. Servicing your suspension requires special knowledge and tools. If you are unsure about working on your own suspension, contact your authorized Sirris Dealer for more information on general suspension maintenance.

Failure to follow these recommendations could affect your warranty.

Long term non-use: If the motorcycle has been sitting unused for more than one year, complete inspection is necessary and maintenance is recommended.

WARNING: Modification, improper service, or use of aftermarket replacement parts with Sirris forks and shocks may cause the product to malfunction, resulting in SERIOUS INJURY OR DEATH. DO NOT modify any part of a fork or shock, including the fork clamps, steerer, upper and lower leg tubes, or internal parts, except as instructed herein. Any unauthorized modification may void the warranty, and may cause failure or the fork or shock, resulting in SERIOUS INJURY OR DEATH.

WARNING: Sirris products should be serviced by a qualified service technician, in accordance with Sirris specifications. If you have any doubt whether or not you can properly service your Sirris product, then DO NOT attempt it. Improperly serviced products can fail, causing the rider to lose control resulting in SERIOUS INJURY OR DEATH.

OIL REPLACEMENT

Oil replacement intervals are highly contingent upon intensity of use and environmental conditions. Use specified Sirris replacement parts during service for the highest performance and longevity.

BUSHING AND SEAL SERVICE

As with oil replacement, seal and bushing service intervals are highly contingent upon intensity of use and environmental conditions. Use specified Sirris replacement parts during service for the highest performance and longevity.

	HOURS			
GENERAL USE	30	60	90	120
Fork bath oil	X	X	X	X
Fork cartridge oil		X		X
Fork seals and bushings			X	
Shock oil		X		X
Shock seals and bushings				X
RACING	10	20	30	40
Fork bath oil	X	X	X	X
Fork cartridge oil		X		X
Fork seals and bushings			X	
Shock oil		X		X
Shock seals and bushings				X

Note that heavy use in muddy environments can cause debris ingestion and trigger a shorter rebuild cycle.

Change fork and shock seals and bushings anytime leakage occurs.

OIL NOTE

Sirris uses Shell Tellus S2 VX15 (5wt) in the fork cartridge and Shell Tellus S2 VX68 (20wt) as the bath oil. These are cross compatible with other high quality 5wt and 20wt suspension fluids. Sirris uses a semi-synthetic 2.5wt oil in the shock that is also compatible with other high quality 2.5wt aftermarket suspension fluids.

You can use 5wt/20wt oils of your preference, Lubefinder.com can be used to source the fork oils. KYB K2C can be used in the shock and has wide availability.

LIMITED WARRANTY INFO

Your Sirris fork and shock are warrantied against manufacturing defects for a period of 2 years. Normal wear and regular maintenance are not covered.

Sirris makes the following LIMITED WARRANTY with respect to its suspension products:

LIMITED TWO (2) YEAR WARRANTY ON SUSPENSION PRODUCTS

Subject to the limitations, terms and conditions hereof, Sirris warrants, to the original retail owner (consumer) of each new Sirris suspension product, that the Sirris suspension product, when new, is free from defects in materials and workmanship. This limited warranty expires two (2) years from the date of the original Sirris suspension product retail purchase from an authorized Sirris dealer or from a Sirris authorized Original Equipment Manufacturer where Sirris suspension is included as original equipment on a purchased vehicle.

TERMS OF WARRANTY

This limited warranty is conditioned on the Sirris suspension product being operated under normal conditions and properly maintained as specified by Sirris. This limited warranty is only applicable to Sirris suspension purchased new from an authorized Sirris source and is made only to the original retail owner (consumer) of the new Sirris suspension product and is not transferable to subsequent owners.

Should it be determined, by Sirris in its sole and final discretion, that a Sirris suspension product is covered by this limited warranty, it will be repaired or replaced, by a comparable model, at Sirris's sole option, which will be conclusive and binding. THIS IS THE EXCLUSIVE REMEDY UNDER THIS LIMITED WARRANTY. ANY AND ALL OTHER REMEDIES AND DAMAGES THAT MAY OTHERWISE BE APPLICABLE UNDER THIS LIMITED WARRANTY ARE EXCLUDED, INCLUDING, BUT NOT LIMITED TO, INCIDENTAL OR CONSEQUENTIAL DAMAGES OR PUNITIVE DAMAGES.

This limited warranty does not apply to normal wear and tear, malfunctions or failures that result from abuse, neglect, improper assembly, alteration or modification, improper or unauthorized repair or maintenance, crash, accident or collision, or other abnormal, excessive or improper use.

THIS IS THE ONLY WARRANTY MADE BY SIRRIS ON ITS SUSPENSION PRODUCTS AND COMPONENTS, AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION HEREIN. ANY WARRANTIES THAT MAY OTHERWISE BE IMPLIED BY LAW INCLUDING, BUT NOT LIMITED TO, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE ARE EXCLUDED.

For questions regarding this warranty or Sirris products please email info@ridesirris.com, or visiting www.ridesirris.com.

When making a claim under this Limited Warranty you will be required to provide to an authorized Sirris Service Center:

1. The Product (or the affected part) and
2. A copy of the original proof of purchase, which clearly indicates the name and address of the seller, the date and place of purchase, the product part number and if utilized, a serial number. If Sirris products are sold as part of a complete motorcycle, the motorcycle brand, model, model year, and serial number should be included.





A NEW ERA IN E-MOTO SUSPENSION PERFORMANCE

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