SIRRIS

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.***

WARNING AND SAFETY INFO

Sirris products should be installed by a professional suspension technician and must follow Sirris 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:

Surron uses a fork stop bumper which contacts the fork outer tube instead of contacting the triple clamp as found on typical on dirt bikes. The danger in this approach is that a large crash will deform the outer tube, rendering the fork inoperable. During a large impact with the bumper, the fork deforms the bumper enough to actually touch the front most bolt.

Some customers install low profile steering stops to improve steering lock. It's true that Sirris forks reduce total steering lock about 1 degree per side. The stock bike would already benefit from greater steering lock so we can understand the desire for aftermarket stops.

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.

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.

	GENERAL USE	RACING
Fork bath oil	30 hrs	10 hrs
Fork cartridge oil	60 hrs	20 hrs
Shock oil	60 hrs	20 hrs

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

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.

BUSHING AND SEAL SERVICE

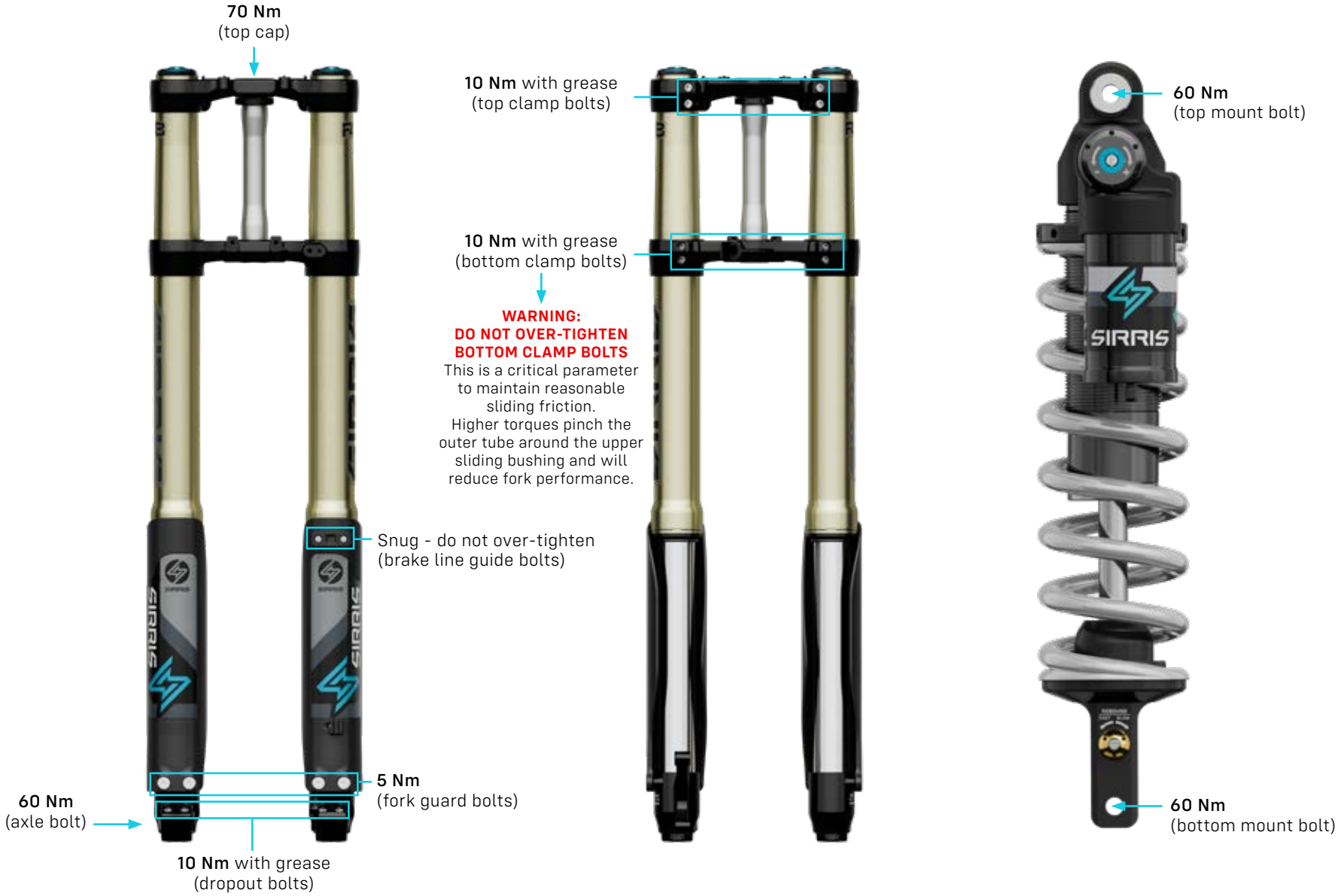
As with oil replacement, seal and bushing service intervals are highly contingent upon intensity of use and environmental conditions. Use specified Sirris replacement parts during service for the highest performance and longevity.

	GENERAL USE	RACING
Fork seals and bushings	90 hrs	30 hrs
Shock seals and bushings	90 hrs	60 hrs

Change fork and shock seals and bushings anytime leakage occurs.

TORQUE SPECS

For both performance and safety reasons, using a torque wrench is mandatory when installing your product. Torque specifications for individual parts on the Sirris form and shock are listed below, as well as in the step by step assembly instructions later in the manual. For general vehicle maintenance please consult the torque specifications of the component you are adjusting.



F43 FORK INSTALLATION

SCAN CODE TO WATCH THE INSTALL VIDEO

ridesirris.com/f43install

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 (3 mm, 4 mm, 5 mm, 8 mm, 12 mm)
10 mm socket

WARNING: Follow your brake manufacturer's installation instructions for proper installation and adjustment of the brake system. Failure to properly install and adjust your brakes can lead to a loss of control of the motorcycle which can result in SERIOUS INJURY OR DEATH.

1. Remove 12 mm top cap
2. Loosen 5 mm upper clamp bolts
3. Remove upper clamp
4. Loosen 5 mm lower clamp bolts
5. Remove both fork tubes
6. Grease lower headset bearing
7. Install Sirris lower clamp into bike
8. Tension steer tube bearing to rider preference
9. Route cables over the lower clamp
10. Place Sirris upper clamp on bike
11. Put stock washer on top cap
12. Install and lightly snug top cap
13. Move handlebars over clamps, install front number plate
14. Clean fork outer tubes at clamping surface thoroughly with alcohol or brake cleaner
15. Install to the appropriate height for your setting. Refer to user manual for height settings
16. Rotate tubes so graphics are facing out, evenly on both sides. (air bleed screw will face directly forward or backward depending on air bleed screw position).
17. Add grease to the clamp bolts. When new from factory, the bolts are already greased and can skip greasing when new.
18. Torque bottom clamp bolts (top-bottom-top) to 10 Nm with grease
19. Torque 12mm allen top cap to 70 Nm
20. Torque top clamp bolts (top-bottom-top) to 10 Nm with grease
21. Place handlebars in original location
22. Medium strength Loctite 8mm handlebar bolts
23. Re-install Handlebars. Refer to Surron manual for this step and specified torque.
24. Install 10 mm brake line guide bolt and torque to 3 Nm
25. Install fender with four 10 mm bolts
26. Remove 3 mm fork guard brake line guide bolts and plastic top plate
27. Install brake line and sensor wire, put top plate back on and snug the 3 mm bolts. Do not over-tighten.
28. Install lower sensor wire to wire guide with zip tie
29. Install wheel and axle
30. Torque axle bolt to 60 Nm. You may need to temporarily snug non brake-side dropout bolts to achieve axle torque.
31. Torque brake-side dropout bolts to 10 Nm with grease
32. Loosen non brake-side dropout bolts
33. Cycle fork and brakes and ensure non-brake side is floating freely on axle
34. Torque non-brake side dropout bolts to 10 Nm with grease
35. Install sensor wire to dropout
36. Apply medium strength Loctite to brake bolts and torque to manufacturer's specs

R46 SHOCK INSTALLATION

SCAN CODE TO WATCH THE INSTALL VIDEO

ridesirris.com/r46install

STOCK ULTRA BEE TRIANGLE FITMENT:

For guaranteed fitment on your Surron Ultra Bee, we highly recommend the Sirris rear triangle installed during the shock installation procedure.

The Sirris shock is designed to offer the maximum possible piston size and still fit within the stock linkage. Tolerances on each stock Ultra Bee vary. Light contact between spring OD and stock triangle may occur. We highly recommend our higher clearance triangle to prevent this.

WARNING: Some aftermarket triangle links may have significant interference that could damage the shock and/or triangle. It's important to check clearance as you assemble and cycle the suspension. Do not install Sirris shock if any interference is detected. Failure to properly install the shock with proper triangle can lead to a loss of control of the motorcycle which can result in SERIOUS INJURY OR DEATH.

TOOLS REQUIRED

Torque wrench(es) 5-60 Nm
Grease
Medium strength Loctite

Allen keys (3 mm, 6 mm, 7 mm, 12 mm)
Sockets (13 mm, 14 mm, 15 mm)

1. Insert key and remove seat
2. Remove two 3 mm plastics bolts
3. Remove all four 6 mm subframe bolts
4. Remove subframe
5. Remove top shock bolt
6. Remove linkage bolts
7. Remove shock
8. Remove stock triangle link via the 2 single shear bolts at the front and the single through-bolt on the rear.
9. Remove linkage from shock
10. Clean and grease linkage
11. Reassemble linkage, triangle and shock. Use Surron recommended torque specs.
12. Attach shock top bolt using Surron torque specs
13. Attach linkage to Surron swingarm using specified torques. Lift rear wheel if needed to align the bolt.
14. Mount Sirris triangle using Loctite on 2 front single shear bolts. Use Surron recommended torque specs.
15. Reattach subframe and plastic bolts
16. Tighten all subframe bolts and torque to Surron's specifications
17. Reattach seat

Note: Use Surron recommended torques.

FORK AND SHOCK TUNING OVERVIEW

Sirris offers a wide variety of tuning options to fit your riding needs. 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.

Hard Enduro Tune*

Hard Enduro tune is a race-only tune that maximizes plushness and extreme terrain capability at the expense of other riding types. At slower speeds, it's designed to soak up the impact of the roughest chop and boulders.

This tune has a highly progressive damping character with super soft low-mid speed damping paired with a high speed damping catch.

Trail Tune

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

Firmer than our Hard Enduro tune, but still substantially capable on the nastiest terrain.It's also not a Moto tune, but delivers good bottoming resistance on g-outs and small jumps.

EBMX Tune

EBMX tune is specifically made for modified bikes in collaboration with EBMX. It's designed to work with a longer travel front fork (260mm) and is intended for a mix of light moto and aggressive trail.

It uses a firmer fork tune than Trail tune for bottoming resistance and a stiffer rear spring to handle increased bike weight and power delivery of EBMX components.

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 the EBMX or MX spec, you'll compromise a bit of trail plushness for improved bottoming resistance.

SX Tune*

SX Tune is a super aggressive firm tune to handle the biggest landings. Ultra firm to absorb the biggest hits.

***NOTE:** Hard enduro and SX Tunes are currently not available for sale from the factory. A Sirris service center will have the appropriate parts to retrofit these specialized race tunes.

TUNING DETAILS / RIDER WEIGHT RANGE

Every rider, every riding style. Sirris offers multiple weight ranges to choose from when selecting your suspension.
- Listed weight ranges are body weight without riding gear (15 pounds of riding gear is calculated into the weight ranges)
- Weights of upgrades (battery, controller, etc) need to be added to rider weight

TRAIL TUNE

F43 FORTY THREE

	Light	Medium	Heavy	X Hvy	XX Hvy	XXX Hvy
RIDER WEIGHT (lbs) (NO GEAR)	130-160	160-210	210-230	230-250	250-280	280-350
SPRING RATE (N/mm)	4.0/4.0	4.8/4.4	5.0/4.8	5.0/5.0	5.4/5.0	5.8/5.4
FORK HEIGHT IN UPPER CLAMP (mm)	5	5	5	5	5	5
COMPRESSION SETTING	22	16	14	12	8	6
REBOUND SETTING	22	16	14	12	8	6
PRELOAD SETTING (mm of preload R and L fork legs)	5/5	5/5	5/5	5/5	5/5	5/5
OIL VOLUME (mL) (BATH OIL)	110	120	130	140	150	160
OIL WEIGHT*	20/5	20/5	20/5	20/5	20/5	20/5

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SPRING RATE (N/mm)	75	85	90	95	105	115
COMPRESSION SETTING	16	12	10	9	8	7
REBOUND SETTING	15	12	9	8	6	5
PRELOAD SETTING (in mm)	2	3	3	3	3	3
OIL WEIGHT*	2.5	2.5	2.5	2.5	2.5	2.5

TRAIL TUNE STARTING POINT NOTES:
Assuming neutral riding position, with 15 lbs gear on.
- Weights of upgrades (battery, controller, etc) to be added to rider weight
- Stock bike with 18/21 wheels
- Riders close to a weight cut off need to adjust preload to compensate
- Very aggressive/pro riders to consider +1 weight class and drop preload to get sag, especially if in the upper range.
- Rider preference and riding conditions may require a different setup

Example:
- 190 lb rider without gear, 20 additional lbs with upgraded controller/battery
- Weight calculation 190+20 = 210
- Aggressive rider = Heavy tune with low preload
- Relaxed rider = Medium tune with high preload

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.

***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.

TUNING DETAILS / RIDER WEIGHT RANGE

- Listed weight ranges are body weight without riding gear (15 pounds of riding gear is calculated into the weight ranges)
- Full EBMX upgrade (25 lbs / 11 kg — battery, controller, motor) is calculated into the weight ranges

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	EBMX TUNE			
	Light	**Medium**	**Heavy**	**X Hvy**
RIDER WEIGHT (lbs) (NO GEAR)	120-160	160-200	200-240	240-280
SPRING RATE (N/mm)	4.8/4.4	4.8/4.8	5.4/5.0	5.4/5.0
FORK HEIGHT IN UPPER CLAMP (mm)	5	5	5	5
COMPRESSION SETTING	21	18	14	10
REBOUND SETTING	16	14	12	9
PRELOAD SETTING (mm of preload R and L fork legs)	5/5	5/5	5/5	5/5
OIL VOLUME (mL) (BATH OIL)	140	150	160	160
OIL WEIGHT*	20/5	20/5	20/5	20/5
SPRING RATE (N/mm)	95	105	115	115
COMPRESSION SETTING	15	12	9	6
REBOUND SETTING	12	10	8	6
PRELOAD SETTING (in mm)	4	4	4	5
OIL WEIGHT*	2.5	2.5	2.5	2.5

EBMX TUNE STARTING POINT NOTES:
Assuming neutral riding position, and 15 lbs gear
- Assumes full power and weight of EBMX updates (25 lbs / 11 kg)
- Riders close to a weight cut off need to adjust preload to compensate
- X Hvy - no increase in spring rate due to max stiffness rear
- Rider preference and riding conditions may require a different setup
- Heavily compensated rear spring rate and preload to compensate for additional weight and power of EBMX upgrades
- Not suitable for bikes that are not heavily upgraded

Example:
- 160 lbs without gear (15 lbs of gear is calculated into the weight range)
- Weight calculation =160
- Aggressive rider = Medium tune with low preload
- Relaxed rider = Light tune with high preload

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.

***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.

TUNING DETAILS / RIDER WEIGHT RANGE

- Listed weight ranges are body weight without riding gear (15 pounds of riding gear is calculated into the weight ranges)
- Weights of upgrades (battery, controller, etc) need to be added to rider weight

MX TUNE

F43 FORTY THREE

	Light	Medium	Heavy	X Hvy	XX Hvy
RIDER WEIGHT (lbs) (NO GEAR)	120-160	160-200	200-240	240-280	280-320
SPRING RATE (N/mm)	4.4/4.4	5.0/4.8	5.4/5.0	5.4/5.4	5.4/5.4
FORK HEIGHT IN UPPER CLAMP (mm)	8	8	8	8	8
COMPRESSION SETTING	22	18	14	10	6
REBOUND SETTING	22	18	14	10	6
PRELOAD SETTING (mm of preload R and L fork legs)	5/5	5/5	5/5	5/5	5/10
OIL VOLUME (mL) (BATH OIL)	130	140	150	160	160
OIL WEIGHT*	20/5	20/5	20/5	20/5	20/5

R46 FORTY SIX

SPRING RATE (N/mm)	85	95	105	115	115
COMPRESSION SETTING	16	14	10	8	6
REBOUND SETTING	16	14	10	8	6
PRELOAD SETTING (in mm)	3	4	4	5	5
OIL WEIGHT*	2.5	2.5	2.5	2.5	2.5

STARTING POINT NOTES:
Assuming neutral riding position, and 15 lbs gear
- Weights of upgrades (battery, controller, etc) to be added to rider weight
- Stock bike with 18/21 wheels
- Riders close to a weight cut off need to adjust preload to compensate
- Very aggressive/pro riders to consider +1 weight class and drop preload to get sag. Especially if in the upper range.
- Rider preference and riding conditions may require a different setup
- XX Hvy same spring rates as X Hvy due to maxed out rear spring rate

Example:
- 180 lb rider without riding gear, 20 additional lbs with upgraded controller/battery
- Weight calculation 180+20=200
- Aggressive rider = Heavy tune with low preload
- Relaxed rider = Medium tune with high preload

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.

***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.

SPRING RATES

It is not unusual for riders to require spring rates different than what we offer on our light/medium/heavy tunes. 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.

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

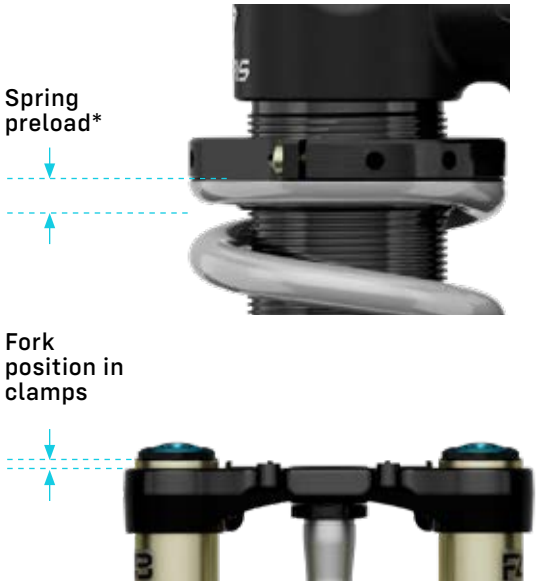
ADJUSTMENTS

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.

SAG 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 2mm 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 increase rebound, remove 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. It could be either your spring rate, fork height, or the tune could be incorrect for your riding style.



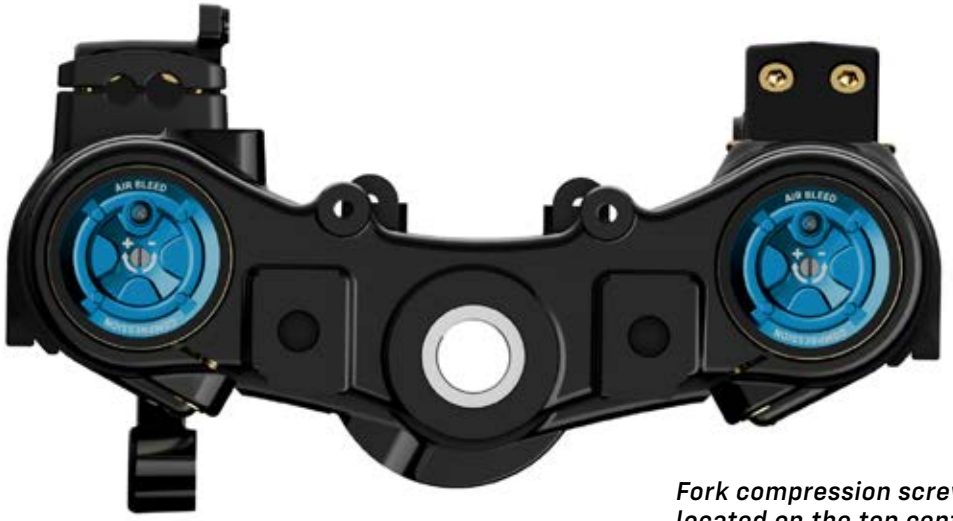
*NOTE: Spring preload is the distance you're shortening the spring vs its free length

ADJUSTMENTS

LOW-SPEED COMPRESSION ADJUSTMENT

Use a flat screw driver to turn the center compression adjust screw 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 either your spring rate, fork height, or the tune could be incorrect for your riding style.



Fork compression screws are located on the top center of the top caps. Make sure both sides are adjusted evenly.

OPEN ⟷ **CLOSED**

LEAST AMOUNT OF COMPRESSION DAMPING **(LIGHTEST)**

MOST AMOUNT OF COMPRESSION DAMPING **(FIRMEST)**

Shock compression screw is located in the center of the compression assembly near the top 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.

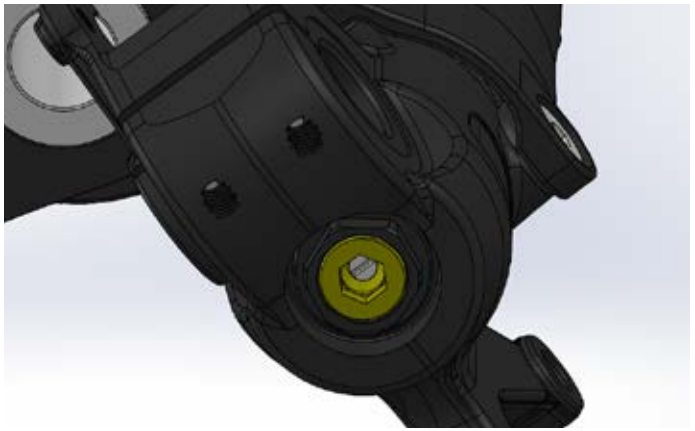
If you find yourself within 5 clicks of full open or closed, something is wrong. It could be either your spring rate, fork height, or the tune could be incorrect for your riding style.

OPEN ⟷ **CLOSED**

LEAST AMOUNT OF REBOUND DAMPING **(FASTEST)**

MOST AMOUNT OF REBOUND DAMPING **(SLOWEST)**

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



Shock rebound screw is located on the lower clevis.

AIR BLEED INFO

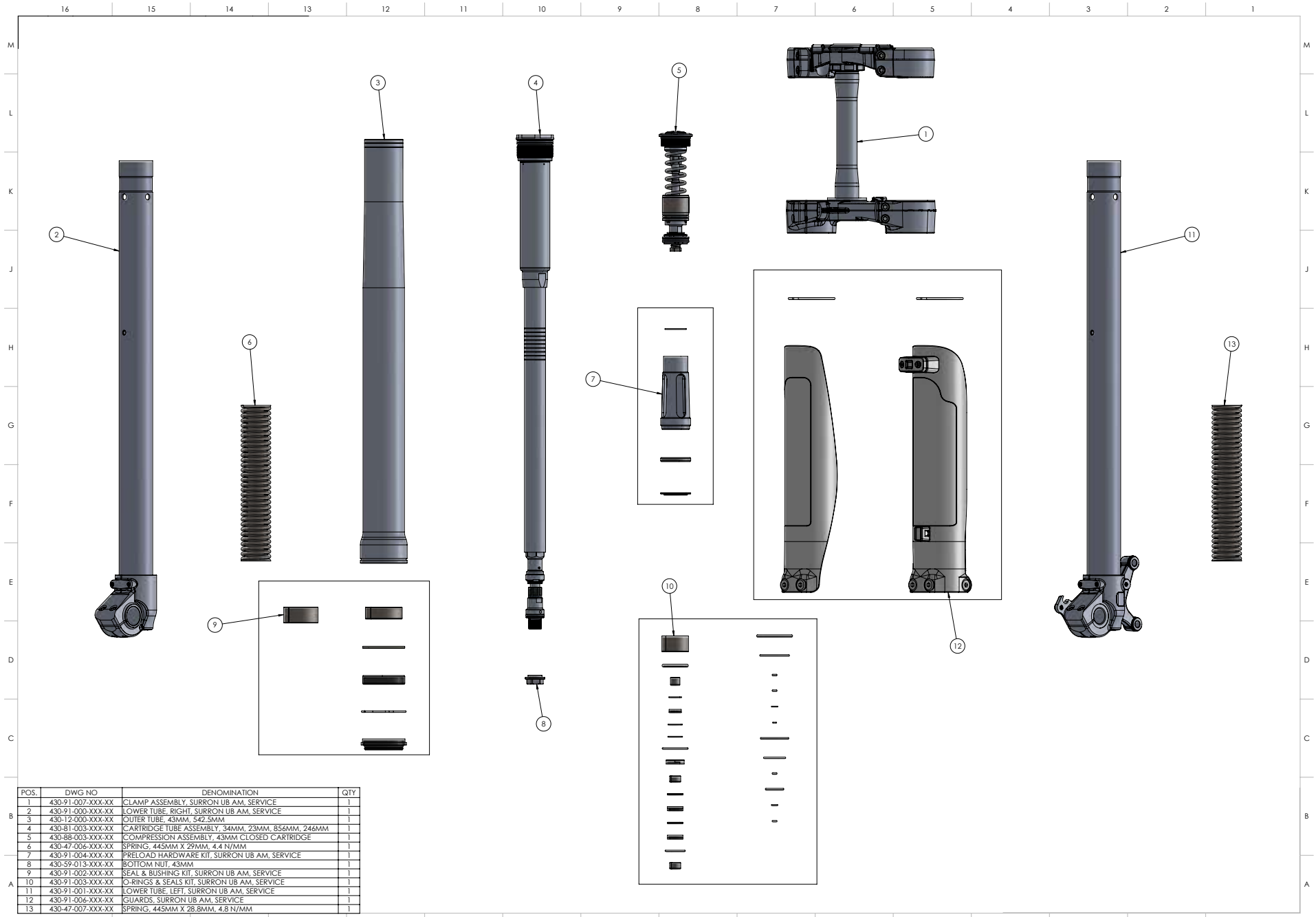
Your fork will not build significant pressure, meaning you will not need to regularly open bleed screws. Bleed screws should be vented when there is a significant change in elevation. Turn the Phillips screw counter clockwise to let air out.

Fork air bleed screws are located on the top center of the top caps.

SERVICE PARTS

SURRON UB F43 FORK

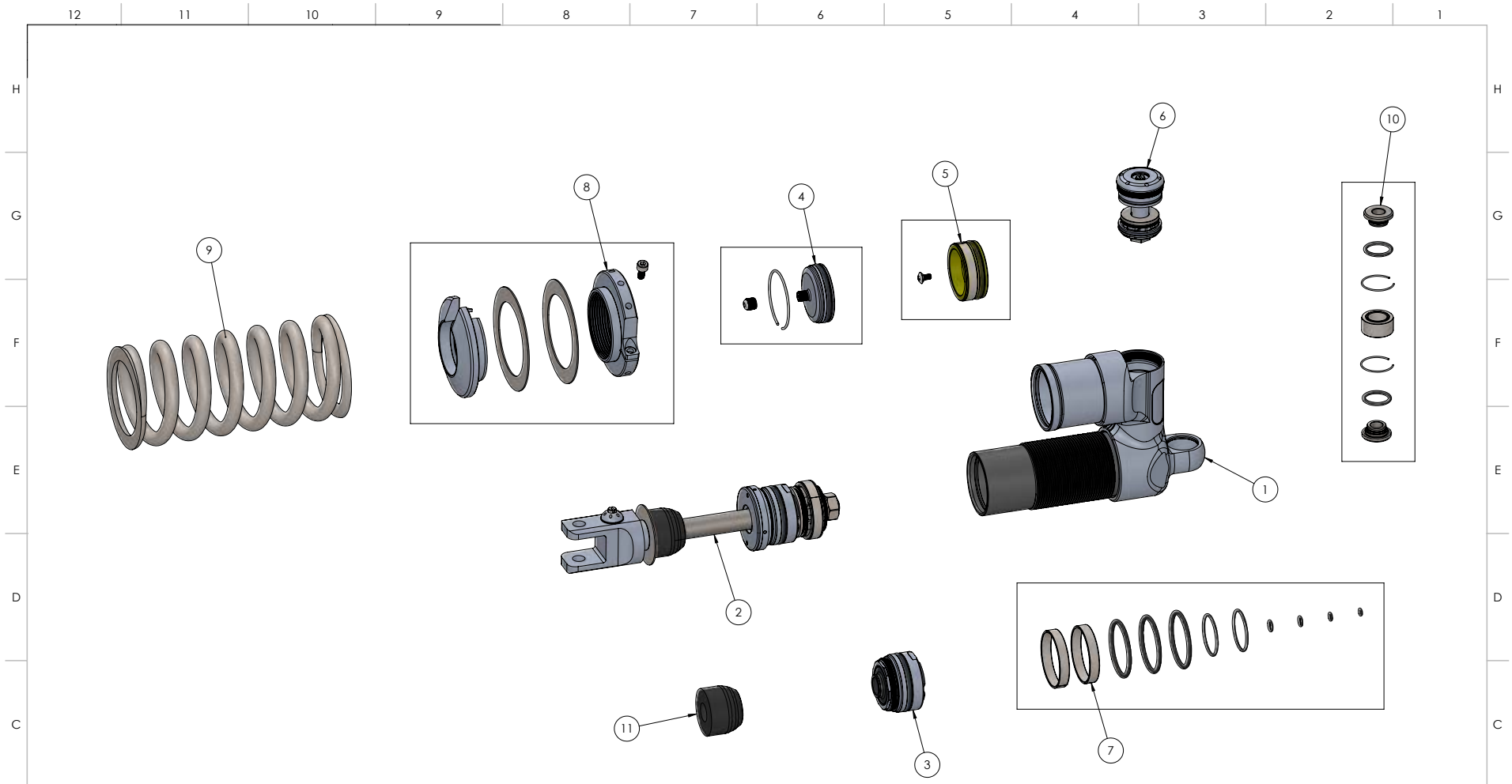
Service parts will be available soon on our website for part purchase. In advance, please contact Sirris at service@ridesirris.com. We'll help you get whatever service parts necessary and can refer you to service centers for help.



POS.	DWG NO	DENOMINATION	QTY
1	430-91-007-XXX-XX	CLAMP ASSEMBLY, SURRON UB AM, SERVICE	1
2	430-91-000-XXX-XX	LOWER TUBE, RIGHT, SURRON UB AM, SERVICE	1
3	430-12-000-XXX-XX	OUTER TUBE, 43MM, 542.5MM	1
4	430-81-003-XXX-XX	CARTRIDGE TUBE ASSEMBLY, 34MM, 23MM, 856MM, 246MM	1
5	430-88-003-XXX-XX	COMPRESSION ASSEMBLY, 43MM CLOSED CARTRIDGE	1
6	430-47-006-XXX-XX	SPRING, 445MM X 29MM, 4.4 N/MM	1
7	430-91-004-XXX-XX	PRELOAD HARDWARE KIT, SURRON UB AM, SERVICE	1
8	430-59-013-XXX-XX	BOTTOM NUT, 43MM	1
9	430-91-002-XXX-XX	SEAL & BUSHING KIT, SURRON UB AM, SERVICE	1
10	430-91-003-XXX-XX	O-RINGS & SEALS KIT, SURRON UB AM, SERVICE	1
11	430-91-001-XXX-XX	LOWER TUBE, LEFT, SURRON UB AM, SERVICE	1
12	430-91-006-XXX-XX	GUARDS, SURRON UB AM, SERVICE	1
13	430-47-007-XXX-XX	SPRING, 445MM X 28.8MM, 4.8 N/MM	1

SERVICE PARTS

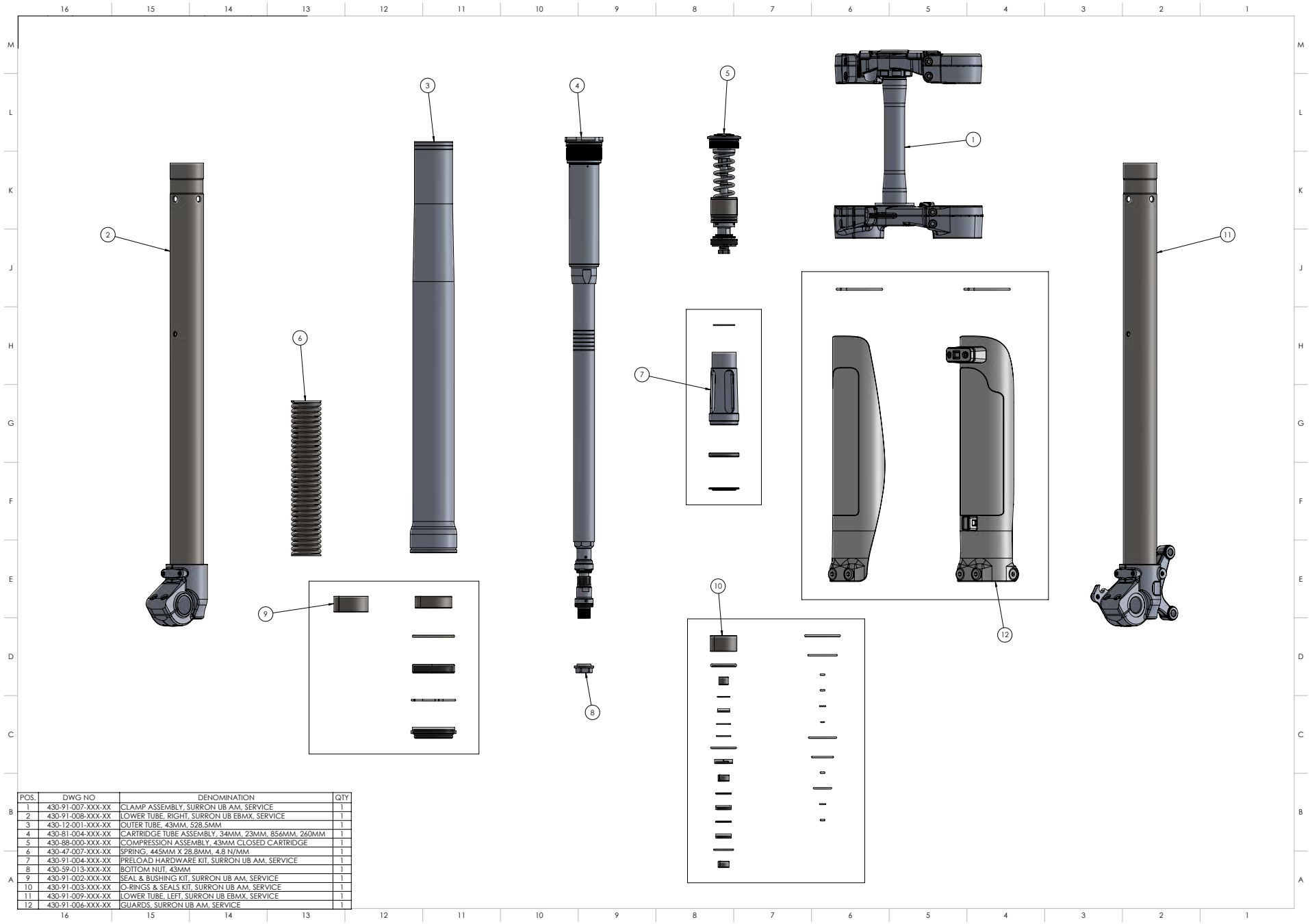
SURRON UB R46 SHOCK



POS.	DWG NO	DENOMINATION	QTY
1	246-91-000-XXX-XX	BODY CAP, BODY, AND RESI ASSEMBLY, SURRON UB AM, SERVICE	1
2	246-82-001-XXX-XX	SHAFT ASSEMBLY, 46MM, 16MM REB SHAFT	1
3	246-86-001-XXX-XX	SEAL HEAD ASSEMBLY, 46MM, 16MM SHAFT, E-MOTO	1
4	246-91-001-XXX-XX	END CAP ASSEMBLY, SURRON UB AM, SERVICE	1
5	246-91-002-XXX-XX	IFP ASSEMBLY, SURRON UB AM, SERVICE	1
6	246-80-002-XXX-XX	TOOLED LSC VALVE ASSEMBLY	1
7	246-91-003-XXX-XX	O-RINGS AND BANDS, SURRON UB AM, SERVICE	1
8	246-91-004-XXX-XX	SPRING HARDWARE KIT, SURRON UB AM, SERVICE	1
9	246-47-004-XXX-SL	SPRING, 178MM X 60MM, 85 N/MM, 105MM TRAVEL, SILVER	1
10	246-91-005-XXX-XX	SPHERICAL BEARING & REDUCER KIT, SURRON UB AM, SERVICE	1
11	246-52-002-XXX-XX	COMPRESSION BUMPER, MCU, 28MM TALL, 16MM SHAFT	1

SERVICE PARTS

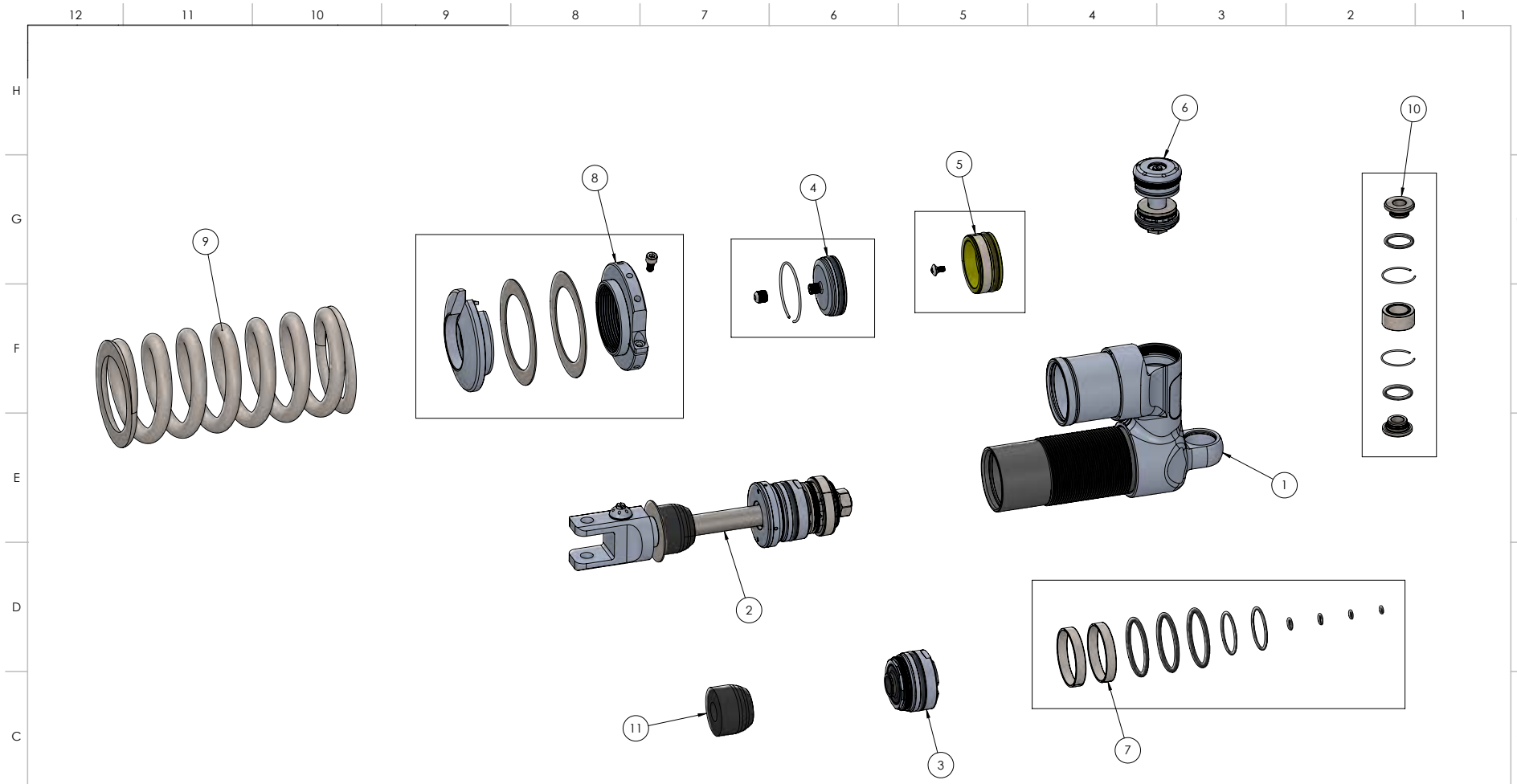
SURRON UB F43 FORK - EBMX SPEC



POS.	DWG NO	DENOMINATION	QTY
1	430-91-007-XXX-XX	CLAMP ASSEMBLY, SURRON UB AM, SERVICE	1
2	430-91-008-XXX-XX	LOWER TUBE, RIGHT, SURRON UB EBMX, SERVICE	1
3	430-12-001-XXX-XX	OUTER TUBE, 43MM, 528.5MM	1
4	430-81-004-XXX-XX	CARTRIDGE TUBE ASSEMBLY, 34MM, 23MM, 856MM, 260MM	1
5	430-88-000-XXX-XX	COMPRESSION ASSEMBLY, 43MM CLOSED CARTRIDGE	1
6	430-47-007-XXX-XX	SPRING, 445MM X 28.8MM, 4.8 N/MM	1
7	430-91-004-XXX-XX	PRELOAD HARDWARE KIT, SURRON UB AM, SERVICE	1
8	430-59-013-XXX-XX	BOTTOM NUT, 43MM	1
9	430-91-002-XXX-XX	SEAL & BUSHING KIT, SURRON UB AM, SERVICE	1
10	430-91-003-XXX-XX	O-RINGS & SEALS KIT, SURRON UB AM, SERVICE	1
11	430-91-009-XXX-XX	LOWER TUBE, LEFT, SURRON UB EBMX, SERVICE	1
12	430-91-006-XXX-XX	GUARDS, SURRON UB AM, SERVICE	1

SERVICE PARTS

SURRON UB R46 SHOCK - EBMX SPEC

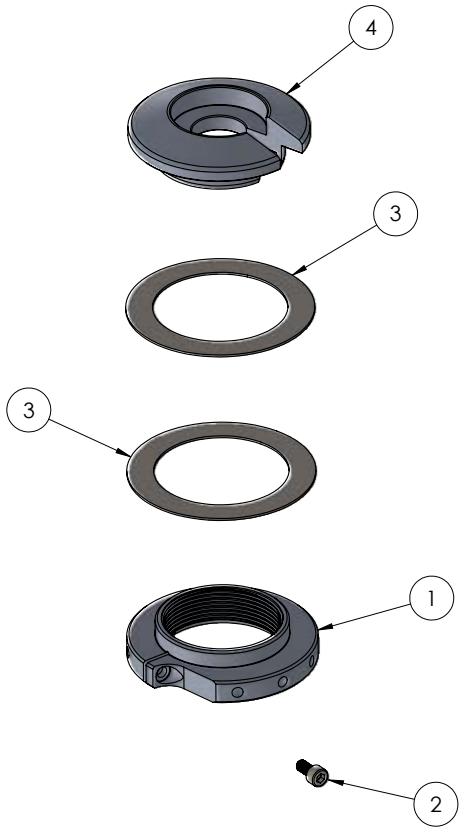


POS.	DWG NO	DENOMINATION	QTY
1	246-91-000-XXX-XX	BODY CAP, BODY, AND RESI ASSEMBLY, SURRON UB AM, SERVICE	1
2	246-82-003-XXX-XX	SHAFT ASSEMBLY, 46MM, 16MM REB SHAFT	1
3	246-86-001-XXX-XX	SEAL HEAD ASSEMBLY, 46MM, 16MM SHAFT, E-MOTO	1
4	246-91-001-XXX-XX	END CAP ASSEMBLY, SURRON UB AM, SERVICE	1
5	246-91-002-XXX-XX	IFP ASSEMBLY, SURRON UB AM, SERVICE	1
6	246-80-007-XXX-XX	TOOLED LSC VALVE ASSEMBLY	1
7	246-91-003-XXX-XX	O-RINGS AND BANDS, SURRON UB AM, SERVICE	1
8	246-91-004-XXX-XX	SPRING HARDWARE KIT, SURRON UB AM, SERVICE	1
9	246-47-010-XXX-SL	SPRING, 188MM X 60MM, 105 N/MM, 105MM TRAVEL, SILVER	1
10	246-91-005-XXX-XX	SPHERICAL BEARING & REDUCER KIT, SURRON UB AM, SERVICE	1
11	246-52-002-XXX-XX	COMPRESSION BUMPER, MCU, 28MM TALL, 16MM SHAFT	1

SERVICE PARTS

SURRON UB AM SPRING HARDWARE KIT

POS.	DWG NO	DENOMINATION	QTY
1	246-48-003-XXX-XX	PRELOAD RING, 46MM BODY, 58MM SPRING, CINCH BOLT	1
2	246-59-000-XXX-XX	BOLT, M5 X .8MM X 10MM	1
3	246-38-006-XXX-XX	SPRING WASHER, 84MM OD, 59.5MM ID, 1MM THK	2
4	246-48-002-XXX-XX	LOWER SPRING RETAINER, 58MM, SPLIT	1



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.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Sirris Inc
New Hampshire USA

Email:
info@ridesirris.com

Service Questions:
service@ridesirris.com

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