



F  FORTY THREE

# OWNER'S GUIDE

**CMiX**  
COMPACT MOTOCROSS TUNE

E-RIDE PRO SR | E-RIDE PRO SS 3.0 | TALARIA MX5  
SURRON LIGHT BEE X | VENTUS ONE+ | ZERO XB

# 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

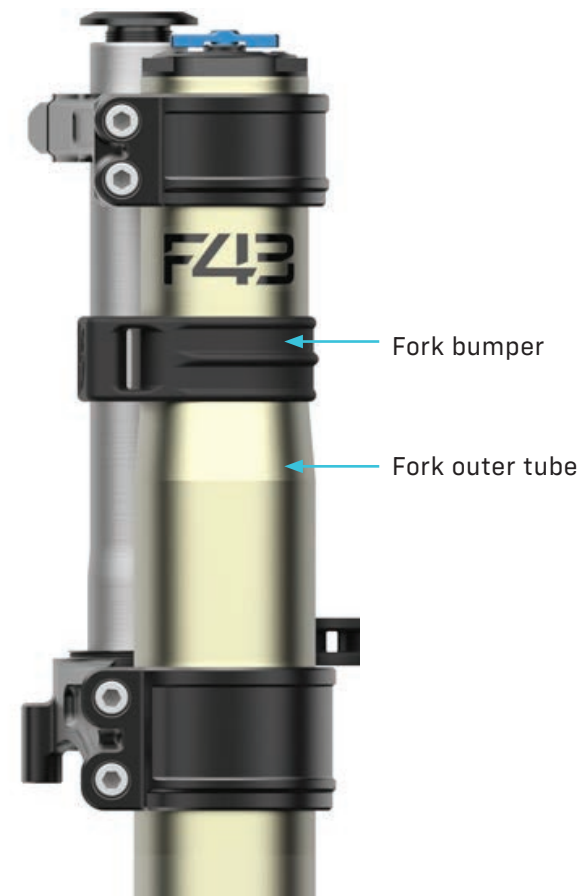


## FORK BUMPER WARNING:

CMX 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.



## 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. Email [service@ridesirris.com](mailto:service@ridesirris.com) to learn more.

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 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)

# 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 CMX 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 CMX 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 CMX 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.

# CMX TUNING DETAILS / RIDER WEIGHT RANGE / SET UP GUIDE

CMX forks are tuned for versatile performance across road, trail, and track. Riders may prefer softer or firmer settings depending on their style. The Sirris fork is fully rebuildable, and recommended service centers can assist with custom tuning as needed.

If you don't fit into MED or above HVY weight classes, we sell lighter and heavier after market springs (3.2 N/mm to 6.2 N/mm). 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)
- Weights of upgrades (battery, controller, etc) need to be added to rider weight

FORK RECOMMENDATIONS	E-RIDE PRO SR		SURRON LIGHT BEE X		TALARIA MX5	
	Medium	Heavy	Medium	Heavy	Medium	Heavy
RIDER WEIGHT (lbs) (NO GEAR)	140-180	180-220	140-180	180-220	140-180	180-220
SPRING RATE (N/mm)	4.0/4.0	4.4/4.0	3.6/3.2	3.6/3.6	3.6/3.6	4.0/3.6
FORK HEIGHT IN UPPER CLAMP (mm)	8	8	5	5	5	5
COMPRESSION SETTING	18	17	22	20	22	20
REBOUND SETTING	13	12	22	20	18	16
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)	100cc	120cc	100cc	110cc	100cc	110cc
OIL WEIGHT* (bath/cartridge)	20/5	20/5	20/5	20/5	20/5	20/5
HEADSET BEARING SPACER 1mm thick washer beneath seal, PN 430-38-017	None		None		430-38-017, x4	
STEERER SPACER 5mm thick washer above top clamp and beneath top cap, PN 430-38-018	430-38-018, x4		430-38-018 x2		430-38-018 x1	
CALIPER BRACKET	430-22-034, 99.5mm		430-22-032, 74mm <small>LBX caliper bracket is 220mm only. LBX comes stock with a 200mm rotor</small>		430-22-035, 95.5mm	
BRAKE LINE SHIM (for 5mm thick line)	None		430-52-001-XXX-XX		None	
WHEEL SPACERS	430-22-016, x2		430-22-016, x2		430-22-036-267-02, x4	
SHOCK RECOMMENDATIONS	EXT Arma	EXT Arma	Stock	Stock	Stock	Stock
COMPRESSION SETTING	LSC9/HSC7	LSC9/HSC7	5	3	17	15
REBOUND SETTING	7	5	7	5	7	5
SPRING RATE (N/mm , lb/in)	88, 500	96, 550	79 (stock), 450	88, 500	96, 550	105, 600
PRELOAD SETTING (mm)	4.5	3	3	3	3	3

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 to get you to factory settings.



# CMX TUNING DETAILS / RIDER WEIGHT RANGE / SET UP GUIDE (continued)

CMX forks are tuned for versatile performance across road, trail, and track. Riders may prefer softer or firmer settings depending on their style. The Sirris fork is fully rebuildable, and recommended service centers can assist with custom tuning as needed.

If you don't fit into MED or above HVY weight classes, we sell lighter and heavier after market springs (3.2 N/mm to 6.2 N/mm). 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)
- Weights of upgrades (battery, controller, etc) need to be added to rider weight

FORK RECOMMENDATIONS	E-RIDE PRO SS 3.0		VENTUS ONE+		ZERO XB	
	Medium	Heavy	Medium	Heavy	Medium	Heavy
RIDER WEIGHT (lbs) (NO GEAR)	140-180	180-220	140-180	180-220	140-180	180-220
SPRING RATE (N/mm)	3.6/3.9	4.0/3.6	3.6/3.6	4.0/3.6	3.6/3.2	3.6/3.6
FORK HEIGHT IN UPPER CLAMP (mm)	5	5	8	8	5	5
COMPRESSION SETTING	18	16	18	16	19	17
REBOUND SETTING	18	18	18	16	17	15
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)	100cc	110cc	100cc	110cc	100cc	110cc
OIL WEIGHT* (bath/cartridge)	20/5	20/5	20/5	20/5	20/5	20/5
HEADSET BEARING SPACER 1mm thick washer beneath seal, PN 430-38-017	None		430-38-017, x1		430-38-017, x4	
STEERER SPACER 5mm thick washer above top clamp and beneath top cap, PN 430-38-018	430-38-018, x4		430-38-018, x1		430-38-018, x1	
CALIPER BRACKET	430-22-034, 99.5mm		430-22-032, 74mm		430-22-032, 74mm	
BRAKE LINE SHIM (for 5mm thick line)	None		430-52-001-XXX-XX		None	
WHEEL SPACERS	430-22-016, x2		430-22-036-360, x2 / 430-22-036-267, x2		430-22-016, x2	
SHOCK RECOMMENDATIONS	EXT Arma	EXT Arma	Stock	Stock	Stock	Stock
COMPRESSION SETTING	LSC11/HSC9	LSC9/HSC7	6	4	5	3
REBOUND SETTING	7	7	10	8	5	3
SPRING RATE (N/mm , lb/in)	79, 450	88, 500	88 (stock), 500	96, 550	61, 350	70, 400
PRELOAD SETTING (mm)	2	2	3.5	3.5	4	4

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 to get you to factory settings.

# CMX TUNING DETAILS / RIDER WEIGHT RANGE (continued)

## STARTING POINT NOTES:

- Assuming neutral riding position, and 15 lbs gear
- Weights of upgrades (battery, controller, etc) to be added to rider weight
- 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:
  - 160 lb rider without riding gear, 20 additional lbs with upgraded controller/battery
  - Weight calculation  $160 + 20 = 180$
  - Aggressive rider = Heavy tune with low preload
  - Relaxed rider = Medium tune with high preload

## SPRING RATES

It is not unusual for riders to require spring rates different than what we offer on our 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: 3.2, 3.6, 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 Surrón Light Bee X (LBX) Medium Rate is 3.4 N/mm. It has a 3.2 one side, and 3.6 on the other side to get the average of 3.4 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.

# TUNING

At Sirris, tuning is done with stock wheel and tire sizes. 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:**

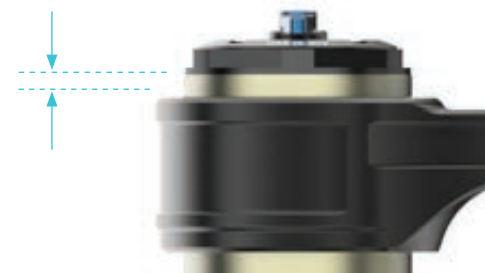
- Reduce rear spring rate and/or shock preload. Or add front spring rate.
- Alternatively, push the forks down in the clamps, raising the front of the motorcycle. Remember that 3mm is a large change.

**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.



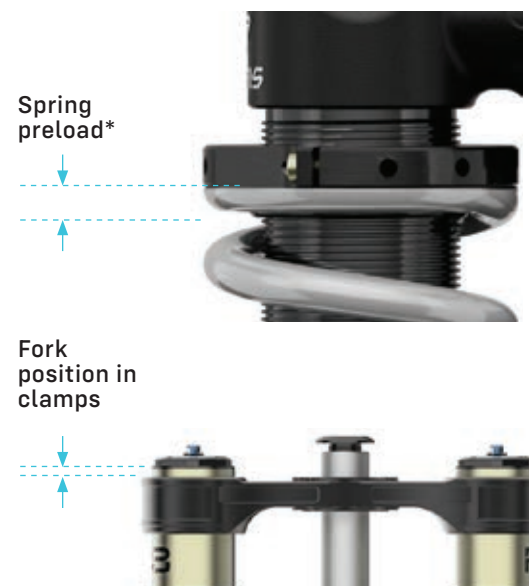
# ADJUSTMENTS

## 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.

## 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: Preload is the difference in spring length from when the bike is on the stand and suspension is at full extension, to when the upper preload collar is backed off until spring is loose.

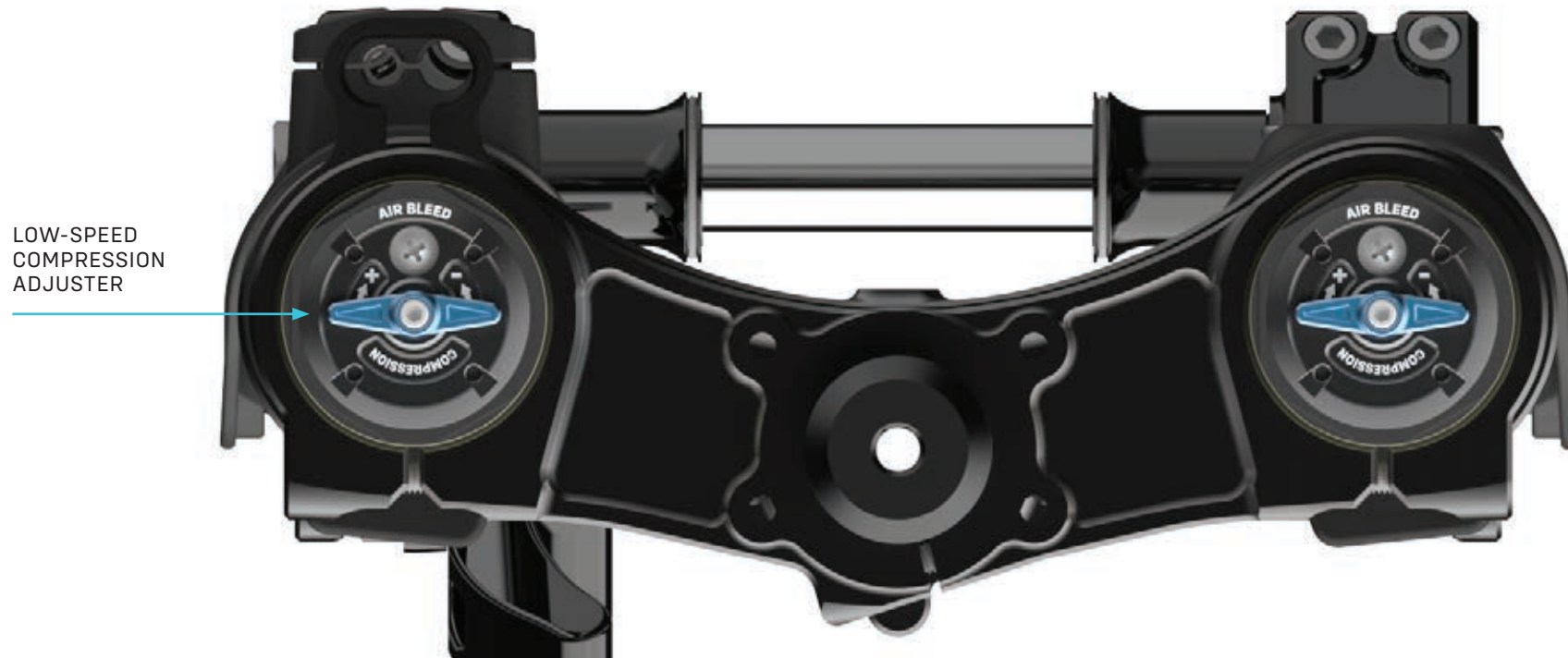
# ADJUSTMENTS

## 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.





# ADJUSTMENTS

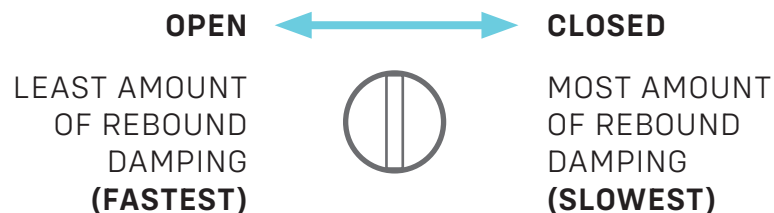
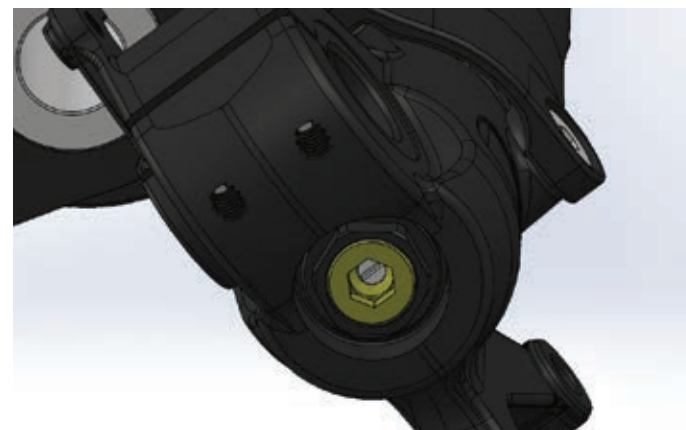
## REBOUND

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.

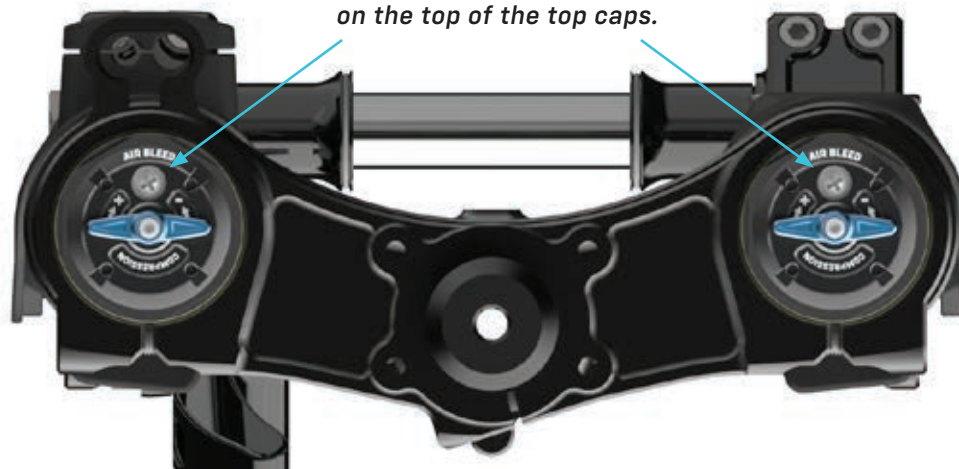
*Rebound adjuster screws are located underneath both fork legs. Make sure both sides are adjusted evenly.*



## 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 of the top caps.*



## 21" FRONT WHEEL CONVERSION

Drop clamp available that opens an additional 25mm of space for a larger front wheel and tire. This option can be ordered with a complete fork or as an independent service part.

Note that raising the front end with both drop clamp and larger front tire will significantly change the balance of the motorcycle. This option will pair well with aftermarket swingarms that raise the rear.



# SERVICE PARTS

## F43 CMX FORK

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

**NOTE: ALL ITEMS LISTED ARE SINGLE PARTS OR KITS (1 PER FORK LEG) UNLESS "COMPLETE FORK" IS NOTED IN DESCRIPTION**

1. SERVICE, INNER AND OUTER TUBE ASSEMBLY, R, CMX  
430-99-015-XXX-XX



2. SERVICE, INNER AND OUTER TUBE ASSEMBLY, L, CMX  
430-99-016-XXX-XX



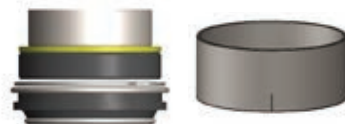
3. CARTRIDGE TUBE ASSEMBLY, 34MM, 23MM, 775MM X 220MM  
430-81-012-XXX-XX



4. COMPRESSION ASSEMBLY, 43MM CLOSED CARTRIDGE, E-RIDE PRO  
430-88-007-XXX-XX



5. SERVICE, SEAL AND BUSHING KIT, 43MM  
430-91-017-XXX-XX



6. SERVICE, COMPLETE FORK, O-RINGS AND CARTRIDGE SEALS, CMX  
430-91-018-XXX-XX

7. FORK SPRINGS  
3.2 N/mm - 430-47-015-XXX-XX  
3.6 N/mm - 430-47-016-XXX-XX  
4.0 N/mm - 430-47-005-XXX-XX  
4.4 N/mm - 430-47-006-XXX-XX  
4.8 N/mm - 430-47-007-XXX-XX  
5.0 N/mm - 430-47-003-XXX-XX  
5.4 N/mm - 430-47-008-XXX-XX  
5.8 N/mm - 430-47-009-XXX-XX



8. SERVICE, PRELOAD HARDWARE, CMX  
430-91-019-XXX-XX



9. Bottom nut, 43MM  
430-59-013-XXX-10

10. SERVICE, COMPLETE FORK, DECAL KIT, CMX  
430-91-020-XXX-XX



11. SERVICE, COMPLETE FORK, GUARD ASSEMBLY, CMX  
430-91-021-XXX-XX



- 12-1. SERVICE, CLAMP ASSEMBLY, CMX  
430-91-022-XXX-XX



- 12-2. SERVICE, DROP CLAMP, CMX  
430-91-023-XXX-XX



13. OUTER TUBE BUMPER  
430-52-000-XXX-XX



# SERVICE PARTS

## F43 CMX FORK

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

**NOTE: ALL ITEMS LISTED ARE SINGLE PARTS OR KITS (1 PER FORK LEG) UNLESS "COMPLETE FORK" IS NOTED IN DESCRIPTION**

14. BRAKE LINE GUIDE, 3DP, 53MM  
430-62-016-XXX-02



15. SERVICE, DUST SEAL, CMX  
430-99-024-XXX-XX



16. BEARING, ANGULAR ROLLER, 30MM ID,  
47MM OD, 12MM THK  
430-51-000-XXX-XX



17. WASHER, 40MM X 1MM, 6061 (steerer tube  
lower spacer)  
430-38-017-XXX-04



18. SERVICE, STEERER TUBE HEADSET  
SPACER, CMX  
430-91-025-XXX-XX



- 19-1. SERVICE, AXLE ASSEMBLY, SR, 3.0, LBX  
430-91-026-XXX-XX

- 19-2. SERVICE, AXLE ASSEMBLY, MX-5  
430-91-027-XXX-XX



- 20-1. SERVICE, 74MM CALIPER BRACKET, CMX  
(LBX, Zero XB, Ventis 1+, MX-4, E-Ride S, E-Ride 2.0)  
430-91-028-XXX-XX  
(Individual caliper bracket included with fork is 430-22-032)

- 20-2. SERVICE, 99.5MM CALIPER BRACKET, CMX  
(E-Ride SR & 3.0)  
430-91-029-XXX-XX  
(Individual caliper bracket included with fork is 430-22-034)

- 20-3. SERVICE, 95.5MM CALIPER BRACKET, CMX  
(MX-5)  
430-91-030-XXX-XX  
(Individual caliper bracket included with fork is 430-22-035)



# 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](mailto:info@ridesirris.com), or visiting [www.ridesirris.com](http://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

**Sirris Inc**  
New Hampshire USA

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