INSTRUCTIONS FOR INSTALLING ENDURO FORK SEALS® AND CHANGING SEMI-BATH OIL in FOX® 36 TALAS® Forks

RECOMMENDED PARTS AND TOOLS

-Bicycle work stand
-Plastic bucket/drain pan
-5mm Allen wrench
-2mm Allen wrench
-10mm box-end wrench
-DH (downhill) tire lever
or large flat-bladed screwdriver
-Pocket screwdriver
-15mm deep socket
-Good quality adjustable wrench
-Ratchet wrench
-Torque wrench
-Clean, “lint-free” rags
-Multi-viscosity synthetic motor oil
-“Super-Slick Grease” or “PrepM”
-Oil syringe
-Shock pump
-Soft-blow mallet
-Safety glasses
-Protective gloves

Note: To make the service procedure as easy as possible, these instructions have been designed for servicing the fork without completely removing it from the bicycle.

36 TALAS RC2

Real World Cycling

PICTORIAL INSTRUCTIONS

1) To remove the front wheel, use a 5mm Allen wrench to loosen all four pinch bolts on the lower legs.

2) Use the same 5mm wrench to turn the 20mm thru-axle counter clockwise.

3) When the axle has unthreaded from the opposite end, support the wheel and pull the axle out.

4) Remove the disc brake caliper from the left leg of the fork. Temporarily secure the caliper to the bike frame using tape or a cable tie.

NOTE: The rest of the service procedure can be performed with the fork on or off the bike.

5) Be sure that the TALAS travel adjuster is in the longest (full) travel setting.

PREPARE FOR OIL before proceding (place a bucket under the fork and have some towels ready).

6) Use a 10mm wrench to remove the foot nut from the TALAS side. You can use a screw driver in the end of the rod to keep it from spinning.

7) Remove the protective cap from the bottom of the damper leg.

8) Turn the damping knobs as needed to gain access to the set screws. Align the set screws with each other.

9) Use the 2mm hex wrench to loosen the set screw on the low speed compression knob.

After backing it out a couple of turns, pull the knob straight down to remove it. Note that the set screw tightens onto a specific flat spot on the shaft.

10) Loosen the set screw for the high speed compression knob and remove it by pulling straight down.

Note the detent ball located in the top of the knob. There is a spring under this ball. Take care not to lose these items!

11) Use a 15mm deep socket to *partially* remove the bottom nut. About four turns is enough to leave a small gap between the nut and the fork leg.

Don't completely remove the nut at this point (we will return to this shortly).

12) With the rebound knob adjusted to about mid-range, hold the knob securely and remove the set screw. Set the knob aside.

13) Using a good quality adjustable wrench, loosen the damper top cap.

BEFORE PROCEDING, BE PREPARED FOR OIL TO DRAIN FROM THE DAMPER LEG.

14) Place the 15mm deep socket securely on the fixing nut and give the bottom of the socket a sharp strike with the dead-blow hammer. This will break the bottom of the damper assembly free from the lower leg.

15) While dodging the drizzling oil, you can remove the foot nut and set it aside.

16) Lift up on the damper to speed up the oil draining process. Because this fork uses a sealed damper, you are not actually draining any damping oil during this seal change procedure. The oil being drained is "semi-bath" oil which is used primarily for lubricating the bushing and stanchion interfaces.

17) Separate the the uppers from the lowers by firmly grasping the crown and the arch and pulling them apart. Be prepared for semi-bath oil from the TALAS leg (which we have not drained yet).

The damper could have been removed prior to this step, but we chose to leave it in place and pull it out with the uppers. This entire upper assembly can be set aside (preferably in a bucket or on some towels).

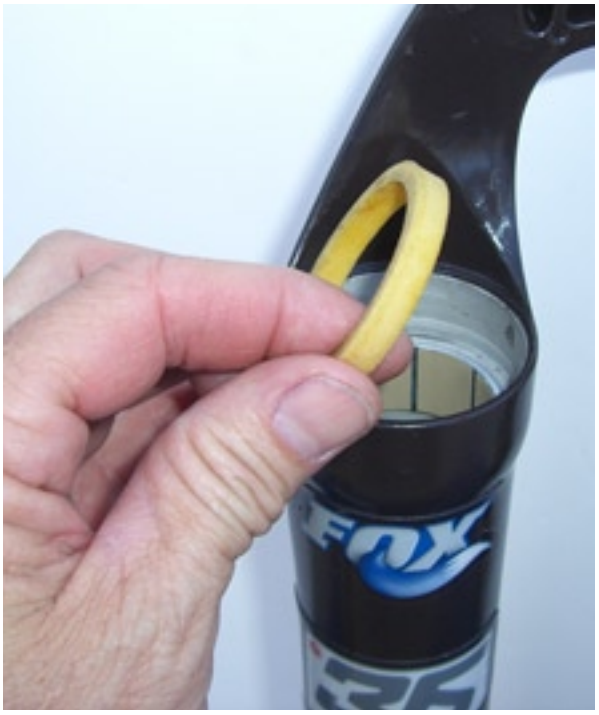
For now, we'll turn our attention back to the lowers... Normally, cleaning is not required. However, if the semi-bath oil was particularly dirty, you may want to flush the lowers with clean oil and wipe them out with clean towels.

Borrowing a tip from the Rock-Shox® techs, we find a DH tire lever to be ideally suited for seal removal.

(A large screwdriver can also be used, but be careful not to scratch the seal head area with the edges of the blade)

18) Place the lever firmly under the wiper and apply downward pressure on the handle to “pop” the wiper/seal out.

19) Remove the old foam oil rings. New ones are provided with our seal kit, so you may discard the old ones or keep them as spares, depending on their condition.



20) Lightly lubricate the inside of the seal head with Super Slick® Grease.

21) Open up the new seal kit and pre-soak the foam rings with oil.

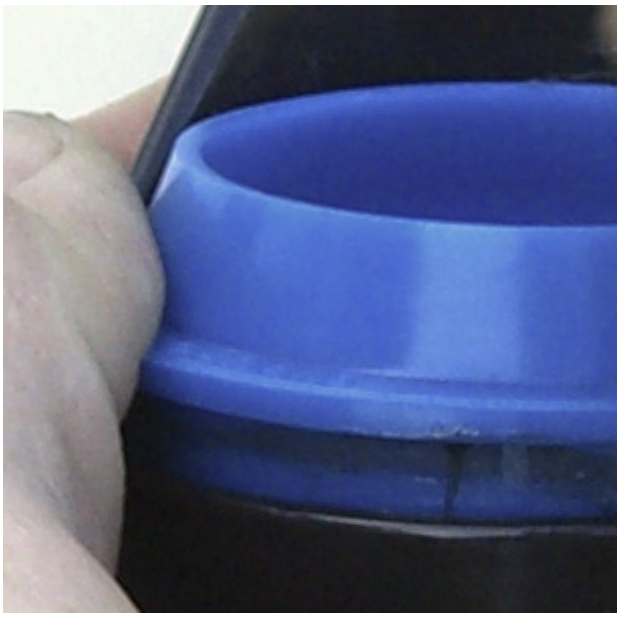
22) Place the foam ring on top of the bushing.

23) Lube the edges of the oil seal with Super Slick Grease and set it on top of the seal head opening.

IMPORTANT:
The oil seal is installed with letters/ numbers facing UP, and the groove and garter spring facing DOWN (toward the oil)

24) Use your thumbs to get the oil seal started into the seal head as straight as possible.

25) Use the back (flat) side of a large socket that closely matches the outside diameter of the oil seal. Press the seal down until it stops against the "step" inside the seal head. Don't push too hard...



26) Lube the insertion area of the wiper and start it into the seal head by hand.

27) Use a large socket or piece of pipe that fits squarely on the shoulder/ flange of the wiper to push the wiper into the seal head. It should start by hand and press most of the way in as you apply body weight to the socket. If the wiper does not fully seal, put some padding under the lowers and use a rubber mallet to tap the wiper down (Be sure to properly pad the bottom of the leg casting).

Repeat steps 22-27 for the other seal head.

28) Coat the concave areas inside of the oil seals and wipers with Super Slick Grease.

29) Turning back to the upper assembly, pull the damper up through the stanchion tube and set it aside.

We will now put the upper and lower assemblies back together. By design, we have done nothing with the TALAS leg, which will be extending out of the left stanchion tube. be sure it gets started into the LEFT side of the lower assembly!

30) Slide the assemblies together until the wipers contact the bottoms of the stanchion tubes.

Carefully work one wiper over its respective stanchion tube, then start the other wiper onto its stanchion. BE PATIENT. Getting both wipers started may take a few tries. If you force the process, you may damage the wipers or seals. Once the wipers are started evenly, carefully work the lowers up until the stanchions pass the seals and the bushings. DO NOT SLIDE THE LOWERS ALL THE WAY UP AT THIS TIME.

31) Invert the fork.

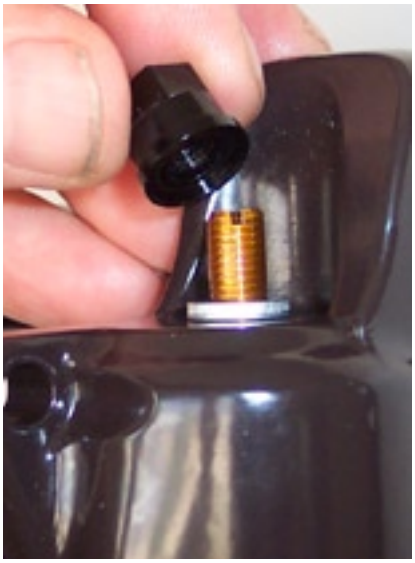
32) Inject 15cc of multi-viscosity fully synthetic motor oil into the bottom of the TALAS side fork leg.

The multi-viscosity, fully synthetic motor oil we chose to use is made by Amzoil®. Any other reputable brand is acceptable. Note that Fox recommends damper oil. Damper oil is OK, but does not stick to the parts as well as the mulit-viscosity synthetic motor oil.

Use a plastic extension tube to draw the oil out of the bottle. Then, remove the tube to inject the oil. (The MixMizer syringe pictured here incluces this extension and can be purchased directly at enduroforkseals.com.)

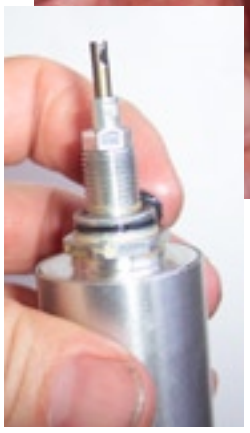
When injecting the oil, don't push the end of the syringe fully into the casting hole. Rather, leave a small gap so the displaced air can escape as the oil goes in.

33) Slowly slide the lower assembly onto the stanchions until the threaded end of TALAS push rod protrudes.



34) Place a new aluminum crush washer over the threaded rod, grease the threads, and hand thread the foot nut.

35) torque the foot nut to about 50 INCH pounds.



36) Grease the threads and O-rings on the RC2 damper.

37) Invert the fork and insert the damper through the crown.

The bottom of the damper assembly should protrude through the lower casting hole, exposing the lock nut threads.

38) Thread the damper top cap into the crown by hand (don't tighten yet).

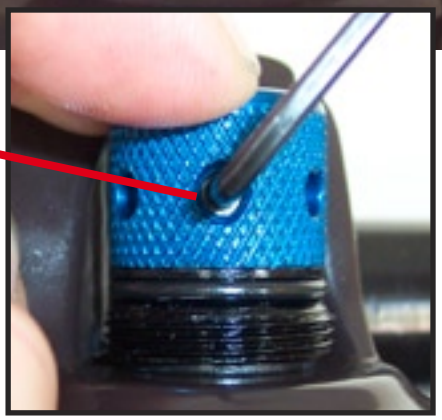
39) Install a new 13mm crush washer into the damper foot nut (you may need to pry the old one out), and slide it onto the rod end with the crush washer facing the lower leg casting. Thread by hand.

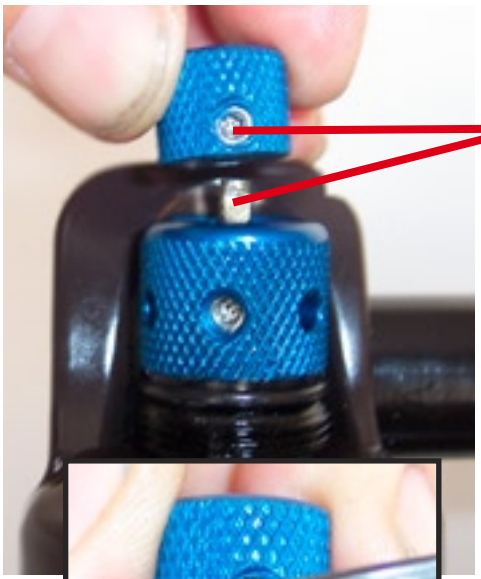
40) Use a 15mm deep socket to tighten the foot nut to about 50 INCH pounds.

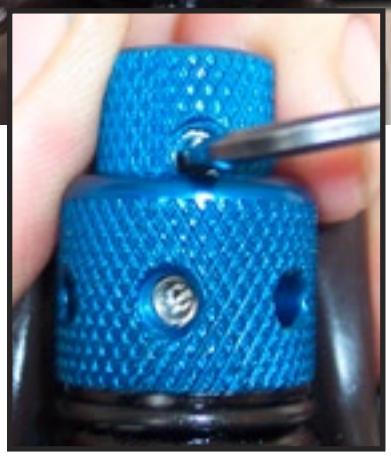
41) Use a dab of grease to help hold the detent ball in place on the high speed damping knob.

Note the location of the set screw "flats" on the rods. These should be aligned with each other just as we set them up in step 8.

42) Slide the high speed damper knob all the way onto its respective knob. The fixing nut wrench flats should be covered. Use the 2mm hex wrench to tighten the set screw. Only 4 INCH pounds is required for the set screws.





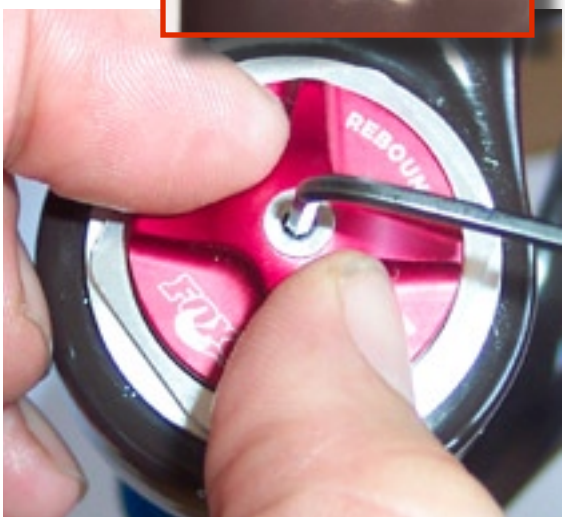


43) Align the low speed compression knob with its respective flat spot on the rod and tighen it down to 4 INCH pounds.

44) Inject 25cc of multi-viscosity fully synthetic motor oil into the top of the damper leg.

45) Tighten the damper top cap to 150 INCH pounds.

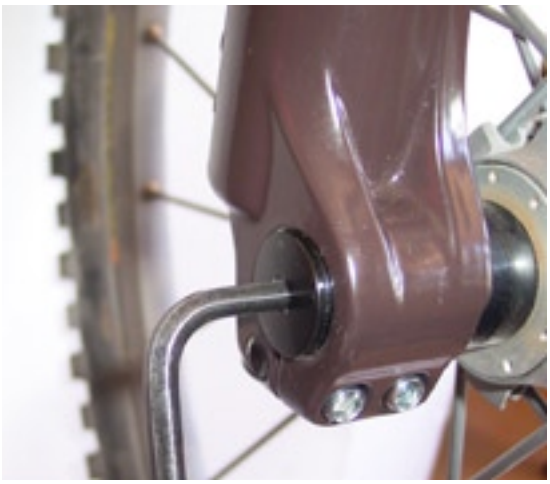
46) Replace the rebound knob and tighten the set screw down.



47) When replacing the protective cap for the damper knobs, be sure and apply some grease to the threads. Do not overtighten this cap, as you want to be able to remove it (without tools) to make trailside adjustments.

48) Hold the front wheel in place and insert the thru-axle. Start the threads by hand.

49) Use a 5mm hex wrench (turning clockwise) to tighten the axle to 19 INCH pounds.



50) Staying on the left leg only, alternate between the two pinch bolts and torque them to 19 INCH pounds.

51) Compress the fork a few times.

52) Move to the right leg. Alternating between the two pinch bolts, torque them to 19 INCH pounds.

53) Reinstall the disc brake caliper to the left leg of the fork. (Follow brake manufacturer's instructions.)

54) Have fun riding and dialing in your adjustments!

NOTES

During your first two or three rides, small "rings" of assembly lube will be present on the stanchion tubes. Just clean off the stanchions when you are through riding. When the rings no longer appear, we highly recommend periodic use of Stanchion Lube® by Finish Line® to keep your wipers and seals functioning at their smoothest.

FACTORY RECOMMENDED

36 TALAS AIR SPRING SETTINGS

Rider Weight	Air Pressure
< 125 lbs.	45 psi
125 – 135 lbs.	48 psi
135 – 145 lbs.	50 psi
145 – 155 lbs.	53 psi
155 – 170 lbs.	55 psi
170 – 185 lbs.	62 psi
185 – 200 lbs.	69 psi
200 – 215 lbs.	76 psi
215 – 230 lbs.	83 psi
230 – 250 lbs.	90 psi