

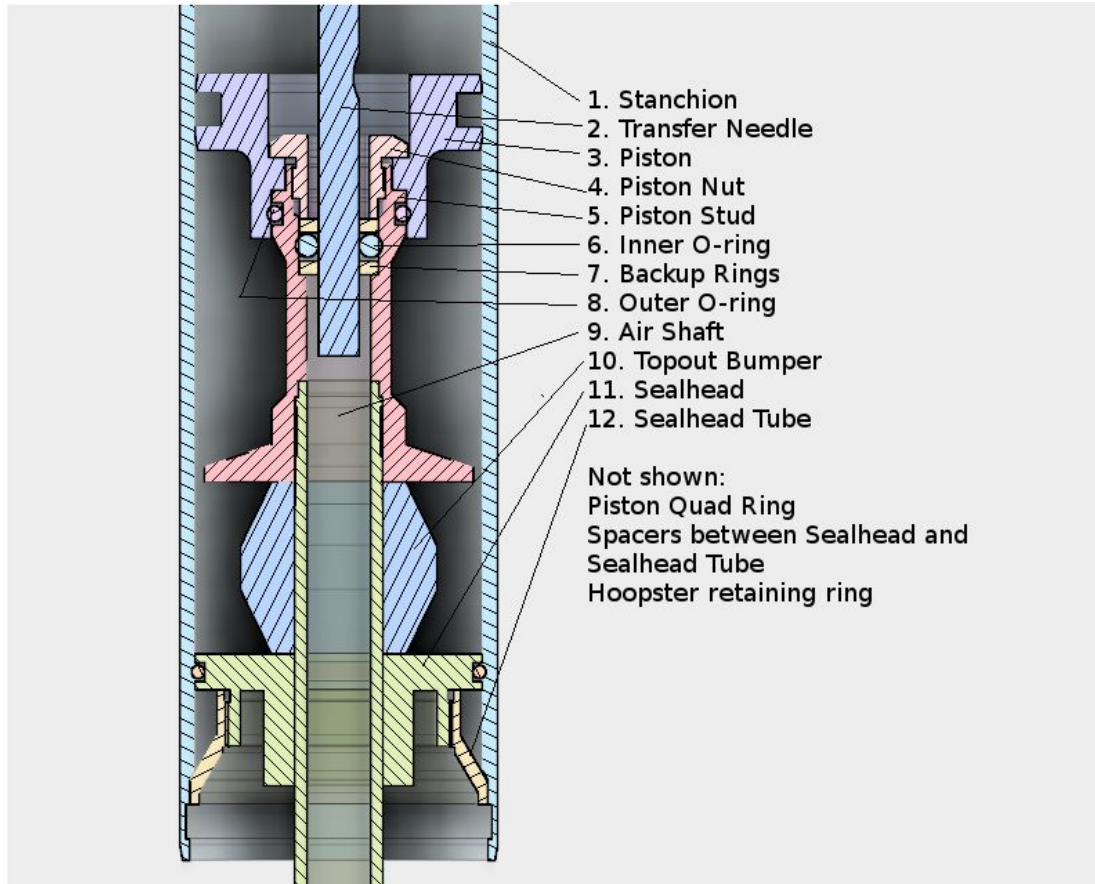
Vorsprung suspension

Fox 36 Float NA (2015-17)

Luftkappe Installation Instructions



Luftkappe
36NA1



To begin, first record your existing air pressure and rebound damping settings before disassembling anything. Next, refer to the following factory service instructions up until you have removed the air spring (air shaft and top cap/transfer needle assembly) from the stanchion of your 36 Float NA:

[FOX FACTORY SERVICE INSTRUCTIONS](#)

What is a 36 Float NA? "NA" stands for Negative Air - from model years 2015 to 2017, 36 Floats used a negative air spring instead of a negative coil spring as the previous versions did. NA2/Evol is a later iteration of NA which removes the transfer needle system. NA2/Evol is used in 36 forks from model year 2018 onwards.

Notes before starting:

1. Do not remove the sealhead from the shaft unless you have a seal kit and a 10mm bullet tool on hand. Servicing of the sealhead is not covered in this manual.
2. Ensure you have a torque wrench and 10mm shaft clamps on hand prior to beginning.
4. Refer to the Factory service instructions for torque specifications, lubrication specifications and general disassembly/reassembly.
5. There are 3 main sections to installing the Luftkappe - swapping out the piston stud, swapping the sealhead tube, and shortening the transfer shaft.

PART 1: PISTON & STUD



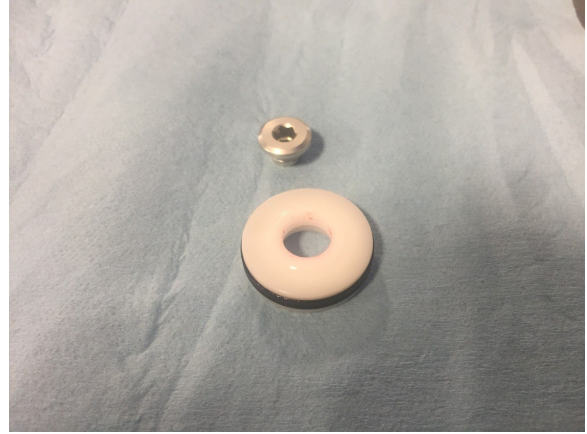
1. Remove your fork's air shaft from the fork.



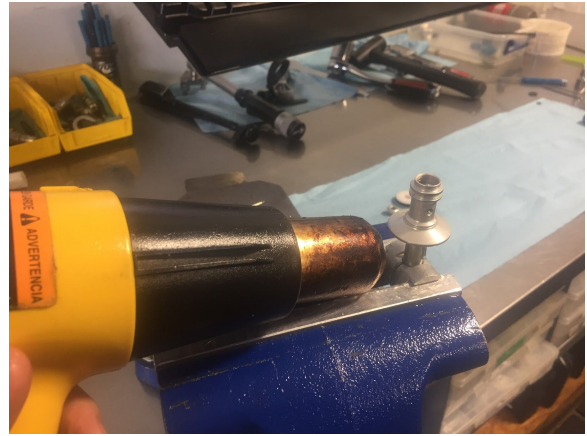
2. Slide the topout bumper and sealhead out of the way. Clean shaft with isopropyl alcohol and clamp in 10mm shaft clamps.



3. Undo the piston nut with a 6mm allen key.



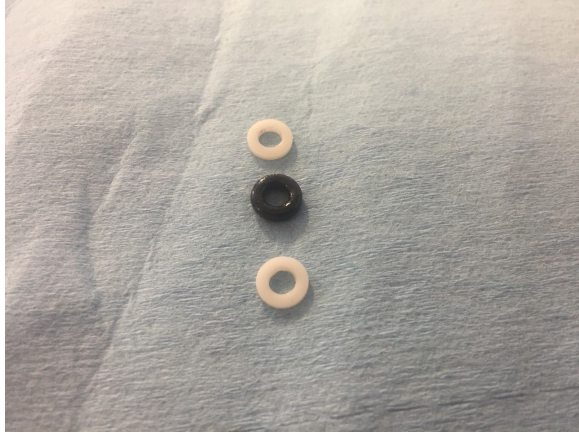
4. Remove the piston and piston nut. Set them aside, they will not be reused.



5. Heat the piston stud with a heat gun to soften the red loctite.



6. Use Knipex or multi-grips to remove the piston stud. Leave topout bumper in place.



7. Remove the backup rings (2) and o-ring (1) from the inside of the old stud. **Keep the backup rings, they will be reused.** Dispose of the used o-ring.



8. Clean off any excess loctite residue from the shaft threads.



9. Apply a drop of red loctite (medium to high strength threadlocker) to the threads.



10. Thread on the new black Luftkappe piston stud until it is hand tight.



11. Install one white backup ring inside the piston stud's bore. It will be a snug fit - push it down to full depth so that it sits flat.



12. Install a new greased o-ring inside the piston stud's bore. Push it down so it sits against the backup ring.



13. Install the second white backup ring above the o-ring.



16. Install new black piston onto stud, wider end facing upwards



14. Install a new outer o-ring in the groove on the outside of the piston stud.



17. Apply red loctite to piston nut thread. Install piston nut into stud to clamp piston. Do not tighten by hand!



15. Grease the outer o-ring with Slick Honey



18. Use a torque wrench to torque piston nut to 50in.lbs. This will also torque the stud to the shaft - expect it to feel "soft", this is normal.

PART 2: SEALHEAD



19a. Without removing the sealhead from the shaft, use a pair of 2.5mm allen keys inserted through the cross-holes in the sealhead spacer and sealhead tube to remove the sealhead tube from the sealhead. Leave any additional spacers attached to the sealhead NOT to the spacer tube.

19b. If no spacers are present, use a 3mm pin spanner tool to remove the sealhead directly from the negative plate tube.



20. Install the **new, shorter** sealhead tube onto the sealhead by reversing step 19. Tighten to 75in.lbs (8.5Nm).

PART 3: TRANSFER NEEDLE

21. Remove topcap from spring side of fork and note position of transfer needle fixing screw.



22. Undo the transfer needle fixing screw (*note: Torx bit - not a hex!*) and move the transfer needle up one position closer to the top cap.

Above: initial position (2nd lowest hole).

Below: final position (3rd lowest hole).



23. Reinstall transfer needle fixing screw.

Refer back to factory service manual for reassembly. Ensure piston is close to sealhead when installing into stanchion. Pressurise air spring to 50psi before installing lowers.

Fork Setup:

Inflate to approximately 50% of your previous pressure. It will over-extend well past its normal travel. Compress fork - it will be VERY hard initially, but once you have compressed it approximately 25mm, it will reach the equalisation point, where it will fill the negative air chamber from the positive chamber. This will result in a sudden hissing noise and the fork suddenly becoming much softer. Continue inflating to full pressure and equalise again. You can pump directly to full pressure if you wish - it's just harder to compress, so doing it in two stages is easier. Once equalised, the fork will be "sucked down" from its over-extended state and will now be at its correct amount of travel, +/-2mm. You can expect a couple of mm more travel to be used up as sag under the weight of the bike alone - this is normal and due to the exceptionally low forces at pneumatic topout.

Recommended Settings:

Start with same pressure as before, and up to 2 less volume spacers than before.

Start with rebound 1 click slower than before.

Add 1-2 clicks of low speed compression damping (if applicable).