

How to change seals in the 48's.

- Front wheel, brake caliper and fork guards off
- Loosen top triple clamp bolts and break the caps loose
- Remove forks and unscrew the caps the rest of the way
- Pull down the fork spring and insert a skinny 22mm open end wrench on the cartridge to hold it while you break the caps loose from the cartridge.
- Pull the cap off and the long hollow alum rod that runs down the middle of the cartridge
- Remove the spring
- Dump oil out, pump the cartridge, dump some more, repeat until empty
- Pull the dust wiper down
- Use a small bladed screwdriver to get the clip out from under the dust wiper. There's a pointed end and closed end on the clip. Work the pointed end with the screwdriver.
- Hold the fork horizontally with the lower tube in one hand, upper in the other. Push them together a few inches and draw them sharply apart. Do this until the fork halves separate.
- Remove bushings and spacers and keep them in the correct order. The lower 2 bushing look a lot alike but they're not the same. Also note the way the seal faces (open side up) so you don't get the new seals on upside down.

Reverse to reassemble. Make sure you wrap the top of the fork with a piece of plastic, etc to protect the new seal from getting cut up when you install it on the fork. Also, use some kind of seal grease on the new seal and dust wiper. Having a seal driver is very handy for driving the bushings and seals in correctly.

When you fill the forks with oil (5wt is stock), make sure you don't put any down the middle of the cartridge, where that hollow rod goes. And that hollow rod needs to be seated correctly. Wiggle it around until it drops to almost flush with the top of the cavity.

The way I fill them is I fill the compressed fork with oil up to the top of the inner tube. I pump the rod right away a couple of strokes and then top off the oil. Then I continue to pump it until it's smooth all the way through it's stroke. Then I raise the outer fork tube to dump any oil that may be between the fork tubes back into the lower tube and then set the oil height at 120-130mm for the 48's. Repeat raising the tube and checking height until the level stabilizes.

Make sure you work in as clean an environment as possible. Clean the springs, etc before reinstalling them. Also, use brake cleaner, etc to clean the fork clamping surfaces and inside of the triple clamps before mounting the forks. That will keep them from twisting too easily on your next getoff.