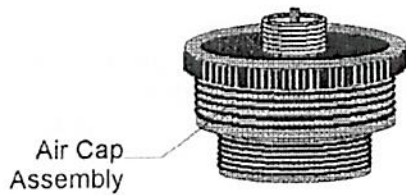
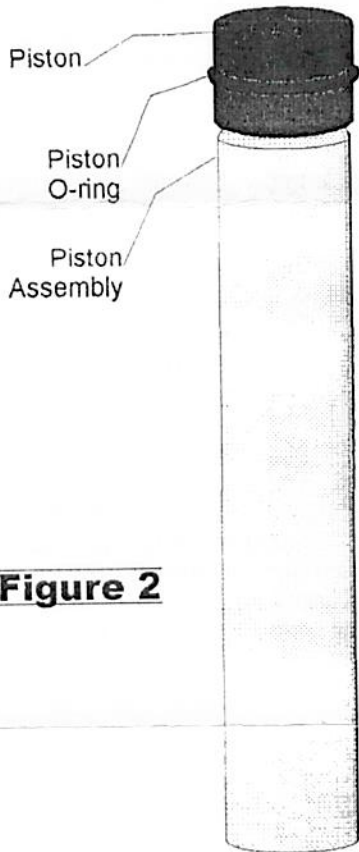


# TOTAL AIR™

## Seal Replacement Kit for nylon cartridge bodies



Air Cap  
Assembly



Piston

Piston  
O-ring

Piston  
Assembly

**Figure 2**



Cartridge  
Body

Inside Cartridge  
Body O-ring

Outside Cartridge  
Body O-ring

## Instructions for Use

Includes 2 inner main o-ring seals, 2 outer main o-ring seals, 2 piston o-ring seals, lubricant

### Before you begin

Identify the o-rings that come in your rebuild kit. There are three sets of two o-rings (Figure 1). The smallest o-ring is the piston o-ring. There are two sets of main body o-rings: both main o-rings are the same overall diameter, but the inside o-ring uses a slightly thinner rubber. The inside o-rings are only used for nylon cartridge bodies manufactured after February 2000, and carrying a serial number of 131158 or higher. If your cartridge bodies don't have grooves for two o-rings, you can discard the thinner pair of the main body o-rings.

### Step One

Deflate TA cartridges and remove from fork crown.

### Step Two

Unscrew and remove air cap from cartridge body (Figure 2).

### Step Three

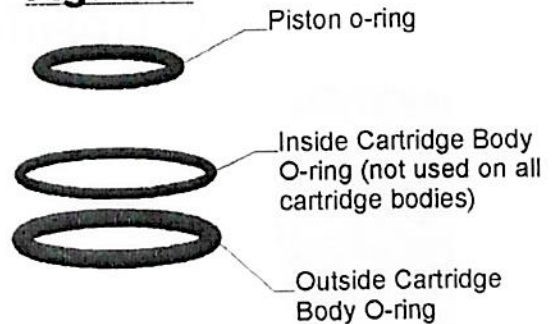
Push air piston assembly up and out of the cartridge body (Figure 2).

### Step Four

TA cartridges have either one or two main o-ring seals in the bottom of the cartridge (Figure 2). Using a toothpick or similar, remove the main seal(s) from the cartridge body. Clean the o-ring groove(s) and entire cartridge body with a small brush and solvent.

...continued on reverse

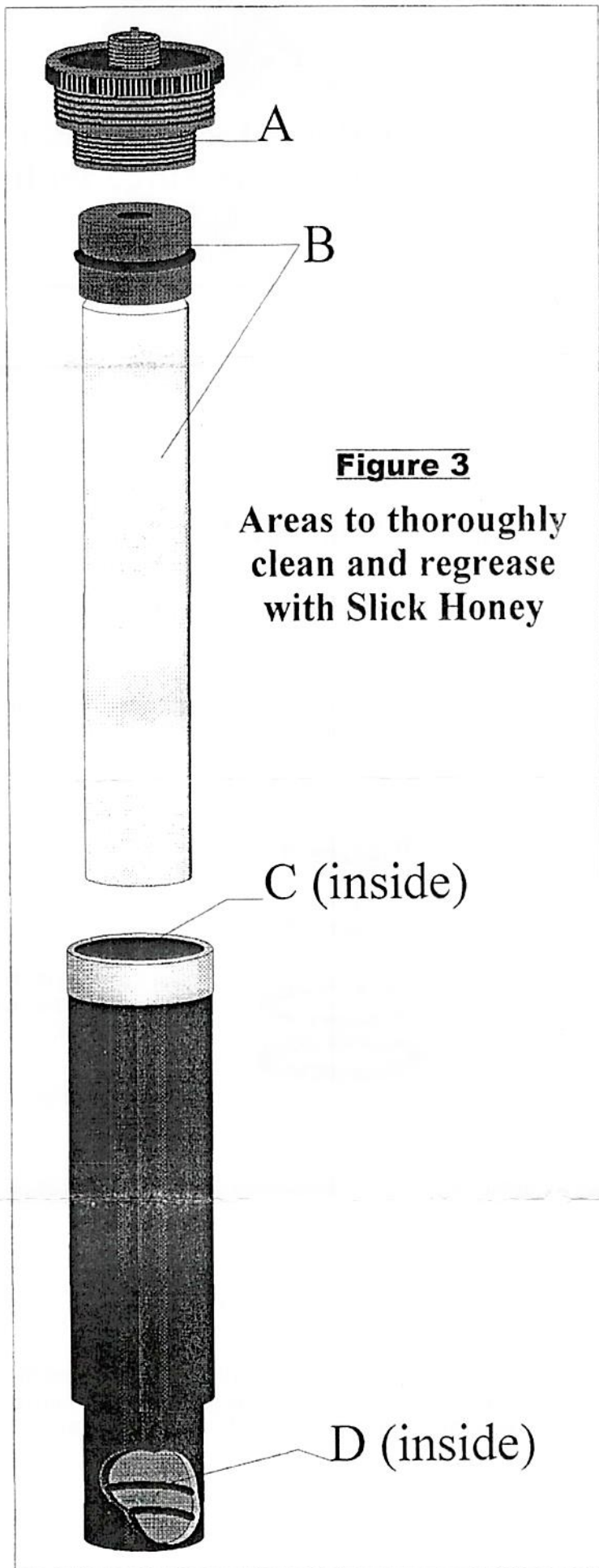
**Figure 1**



Piston o-ring

Inside Cartridge Body  
O-ring (not used on all  
cartridge bodies)

Outside Cartridge  
Body O-ring



#### Step Five

Coat the new main o-rings with Buzzy's Slick Honey® and insert into the o-ring grooves in the cartridge body. If you have cartridge bodies that use a double o-ring main seal, the thinner main o-ring goes into the inside o-ring groove, and the thicker main o-ring goes into the outside o-ring groove. Apply a generous coating of Slick Honey to the inside surface of the cartridge body above, below, and between the o-rings (Figure 3, D). Also apply Slick Honey to the top of the cartridge body just below the air cap threads (Figure 3, C).

#### Step Six

Use a toothpick or similar to pry the o-ring off the piston and thoroughly clean the entire piston with solvent.

#### Step Seven

Examine the shaft for deep scratches that can be felt with your fingernail (fine scratches should not affect the performance of the cartridge). If the piston assembly has deep scratches or gouges it must be replaced. Contact Eko Sport for more information.

#### Step Eight

Grease a new piston o-ring with Slick Honey and gently work it onto the piston. Grease just the top half of the piston assembly and insert into the cartridge body (Figure 3, B). Push the piston assembly down past the upper lip of the cartridge body gently so as not to damage the piston o-ring.

#### Step Nine

Clean and re-grease the air cap o-ring (Figure 3, A). This o-ring usually does not wear or require replacement, so it is not included in your o-ring kit. Thread the air cap back onto the cartridge body and screw down until it is hand tight. Use a rag or rubber gloves to get a firm grip on the body and cap as you tighten it up.

#### Step Ten

Pump the cartridge up until the shaft extends fully (do not exceed 280 psi). Then reset the cartridge pressure to a normal operating range (usually about 150 psi, consult tuning guide for more specific recommendations) and immerse in water for 5 minutes to insure there are no leaks.

#### Step Eleven

Deflate cartridges, re-install in fork, inflate to correct operating pressure (consult tuning guide) and go ride.