

BOSS

SUSPENSION



DEVILLE since year 2014

All serial numbers except 019xxxx, 020xxxx, 021xxxx, 024xxxx, 025xxxx, 051xxxx, 052xxxx



Service manual



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BOS S.A.R.L. Warranty

BOS MTB offers warranty on its products on the following terms:

BOS MTB guarantees to the original purchaser that the BOS product for which they received this warranty is free from defects in material and workmanship for one year from the date of original retail purchase. A proof of purchase will be asked for any warranty claim. This warranty is not transferable to a subsequent purchaser.

Wear and tear parts such as dust seals, O-rings, bushings, rear shock mounting hardware, stanchions, threaded parts and bolts are not covered under this warranty.

Terms

This warranty is subject to legal jurisdictional or warranty rights of the country where it has been originally purchased, which will prevail if different from the terms herein listed.

Limits

BOS MTB cannot be liable for any loss, inconvenience damages, whether direct, incidental, consequential, resulting from the use of its products, local legislation prevailing.

Warranty exclusions

This warranty does not cover the following cases:

- Damage to products resulting from improper assembly other than listed below
- Products that have been modified by the owner or a third party
- Improper use
- Damages resulting from an accident, crash under any circumstances
- Invalid servicing procedures and servicing time frame not respected
- Replacement of the original parts by parts from other manufacturers
- Products whose serial numbers have been altered, defaced or removed.

Warranty procedure

The owner should always refer to an approved BOS center for any warranty claim. A proof of purchase is compulsory for any warranty claim. Otherwise the warranty claim will not be considered. Always contact BOS MTB warranty department before returning any products that may fall under this warranty. If “the faulty parts” do not fall under warranty, the customer will be charged for any costs in respect with warranty such as transport and package back and forth.

1 Environment

Mountain biking is a marvelous sport which gives you a lot of happiness. However it is potentially a source of environmental conflict with other people.

A responsible behavior when using your bicycle automatically defuses problems and conflicts.

To ensure the sustainability of the mountain bike sport, be sure that you stay in the legal framework, be respectful towards the environment and recognize the rights of the others.



2 Glossary of terms

Base Valve: Base valves are located at the base of the fork leg or on the shock's reservoir and generally function to control high speed compression. Base valves or "BV" are fixed & the piston that is attached to a shaft is referred to as the mid-valve or "MV". Both forks and shocks can have a "BV" and a "MV".

Bottoming Out: When your suspension reaches the end of its travel on an impact. You generally want to reach full bottom on occasion but NOT all the time. Continual bottoming can wreak havoc on the suspension system leading to breakage.

Closed Cartridge Dampers: Closed Cartridge Dampers are the opposite of an Open Bath Damper, in a closed system the oil solely contained within a cartridge tube and does not flow into the fork leg. Therefore, additional oil or lubricant is added to the inside of the leg to lubricate the seals and bushings.

Compression Damping: This is what gives your bike it's feeling of plushness, or stiffness. Compression determines how fast the suspension can compress when hitting a bump. If your suspension is too "stiff", the system won't compress fast enough to absorb a bump force. When there is not enough damping, the bike has soft, mushy feeling to it and will compress through its travel with little damping resistance.

Fork Oil Level: The level of oil inside the fork. It's typically measured in cc's by fully compressing the fork without the spring installed. It is used in tuning the amount of air contained inside the fork. Since compressing air acts like a spring, raising the oil level leaves less room for air, resulting in a rising rate throughout the fork's travel.

Free Sag: The amount the bike settles under its own weight without the rider. With mountain bikes becoming lighter and lighter, free sag is really not a critical tuning element but still worth mentioning.

High-Speed Damping: Damping feature that controls fast suspension movements. High-speed damping comes into effect on fast, rough, technical trails, g-outs, hard landings. HSD refers to the shaft speed of the suspension and not the actual riding speed. HSD is controlled through a high speed oil circuit best located in the base valve.

Low-Speed Damping: Damping feature to control slower vertical movements such as climbing or slower paced trails and bumpy whoop sections. A good example of low speed is rolling slowly over a large rock and riding to its downside, this is where the suspension will fully compress but at a slower rate and low speed compression circuit comes into play. LSD refers to the shaft speed of the suspension and not the actual riding speed. LS damping is best controlled through a low speed oil circuit and or shim stack.

Mid-Valve: Mid valves are located on the piston shaft and function in the middle part of the stroke. Mid valves can play an important function in keeping a long travel fork from diving too far into its travel. Mid valves "MV" functions when oil passes through the "MV" from one side of the chamber to the other. The rebound valve is also located on the "MV".

Negative Spring: A negative spring functions to control the return of the suspension when it reaches full extension. Negative springs can be air, coil spring, rubber bumper or a combination of both. A negative spring also functions to soften the “top out feel” when the wheel/suspension rapidly extends and it also helps initiate compression providing a smoother or more sensitive initial feel. An adjustable negative spring offers the greatest tuning range for rider’s weight, for example a heavy rider will need a higher or stiffer spring to resist pre-compression, but the high spring rate may also completely compress the negative spring rendering it ineffective to control top out.

Open Bath Dampers: Open Bath refers to a cartridge that is NOT closed and allows oil to flow from the inside of the damper to the outside of the cartridge or inside of the fork legs. Open Bath Dampers use oil for damping, lubrication, cooling, and end stroke “ramp up” or “progression”. But the downside of all this oil is the added weight of all the excess oil that is used to fill the entire fork leg.

Packing: An issue caused from too much rebound damping. When a series of bumps are encountered, the suspension doesn’t rebound fast enough to absorb the next bump. The suspension keeps compressing more and more after each bump and it gives the rider a very harsh feeling and even loss of traction and control because the wheels no longer follows the contour of the terrain.

Platform Damping: A platform is generally referred to as resistance to initial suspension compression usually generated by pedaling or rider induced forces. A platform can be achieved by various methods and usually the best way to limit suspension “bobbing” is to restrict oil flow through the low speed circuit. Depending on what technology you have and there are various designs out there, choking off the low speed circuit can be achieved by either adjusting a pressure spring on the shim stack, adjusting the depth of a bleed needle or changing the size of an orifice via a slide. These are just a few of the most common methods to deliver platform damping feel to improve pedaling efficiency.

Rebound Damping: Once your suspension has hit a bump and compresses, now it’s time for your rebound damping to kick in. Rebound controls how fast the fork extends back from compression to keep the wheel on the ground. Rebound can affect your traction as well. Too much rebound damping will keep the suspension compressed when it should be extending to stay on the ground on the downside of a bump, and the wheel will lose contact with the ground. This is called “Packing”. Too little rebound damping will cause the suspension to “bounce” and “hop” also causing a loss of traction and control. Proper rebound control is equally important as compression and it is very important to properly tune this performance feature. The rebound valve is best located on the “MV” with a tapered shim stack controlling oil flow. Damping systems that use orifice or small holes to control damping simply cannot control the dynamics of high performance suspension.

Spring Preload: The preload ring or collar compresses the shock or fork spring and either shortens or extends the spring to its original length. Preload is used to adjust the suspension to the correct range of operation within the suspension’s travel- more spring preload will raise the bike up and less preload will lower it.

Spring Type: Springs can either be coil or air and both are widely used in mountain bike suspension systems. Springs work to resist pre-compression of the suspension under the rider’s weight and is independent of the compression system which refers to damping. Too stiff of a spring rate delivers a harsh and uncontrolled feel, if your spring rate is too soft, the suspension will sit too far into its travel and will feel mushy and easily bottom out. It’s important to have the correct spring rate for each rider and setting up “SAG” will determine whether you have the correct rate or not.

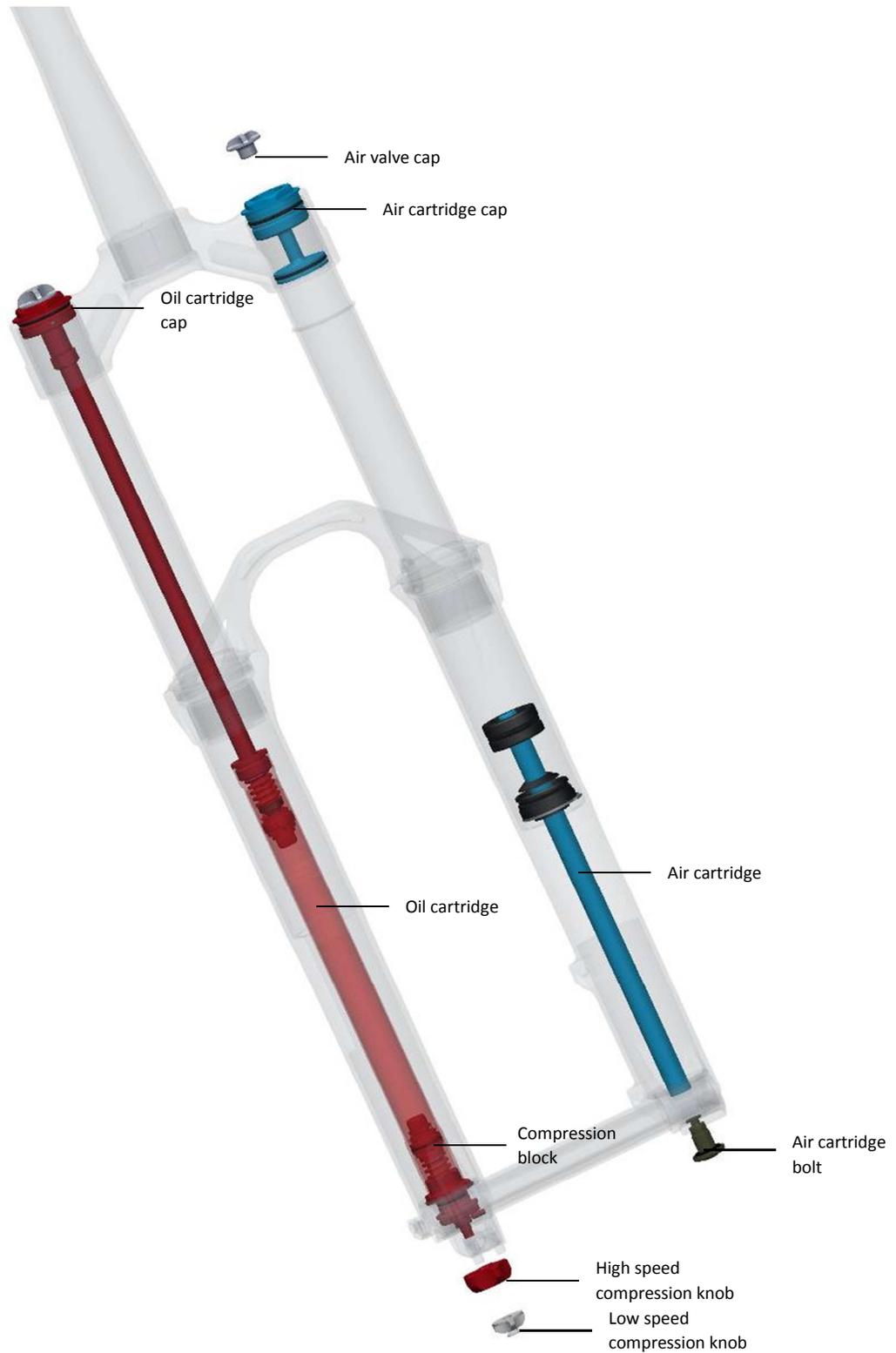
Stiction: Or static friction, is a term that describes friction that occurs from parts rubbing or gliding across one another. For example, on both the rebound and compression stroke, the stanchion tubes must glide against the bushings, O-rings, seals, and other parts. The parts that come in contact with one another create friction and when a bending load is applied the stiction can increase causing the suspension to bind and feel notchy. Stiction can also dramatically increase after seals become dry resulting in the loss of small bump sensitivity.

Twin Tube Dampers: Twin Tube systems generally combine the technology of an “Open Bath” Damper and a “Closed Cartridge” system. With a Twin Tube design, the cartridge damper is inside of a tube (hence twin tube) allowing oil to flow from the cartridge damper into and from the twin tube providing additional oil flow and damping performance without the added weight of “excess” oil that is needed to fill the fork leg.

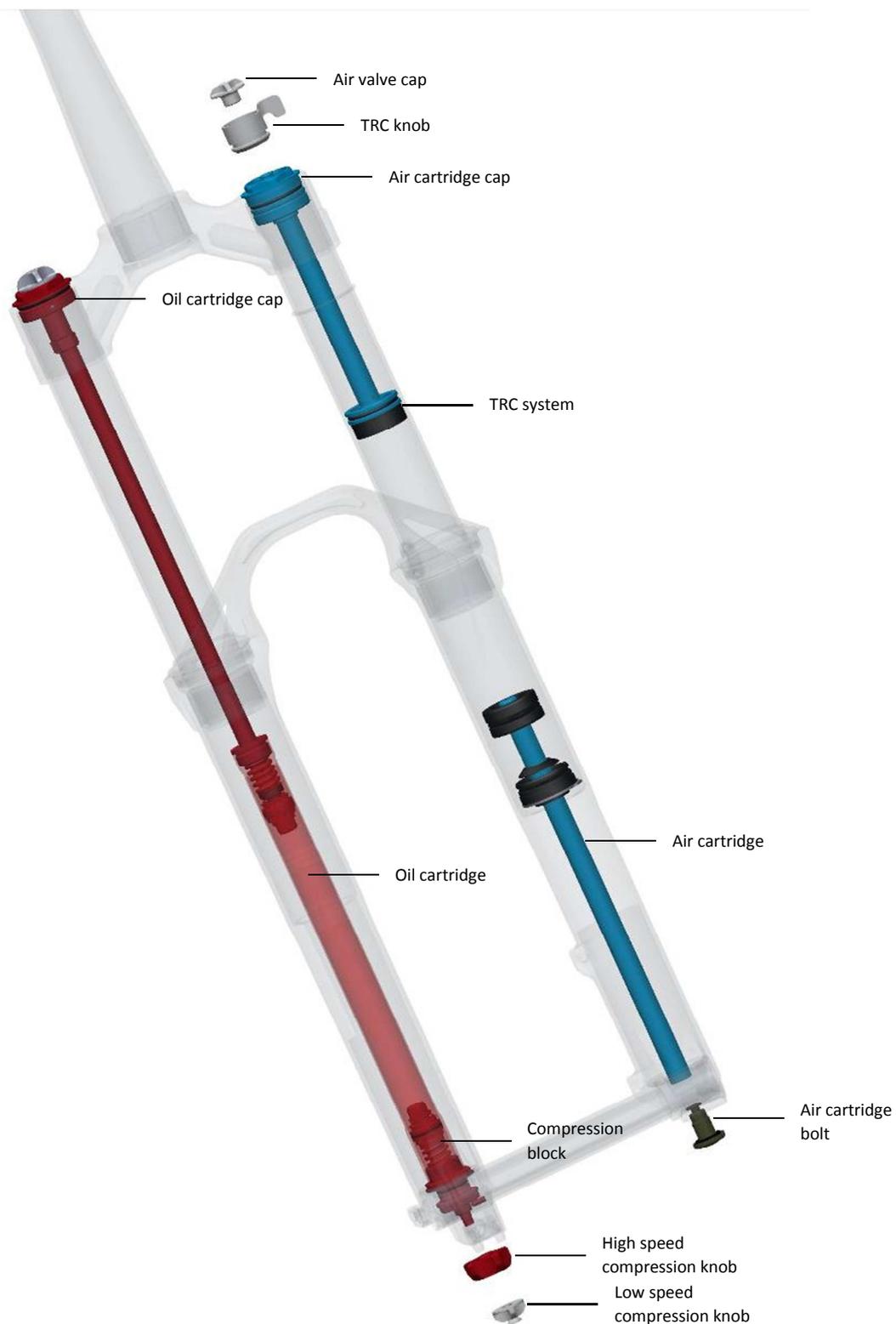
Valving: The mechanical hardware that creates compression or rebound damping. Valving is a combination of check valves, holes, ports, shims, springs, etc. The best valving arises out of piston with a series of tapered shim stacks which are very thin high quality steel “washers” that when combined together produce a smooth yet linear flex pattern when oil flows around them. Shims provide the resistance to the oil flowing through the piston at various speeds. The lower amount of shims used typically means the damping quality is less. Systems that use one or two shims deliver a harsh feel on high speed hits, unfortunately, many so-called high performance suspension designs use very few shims and/or only small holes to control damping forces. If your clickers are ineffective or have a very small range, this is due to improper piston & shim stack design.

3 Exploded views of the fork

3.1 DEVILLE 140 / 160 / 170 WITHOUT TRC OPTION



3.2 DEVILLE 140 / 160 / 170 WITH TRC OPTION



4 BOS Suspension Service

4.1 SAFETY

While working on BOS suspension please wear appropriate safety equipment's as apron, safety gloves and glasses.



When manipulating suspension oil, please wear nitrile gloves and glasses.

4.2 CLEANLINESS

When servicing your BOS suspension, be sure that you are working in conditions that will not affect the performance:

- Work in dust free environment
- Work on clean and organized workstation
- Use aluminum soft jaws to protect the equipment when using a vice
- Do not scratch any of the surface when using tools
- Clean elements when your disassemble them
- Drop sub-assemblies on your station in order to easily find how to reassemble them together
- Wear long sleeves is recommended or shaved arms

If you are servicing your BOS suspension outside a workshop, you should have at least:

- Avoid dust and air flow around your working area
- A clean tarpaulin to place underneath the suspension on the floor
- A bicycle repair stand to lock and maintain the suspension
- An oil pan
- All necessary tools listed below

4.3 TOOLS REQUIRED FOR SERVICE

Cleaning + Safety:

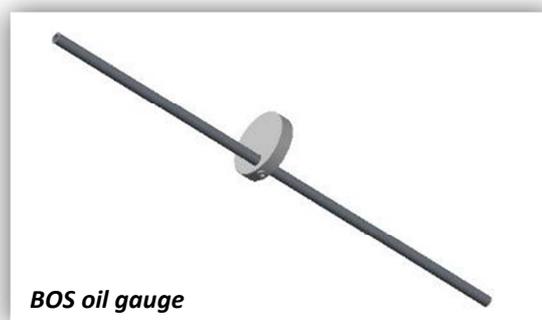
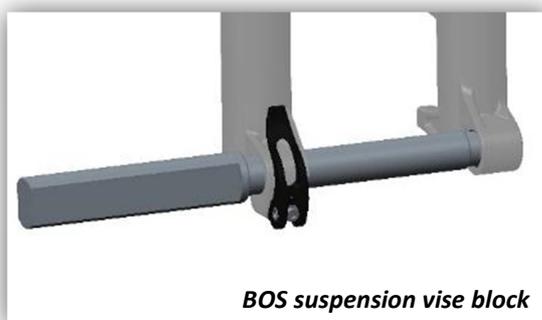
- Safety glasses
- Nitrile gloves
- Apron
- Bottlebrush
- Clean, lint-free rags
- Long plastic or wooden dowel
- Oil pan
- Spray bottle
- Soap (+ hot water)
- Pressure washer
- Isopropyl alcohol
- Oil fountain (optional)

Standard tools:

- 1.5 / 2.5 / 4 / 5 mm hex wrenches
- 13 / 14 / 26mm open end wrenches
- 10mm socket
- Socket wrench
- Syringe
- Downhill tire lever or 22mm open end wrench
- Large internal retaining ring pliers
- Torque wrench
- 21mm socket (6 sides)
- Small grounded screwdriver
- Air pump
- Bicycle stand (optional)
- Rubber mallet & Hammer
- Universal grease
- Reglet (metallic ruler)
- Graduated pitcher

BOS specific tools:

- 26mm grounded socket / ref. 151108-O-084
- Oil level gauge / ref. 150707-SEO-002
- BOS seal installation tools / ref. 151108-O-009C
- BOS suspension vise block (optional)/ ref. 151108-O-021A
- BOS Push air shaft (optional)/ ref. 150707-O-063



4.4 COMPONENTS REQUIRED FOR SERVICE

For operations on the suspension, you may have to order components according to the table below:

Operations	Components	Quantity	Step by step
Basic Service: Change Oil	Bio Oil	0.25 L	§ 6.1, 6.2, 6.3: 
Complete service: Change Oil Traveler checker replacement Scraper seals replacement Air piston O-ring replacement Stickers replacement	Bio Oil } DEVILLE service kit ref. 151108-SE-040 } Kit stickers*	0.25 L 1 1	§ 6.1, 6.2, 6.3, 6.4: 
Stickers replacement	Kit stickers*	1	§ 6.4

*Choose your sticker kit following this table:

Deville 2014-15	Deville 2016	Deville Rare FCV 2016
Ref. stickers: KITSTICKDEVILLE13	Ref. stickers: 151108-S-006	Ref. stickers: 151108-S-003
		
Ref. fork: 003xxxx to 016xxxx	Ref. fork: 062xxxx to 063xxxx and 094xxxx	Ref. fork: 072xxxx to 073xxxx

OEM stickers exists, please contact BOS for more information.

4.5 PERIODICAL SERVICE INFORMATION

To ensure that your fork will keep its best performance, be sure to respect the following program:

Item		New	Every ride	Every 6 months	Every year	Every two years
Set sag		x				
Set adjustments		x				
Clean fork exterior			x			
Basic Service	Wet/Muddy conditions			x		
	Racing/frequent use			x		
	Dry/dusty conditions				x	
Complete service	Wet/Muddy conditions				x	
	Racing/frequent use				x	
	Dry/dusty conditions					x
Inspect Bushings	Wet/Muddy conditions				x	
	Racing/frequent use			x		
	Dry/dusty conditions					x

4.6 FLUID TABLE

Serial n°	Product	Cartridge			Lubrication	
		Oil quantity (ml)	Oil level (mm)	Oil type	Oil quantity left air (ml)	Oil quantity right (ml)
003xxxx	DEVILLE 160 TRC	212	75	BioOil	5	X
004xxxx	DEVILLE 140 TRC	207	60	BioOil	5	X
006xxxx	DEVILLE 170 Tapered	211	80	BioOil	5	X
	DEVILLE 170 Tapered COM05	211	80	BioOil	5	X
007xxxx	DEVILLE 160 TRC Tapered	212	75	BioOil	5	X
009xxxx	DEVILLE 160	212	75	BioOil	5	X
010xxxx	DEVILLE 140	207	60	BioOil	5	X
011xxxx	DEVILLE 160 Tapered	212	75	BioOil	5	X
012xxxx	DEVILLE 140 Tapered	207	60	BioOil	5	X
013xxxx	DEVILLE 160 TRC Tapered 650B COM03	212	75	BioOil	5	X
014xxxx	DEVILLE 140 TRC Tapered 650B	207	60	BioOil	5	X
015xxxx	DEVILLE 160 Tapered 650B	212	75	BioOil	5	X
	DEVILLE 160 Tapered 650B ORB01	212	75	BioOil	5	X
016xxxx	DEVILLE 140 Tapered 650B	207	60	BioOil	5	X
017xxxx	DEVILLE 170 Tapered 650B	211	80	BioOil	5	X
	DEVILLE 170 Tapered 650B YT01	211	80	BioOil	5	X
	DEVILLE 170 Tapered 650B YT04	211	80	BioOil	5	X
	DEVILLE 170 Tapered 650B YT05	211	80	BioOil	5	X
	DEVILLE 170 Tapered 650B YT08	211	80	BioOil	5	X
023xxxx	DEVILLE FCV 150 Tapered 650B	210	75	BioOil	5	X
028xxxx	DEVILLE FCV 160 Tapered 650B YT07	212	70	BioOil	5	X
030xxxx	DEVILLE FCV 650B 140 Tapered MAR04	207	60	BioOil	5	X
033xxxx	DEVILLE PERFO 650B 160 Tapered MAR05	212	75	BioOil	5	X
037xxxx	DEVILLE 650B 160 Tapered Black QR15	212	75	BioOil	5	X
041xxxx	DEVILLE FCV 650B 160 Tapered Black QR15	212	75	BioOil	5	X
061xxxx	DEVILLE 27.5" 140 TAPERED BLACK - QR15	207	60	BioOil	5	X
062xxxx	DEVILLE 27.5" 150 TAPERED BLACK - QR15	210	70	BioOil	5	X
063xxxx	DEVILLE 27.5" 160 TAPERED BLACK - QR15	212	75	BioOil	5	X
072xxxx	DEVILLE FCV 27.5" 150 TAPERED BLACK - QR15	210	70	BioOil	5	X
073xxxx	DEVILLE FCV 27.5" 160 TAPERED BLACK - QR15	212	75	BioOil	5	X
094xxxx	DEVILLE 27.5" 170 TAPERED BLACK - QR20	211	80	BioOil	5	X

4.7 TRAVELER FOR SERVICE CONTROL (PRINTABLE DOCUMENT)

General information:

Product Designation: _____ Serial number: _____

Date of service: _____

Initial settings:

Pressure (psi)	Low speed (clicks)	High speed (clicks)	Rebound (clicks)

Services check list

Basic service operations:

Cleaning: YES NO – Note: _____

Oil change: YES NO – Note: _____

Basic control: YES NO – Note: _____

Travel checker replacement: YES NO – Note: _____

Complete service operations:

Cleaning: YES NO – Note: _____

Oil change: YES NO – Note: _____

Complete control: YES NO – Note: _____

Travel checker replacement: YES NO – Note: _____

Oil and dust seals replacement: YES NO – Note: _____

Air piston O-ring replacement: YES NO – Note: _____

Stickers replacement: YES NO – Note: _____

Comments / Parts changed:

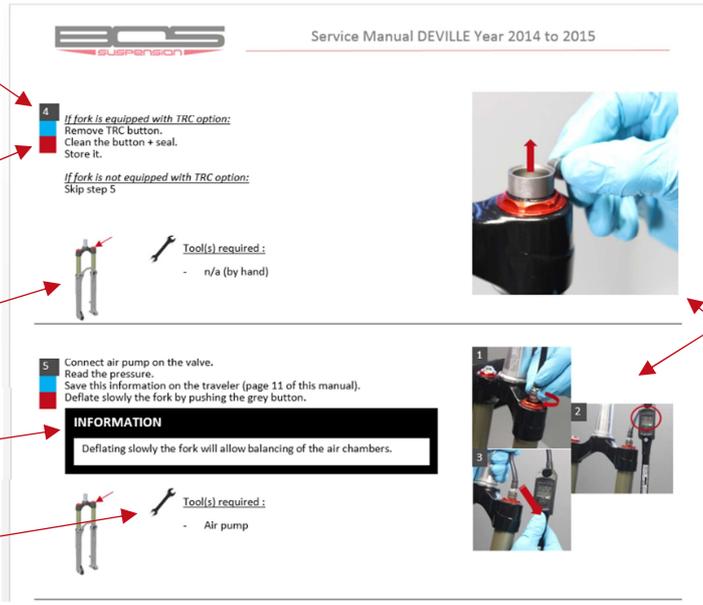
5 Operations Summary

5.1 STEP BY STEP CHART

For all BOS suspension's service, the following chart is followed:

1. Receive the suspension
 - a. Fill the traveler included in this manual page 11
2. Control the suspension
 - a. Oil leakages
 - b. General condition (scratches, damages...)
3. Clean the suspension. There is multiple way to clean:
 - a. Pressure washing
 - b. Hot water + soap
 - c. Oil bath + brush
 - d. Alcohol spray
4. Note the settings of the suspension. You could use page 11 of this manual to do so.
5. Disassemble the suspension following the §6 – Step by Step
6. Clean the sub-assemblies and control them when removing from the suspension
7. Change parts, reassemble and control the suspension
8. Apply back the suspension's settings.
9. Clean the suspension before packaging
10. Complete traveler with all information and join it with the suspension

5.2 HOW TO USE THIS DOCUMENT?



The diagram illustrates the layout of a service manual page for step 4 and step 5, with red arrows pointing to specific elements and their functions:

- Step number in the routine:** Points to the number '4' in a blue box at the start of step 4.
- Color code referring to service type (see page 8):** Points to the blue and red color coding next to the step number.
- Localization of the step on the suspension:** Points to a small image of the suspension fork assembly.
- Additional Caution or Information linked to the step:** Points to a black box labeled 'INFORMATION' containing the text: 'Deflating slowly the fork will allow balancing of the air chambers.'
- Tool(s) required for the step:** Points to the 'Tool(s) required' section, which lists 'n/a (by hand)' for step 4 and 'Air pump' for step 5.
- Pictures describing the steps:** Points to a large photograph of a hand operating a TRC button and a sequence of three smaller numbered photos (1, 2, 3) showing the disassembly process.

6 Step by Step

6.1 CLEANING

Cleaning is very important and part of the BOS service. Do not forget the cleaning steps during service.

- 1** Inspect the fork:
- Check eventual play
 - Control parts damaged
 - Seek for oil leakages (see picture)
- If one of those inspection points shows that something needs to be replaced, you should replace it.



Tool(s) required :

- n/a (by hand)



- 2** Clean the fork:
- Washer.
- OR (if not equipped):
- Hot water + soap.



Tool(s) required :

- Washer
- Soap



6.2 DISASSEMBLE

- 1** Loosen the quick release.
 Remove the wheel axle.
 Clean the quick release system and wheel axle.
 Use extra fine sand paper and water or oil to remove rust on the wheel axle if necessary.



Tool(s) required :

- 600 sand paper + water/oil

- 2** Place the fork on the vise block.
 If necessary, screw the quick release to tighten the fork on the vise block.



Tool(s) required :

- BOS suspension vise block / ref. 151108-O-021A

- 3** Loosen the air valve cap.
 Clean it.
 Store it.



Tool(s) required :

- n/a (by hand)

4

If fork is equipped with TRC option:
 Remove TRC button.
 Clean the button + seal.
 Store it.

If fork is not equipped with TRC option:
 Skip step 5



Tool(s) required :
 - n/a (by hand)

5

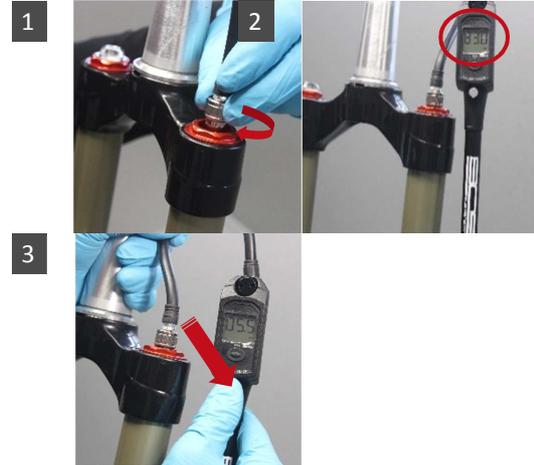
Connect air pump on the valve.
 Read the pressure.
 Save this information on the traveler (page 11 of this manual).
 Deflate slowly the fork by pushing the grey button.

INFORMATION

Deflating slowly the fork will allow balancing of the air chambers.

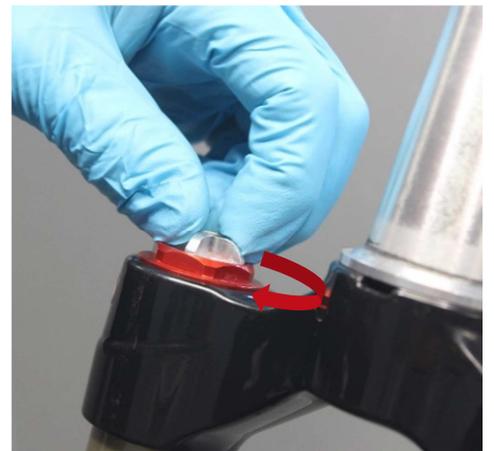


Tool(s) required :
 - Air pump



6

Save the rebound setting:
 - Screw clockwise the knob
 - While screwing, count the number of clicks until the stop
 - Write down the number of clicks on the traveler (page 11 of this manual)



Tool(s) required :
 - n/a (by hand)

- 7** Rotate the fork upside down on its vise block.
 Save the low speed compression setting (grey knob):
- Screw clockwise the knob
 - While screwing, count the number of clicks until the stop
 - Write down the number of clicks on the traveler (page 11 of this manual)
- Unscrew the grey knob (counterclockwise) at its maximum



Tool(s) required :

- n/a (by hand)



- 8** Save the high speed compression setting (red knob):
- Screw clockwise the knob
 - While screwing, count the number of clicks until the stop
 - Write down the number of clicks on the traveler (page 11 of this manual)

INFORMATION

The grey knob will turn with the red one. This is normal!



Tool(s) required :

- n/a (by hand)



- 9** Loosen the air cartridge bolt.
 Clean the bolt and seals (x2).
 Store it.

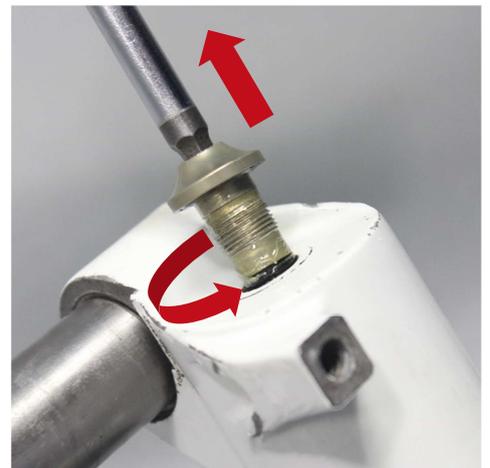
CAUTION

While loosening the bolt, oil may drop from the bottom of the fork.
 Be sure to apply oil pan under the fork.

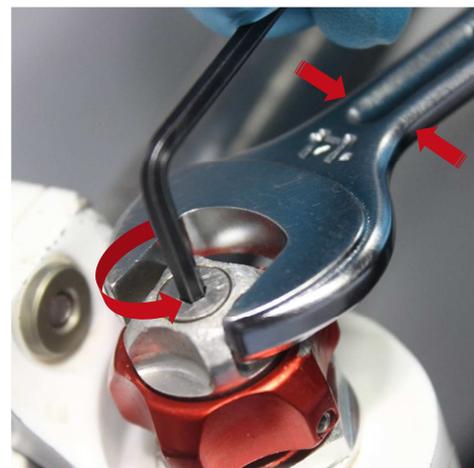


Tool(s) required :

- 5mm HEX wrench



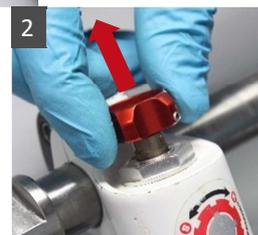
- 10 Use the 14mm open wrench to lock the rotation of the grey knob.
Use the 2.5mm HEX wrench to loosen the screw.
Clean the knob + screw.
Store it.



Tool(s) required :

- 14mm open wrench
- 2.5mm HEX wrench

- 11 Use the 1.5mm HEX wrench to loosen the screw of the red knob.
Clean the knob + screw.
Store it.



CAUTION

If the screw is too tight, heat the knob and try again.



Tool(s) required :

- 1.5mm HEX wrench

- 12 Loosen the oil cartridge nut.



CAUTION

While loosen the oil cartridge nut, oil leakage may appears.



Tool(s) required :

- Socket wrench
- 21mm socket

- 13 Place an oil pan under the fork.
 Rotate back the fork to its normal position.
 Oil will drop from the bottom of the casting.

CAUTION

Rotate slowly the fork to avoid splash.



Tool(s) required :

- n/a (by hand)

- 14 Loosen the oil cartridge cap.



Tool(s) required :

- Socket wrench
- 26mm socket grounded

- 15 Purge the oil cartridge:
- Lift the oil cartridge cap until seeing the cartridge body.
 - Hold the cartridge body by hand.
 - Pull back and forth the cartridge 3-4 times



Tool(s) required :

- n/a (by hand)

16 Remove the oil cartridge by pulling it up from the fork.
Clean and inspect the cartridge.
Store it.



Tool(s) required :

- n/a (by hand)



17 Remove the stanchions from the fork by lifting it up.
Clean it.



Tool(s) required :

- n/a (by hand)



18 Place the tips of large retaining ring pliers into the eyelets of the retaining ring.
Press firmly on the pliers and remove the retaining ring.



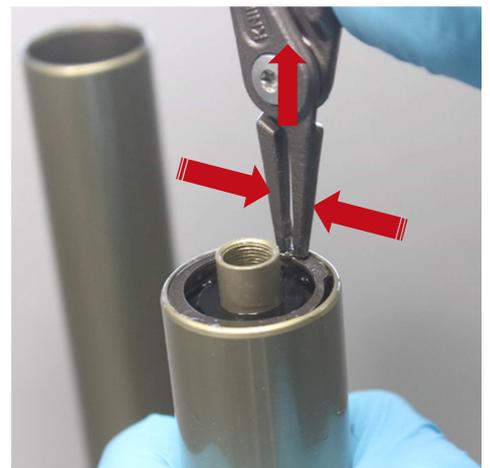
CAUTION

Scratches on the air shaft will reduce spring performance.
Maximum attention should be taken while removing retaining ring.



Tool(s) required :

- Large retaining ring pliers



- 19 Place back the air cartridge screw on the shaft.
 Push the air valve to avoid depression inside the air cartridge.
 Remove the air shaft from the stanchion by pulling on the screw.
 Clean and inspect the air shaft + pistons.
 Store it.



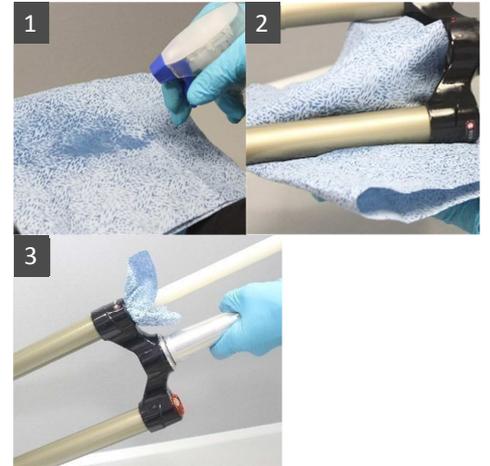
Tool(s) required :

- n/a (by hand)

- 20 Clean the stanchions:
- Spray isopropyl alcohol inside and outside stanchions.
 - Clean with a rag outside the stanchions.
 - Wrap a rag around a long dowel to clean inside stanchions.

CAUTION

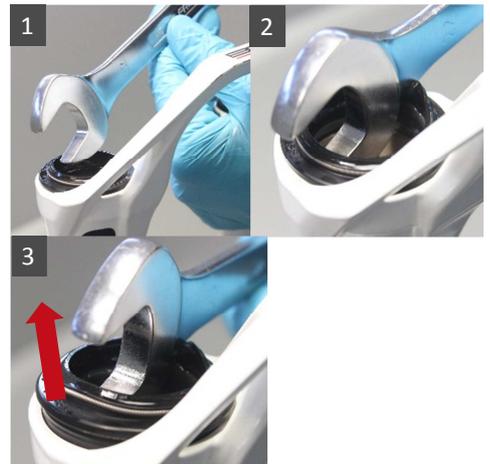
Scratches on stanchions will generate oil leakages.
 Maximum attention should be taken while cleaning stanchions.



Tool(s) required :

- Spray of isopropyl alcohol
- Rag
- Long dowel

- 21 Remove the scraper seals from the casting:
- Place the smaller beak of the open wrench under the seal.
 - Pry on the seal itself to remove the scraper seal from the casting.
 - Do the same operation on the other seal.



Tool(s) required :

- 22mm open wrench

- 22 Clean the casting:
- Oil fountain with brush + bottlebrush.
 - Washer.

- OR (if not equipped):
- Isopropyl alcohol + brush + bottle brush.
 - Hot water + soap.



Tool(s) required :

- Oil fountain with brush
- Bottlebrush
- Washer
- Isopropyl alcohol + brush
- Soap



- 23 Take off the stickers from the casting:
- Peel off the sticker from the casting by hand (you could use a plastic tool to start in an angle).
 - Clean the casting with isopropyl alcohol and rag.

INFORMATION

Doing this operation after HOT washing will make easier to remove the adhesive.



Tool(s) required :

- Spray of isopropyl alcohol
- Rag



6.3 REASSEMBLE

- 1** Take the air shaft with pistons.
 Change the O-ring of the piston mounted at the end of the shaft.
 Slide a small screwdriver grounded (remove sharp edges) between the O-ring and the piston, and extract it.



Tool(s) required :

- Small screwdriver grounded



- 2** Take a new O-ring.
 Insert one side in the groove by hand and maintain it.
 Use a small screwdriver grounded to insert the other side of the O-ring into the groove.
 Keep your screwdriver between the shaft and the O-ring and turn around the shaft 2-3 times. This will ensure that the O-ring is not twisted on itself.



Tool(s) required :

- Small screwdriver grounded



- 3** Apply universal grease on this piston + O-ring with a reglet.
 Remove excess of grease.



Tool(s) required :

- Universal grease
- Reglet



The groove should be full of grease!

- 4** Insert the air shaft inside the left stanchion, greased piston first.
 Firmly push by hand on the rod guide.
 You should feel that the rod guide went through a "click".
 Check if you see the groove in the stanchion to place the retaining ring.

CAUTION

Do not use tools to push the piston and the rod guide, only by hand!



Tool(s) required :

- n/a (by hand)



- 5** Take a new retaining ring.
 Due to an evolution during the fork production life, you should ensure that you will mount the correct retaining ring according to picture 1.
 Place the tips of the large internal retaining ring pliers into the eyelets of the retaining ring.

CAUTION

Sharp edges of the retaining ring should face up once mounted!



Tool(s) required :

- Large retaining ring pliers
- Small screwdriver

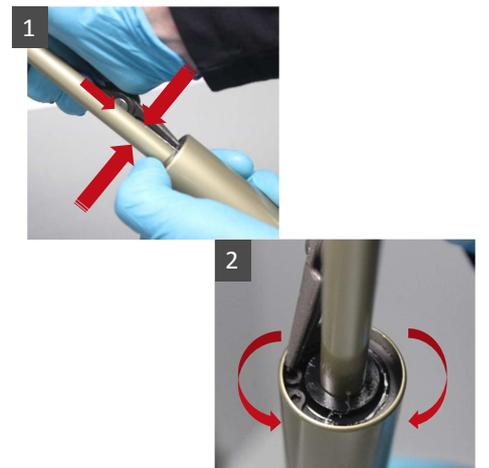


- 6** Press firmly the pliers and insert one side of the retaining ring.
 Push the other side inside the groove, if necessary, you could use a small screwdriver.
 Rotate the retaining ring in its groove to ensure that the retaining ring is properly seated inside the groove.



Tool(s) required :

- Large retaining ring pliers
- Small screwdriver



- 7 Push the air valve at the top of the fork.
Push the air cartridge inside the stanchion at the maximum.



CAUTION

The air shaft should not exceed the stanchion more than 2-3cm.



Tool(s) required :

- n/a (by hand)

- 8 *If your fork is TRC equipped and you cannot enter the air shaft:*
Place back the TRC button on the top of the fork.
Deactivate the TRC function by turning anticlockwise the button.
Take off the TRC button.
Go back to previous step.



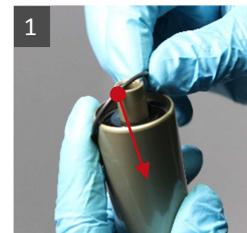
If your fork is not TRC equipped, skip this step.



Tool(s) required :

- n/a (by hand)

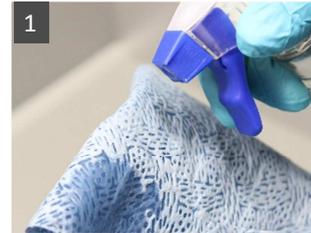
- 9 Remove the travel checker O-ring.
Place a new travel checker O-ring:
- Hold one side of the O-ring on the stanchion
 - Pull the O-ring to insert it on the stanchion



Tool(s) required :

- n/a (by hand)

10 Degrease the scraper seal groove on the casting.
Use isopropyl alcohol and rag to clean the groove.



CAUTION

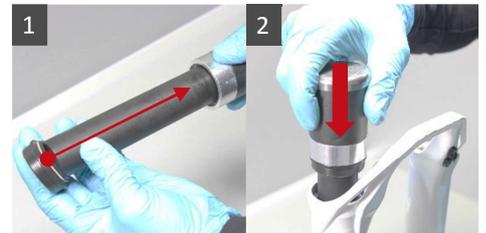
Greasy surface will generate scraper seal extraction while riding!



Tool(s) required :

- Spray of isopropyl alcohol
- Rag

11 Take the upper slide bushing tool and apply the scraper seal tool & the strike tip.
Place a new scraper seal on the tool and apply the tool on the casting.
Hit the tool until the scraper seal has touched all around the casting.
Repeat operations for the other scraper seal.



CAUTION

Do not squeeze the scraper seal, stop hitting once it touch the casting.



Tool(s) required :

- BOS lower slide bushing tool / ref. 151108-O-007C
- BOS scraper seal tool / ref. 151108-O-009C
- Rubber mallet

12 Apply universal grease on the inside of the scraper seal.
Remove excess of grease.



Tool(s) required :

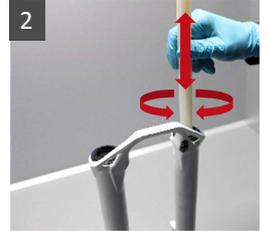
- Universal grease
- Reglet

- 13** Mount the casting on the vise block.
 Check that the casting bottom O-rings are still well located on both sides.
 Use a long dowel to gently hit the O-ring all around.



Tool(s) required :

- BOS suspension vise block / ref. 151108-O-021A

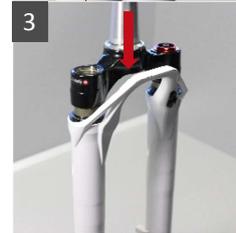


- 14** Present the stanchions slantwise on the scraper seals.
 Push and straighten the stanchions to insert them into the casting.
 Compress the fork at its maximum.



Tool(s) required :

- n/a (by hand)

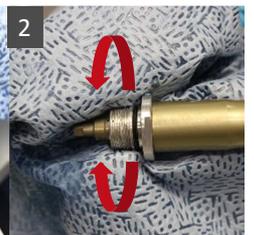


- 15** Degrease and clean the bottom of the oil cartridge (seal and thread).
 Degrease and clean the bottom of the casting
 Insert the oil cartridge in the fork.
 Screw the oil cartridge nut on the first threads.
 Screw the oil cartridge cap on the first threads.

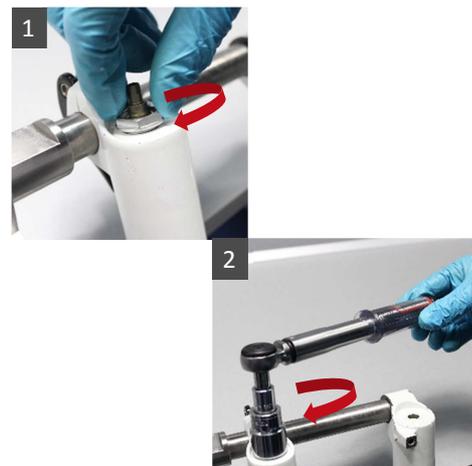


Tool(s) required :

- Spray of isopropyl alcohol
- Rag



16 Rotate the fork upside down.
Screw the oil cartridge nut with the torque wrench.

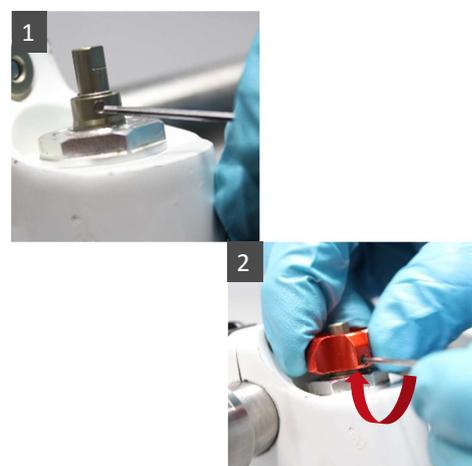


Tool(s) required :

- Torque wrench
- 21mm socket

Torque = 10Nm

17 Locate the hole on the shaft, then place the red knob (high speed compression) on the fork with the screw in front of the hole.
Gently screw the knob. Turn the knob until you feel that the screw fall in the hole.
Tighten the screw.



Tool(s) required :

- 1,5mm HEX wrench

Tighten gently (Torque = 0.35Nm)

18 Place the grey knob (low speed compression) on the fork.
Maintain the rotation of the grey knob with a 14mm open wrench.
Tighten the screw to fix the grey button.



Tool(s) required :

- 2,5mm HEX wrench
- 14mm open wrench

No torque – tighten gently

- 19 Screw (clockwise) the red and grey knob until the stop.
Put back the customer settings on the grey and red knobs by unscrewing and counting the clicks.

INFORMATION

The grey knob will turn when turning the red. This will not affect the grey setting.



Tool(s) required :
- n/a (by hand)



- 20 Rotate back the fork to its normal position.
Take X ml* of oil** in a graduated pitcher.
Unscrew the oil cartridge cap.
Extend the fork at its maximum.
Fill the fork with all the oil.

* Refers to "Oil quantity" column in Fluid table, page 10 of this document.
** Refers to "Oil type" column in Fluid table, page 10 of this document.



Tool(s) required :
- Graduated pitcher
- Oil**



- 21 Screw by hand the oil cartridge cap until the stop.
Compress and release slowly the fork 4-5 times.



Tool(s) required :
- n/a (by hand)



- 22 Check oil level according to column "Oil level" from Fluid table page 10.
 Take the oil level gauge.
 Use a reglet to set the oil level as the distance between the stop and the end of the tube.
 Mount the oil level gauge on the syringe.
 Mount the oil level gauge on the syringe.



Tool(s) required :

- Oil level gauge / ref. 150707-SEO-002
- Syringe
- Reglet

- 23 Unscrew the oil cartridge cap.
 Compress the fork at its maximum and pull the cartridge.
 Place the syringe + oil gauge on the fork.
 Aspirate oil with the syringe until air bubbles appears.

CAUTION
 Oil level is always done suspension compressed and cartridge extended



Tool(s) required :

- Oil level gauge / ref. 150707-SEO-002
- Syringe

- 24 Screw the oil cartridge cap on the first thread.
 Pull the fork to reach the maximum length of the fork and maintain.
 Screw the oil cartridge cap with the torque wrench + 26mm grounded socket.
 Apply back the rebound setting from the customer.



Tool(s) required :

- Socket wrench
- 26mm grounded socket

No torque – tighten to contact

25 Take off the oil level gauge from the syringe.
Fill the syringe with Y ml* of oil

* Refers to "Oil quantity left air" column in Fluid table, page 10 of this document.



Tool(s) required :

- Syringe

26 Place the fork horizontally.
Empty the oil from the syringe into the "air" lower leg for lubrication.

CAUTION

Be careful, the oil has to be placed in the lower leg, **not in the air shaft**.
Keep the suspension horizontal until the air cartridge bolt has not been tighten.



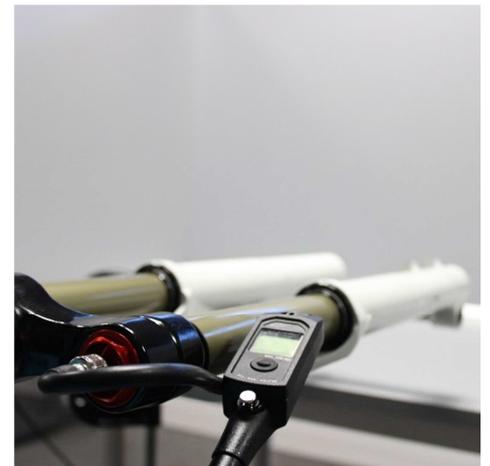
Tool(s) required :

- Syringe

27 Connect the air pump on the fork.
Increase the air pressure until the air shaft touches the casting.

CAUTION

Keep the suspension horizontal until the air cartridge bolt has not been tighten.



Tool(s) required :

- Air pump
- Torque wrench
- 5mm HEX socket

- 28 Apply grease by hand on the air cartridge bolt and O-rings.
Screw the bolt in the shaft with a torque wrench + 5mm HEX socket.
Increase pressure until the user pressure has been reached.

CAUTION

Keep the suspension horizontal until the air cartridge bolt has not been tighten.



Tool(s) required :

- Air pump
- Torque wrench
- 5mm HEX socket



Torque = 10Nm

- 29 Balance the air chambers :
- Compress slowly the fork on the first 2cm.
 - Release the pressure gently.
- Repeat these 3-4 times to balance your fork.
Control the pressure.

INFORMATION

Balancing air chambers is important to soften the fork and avoid preload.



Tool(s) required :

- n/a (by hand)



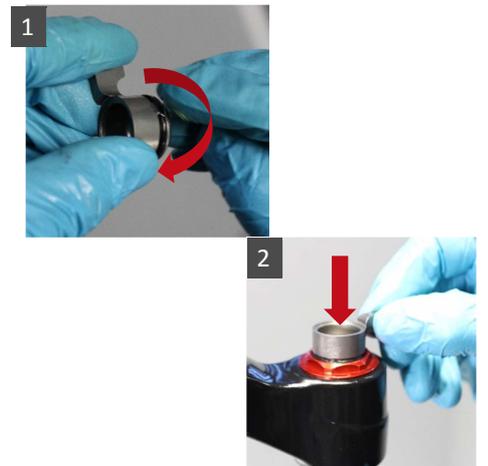
- 30 *If fork is equipped with TRC option:*
Put grease by hand on the TRC button and its O-ring.
Place the TRC button back on the fork.

If fork is not equipped with TRC option:
Skip step 30.



Tool(s) required :

- Universal grease



- 31 Screw air valve cap by hand.
Screw wheel axle back on the fork.
Close the quick release.



Tool(s) required :

- n/a (by hand)



- 32 Clean the fork:
- Washer.
OR (if not equipped):
- Hot water + soap.



Tool(s) required :

- Washer
- Soap



6.4 STICKERS REPLACEMENT

1 If stickers replacement starts from scratch:

Clean the fork:

- Washer.

OR (if not equipped):

- Hot water + soap.

If stickers replacement is part of the complete service:

Go to step 3



Tool(s) required :

- Washer
- Soap

2 Take off the stickers from the casting:

- Peel off the sticker from the casting by hand (you could use a plastic tool to start in an angle).
- Clean the casting with isopropyl alcohol and rag.

Doing this operation after washing with washer OR hot water will make it easier to remove the adhesive.

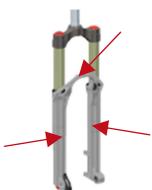


Tool(s) required :

- Spray of isopropyl alcohol
- Rag

3 Place new stickers back on the fork. Clean the fork.

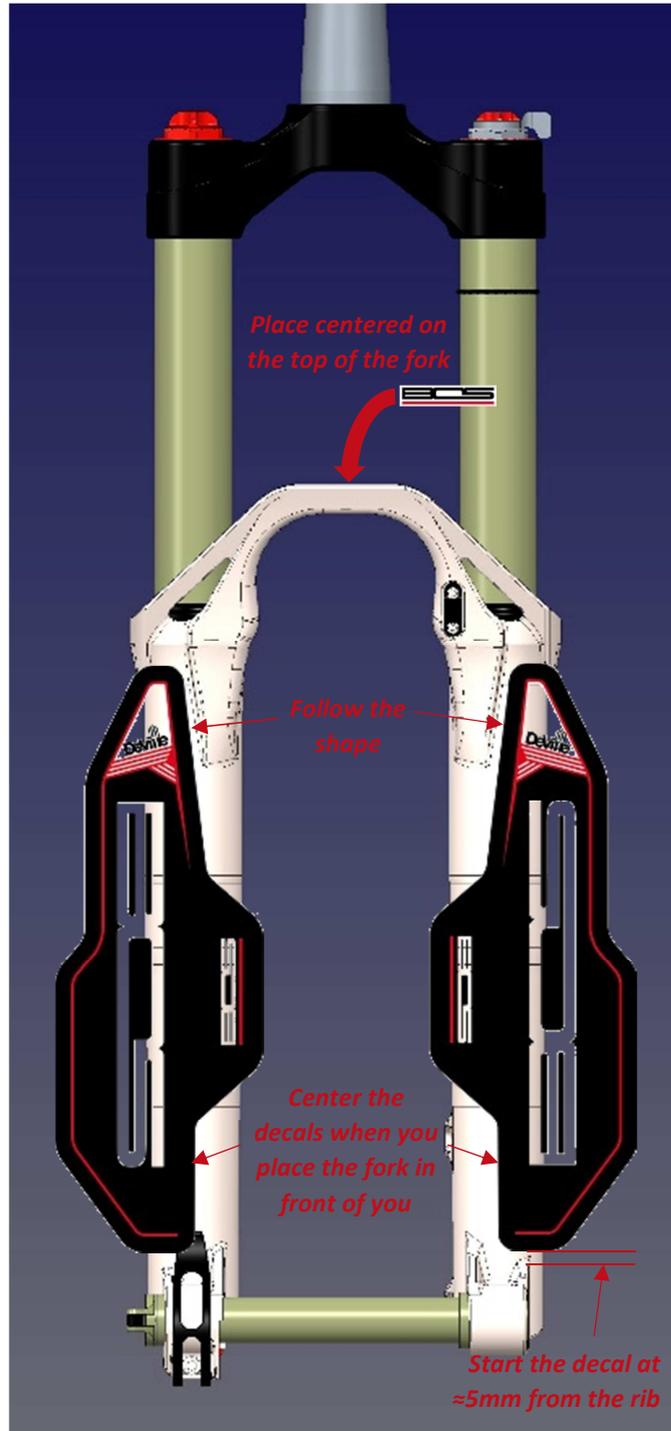
See "§7 - Stickers Templates" section for more information on how to apply a sticker.



Tool(s) required :

- n/a (by hand)

7 Stickers templates



8 Additional Information

8.1 AIR SETTINGS

Recreational use:

Weight (Kg/lbs.)	55/120	60/132	65/143	70/154	75/165	80/176	85/187	95/210	105/132	110/242
Air pressure (psi)	50	60	65	75	80	90	95	105	110	120

Racing use:

Weight (Kg/lbs.)	55/120	60/132	65/143	70/154	75/165	80/176	85/187	95/210	105/132	110/242
Air pressure (psi)	55	65	70	80	85	95	100	110	115	125

8.2 HYDRAULIC SETTINGS



To start setting your fork, turn clockwise completely the knobs (=click 0). Then turn counterclockwise one click at a time.

Recreational Use:

Low-speed compression: 15 clicks
 High-speed compression: 15 clicks
 Rebound: 15 clicks

Racing Use:

Low-speed compression: 10 clicks
 High-speed compression: 18 clicks
 Rebound: 14 clicks

8.3 F.A.Q.

My fork loses pressure when I remove the pump, what can I do?

Check the valve core tightness using a Schrader valve core tool.

My fork has negative travel, is this normal?

The BOS air spring is designed to lower the engagement threshold as much as possible. Therefore, it is possible on some bikes that there will be a small negative travel.

Where can I buy original stickers or a valve cap?

These items and more are available through our distributors.

My fork has bushing play from new, what should I do?

The unique bushing alignment and tolerance on BOS forks results in less friction, more sensitivity, and some bushing play from new. If the bushing play feels abnormally excessive, please contact a BOS certified service center for expertise.

My fork is lowering as I deflate it, what is happening?

When you deflate the fork by the Schrader valve, you are only emptying the positive air chamber. The negative air chamber stays under pressure and exerts an opposing force on the air piston and pulls the fork down. To avoid this phenomenon, deflate the fork in steps of 30-40 PSI and equalize the air chambers between steps (compress and release the fork 5-10 times over the first 20mm – 1 inch) of travel.

I just inflated my fork for the first time and it is really hard, what can I do?

Have you equalized your fork's air chambers? If not, check how it's done in the setup section of your product's user manual.

Did you change your fork's settings? Check that your low-speed and high-speed compression are at our recommended base settings given in the setup section of your product's user manual.

If you've equalized your fork, you may have some internal pressure from the production process. You can eliminate this pressure by slipping a thin zip tie between your left dust seal and your stanchion until you hear the sound of air escaping. Then reset your pressure and equalize your air chambers.

If you've tried all that and your fork is still hard, email customer service and they'll give you a hand.

My fork was upside down or on its side and now it feels like there's no hydraulic control.

Your cartridge has depurged – air has entered the hydraulic system. Open both cartridges like the one used in your fork allow air to mix with oil. The cartridge purges itself as you ride. You can purge the fork even faster by cycling it through its full travel 5-10 times.

If it is becoming increasingly difficult to purge your cartridge, it may be time for an oil change. Contact your closest BOS authorized service center for a basic or a full service.

I have about 5mm of travel unused when I ride normally.

Our forks are designed to be very progressive at the end of travel to give you a bottomless feeling. This means that those last couple millimeters of travel might only be used on the biggest hits or when you case a landing. You can think of them as insurance to get you out of the trickiest situations. If you have more than about 5% of your travel unused, try lowering your air pressure by 5PSI and check your compression settings. If your compression settings are much harder than our recommended values, try bringing them closer to the base settings in your product's user manual.

I have grease/oil coming out of my brand new fork seals.

This is not unusual at the beginning of the life of a fork. Clean off the stanchions and the seals and it will stop after a few rides.

My fork has been sitting for a couple of weeks and some oil came out of the seal when I rode it the first time.

BOS seals can let out a little bit of oil when they have been sitting and dried out. Wipe off any oil, and none more will come out when the seal is lubricated again.

I have grease/oil coming out of my used fork seals.

It's time for a service! Contact your nearest BOS authorized service center for a full service.

But I haven't reached your recommended service interval yet.

Our recommended service intervals cannot cover 100% of customer's usage cases. Use in wet, muddy conditions; storage out in the sun; frequent use; or improper care can all cause your seals to wear out more quickly.

For any other questions, you can send us a message at customerservice@bosmtb.com.