

FORK IDYLLE 36

26" - COIL

ID Product : 150707-E-002

Last Update : 04/2024

SERVICE MANUAL



WWW.BOS-SUSPENSION.COM

D R I V E N B Y P E R F O R M A N C E

DEAR CUSTOMER



Welcome to our family!

We share a common passion: cycling. This same passion has led us to design carefully engineered, top-of-the-range products for your discipline: DH, Enduro & All Mountain.

With 20 years' experience in the research, development and production of innovative, high-performance products, BOS products are the fruit of meticulous work and unique know-how. Our team in Toulouse is proud to support you in this adventure by providing you with the best of our technology, acclaimed in many disciplines.

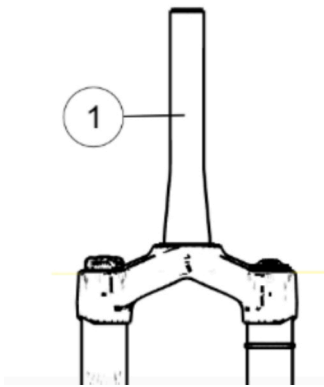
In order to get the most out of your suspension, we invite you to read the user manual, assembly instructions and user tips carefully, so that you can make the most of the potential of your new equipment.

Thank you for choosing BOS Suspension,
Have a good ride,

Translated with DeepL.com (free version)

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SERIAL NUMBER

Your fork serial number is a serie of 7 digits engraved on your fork's pivot (1).



WARRANTY

BOS SUSPENSION grants a contractual guarantee under the following conditions:

BOS guarantees its products against all defects in form and manufacturing faults for a period of one year from the date of original purchase. Proof of purchase will be required for any application of the guarantee. The warranty is granted to the original owner and is non-transferable. Wearing parts such as wiper seals, O-rings, guide rings, pins, bushings, screws and bolts are not covered by the warranty.

Application

The application of the warranty is subject to the laws in force in the country or state in which the original owner resides. If the local legislation differs from the warranty as described here, the warranty is deemed to be amendable to comply with it.

Limits

BOS SUSPENSION is not liable for direct, indirect, special, incidental or unforeseen damage resulting from the use of its products, subject to compliance with local legislation.

Exclusion

The guarantee does not apply in the following cases :

- Failure to comply with the installation instructions as described in the installation and adjustment manual.
- Failure to follow the disassembly/assembly instructions as described in the service manual.
- Modifications made to the product by the owner or a third party.
- Inappropriate use.
- Damage resulting from an accident, violent shock, fall, under any circumstances.
- Failure to comply with the instructions and maintenance intervals.
- Replacement of original parts with parts from manufacturers other than BOS SUSPENSION.
- Alteration of the serial numbers with the obvious aim of making it illegible.

Procedure

Regardless of where the product was purchased, the owner must contact an authorised BOS centre to apply for the guarantee. It is compulsory to produce the purchase invoice. Otherwise, the warranty will not apply. Sending the product is subject to the prior agreement of the BOS SUSPENSION after-sales service department. Outward carriage, dismantling and packaging costs are the responsibility of the customer. In the event of refusal to apply the guarantee, the packaging and return shipping costs are the responsibility of the customer.



SAFETY INSTRUCTIONS

GENERAL WARNINGS

The fork is an important element which has a direct influence on the behaviour of your bike.

This manual must be consulted before using the BOS shock absorber and during its entire service life. It is an integral part of the shock absorber.

If necessary, or for any service operation, please contact an authorized BOS Suspension centre or consult this manual.

After installation, test your vehicle at low speed to make sure that it works properly.

USE IN SAFETY

When using BOS products, make sure you are in good physical shape and not under the influence of products that affect your lucidity and decision-making capacity (alcohol, drugs, etc.). If you are not able to ride, do not endanger yourself or any other person.

The shock absorber has the effect of absorbing shocks, which can generate strong heat. Do not touch the shock absorber after use. Allow it to cool before attempting any work on it.

YOUR SAFETY FIRST

When working on a BOS suspension, please wear appropriate safety equipment such as apron, safety gloves and goggles.
When handling the suspension oil, please wear nitrile gloves and goggles.



CAUTION

The operations may impair your safety or cause damage to your suspension. Be sure to take note of these warnings



IMPORTANT INFORMATION

These indications are provided to enable you to perform the operations described in this manual and to optimize the performance of your suspension.

OPERATING RULES ON YOUR FORK

Before carrying out any operation, check that you have the necessary tools to perform it. Some tools will be specific to BOS fork, they will be indicated in this manual when using them and can be ordered directly on our website www.bos-suspension.com.

The disassembly of your shock implies the replacement of certain parts which cannot be reassembled worn without risk of malfunction of your product (O-rings, seals, wiper seals, rings...).

Before reassembly, clean the parts thoroughly of any impurities and check their state of wear. If this seems correct, you can reassemble your shock absorber, otherwise, change the worn parts.

ENVIRONNEMENT

Mountain Bike is a wonderful sport that brings you a lot of happiness. However, it is potentially a source of environmental conflict with other people.

Responsible behaviour when using your bike automatically defuses problems and conflicts. Make sure that you comply with the legislation in force in your country regarding the disposal of used shock absorber oils and components.

To ensure the continued existence of mountain bike, make sure that you stay within the legal framework, are environmentally friendly and recognise the rights of others.

CLEANLINESS

When servicing your BOS suspension, make sure you work in conditions that will not affect performance:

- Work in a dust-free environment
- Work in a clean and organized work area
- Use soft aluminum jaws to protect equipment when using a vice
- Don't scratch surfaces when using tools
- Clean components when disassembling them
- Remove sub-assemblies in the order of disassembly
- Wear long sleeves or shave arms

If you service your BOS suspension outside a workshop, you should at least :

- Avoid dust and air circulation around your work area
- A clean tarpaulin to place under the suspension on the ground
- A repair stand to hold the suspension
- An oil pan and all the necessary tools listed.



Cleaning precautions

Clean your shock absorber with a washing machine if you have one. Otherwise, use a high-pressure cleaner and finish off with warm water and soap.

! Never use aggressive products such as degreasers on joints.
If you use a high-pressure washer, never aim the jet directly at the seals.
Regularly remove any soil that may have accumulated in the rubber buffer.

TOOLS

Cleaning and safety tools

- - Safety glasses
- - Clean rags (lint-free)
- - Soap (+ hot water)
- - Nitrile gloves
- - High-pressure cleaner
- - Apron
- - Oil pan

Casual tools

- Proportioner
- Flat wrench 21 or 24mm
- Flat wrench 14mm
- Sockets 32mm / 21mm
- Clip pliers
- Flat screwdriver
- Strap wrench

Outils spécifiques

- 150707-SEO-001 : Bushing / Seals mouting tools 36mm
- 150707-SEO-004 : Bushing extractor tools 36mm
- 150707-SEO-007 : Bushing cup tools 36mm
- 150707-SEO-005 : Stike tools
- 150707-SEO-002 : Oil level gauge

Kit révision

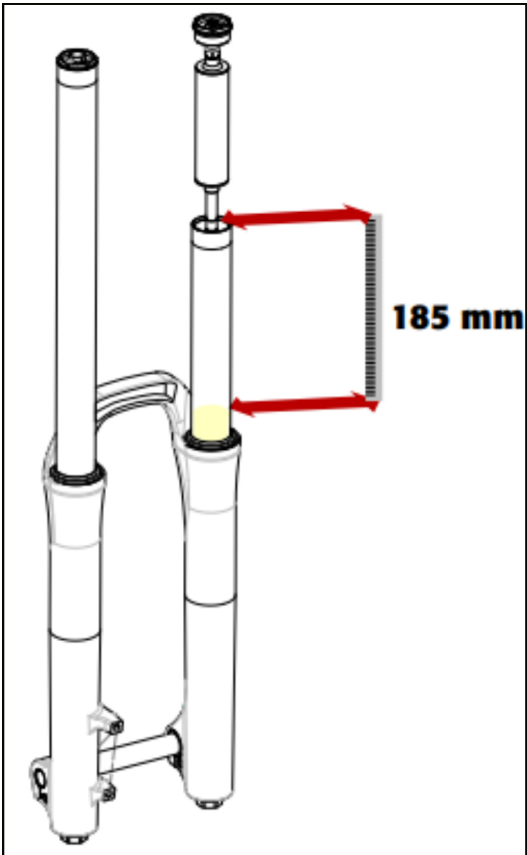
- 150707-SE-003 : Wiper seals kit x2
- 150707-SE-004 : Bushing kit x2
- 150707-SE-052A : O'ring kit Idylle 36 Coil and SC Coil

Consommables

- Lubrification AMX3
- Loctite
- Degreaser
- Whitte grease / grease

Hydraulic cartridge side			
Product	Oil type	Oil quantity	Oil level
Idylle ressort court	AMX3	300ml	185mm
Idylle ressort long	AMX3	300ml	185mm
Oil level is measured with stanchion push at the bottom and rebound rod pulled out.			

Spring side			
Product	Oil type	Oil quantity	Oil level
Idylle ressort court	AMX3	120 ml	/
Idylle ressort long	AMX3	155 ml	/



SERVICE PARTS LIST



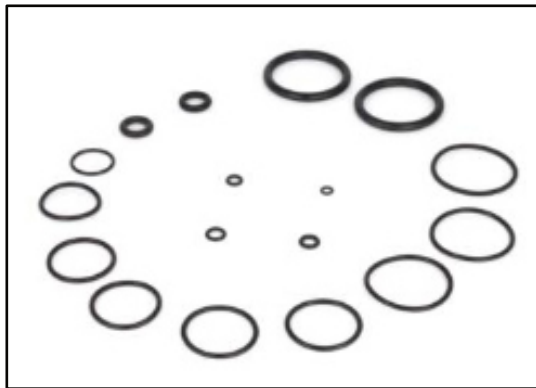
150707-SE-003 (Wiper seals kit)

JT220004A3	O'ring for lower nut on spring side	x1
JT300004A3	O'ring for SAG measure	x1
RXWT000083	Wiper seal 36mm	x2



150707-SE-004 (Bushing kit)

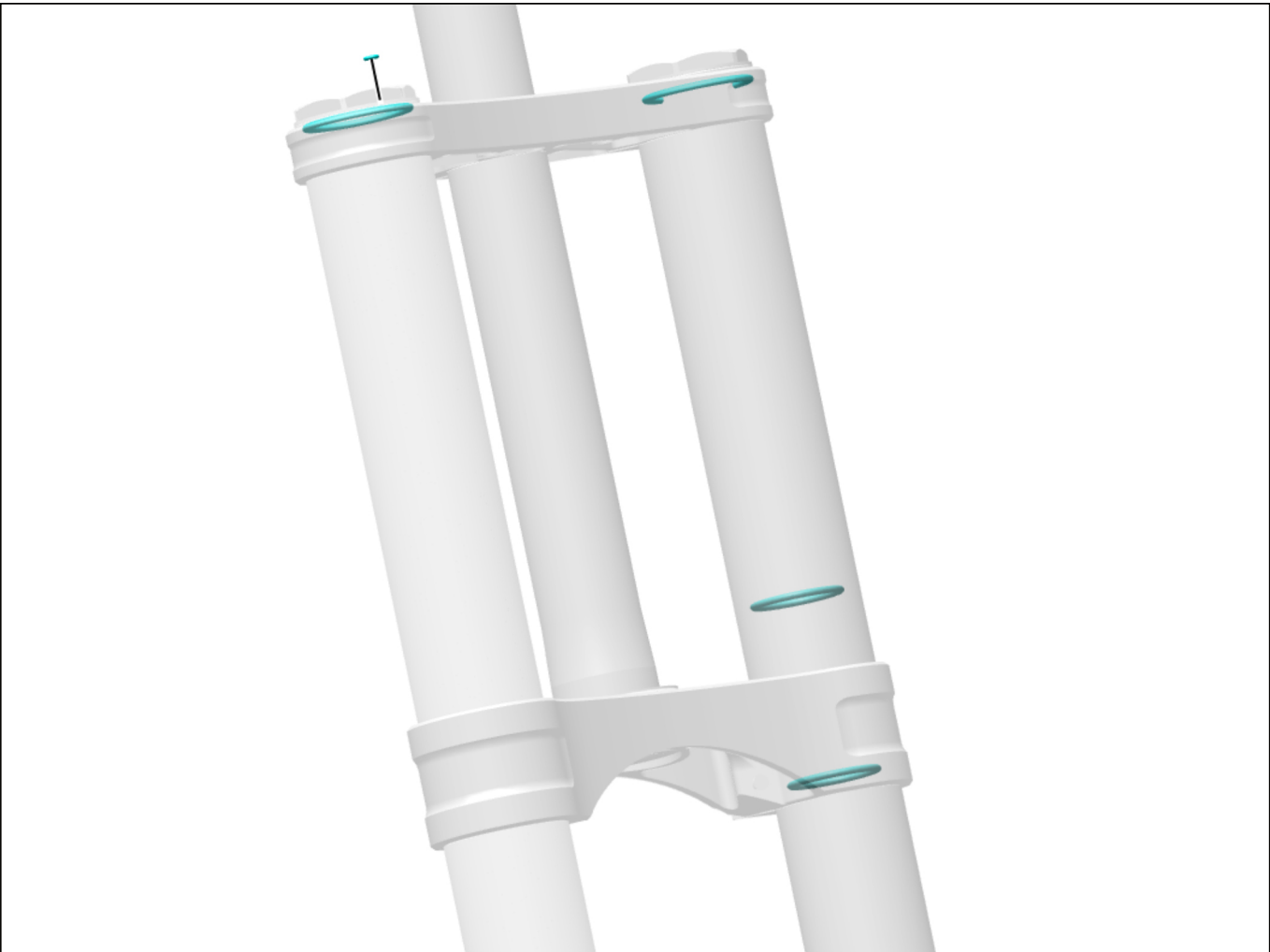
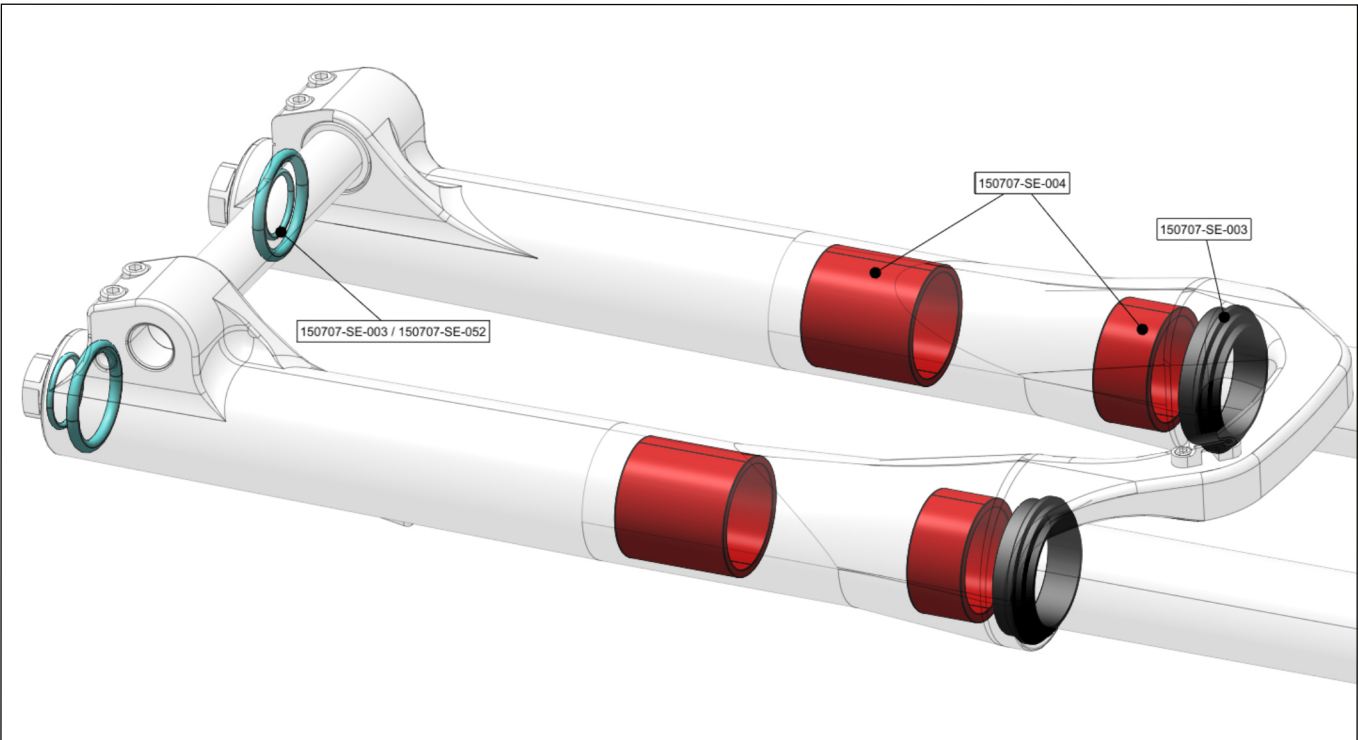
150707-D-148A	Upper bushing 36mm	x2
150707-D-149A	Lower bushing 36mm	x2



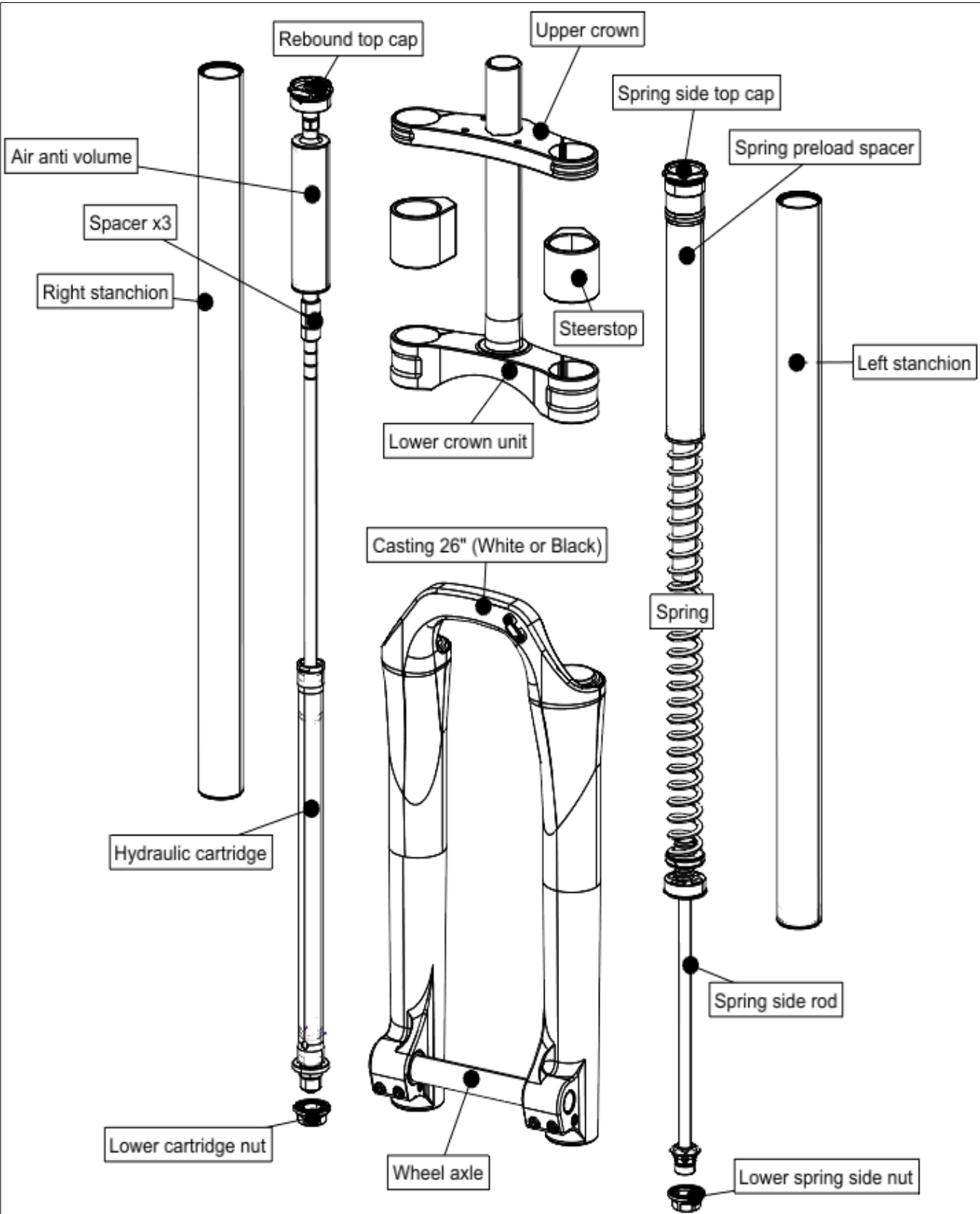
150707-SE-052 (O'ring full kit)

JT300004A3	O'ring for SAG measure	x1
JT300010A3	O'ring for casting	x2
JT280004A3	O'ring top cap	x2
JT030019A3	O'ring air bleed	x1
JT230004A3	O'ring Preload spacer unit	x2
JT200004A3	O'ring compression block	x1
JT220004A3	O'ring lower nut	x1

SERVICE PARTS LOCATION



EXPLODED VIEW 2008 à 2011



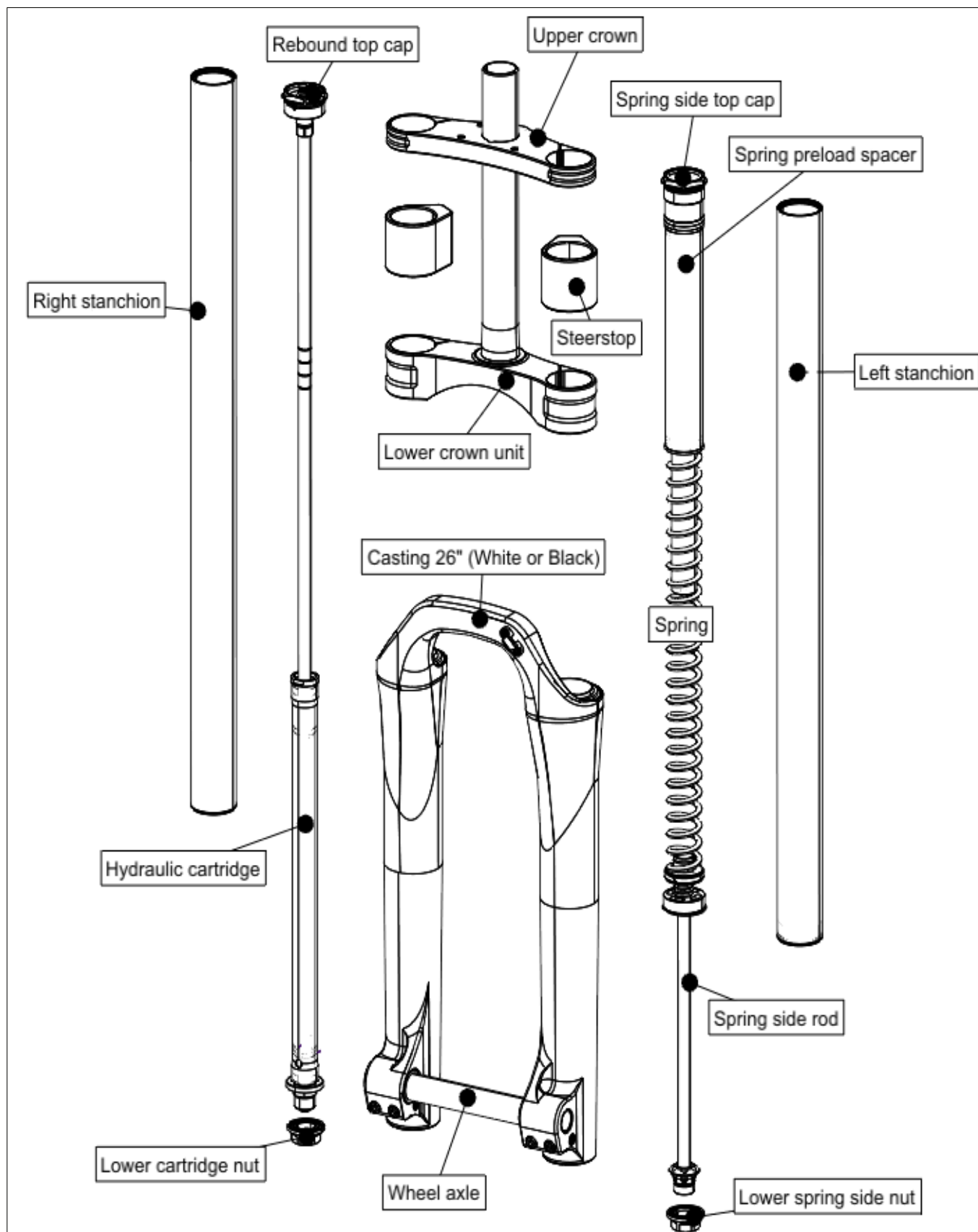
VARIANTS

Anti volume on hyd. cartridge / Short spring 330mm 150707-D-069X / Long preload spacer 169.5 mm

PARTS LIST 2008 à 2011

Part or part pack name	Part or part pack ID		QTY
Right stanchion	150707-D-060		1
Left stanchion	150707-D-061		1
Upper crown	150707-SE-008		1
Lower crown unit	150707-SE-009		1
Steer Bumper	ADHSP01-08		2
White Casting 26"	150707SE001/W		1
Black Casting 26"	150707SE001/B		1
Wheel axle D20	150707-SE-007		1
Full hydraulic cartridge	150707-SE-028A		1
>	Rebound top cap	150707-SE-011A	1
>	Rebound rod	150707-SE-013	1
>	Compression damping adjuster	150707-SE-014	1
>	Lower cartridge nut	150707-SE-051	1
>	Hydraulic cartridge tube	150707-D-067A	1
Full spring side parts **	150707-SE-084		1
>	Preload top cap	150707-SE-015	1
>	Spring side rod	150707-SE-018	1
>	preload spacer x3	150707-SE-016	1
>	Lower spring rod nut	150707-SE-053	1
Short spring preload parts	150707-SE-017		1
>	Short spring preload spacer	150707-D-106A	1
Short spring 330mm	150707-D-069X	*Voir tableau raideur ressort*	1
Anti volume parts kit	150707-SE-012		1
Spacer	400321D075/10		3

EXPLODED VIEW 2012 à 2015



VARIANTS

No anti volume / Long spring 380mm 150707D156X / Short preload spacer 124 mm

PARTS LIST 2012 to 2015

Part or part pack name	Part or part pack ID		QTY
Right stanchion	150707-D-060		1
Left stanchion	150707-D-061		1
Upper crown	150707-SE-008		1
Lower crown unit	150707-SE-009		1
Steer Bumper	ADHSP01-08		2
White Casting 26"	150707SE001/W		1
Black Casting 26"	150707SE001/B		1
Wheel axle D20	150707-SE-007		1
Full hydraulic cartridge	150707-SE-028A		1
>	Rebound top cap	150707-SE-011A	1
>	Rebound rod	150707-SE-013	1
>	Compression damping adjuster	150707-SE-014	1
>	Lower cartridge nut	150707-SE-051	1
>	Hydraulic cartridge tube	150707-D-067A	1
Full spring side parts **	150707-SE-084		1
>	Preload top cap	150707-SE-015	1
>	Spring side rod	150707-SE-018	1
>	preload spacer x3	150707-SE-016	1
>	Lower spring rod nut	150707-SE-053	1
Long spring preload parts	150707-SE-019		1
>	Long spring preload spacer	150707-D-172	1
Long spring 380mm	150707D156 X	*Voir tableau raideur ressort*	1

SPRING STIFFNESS

Short Spring 330 mm			
Spring color	Pilot weight	Spring Stiffness	Spring ID
Green	< 45	0,60	150707-D-0692
Red	45 à 60	0,64	150707-D-0693
Orange	60 à 70	0,68	150707-D-0694
Yellow	70 à 80	0,72	150707-D-0695
Grey	80 à 110	0,76	150707-D-0696
Purple	> 110	0,80	150707-D-0697

Long spring 380 mm			
Spring color	Pilot weight	Spring Stiffness	Spring ID
Green	<60	0,60	15070D1562
Orange	60 à 80	0,68	15070D1564
Grey	80 à 110	0,76	15070D1566
Purple	> 110	0,80	15070D1567

SPRING PRELOAD

Fork sag should not exceed 30-50 mm (15-25% of travel).
Make sure the spring is not preloaded more than necessary.

Sag should be considered in dynamic situations (e.g. going downhill) and not in static situations before preloading the spring. Preload is used to adjust the bike's attitude: the more the spring is preloaded, the higher the attitude.

Spring preload is provided by spacers. Never use less than two spacers or more than four. Below and above these figures, change the spring for a softer or stiffer one.

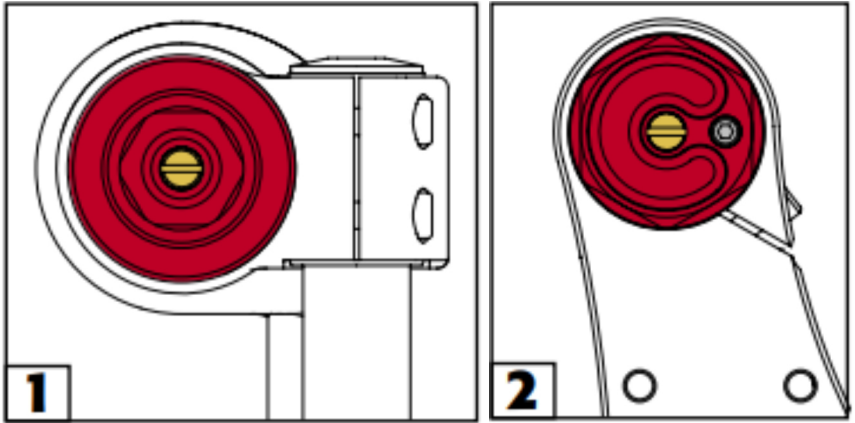
REMOVAL

PREREQUISITES

Before disassembly, make a note of your compression (1) and rebound (2) settings in a notebook.

Count the number of clicks to the fully closed position (clockwise).

Once you've noted your settings, unscrew them all the way for the next operations on your fork.



If you notice any inconsistencies in the number of clicks, please refer to the following basic values :

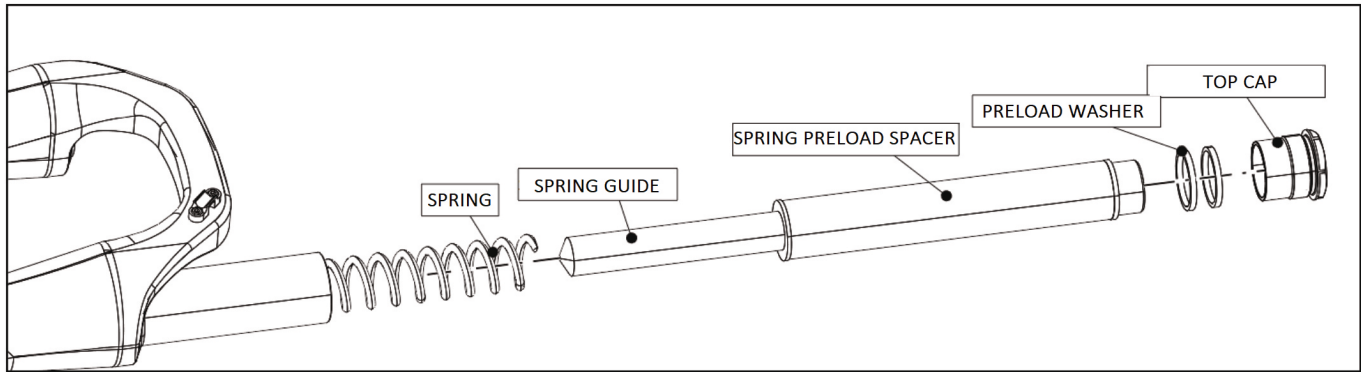
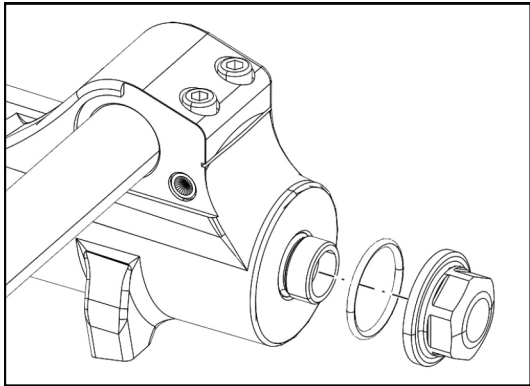
Compression - Open by 15 clicks from closed position
Rebound - Open by 18 clicks from closed position

SPRING REMOVAL

Unscrew the lower nut on the spring-side using a 21mm socket.

Caution: oil may leak through the stem.
You can leave the nut screwed in for a few threads, so that the O-ring remains in contact with the casting.

The force exerted by the spring should enable you to unscrew the nut without the rod turning on itself.



Unscrew the preloading top cap using a 32mm socket. You can use the tees to lock the stanchion in rotation, or a strap wrench. Compress the stanchion to access to internal components.
Drain the fork oil into a suitable container and remove all components.

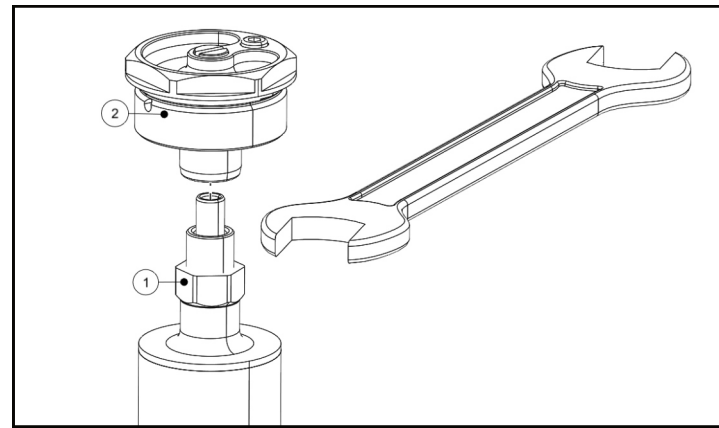
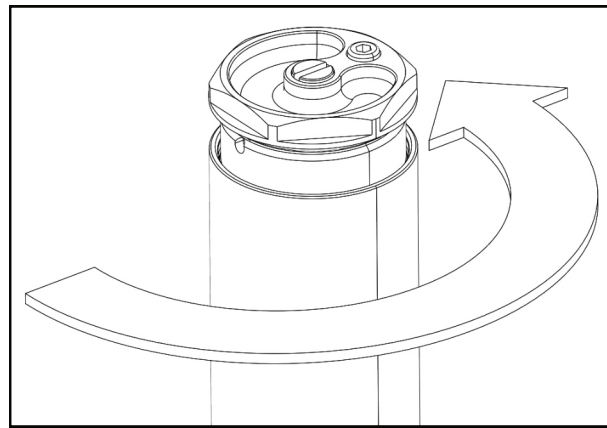
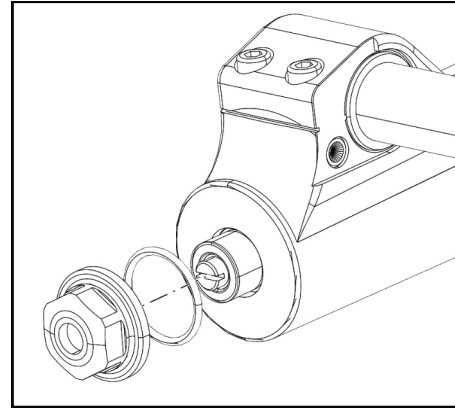
REMOVAL

HYD. CARTRIDGE REMOVAL

Repeat the above operation on the other side.

Unscrew the hydraulic cartridge nut using a 21 mm socket.

Caution: oil may leak out.
Put a oil pan under the fork.

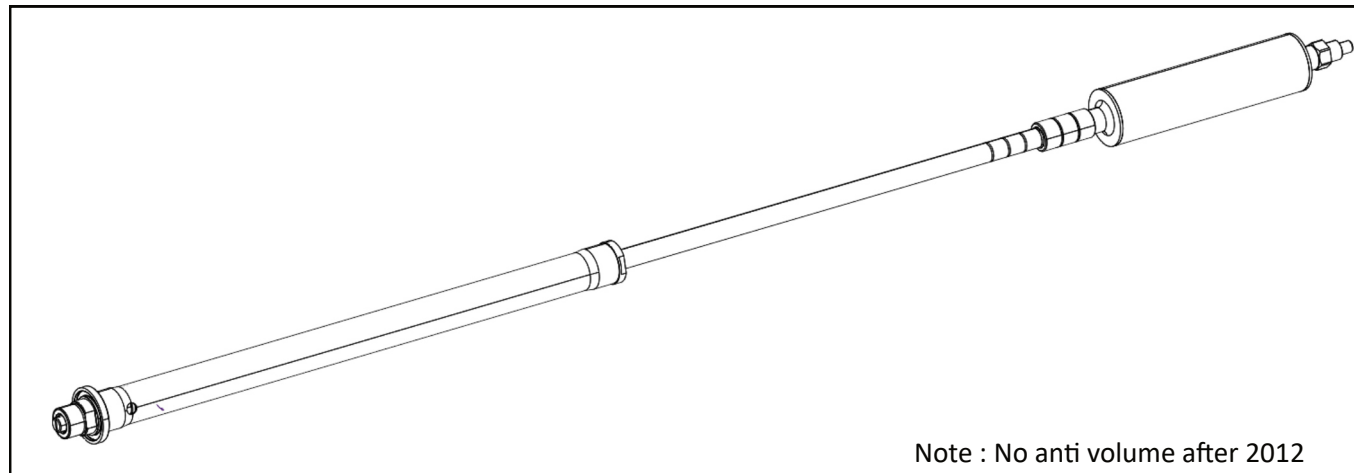


Unscrew the rebound top cap using a 32 mm socket.
You can use the tees to lock the stanchion in rotation, or a strap wrench.

Compress the stanchion to access to the internal components. Drain the fork oil into a suitable container.

Hold the lock nut with a 14mm wrench. Unscrew the top cap again using a 32mm socket. Be careful not to make the socket ripple, as this could damage the top cap.

The rebound adjustment transmission (tube in the center of the rod) appears, remove the transmission.
Having unscrewed the hydraulic cartridge nut before, you can now remove the entire cartridge.



Note : No anti volume after 2012

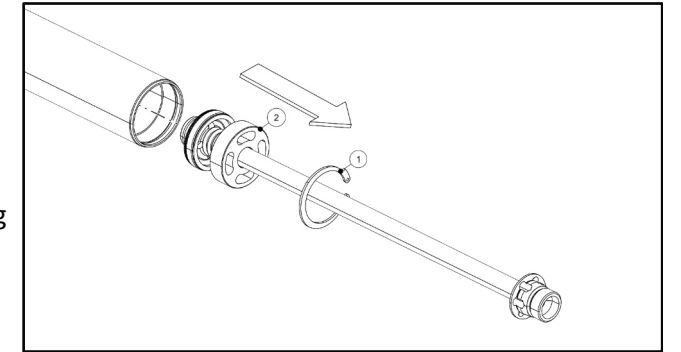
REMOVAL

STANCHION REMOVAL

For the latest fork models:

You can freely remove the stanchion tubes from the casting. Be sure to check the surface finish of the stanchion.

One last operation remains: remove the piston-retaining clip from the spring rod.
Inspect the condition of the guide rings. Replace if necessary.



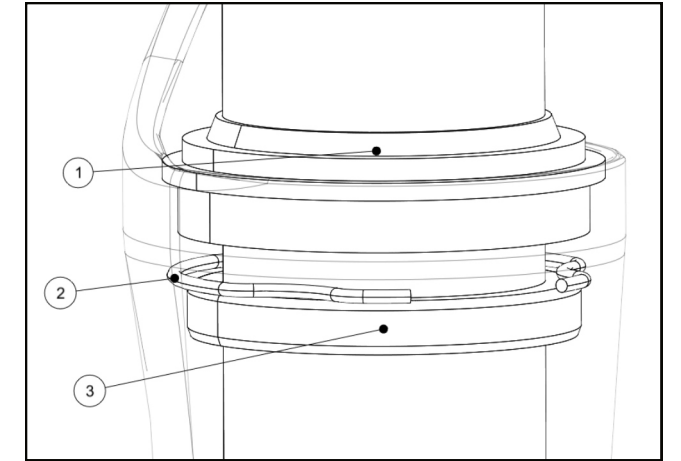
If the surface treatment of the stanchions shows a defect (bronze color fading to raw aluminum) or if you notice that one of the plungers is bent, contact BOS Suspension after-sales service directly.

For first-generation fork models: (2008 onwards)

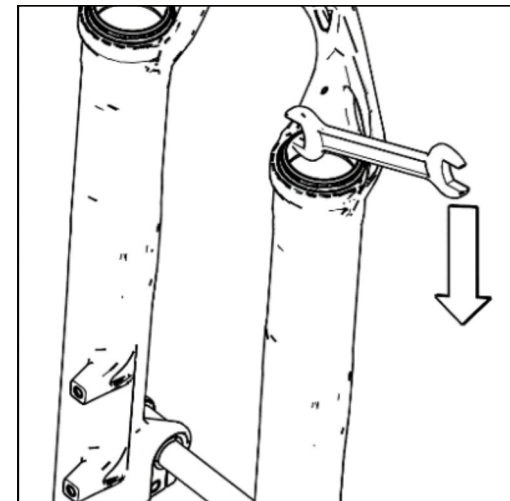
Some forks have an older design with two seals (a main seal and a dust cover).

The main seal is held in place by a clip that must be removed.

You can update your fork with the « One seal » model, available in the wiper seals kit.



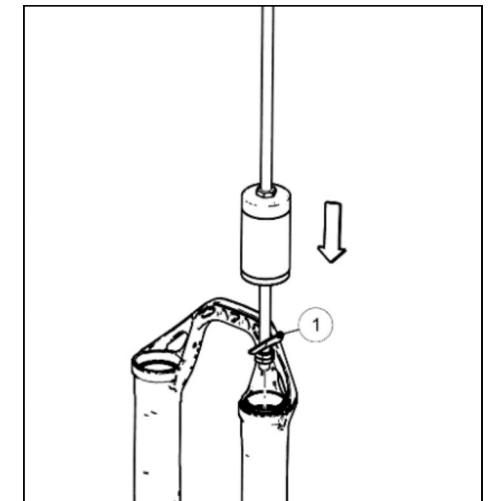
SEALS / BUSHINGS REMOVAL



Using a suitable open-end wrench, lever the seal lip to remove the wiper seals from the casting

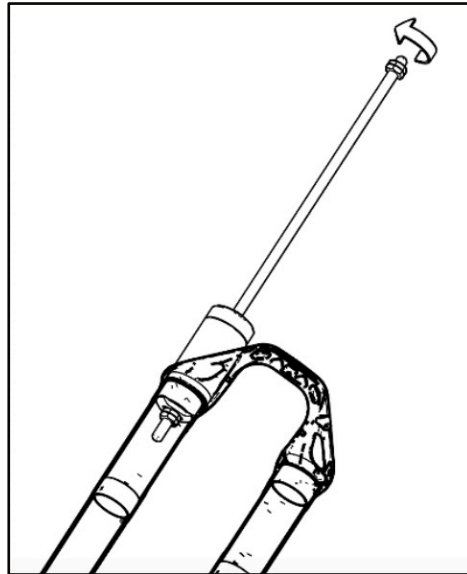


Be careful not to damage the casting with the key.



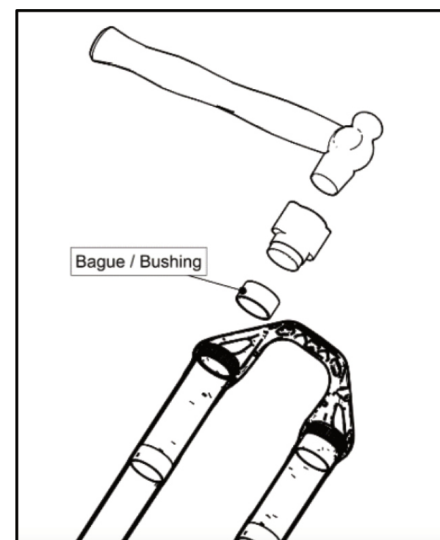
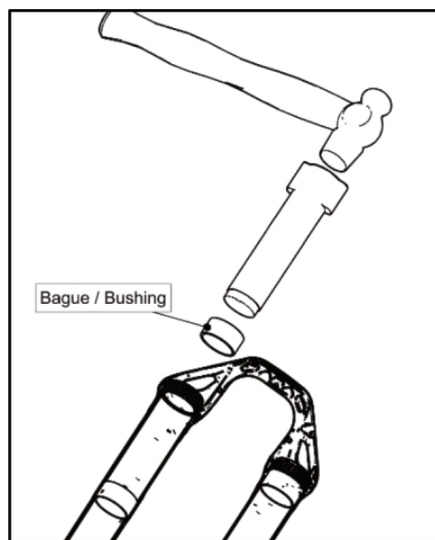
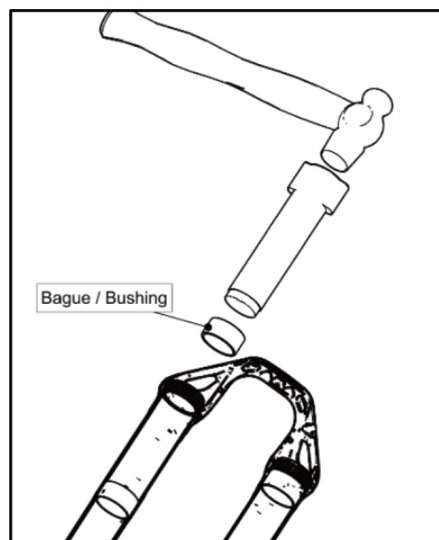
Insert bushing removal tool into the casting (150707-SEO-004 + 007)

REMOVAL



Position the cylindrical body in the wiper seal housing.
Ensure that the ring remover cup is fully engaged.

Screw on the upper nuts to extract the rings.
Repeat the operation for the lower ring.



Take the new lower bushing and place it in the inlet of the casting tube, then insert the insertion tool.
Tap the tool with a mallet until the ears are flush with the casting.

Do the same with the upper bushing.

Insert the wiper seal with the seal lip facing upwards.
Position the assembly in the casting, then tap with the mallet until the tool is in abutment with the sleeve..

Tools kit ID for seals and bushings assembly : 150707-SEO-001B
Kit components -> Lower bushing tool 150707-O-006
-> Upper bushing tool 150707-O-007
-> Seal tool 150707-O-008

Tools kit ID for strike tool : 150707-SEO-005

ASSEMBLY

Refit the spring rod on the left-hand stanchion.
Put back the clip previously removed.

Replace the two thick O-rings at the bottom of the casting. You can now reassemble the two stanchion in the casting.

Be careful not to pinch the lips of the wiper seals.

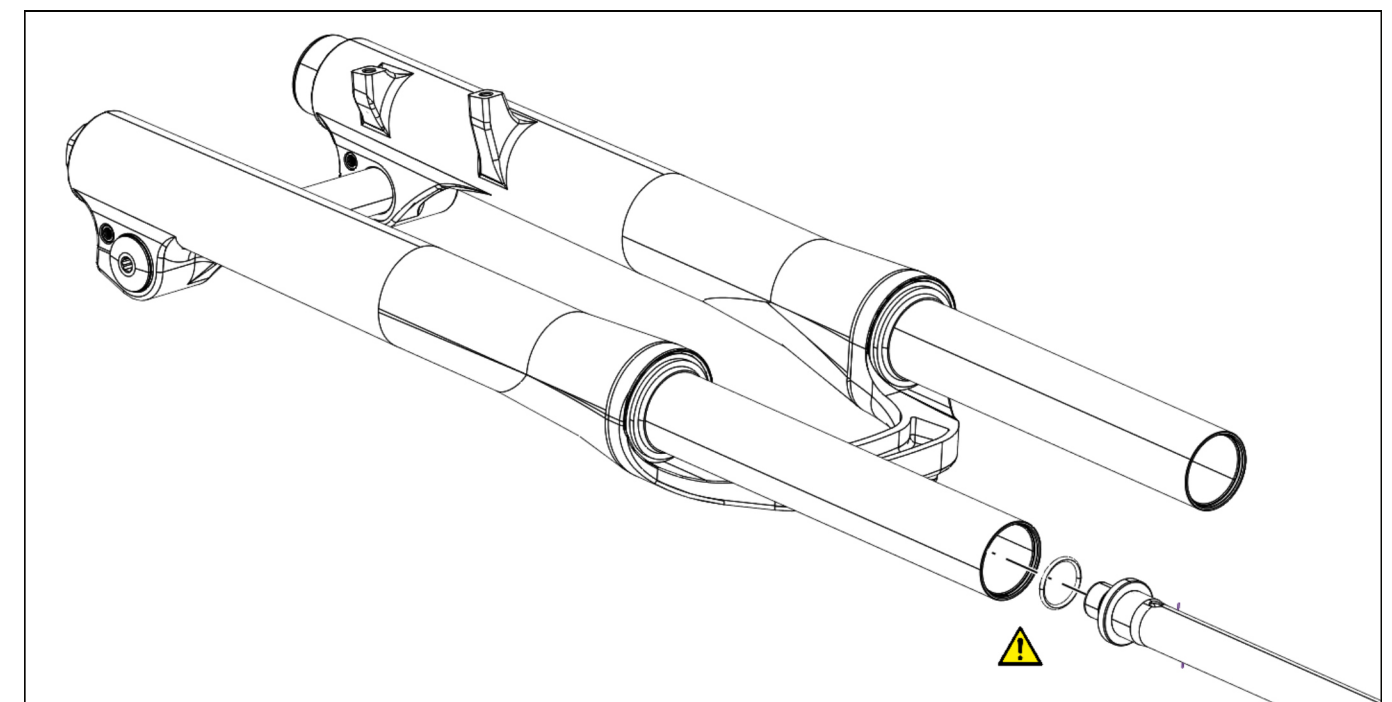
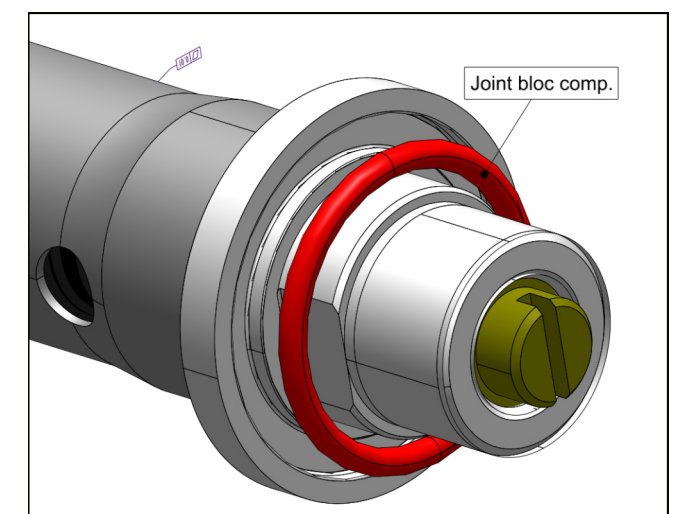
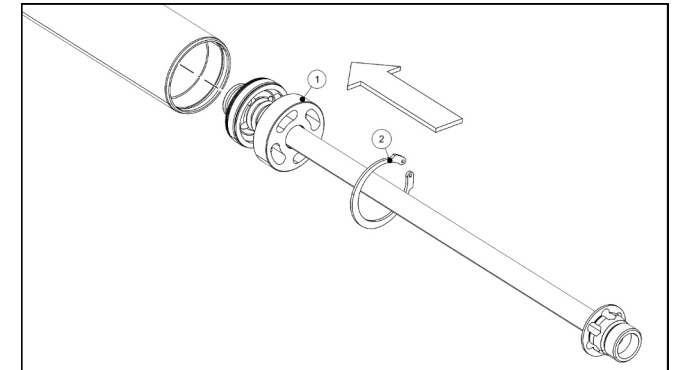
Screw on bottom nut and its O-ring. Grease it with white grease.
Tightening torque: 15N.m.

Refit the hydraulic cartridge in the casting.

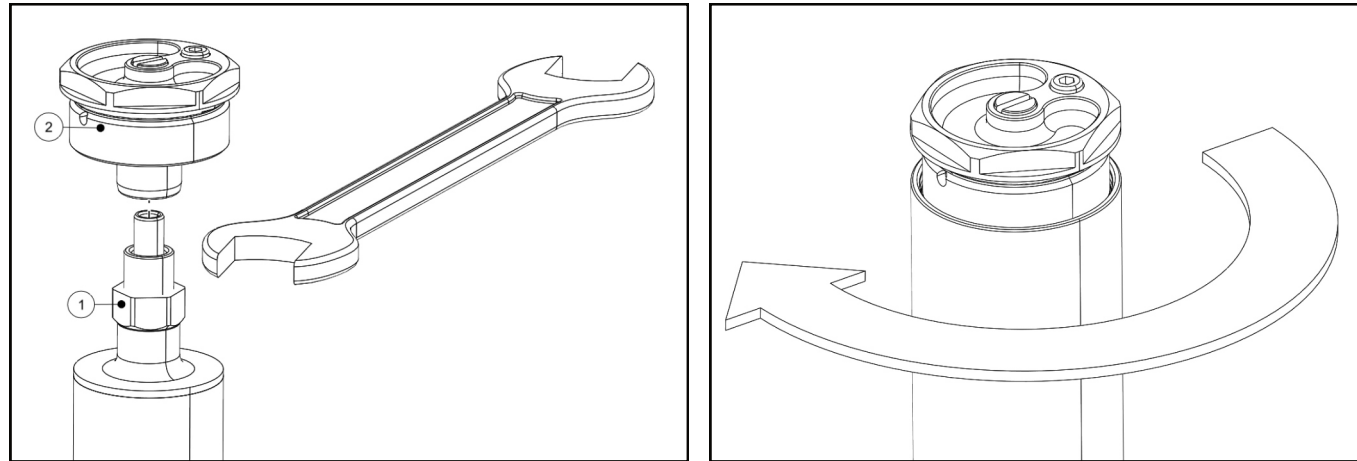
Caution: An O-ring provides a seal between the compression block and the casting base.

Make sure the seal is properly seated in its housing.
Do not grease the O-ring, as this will help keep it in the groove.

You can reassemble the cartridge vertically, with the casting facing upwards, to be 100% sure of your operation.



Screw on the bottom nut. Tightening torque: 15N.m



Refit the rebound transmission tube.
Make sure the rebound adjustment screw on the cap is fully unscrewed.

Screw in the lock nut as far as it can go. Then screw in the top cap by hand, as far as it can go.
Then tighten the cap and locknut using a 32 mm socket and 14 mm open-end wrench.
Torque: 10N.m

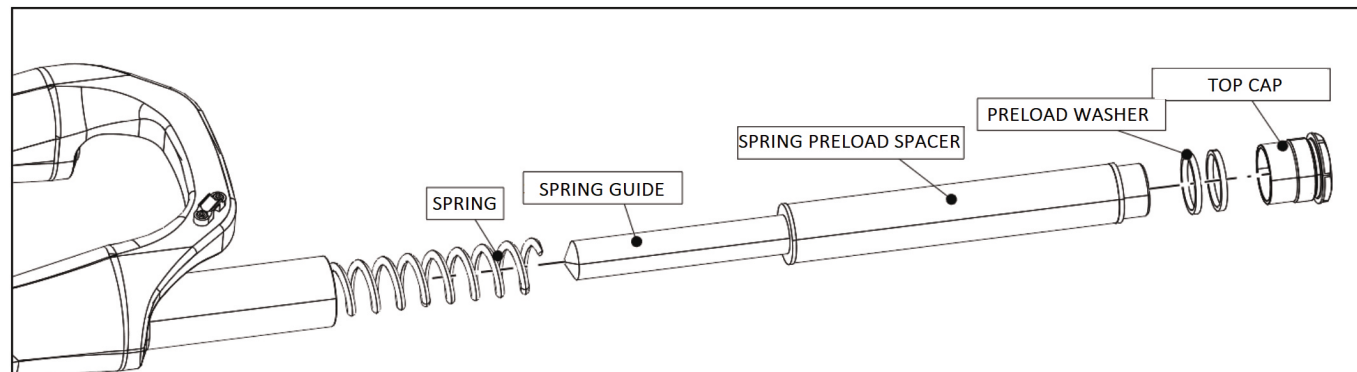
Fill the stanchion with AMX3 fork oil -> See oil quantity and level on page 7.

Prime / Bleed the hydraulic cartridge by operating the rod several times.

Adjust the level step by step. Bleed the cartridge when you can no longer feel any vacuum or jerking over the entire stroke of the rod. Rod movement must be permanently "braked" by the flow of oil.

Tip: You can close the rebound adjustment to facilitate bleeding.

Grease the O-ring on the rebound cap with white grease. Tighten the plug on the stanchion to 10N.m.



Reassemble the spring components in the order in which they were disassembled.
Don't forget the spring preload shims.

Fill the stanchion with AMX3 fork oil -> See oil quantity and level on page 7.

Grease the O-ring on the top cap with white grease.
Tighten the top cap on the stanchion to 10N.m



Then set your compression and rebound to the values you noted before disassembly.
Always adjust from the fully closed position.

- 150707-SEO-002 : Oil level gauge



Congratulations, you've just had your BOS fork serviced.

Reinstall your fork on your bike.

Please refer to the installation instructions in your owner's manual.

Ride slowly at first to make sure your equipment is working properly.

Thank you again for choosing BOS Suspension products.

Olivier Bossard

SETTING TABLE

TYPE OF GROUND	COMPRESSION (clics)	REBOUND (clics)	PRESSURE (PSI)

MAINTENANCE SCHEDULE

TYPE DE MAINTENANCE	DATE (JJ/MM/AA)	HOURS/KM	NOTES



4 Impasse Léonce Couture F 31200 Toulouse, FRANCE

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sales@bos-suspension.com

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