

BOSS

SUSPENSION

Deville
FCV



USER MANUAL
DEVILLE 35 FCV

UM_151815-001_Eng_DEVILLE_35_FCV



You have just acquired one of our suspensions and we thank you for it.

We have a common passion, the Mountain Bike!

This passion has led us to design our products with all the care and expertise you can expect as a user.

Our suspensions are the result of advanced research from our research department, bench validations and many test sessions with our professional riders.

The goal of all this work is to provide you the best of our technologies for your greatest satisfaction.

In order to make the most of your new acquisition, we invite you to read this user manual carefully. The mounting instructions and tips for use contained on it will allow you to make the most of the potential of your suspensions.

Thank you to have chosen BOS suspension!

SYMBOLS OF THE MANUAL

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



These indications are intended to allow you to optimize the operations described in this manual or optimize the performance of your suspension.

GENERAL WARNINGS

The fork is an important element that has a direct influence on the stability of the bike.

This manual must be consulted before using your fork and for the duration of its life.

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

After installation, test your bike at a slow pace to make sure that everything works properly.

Terms and conditions

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

BOS 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 Suspension 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 or a crash under any circumstances
- Invalid servicing procedures and servicing time frame not respected
- Replacement of the original parts by parts from others manufacturers
- Products whose serial numbers has been altered, defaced or removed.

Warranty procedure

The owner should always refer to an approved BOS service center for any warranty claim. A proof a purchase is compulsory for any warranty claim. Otherwise the warranty claim will not be considered. Always contact BOS Suspension 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.

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Tool	Symbol
5 mm Hexagonal wrench	
7mm open wrench	
Metal saw	
Torque wrench	

This section details the installation of your BOS DEVILLE 35 FCV fork.

First of all, remove the original suspension from your bike. To do this, please refer you to the original manual of your bike.



To facilitate reassembly, locate the order of disassembly of parts and arrange them on your worktop so as to quickly identify the location of each of them during reassembly.



Fitting your Deville onto your bike requires care and attention. For your safety, please follow these following instructions.

Steer tube

Before cutting the steer tube, first take some measurements taking into account the total height of the headset, the length of the frame's head tube, the height of the stem, then add 5 to 10mm.



Calculate the length as below:

Length of the head tube of the frame + height of the complete headset + height of the stem + 5 to 10mm.

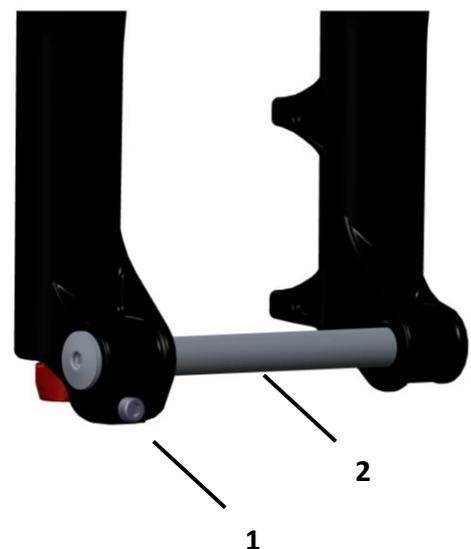


Never attempt to remove or replace the steer tube or stanchions independently from the crown. Modifying the integrated crown, steer tube, or stanchions can cause an assembly failure. It is mandatory to replace the complete assembly for important safety reasons.

Installing the front wheel

To assemble the front wheel, follow this procedure:

- 1** Release the pinch bolt on right side of the fork **5**
- 2** Unscrew the axle **2** and remove it.
- 3** Install the wheel.
- 4** Insert the axle and screw it completely until it stops, do not overtighten.
- 5** Screw the axle pinch bolt to lock the axle (Torque between **4** and **4,5** Nm).



To disassemble the wheel, follow these instructions in reverse.

Brake caliper installation

The Deville brake caliper bolt pattern uses PostMount 180 standard (PM180).

To assemble the disc brakes, follow this procedure:

Install the disc brake caliper, according to disc brake manufacturer's specifications.

Be sure to torque all fasteners and bolts to manufacturer's recommendations. Consult the instructions that came with your disc brakes for proper installation procedures. It is recommended to install new brake pads, to ensure proper alignment.

Route the disc brake hose or cable housing from the caliper to the inside of the lower leg and through the supplied disc brake hose guide.



Test the brakes for proper operation on ground level before hitting the trails.

The disc brake caliper mounting bolts must have **10 mm** of thread engagement with the fork.

The disc brake caliper mounting bolt tightening torque level must never exceed 10 N.m.



Ressort AIR

The first adjustment that should be done on the fork is to set the air pressure.

This adjusts the stiffness of the air spring according to your weight. The stiffness of the air spring induces a degree of fork travel when you sit on your bike. This value, commonly called SAG, can vary based on your usage.

This value should be between 20% and 30% of the fork overall travel. The SAG measurement should be taken standing with both feet on the pedals and both hands on the bars. The Deville has an O-ring on the fork upper tube in order to measure the SAG position. You can experiment and vary your sag percentage to better suit your riding style and overall feel.

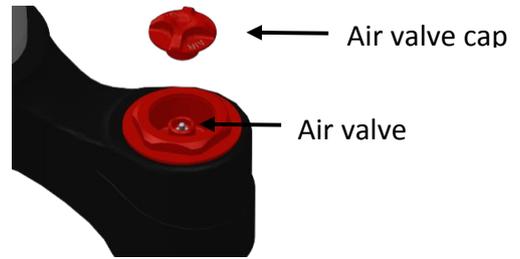
To achieve the best performance from your BOS product, it is important to set your optimal pressure. The chart below will give you some base values based on your weight.

Your specific pressure may vary based on your riding style and personal preference. However, do not stray too far from the indicated pressures, or you may risk changing the performance of your fork.



It's recommended to use our BOS high pressure pump with a digital manometer more accurate and comfortable to use, available at your Bos suspension dealer.

The following table contains the recommended pressure in accordance with your weight:



Weight (kg)	55	65	75	85	95	105
Pression (Psi)	43	54	61	67	72	75

Air chamber equalization



Pressure mini: 45 Psi maxi: 120 Psi



You must equalize the positive and negative air chambers each time you adjust your pressures. If the air chambers are not equalized, the fork will not function properly. Once your pressure is adjusted, compress and release the fork over the first inch of travel 5-10 times. Once this is done, you're ready to roll!

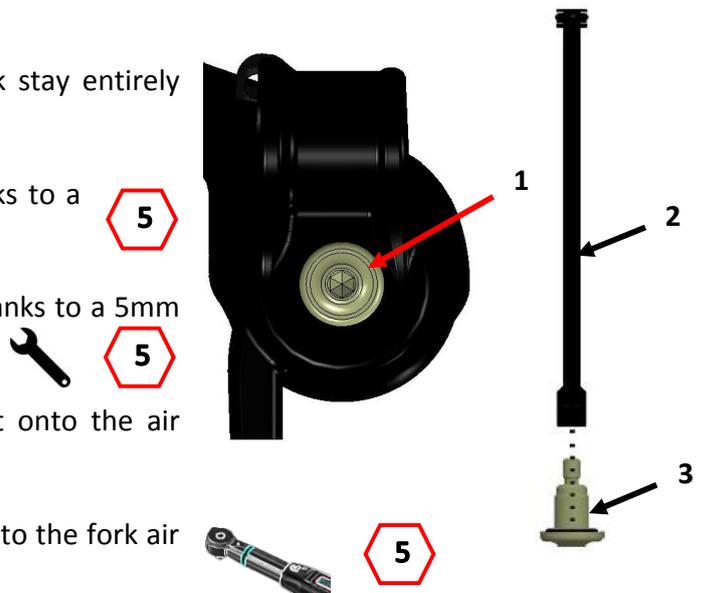
Air curve adjustment

You can adjust your fork air curve with some spacers that modify the negative air chamber volume. This adjustment allows you to play with how the fork performs on the first third of the travel and allows you to better match your riding style. The shorter spacer is designed for recreational use; it brings more comfort on the beginning stroke. The longest spacer is designed for aggressive riding and makes the fork firmer on the beginning stroke.

Your fork is factory delivered with the medium spacer in.

To replace the negative spacer, follow this procedure:

- 1 Completely deflate the fork, be sure the fork stay entirely extended during the deflation.
- 2 Unscrew entirely the left lower screw 1 thanks to a 5mm HEX key and extract it carefully.
- 3 Unscrew the spacer 2 from the air screw 3 thanks to a 5mm HEX key and a 7mm spanner.
- 4 Choose the new desired spacer and screw it onto the air screw. Tighten to contact point.
- 5 Insert carefully the spacer and the air screw into the fork air rod and screw it entirely, tighten to 7 N.m.



When changing the negative spacer, please be sure to follow the tightening torque values and recommendations given above as this may damage and/or degrade your fork performance.

If you're not comfortable with the idea of doing the spacer replacement by yourself, please let a professional help you.

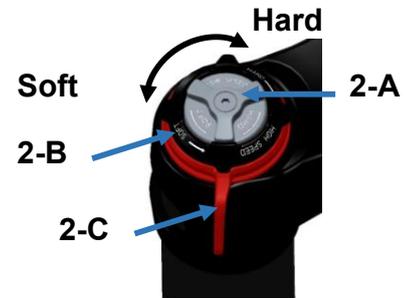
The Deville 35 FCV offers an hydraulic adjustment of the rebound, a high speed and a low speed damping adjustment and a platform adjustment.

The **rebound adjustment** is done by rotating the red knob **1** located at the bottom of the right fork leg. This setting determines the rebound speed of the fork.



The **low speed damping** is adjusted using the silver knob at the top of the right fork leg **2-A**. It Allows to adjust the compression on the efforts which induce a work of the stanchions at low speed (bumps, banked corners ...)

The **High speed compression** is adjusted using the black knob at the top of the right fork leg **2-B**. It allows the rider to adjust the harshness of the fork in response to the brutal or hard shocks.



The **platform** is activated or deactivated thanks to the red lever **2-C**. It allows to limit the hydraulic flux at the maximum by a simple action on the lever.



To start setting your suspension adjustment, turn the knob all the way in the clockwise direction (=click 0) then turn your adjuster counterclockwise one click at a time.

Tuning tips

When it comes to hydraulic settings, there is no such thing as a “magical formula”; many factors have to be taken into account (bike balance, bike geometry, and rider preferences to name a few). Having that said, the following may help guide your adjustments:

- Excessive diving of the fork under braking : use a longer negative air spacer and/or harden the low speed compression
- Frequent bottom-out : harden low speed compression
- Feeling of harshness on roots and rocks (square edges) : soften High speed compression
- Discomfort, arms getting sore : soften compression, and/or traction control, and/or use a shorter negative air spacer
- Fork stays low over successive impacts and doesn't spring back : speed up rebound
- Bike sits too high in travel : slow down rebound

Whenever you are far from the standard settings (Starting point settings), it's always good to consider what influences the performance of the fork. Proceed step by step, one setting at a time by hardening or softening just a few clicks each time.

If you ever get lost while you are setting up the forks, always go back to the starting point settings.

Basic Settings – Deville 35 FCV

Rebound	Low speed compression	High speed compression
14 clics	10 clics	10 clics

It is necessary to clean your forks after every use! Nothing is worse for your fork's seals than dirt and dust. It is very simple to clean your forks: wipe off the stanchions and dust seals with a clean rag. You can also slightly lube the stanchion (with fork oil).



Do not under any circumstances use degreaser. On the same note, do not power wash the forks seals! It will only push the mud inside the forks and get it stuck between the stanchion and the seals.

		Every ride	Every 6 months	Every year	Every two years
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



The oil service and full service should be performed by a BOS-approved service center. Only BOS service centers are able to identify and appraise a damaged or worn part, especially in case of shock or wear on structural elements such as the legs, the stanchions, clamber and the crowns.

Oil level Deville 35

You will find below the indicative oils volumes used during your fork service by an approved service center:

Lubrication : Bi'Oil	DEVILLE 35 FCV	
	Cartridge capacity	Lubrication
Hydraulic cartridge (right)	75 ml	45 ml
Air cartridge (left)	10 ml	10 ml



It is necessary to use BOS Bi'oil for lubrication and AMX1 for the closed cartridge, at risk of notably affect the damping performance and reduce wear and tear parts lifespan.



The air side lubrication oil has to be introduced in the fork leg and not in the air rod.

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 in our online store.

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 bath 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.

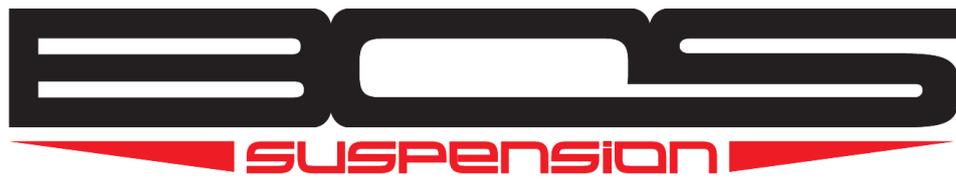
I have about 5mm of travel unused when I ride normally.

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.

"We love mountain bike"



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