

BOSS

mountain-bike *SUSPENSION*

****Rare**
Stoy

mtbdownhillshock

Model Year 2015

User Manual

Warranty

Terms and conditions

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 a 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 others manufacturers
- Products whose serial numbers has been altered, defaced or removed.

Warranty procedure

The owner should always refer to an approved BOS 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 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. Introduction

Thank you for purchasing a BOS STOY RARE shock. Your shock has been assembled specifically for one bike - yours! - which means that the internal valving and the air chamber volume are adjusted for your bike. The correct mounting kit is also provided with the shock.

CAUTION

Never try to disassemble your shock. Limit yourself to the instructions given in this manual. This shock is pressurized, for your own safety, do not try to open it. You also risk damaging the shock and its internal mechanisms as well as voiding your warranty.

Contact an authorized service center for any maintenance operation.

2. Assembly

Your STOY RARE shock is delivered with the correct mounting kits for the bike specified while ordering.

Check the mounting direction

By referring to the compatibility table, available on the BOS MTB website : <http://www.bosmtb.com>.

Refer to the bike's user manual

To follow the specific shock mounting procedures of your bike.

3. Settings

3.1. COIL SPRING

Spring preload isn't considered as an adjustment. It's a base setting which is dictated by your weight. It aims to adjust the sag (negative travel) on the shock, which is the amount the shock compresses when you sit on the saddle. It's measured as a percentage of the shock's total travel, but can vary from one bike to another depending on the geometry. BOS's recommended sag for most bikes is 30% minimum. NB: Don't forget the sag is measured on the flat, whereas when you're riding the bike it's at an angle which reduces the 'dynamic' (moving) sag.

The BOS Stoy Rare is supplied with a spring to match your weight.

The ideal preload giving 30-40% sag, should be between 0-4mm. If you exceed 4mm then a harder spring is strongly recommended. If you don't get the sag, choose a softer spring.

A spring which is too hard or with too much preload can negatively affect the shock's hydraulic damping and reduce your bike's performance.

3.2 HYDRAULIC SETTINGS

The STOY RARE shock is a three-ways adjustable shock, which means there are three types of damping adjustment: rebound, low-speed compression and high-speed compression + a lock out lever that affects low speed compression only. Your shock's base setting (internal) is set up for your bike's geometry when you purchase the shock. We use five basic settings which cover the majority of bikes on the market. If a different setting is necessary for a given bike, we will develop it.

The purpose of damping adjustments is to use all the shock's travel without bottoming-out (or only very occasionally), to give grip to the rear wheel, to stop the bike stalling out in holes, and finally to maintain a good chassis position. Below you will find the base settings for all shocks. Then it's up to you to analyze its performance on the trail and adjust the settings to suit your riding style. Do this carefully and methodically, step by step. Only change one setting at a time and only by a few clicks. If it's OK, note the setting and type of terrain. If you get confused with the settings, return to the base settings and start again.

Low-speed compression (A)

The low-speed compression (A) affects the shock's performance in compression over small bumps or through the beginning of the travel and low-speed shocks (like whoops).

Harden the low-speed compression (by turning the bronze screw clockwise) on rolling terrain with big compressions and kickers.

Soften the low-speed compression (by turning the bronze screw anti-clockwise) on steep gradients.

High-speed compression (B)

The high-speed compression acts mainly on harsh hits (jump landings, rough rutted sections). It should be soft enough to get all the travel without bottoming-out. If, on a given track, you bottom-out frequently, harden the high-speed compression by turning the silver nut clockwise. However, don't get hung up on bottoming-out if it only happens once or twice during your run. You risk setting your shock for 3% of the course and losing efficiency on the other 97%. If your shock doesn't get full travel, soften the high-speed compression by turning the knob to anti-clockwise.

Rebound (C)

The main factor in adjusting the rebound is the position of the bike. A bike shouldn't be "sunken down" all the time, although the back does need to be fairly low. Adjusting the rebound will allow you to maintain this balance. If you feel like the back of the bike is pushing you forward on a slope or when braking, slow down the rebound (turn the knob clockwise). It can be useful to accompany this adjustment (especially if the problem persists) by softening the low-speed compression slightly (by turning the bronze screw A counter-clockwise).

However, if the bike seems too low at the back and/or the front end has a tendency to drift offline, speed up the rebound (turn the knob anti-clockwise).



IMPORTANT

To start your adjustment, turn the knob clockwise until it stops (clicks = 0). Then count the clicks while turning the knob in the counterclockwise direction.

Base settings (regardless of internal shock setting):

Low-speed compression: 12 clicks from the fully closed position
High-speed compression: 12 clicks from the fully closed position
Rebound: 15 clicks from the fully closed position

Please refer to the chartlist available to download at bosmtb.com for specific setting suggestions for your bike and weight.

ATTENTION

BOS has worked hard to develop our compression curve, which allows the STROY RARE shock to maintain the balance of the bike, as well as giving good response, and improving handling. BOS recommends setting up the bike with a fast rebound to keep the chassis balanced, and avoid the bike sitting low in its travel. This will make the bike less nervous, and more comfortable.

The feeling of «fast» or «slow» rebound will differ from one rider to another. Thus it's difficult to define it precisely. We advise you to define your own range of correct rebound - the range of settings between «too fast» and «too slow». Then, always choose a setting in the faster part of that range, for example the three last clicks (counterclockwise) on a range of nine.

3. Maintenance

Service

It is compulsory to clean your shocks immediately after every use! Nothing is worse for your shock's seals than dry mud.

It is very simple to clean your shocks: wipe off the body and the seal with a clean, soft rag. Occasionally remove dust and mud from the bottom out bumper. Warning: Do not under any circumstances use degreaser, solvent, or any abrasive material.

If you power wash your bike, do not point the hose toward the seals! It will only push the mud inside the seal and get it stuck between the body and the seals and scratch the shaft.

	Cleaning	Oil service	Full service
Recreational use	After each ride	Once per year	Every two years
Racing use	After each ride	Twice per year	Once per year

Caution :

We recommend doing the oil service and full service at a BOS approved center. Only the BOS approved 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 body, the mounting kits, and the shaft.

What is the basic set up?

Your shock has been set up for your bike, with a specific internal valving spring weight. You can find all the information about standard settings for your bike in the chartlist on the BOS website bosmtb.com.

Where can I purchase original stickers?

You can purchase these items through your approved BOS center, or on the BOS store on bosmtb.com.

I noticed some play between my shock and the frame, what can I do?

Check that your mounting hardware is torqued to your manufacturer's specifications. If it is, the rear shock mounting hardware must be replaced. Contact an approved BOS service center, or connect on bosmtb.com.

My shock makes a whistling or clicking sound when I compress it.

These sounds are normal to the functioning of the hydraulics when the rebound or low-speed compression circuit is closed or almost closed. Check your settings and bring them closer to the base settings in your product's user manual to reduce this noise.

For any other questions, please visit our FAQ page at <http://www.bosmtb.com/faq.html> or send a message to customerservice@bosmtb.com