

BOSS
MOUNTAIN-BIKE SUSPENSION


Deville

Model year 2014

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, Oring, bushings, rear shock mouting hardwares, 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.

SETTINGS & MAINTENANCE



1. ASSEMBLY

Fitting your Idylle onto your bike demands care and attention.
For your safety, please do respect the following instructions.

1.1. the steerer tube

Before cutting the steerer tube, first you have to take some measurements : height of the headset, length of the headtube of the frame, height of the stem and then add 5 to 10mm.

Calculate the length as below :

Add the length of the headtube of the frame to the height of the headset and to height of the headset plus 5 to 10mm.

CAUTION

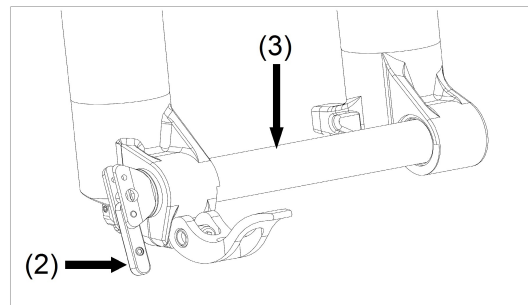
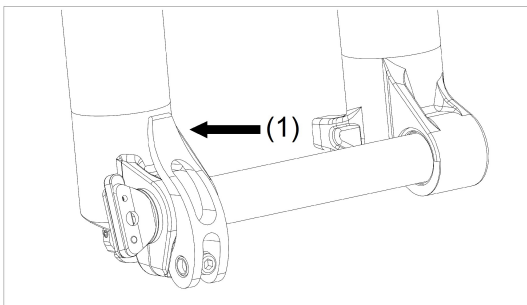
Never attempt to remove or replace the steerer or upper tubes independently from the crown. Modifying the integrated crown, steerer, or upper tubes can cause an assembly failure, resulting in a loss of control of the bicycle and serious injury.

1.2. INSTALLING THE FRONT WHEEL (20mm or 15mm axle)

To assemble the front wheel, check the following procedure

1. Open the quick release on right side of the fork (1).
2. Open the folding lever (2)
3. Unscrew the axle (3) and remove it
4. Install the wheel.
5. Insert the axle and screw it completely. Fold the lever. Close the quick release.

To disassemble the wheel, proceed in the opposite way.



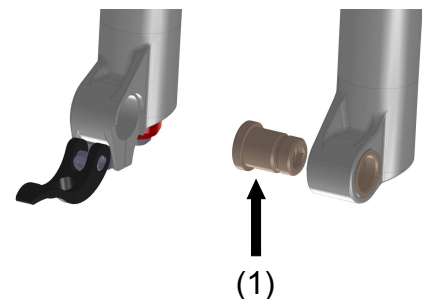
IMPORTANT

The torque of the QR screws (A) is originally settled between 4 and 4,5 N.m. It may be useful to check it regularly.

1.3. MONTING THE 15mm AXLE ADAPTATER SLEEVE

The transition from 20mm to 15mm axle requires the mounting of an adapter sleeve on the left side of the legs. To assemble the adapter, proceed as follows:

- Screw by hand the 15mm adapter sleeve (1)
- Tighten up to the torque 12N.m
- Refer to the section 1.2 for the 15mm axle wheel mounting



1.4. Disc brake installation

The Deville disc bolt pattern uses caliper mount for post mount 160 (PM160).

To assemble the disc brakes, check the following procedure:

1. Install the DH disc brake system, according to disc brake manufacturer's specifications.
2. 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 a NEW disc brake pads, to ensure proper alignment and to minimize drag.
3. Route the disc brake hose (for hydraulic disc brakes) or brake cable housing (for mechanical disc brakes) from the caliper to the inside of the lower leg and through the supplied disc brake hose guide.
4. Tighten the disc brake hose guide screw (M3 x 12) with a 2.5 mm-hex key wrench, and torque it to 1 N.m.
5. Test the brakes for proper operation on level ground before hitting the trails.

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

In any case, the disc brake caliper mounting bolt tightening torque level must never exceed 10 N.m.

2. SETTINGS

2.1. AIR SPRING

The sag measurement is the amount that your fork, rear shock, or both will compress when you are positioned for riding on your bike, with all your riding apparel and gear. Adjusting air pressure until you achieve your target sag will help you to determine the appropriate amount of air pressure for your fork or shock, or both.

To achieve the best performance from your BOS suspension product, the proper measuring and setting of sag is vitally important. As a starting point, set sag for your fork or rear shock according to the following instructions:

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

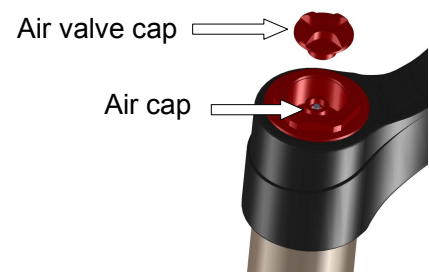
Racing use

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

The Deville have 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.

CAUTION

Minimum air pressure: 50 psi
Maximum air pressure: 125 psi



IMPORTANT

Balancing the air chambers pressure

It is important to balance the positive and negative chambers to ensure optimum operation of the fork every time you adjust the pressure.

Proceed as follows:

After adjusting the pressure, play the fork slowly 3-4 times on the first inch of travel.

Thus, the air pressure is distributed equally between the chambers, and your fork is ready to roll!

2.2. TRC OPTION (Deville 160 TRC only)

Setting on <ON> position, the TRC increases the stiffness of the fork by reducing the air chamber volume.

This system allows to keep the balance of the bike specially in downhill and to reduce the pedaling effects. In any case, the fork function remains the same.

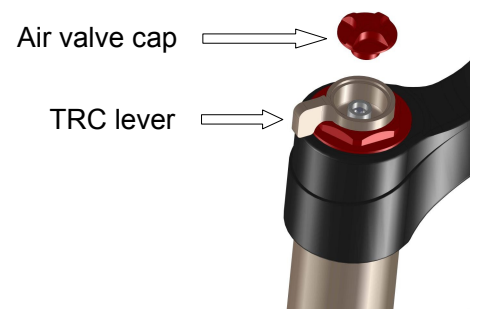
TRC <OFF>	TRC <ON>
Lever position: forward	Lever position: backward
Spring curve: standard	Spring curve: ramping
Use: normal and climbing	Use: downhill and pedaling

IMPORTANT

You can adjust the position of the TRC lever in case it touches your frame or for better handling.

Proceed as follows :

- remove the valve cap.
- Extract the lever.
- Replace it properly at the required position.



2.3. HYDRAULIC SETTINGS

Deville comes with 3 hydraulics adjustments: low speed compression, high speed compression, and rebound

The **low speed compression** adjustment seats at the bottom of the right hand leg with the silver knob (1).

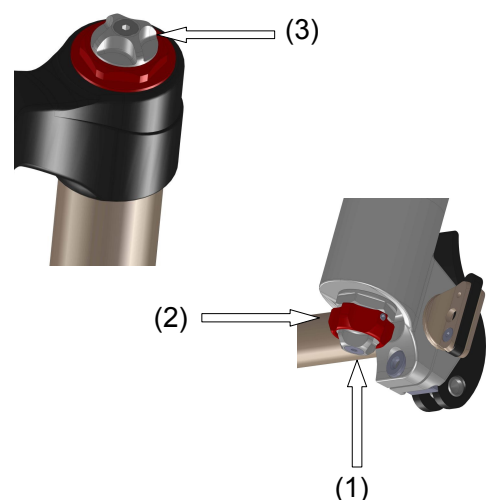
The **high speed compression** adjustment seats at the bottom of the right hand leg with the red knob (2).

The **rebound** adjustment is on the top of the right hand tube (3).

Always start from fully tighten position, then tighten down counting the clicks to adjust your settings.

Tighten (anticlockwise) = close / harden

Undo (clockwise) = open / soften



Tuning tips :

When it comes down to hydraulic setting there is no such thing as a magical formula, many factors have to be taken into account (bike balance, spring rate, geometry of the bike...). Having said, that you can draw conclusions from what follows :

- Excessive diving of the bike upon braking : harden the LS compression.
- Often bottom out: harden the HS compression.
- Feeling harsh on roots or square edges : soften HS compression
- Uncomfortable, arms pain : soften rebound.
- The forks don't spring back and stay low after succession of bumps : soften rebound.
- Front too high (in dynamic situation) : harden the rebound.

Whenever you are far from the standard settings (factory settings) It's always better to consider what influences the performance of the forks. Proceed step by step, one setting at a time by hardening or softening few click each time. If you ever get lost while you are setting up the forks, always go back to its original settings.

Starting point adjustments – Deville

Recreational use

Low speed compression : 15 clicks from the fully tighten position.
High speed compression: 15 clicks from the fully tighten position.
Rebound : 15 clicks from the fully tighten position.

Racing use

Low speed compression : 10 clicks from the fully tighten position.
High speed compression: 18 clicks from the fully tighten position.
Rebound : 14 clicks from the fully tighten position.

3. MAINTENANCE

3.1. Cleaning your forks

It is compulsory to clean your forks every time you use them, without waiting !

Nothing's worse for your fork's seals than dry mud.

It is very simple to clean your forks : wipe off the stanchion with a clean rag and then slightly lube the stanchion (with silicon based product). Using of degreaser is totally forbidden.

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

	Cleaning	Oil service	Full service
Recreational use	After each ride	1 once a year	Every 2 years
Racing use	After each ride	twice a year	1 once a year

IMPORTANT

The oil service and full service must be performed by a BOS approved center. The BOS approved centers are the only 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 and the crowns.

3.2 Changing oil

An oil change with the Deville fork consists in changing the oil bath in each leg. Keep highly attention about the correct oil level, in both leg (cartridge and spring).

CAUTION

To get the correct oil level in the cartridge side, you must bleed the air while you are pouring the oil. Once there is no air remaining in the cartridge you can adjust the level.

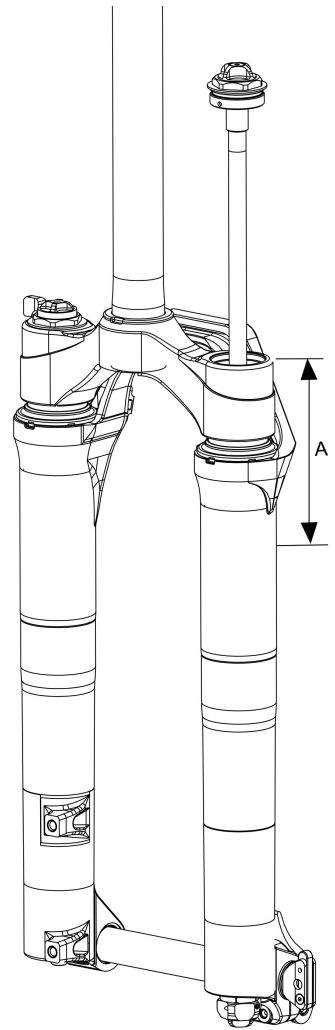
How to measure the oil level, in the cartridge side :

- Push down the stanchion
- Pull out the rebound rod
- Measure the distance between the top of the stanchion and the oil (A)

Oil level Deville (all models)

Damping side (right): 50mm

Air spring side (left): 5ml



IMPORTANT

This is strongly recommended to use BOS Bi'oil oil, otherwise it could significantly alter the behaviour of the fork and reduce the life of the wear parts.

4. FAQ

What initial settings for the fork?

The "Deville Chart list" is available on the download section of the bosmtb.com website. The « Deville Chart list » summarizes the recommended settings (clicks and air pressure) depending on the body weight. Refer also to chapter 2 of this manual for details.

My fork is leaking when I connect the high pressure pump, what can I do?

Check with a Schrader valve tool if it is screwed correctly.

At rest position, the fork travel is slightly engaged (small SAG), is this normal?

The BOS air spring system is designed to offer the lowest threshold of release. Some forks may come with a slightly negative travel.

Where can I get the original stickers or valve cap?

Those items are available on the online store at bosmtb.com. Or contact our sales department for informations commercial@bosmtb.com.

The fork comes with a slightly play on stanchions area, what to do?

The unique alignment of the bushings of the BOS forks creates an induced a slight frontal play. If the play is abnormally high, please contact BOS approved center for expertise.

The fork retracts when I deflate the air chamber, what's happening?

Deflating the fork means removing the air from the positive chamber only. The remaining air on the negative air chamber creates an opposite force to the main spring and retracts the fork. To avoid this, deflate step by step (30/40 psi) and alternate with a very slow oscillations (5 or 6) on the first 15 mm of stroke to recover the full travel.