

BOS **UP** **grade**
e n g i n e e r i n g

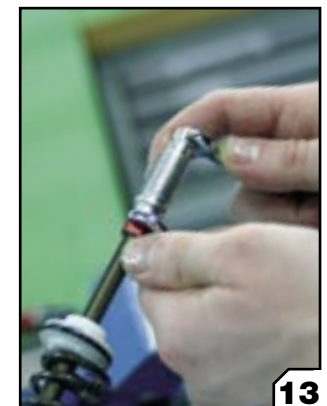
>> **Kit cartouche** Marzocchi Bomber 888

Stage 1 : disassembling the fork

>> 1. DISASSEMBLING THE FORK

The BOS cartridge kit replaces the original Boxxer hydraulic cartridge. Therefore, the first step consists in disassembling your 888. We give here a detailed description of the operation on a RC2X, *as an example*. The disassembling of other versions of the 888 may differ noticeably, but will always be simpler.

- A. Remove the upper knobs (PICTURE 1).
- B. Remove the pre-load adjuster (PICTURE 2).
- C. Take off the balls and the springs from the adjusters body (PICTURE 3).
- D. Unscrew the caps - take care, they may be pasted (PICTURE 4).
- E. The cartridges are now separated from the upper leg (PICTURE 5), you can pour out the oil contained in the fork (PICTURE 6).
- F. Remove the lower knob (PICTURE 7), then unscrew the lower caps (PICTURE 8), and remove them (PICTURE 9).
- G. Disassemble the upper part of the cartridges, in order to retrieve the springs : take off the circlip maintaining the cap (PICTURE 10), then remove the preloaders. (PICTURES 11 à 13) .
- H. Retrieve the srpings as well as the O-ring from the upper cap (PICTURE 9 / H) you will need them while assembling the BOS kit.



Stage 2 : installing the Bos cartridge

>> 2. INSTALLING THE BOS CARTRIDGE

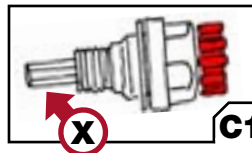
-2.1 / Inserting the cartridge in the lower leg

-A. Prepare the fork and the cartridges as shown on picture 14 :
Fork : take off the upper legs (C) from the lower legs les plongeurs (A).
Cartridges (B) : remove the lower(D) and upper (E) caps as well as the preload system (F). The whole stuff can be unscrewed by hand.

! *BOS cartridges are symetrical.*
■ *Each of the steps described bellow has therefore to be repeated on rigt and left side identically.*

-B. Before to insert the cartridge in the leg, check if the O-ring is actually placed in its seat at the bottom of the cartridge (PICTURE 15 / G), then, to bring the six sided seat (which drives the compression needle) to the bottom of the cartridge, unscrew it with an allen key untill you don't feel any resistance (PICTURE 15 / H). Re-screw a little, to replace the needele (you feel some resistance again). Insert the cartridge inside the lower leg.

-C. Install the compression cap / adjuster (C1) on the cartridge. Check carefully that the connector (C1/ X) goes in its seat (female six sided), and start screwing by hand (PICTURE 16).



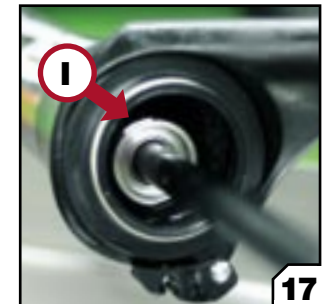
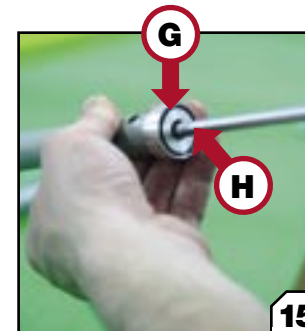
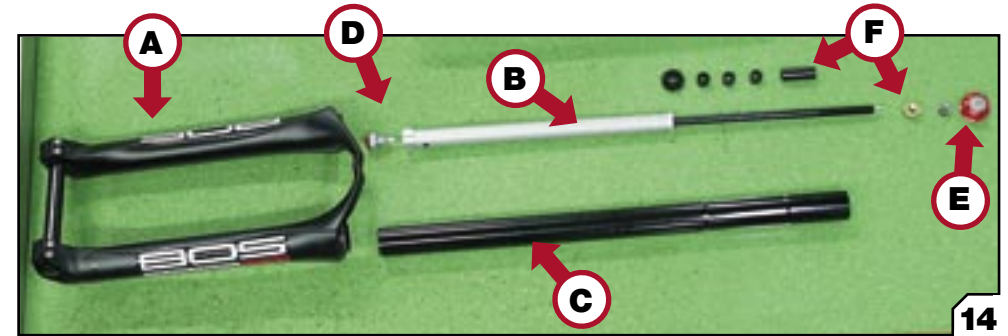
!-1. If, while screwing, the cartridge turns inside the leg, hold it by the flat surfaces on its top (PICTURE 17 / I). To reach the flat surfaces, you can use a circlip pliers (angled) (PICTURE 18).

!-2. While screwing the compression adjuster, check that the knob is free to rotate, and never fully opened or closed. If necessary, click back to a better position (PICTURE 16).

-D. End screwing by tightenning to the required torque - 15 Nm (PICTURE 19).

-E. Replace the upper legs (PICTURE 20).

-F. Pour 220 ml of BOS fork oil in each leg (PICTURE 21). Move the rod up and down about ten times to bleed the air.

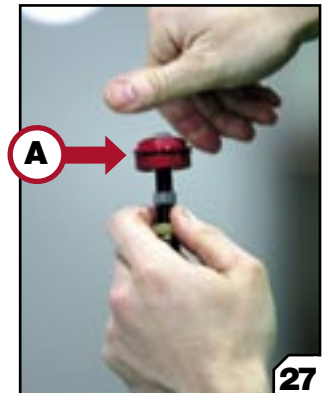


Stage 2 : installing the Bos cartridge

>> 2. INSTALLING THE BOS CARTRIDGE

-2.2 / closing the fork

- A.** Split the lower spring washer onto the rod, smaller diameter beside (it comes in the cartridge) (PICTURE 22).
- B.** Place the spring, then split the second washer as shown on the picture (PICTURE 23).
- C.** Pile up as many spacers as needed to place the yellow pre-loader quite high on the rod. Place the pre-loader, by screwing it until it goes in contact with the spacers. Then screw it one turn and half (PICTURE 24), and lock it with the little screw (screw it gently !) (PICTURE 25).
- D.** Screw the blocking nut on the rod (PICTURE 26).
- E.** Place the O-ring from the original cap on the BOS cap (PICTURE 27 / A). Screw the cap by hand until it comes against the rod (take care of the driver while putting it on the rod) (PICTURE 27).
- F.** Move up the blocking nut against the cap, and tighten it . (PICTURE 28).
- G.** Screw the cap onto the upper leg to close the fork (PICTURE 29), end screwing slightly (PICTURE 30).



Modification of the travel

Our kit allows you to choose the travel from 170mm to 200mm, by 10mm steps. It is delivered in 200mm as standard version, but you can order it in 170, 180 or 190 mm. You can also modificate the travel when you change your bike, without changing the cartridges or even the fork.

Nervertheless, this operation means opening the cartridge itself, which must be done in our workshop, or by an authorized BOS dealer.



3. adjustment instructions

-3.1. adjusting knobs

You can adjust compression through the red knobs located at the bottom of the fork (R1).

You can adjust rebound through the grey knobs located on the upper caps (R2).

-3.2. Standard hydraulic settings

! *The settings are always indicated from fully screwed position*
⊕ mark means harder / ⊖ mark means softer



Count the clicks while unscrewing. The total number of clicks available may differ between the two legs, without affecting the setting range.

Compression - standard setting : Unscrew by 12 clics (each leg).

Rebound - standard setting : Unscrew by 15 clics (each leg).

-3.3. Spring preload

Use the same springs than with the standard fork.

The springs rate is defined by your weight and doesn't change with the BOS kit.

Even though preload is adjustable through the yellow nut mount on the rod, we advice, IN ANY CASE to ride with the standard setting indicated in this manual -2.2/C - PICTURE 25.

-3.4. Oil quantity

The standard quantity is : 220 ml in each leg.

However, you can play with the oil level to change the handling of the fork. Notice that changing the oil quantity acts only on the END OF COMPRESSION and won't be efficient on the full travel : +10 ml = harder / -10 ml = softer.

Compression adjustment



Rebound adjustment



FIRST RIDE WITH YOUR BOS TUNED FORK

The handling of your Marzocchi 888 changes completely once the BOS kit installed. So, you may need some time to adapt yourself and benefit fully from its high level of performance. The BOS kits increases the grip of the front wheel, and allows to ride more aggressively, putting more weight on the front of the bike. If you are used to a backside position, start riding with opened hydraulic setting (softer), then close progressively while riding more and more aggressive, and getting confident with the steering.

At last, don't forget that the better combo, in terms of performance, remains a Bos fork kit with a BOS tuned rear shock (DHX or Rocco) !



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