

BOSS

mountain-bike *SUSPENSION*

Deville

OWNER'S MANUAL

WARRANTY



Terms and conditions

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

BOS MTB warrants to the original purchaser that BOS products 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 seals and bushings) are not covered under this warranty.

Terms

This warranty is subject to legal jurisdictional or warranty rights of the countries 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 :

- 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 its local reseller or distributor where he originally bought the product from for any warranty claim. A proof of 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. Should "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 N'dee onto your bike demands care and attention. For your safety, please do respect to 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.

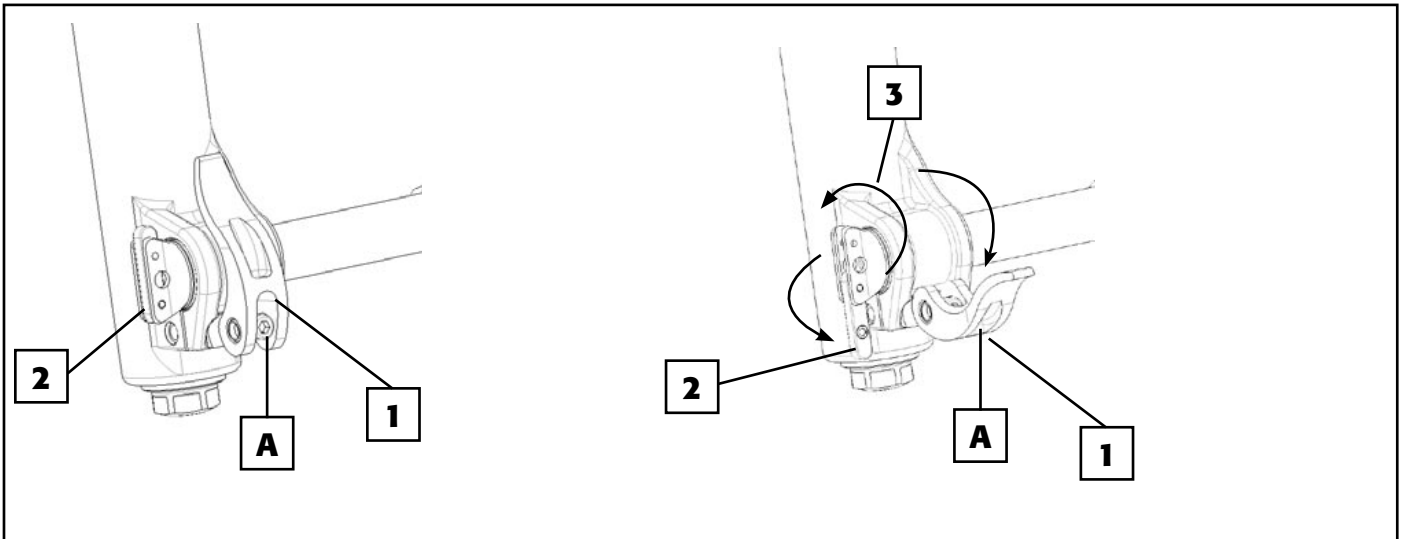
CAUTION

The steerer tube should never be removed from the lower crown. If it has been cut too short or in the event of a frame swap with different dimensions please obtain the correct lower crown/steerer from your distributor.

1.2. Front wheel assembly

1. Open the quick-release (1).
2. Open the folding lever (2)
3. Unscrew the axle and remove it (3).
4. Install the wheel.
5. Insert the axle, screw until the end of the thread, lock the quick release.

To disassemble the wheel, apply the same instructions in reverse order.



IMPORTANT

The torque of the quick-release screws (A) is set up at the factory between 4 et 4,5 Nm. It's important to check it regularly

1.3. Installation of the braking system.

Please refer to the manuals of the manufacturers. Meanwhile, apply the following instructions :

Minimum length of thread of the caliper screws into the fork : 10 mm

Tightening torque : 9 to 10 Nm

2. REGLAGES

2. AIR PRESSURE AND SAG

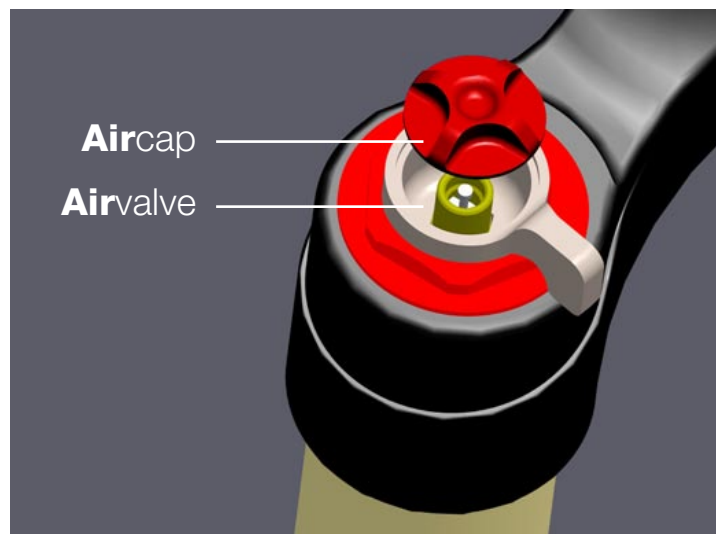
The first setting that has to be done is the air pressure. It allows you to adjust the air spring to your weight. The data mentioned in the table are indicated as standard settings, and supplied for information only. Your own setting may slightly differ, depending of your kind of riding, but don't get too far from them !

Whatever your weight is, the air pressure must stay in between 3,5 and 8 bar

Depending of the air pressure, the fork will be compressed while you get on the bike. The travel used (the SAG), has to be adapted to the riding. The proper SAG must be in between 40 mm (flat track / uphill) and 55 mm (damaged track / downhill). We strongly advise to adjust the air pressure by taking into consideration both your weight (following the table) and the SAG you wanna obtain.

Weight (kg)	< 55	60	65	70	75	80	85	90	100	105 >
Pressure (bar)	3,5 MINI	4	4,5	5	5,5	6	6,5	7	7,5	8 MAXI

Caution : we advise to adjust the air pressure with TRC on position < OFF >



The air valve is located under the cap, on top of the left stanchion. Unscrew the cap to get access to the valve.

Homogenization of the air chambers

It is very important to homogenize the two air chambers after having adjusted the air pressure. To ensure a good function of the fork, **do not forget to do so each time you adjust the air pressure.**

How to proceed :

Once the air pressure adjusted, pump the fork **slowly on the first 10 mm (1/3").of travel** Do it a few times
Thus, the e air will be distributed equally in the chambers, and your fork is ready to be ridden.

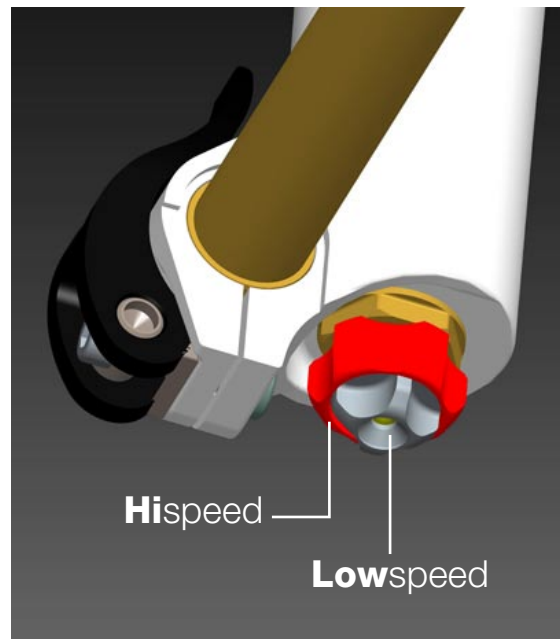
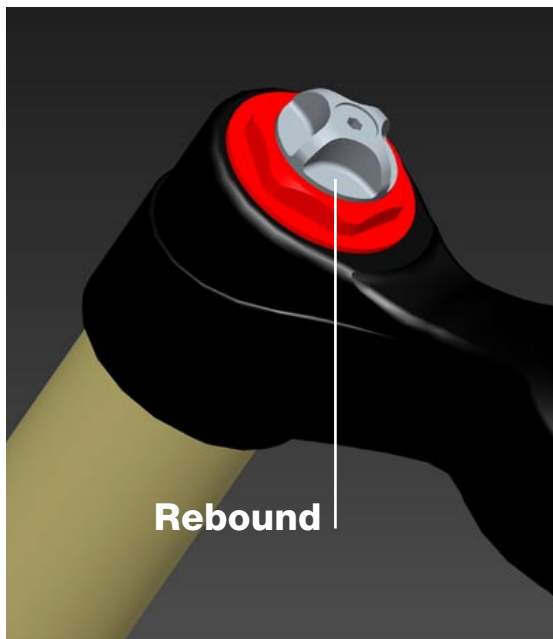
2. REGLAGES

2.2 HYDRAULIC SETTINGS

High speed compression is setted up with the peripheral red knob located on the bottom of the right lower leg.
Low speed compression is setted up with the central silver knob located on the bottom of the right lower leg.
Rebound is setted up with the knob locaed on top of the right upper leg.

Always set up each way by closing first the knob (fully screwed), and then counting the clicks while unscrewing.

Standard settings
for each of the three hydraulic settings
From full closed postion, unscrew by 15 clicks

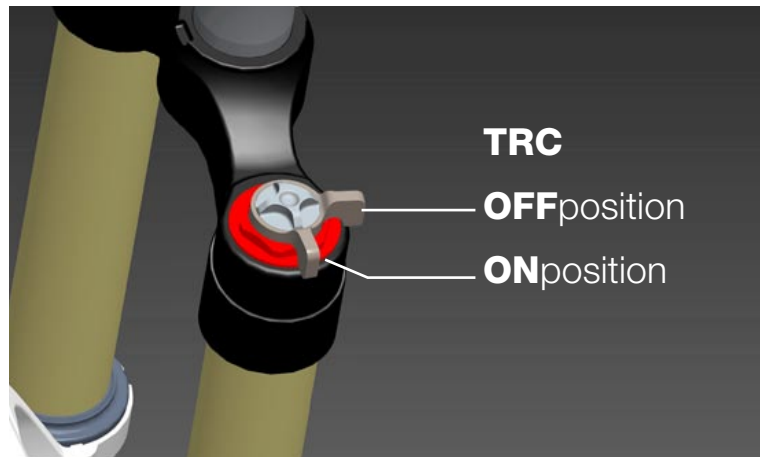


2. REGLAGES

2.3 TRC SYSTEM

Once setted on < ON > position, the TRC increases the stiffness of the fork, by playing with the air volume. This system allows to keep the balance of the chassis, by reducing the available travel, without changing the geometry. The fork is still fonctionning, but the pedaling effects are considerably reduced.

TRC < OFF >	TRC < ON >
Lever positon : forward	Lever prsition : backward
full travel available - standard stiffness curve	reduced available travel - stiffer curve
riding : off road / downhill	riding : flat course / tarmac / uphill



Important :

You can adjust the position of the TRC lever. If it touches your frame, for example. To proceed : remove the valve cap. Extract the lever. Replace it on the six sides parts in the required 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). Use 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.

3.2 Maintenance frequency

	cleaning	oil change	full service
occasional use	after every ride	once a year	every two years
intensive use		twice a year	once a year

3.4 oil level

When changing the oil, it's very important to respect the correct oil level, in both leg (cartridge and spring), following the datas mentioned below.

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, referring to the table below.

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

Deville 140 : 60mm

Deville 160 : 50 mm

Deville 170 : 58 mm

WE HIGHLY RECOMMEND THE USE OF BOS AMX 3 OIL.

Air side : Pour 5ml of oil. Reommended viscosity : 20



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