

# EBOS

■ MOUNTAIN-BIKE SUSPENSION ■



**USER 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 jurisdiction 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.

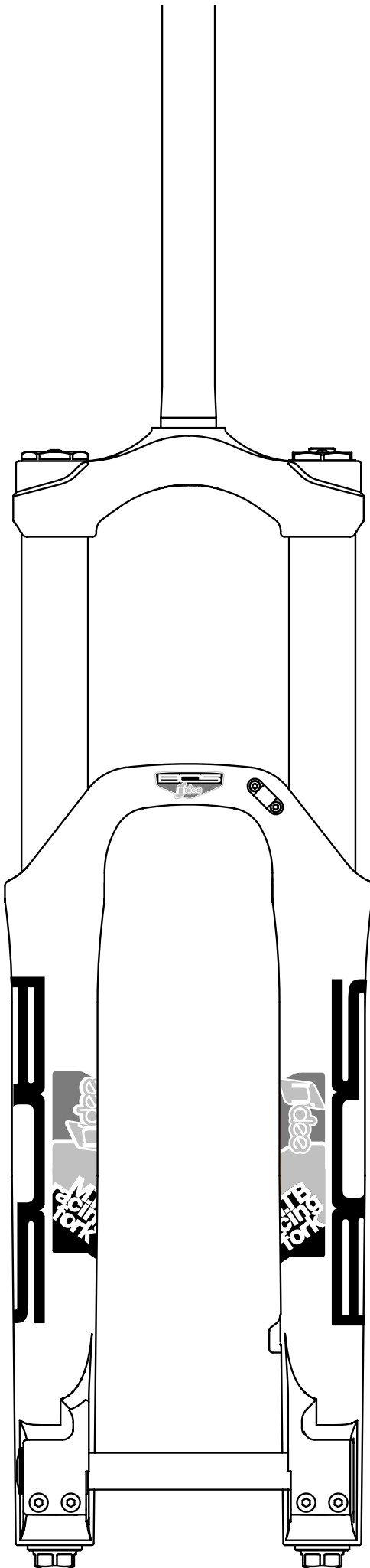
## Warranty exclusions

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.



# 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.

**IMPORTANT : always use tyres of a maximum diameter of 705mm.**

## 1.2. The front wheel

To assemble the front wheel, check the following instructions :

1. Undo the 4 bolts at the bottom of the legs of your forks.
2. Put the front wheel in-between the legs.
3. Put a small amount of grease on the thread of the axle of the front wheel.
4. Put the axle in and tighten, no need to over tighten it, stop when you start feeling resistance. Torque :5 to 7 Nm.  
Tighten first the 2 bolts on caliper side and then the 2 bolts on the other side,  
to the same tightening torque : 2 to 3 nm.

## 1.3. Installation f the braking system.

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

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

Tightening torque : 9 to 10 Nm

# 2. SETTINGS

## 2.1. Spring

Before giving your forks their first spin, please do check that you are using the right spring rate.

With your forks (providing that it is not an original equipment) come extra springs in order to adjust to most of the riders. By default, your forks come with the yellow spring within.

The table below is for own use, please refer to it.

less than 55 kg	55 to 65 kg	65 to 75 kg	75 to 90 kg	90 kg and more
red	orange	yellow	silver	purple
option	supplied with the forks	supplied with the forks	supplied with the forks	option

## Spring Preload

The sag on your forks shouldn't exceed 25 to 45 mm (15% to 25% of the travel) therefore it is very important not to preload the forks more than what's necessary. The sag has to be considered in dynamic situations (going down the hill for instance) not static situations before preloading the spring, and it allows to raise the chassis at its right height.

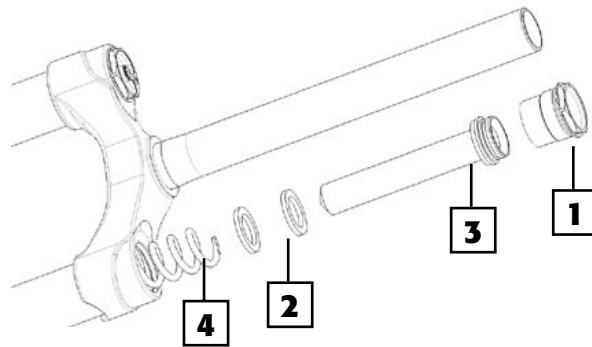
Use a 14mm spanner to preload the spring (left stanchion, disc brake side) turning clockwise. Do not preload further than 20 clicks. Otherwise, it's better to change for a softer -or harder- spring.

## Spring swap & preload

It's an easy operation.

1. After having unscrewed the triple crown, undo the top cap on the top of the stanchion.
2. Remove the preloader (3) to adjust the number of spacers required (2).
3. If you wanna replace the spring (4), remove the preloader and the spacers, to get access to it.

**Caution :** slightly grease the O-ring of the cap prior to mount it back.



## 2.2. Hydraulic adjustments

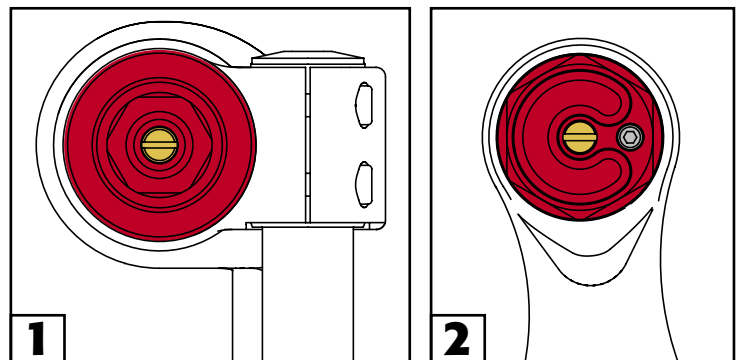
N'dee has 2 hydraulics adjustments: compression and rebound.

The compression adjustment seats at the bottom of the right hand leg (flat head screw).

The rebound adjustment is on the top of the right hand stanchion (the non-disc side).

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

Tighten (anticlockwise) = close / harden  
Undo (clockwise) = open / soften



### A short tutorial : main setting solutions

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

- Excessive dive of the front end upon braking : harden the compression.
- The front end keeps on bottoming out : harden the compression.
- Uncomfortable front end (pumped forearms) : soften rebound.
- The forks don't spring back and stay low after succession of bumps : soften rebound.
- Front end too high (in dynamic situation) : harden the rebound.

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

### N'dee standard settings :

Compression : undo **13 clicks** from fully tighten position  
Rebound : undo **18 clicks** from fully tighten position

# 3. MAINTENANCE

## 3.1 Air Bleeding

N'dee is fitted with two bleeding screws on the top of each stanchion. Bleeding your forks on regular basis will reduce the pressurising effect that always happen with those forks. We recommend to bleed your forks every 5 hours of effective riding. All you have to do is to undo the 2 bleeding screws and put them back on, no need to compress the forks.

## 3.2 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.

## 3.3 Maintenance frequency

	cleaning	air bleeding	oil change	full service
occasional use	after every ride	every riding 5Hrs	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 mentionned below in the table.

### 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, 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

### Spring side : Pour the quantity of oil indicated below

### N'dee oil level

Cartridge side : 60 mm

Spring side : 100 ml

