

BOSS

mountain-bike *SUSPENSION*

wipac
mtbenduroshock

OWNER 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 a 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 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. 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. INTRODUCTION

Thank you for purchasing a Bos Vip'R shock. Your Vip'R shock has been assembled specifically for one bike - obviously yours ! - which means that the internal valving and the air chamber volume are setted for your bike. The adequate mounting kit is also provided with the shock.



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. Contact an authorized service center for any maintenance operation.

2. ASSEMBLY ON THE BIKE

Your Vip'R shock features adequate mounting kits for the bike mentioned while ordering.

Check the mounting way

by refering to the compatibility table, available on bos mtb website : <http://www.bosmtb.com>.

Refer to the bike manual

to follow the specific shock mounting procedures of your bike.

3. SETTING THE AIR PRESSURE

3.1. Air pressure

Before to use your Vip'R shock, you must set up the air pressure, depending on your weight.

The air pressure is not related only to your weight but also to your bike's rear suspension geometry.

Refer to the compatibility table on Bos mtb's website, in the download area :

<http://www.bosmtb.com> to check the correct air pressure, related to your weight AND your bike..

Connect a pump equiped with a precise manometer to the **Schrader valve** located on the side of the upper part of the body, and inflate at thr right pressure.



3.2. Air chambers balance

To warranty a perfect function of your shock, after having setted up the air pressure, you must proceed to the air chambers balance.

The shock must be mounted on the bike.

Place the O'ring at 15 mm from the seal of the shock, sit on your bike, and push slowly on the suspension, to compress the shock until the seal come onto the O'ring. Let the suspension extend itself, still slowly. Repeat 15 times those up and down movements, always at low speed.



4. CHECKING THE SAG

The SAG is the quantity of travel used while sitting on your bike, due to the effect of your weight. It has to be setted up, by adjusting slightly the air pressure.

BOS recommands a percentage of SAG of 25 to 30 % .

Your bike maker may also indicate a percentage of SAG. Please refer to your bike's owner manual to check it. If the bike percentage differs from Bos advices, please test on the track which is the best setting for your riding style.

How to measure and set up the SAG ?

Slide the O'ring onto the sel of your shock.

Sit on your bike (if possible dressed with your riding outfit) feet on the pedals - horizontl position, and let the suspension compress under the effect of your weight. Get out of the bike, extend the rear suspension to the maximum by pulling up the saddle, and measure the distnce between the O'ring and the seal. This distance will allow you to check the percentage of SAG obtained with the current air pressure. To convert the distance into percentage, refer to the table below.

Shock : length x stroke (mm)	190 x 51		200 x 52		200 x 56		216 x 64		222 x 67	
	SAG percentage (%)	25	30	25	30	25	30	25	30	25
Measured distance (mm)	12,5	15	13	15,5	17	19	16	19	17	20

If the SAG is not correct, slightly set up the air pressure, by 15 PSI stages.

Too much SAG : increase the air pressure.

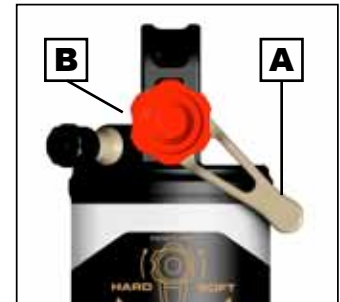
Not enough SAG: reduce the air pressure.

5. HYDRAULIC SETTINGS

Your Vip'R shock features two hydraulic ways of setting :

Compression adjusted through A lever.

Rebound adjusted through B knob.



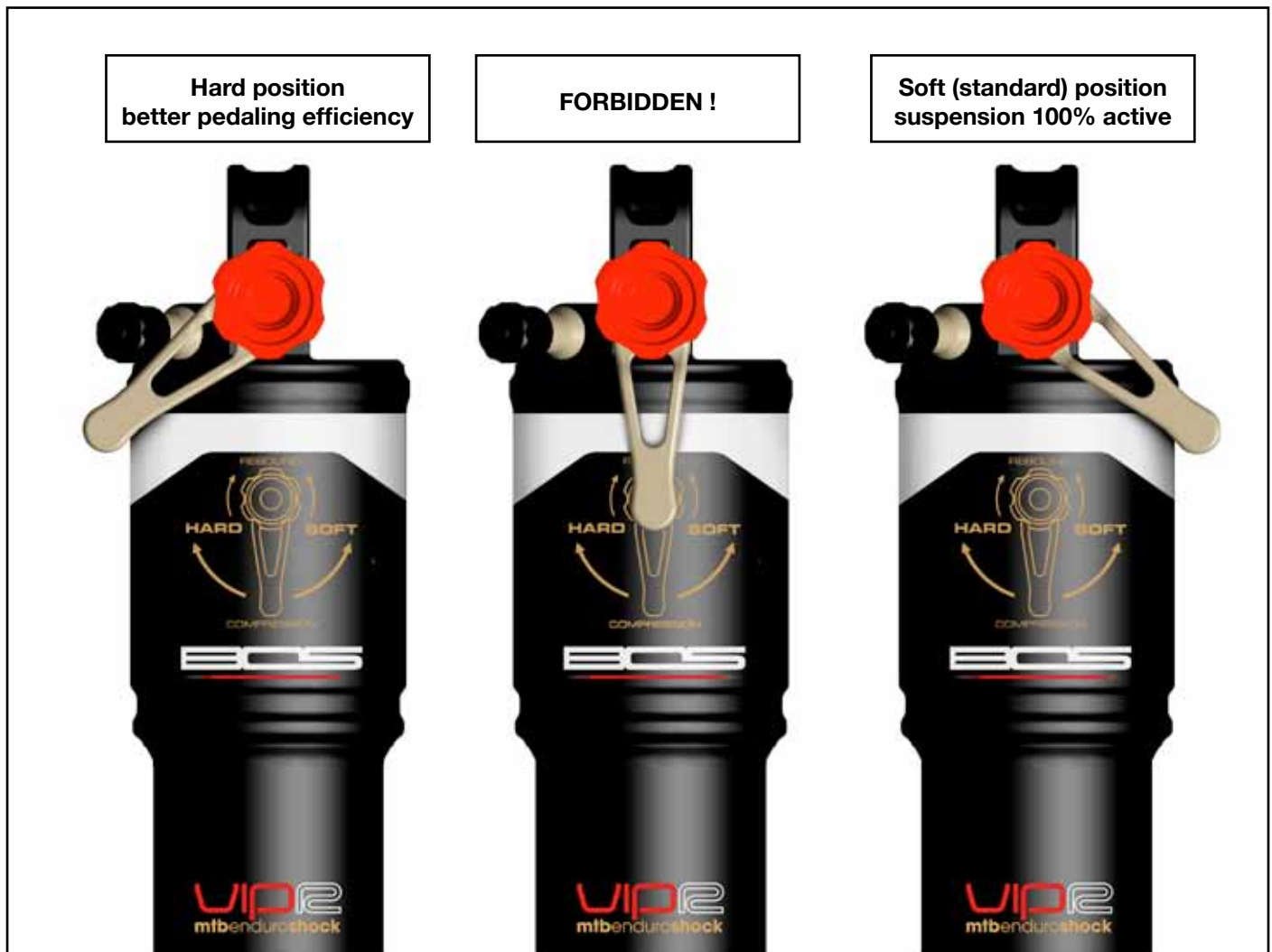
5.1. Compression :

The compression setting offers two positions : «hard» et «soft».

The lever must be turned on one of these two positions, never between.

The soft position is used for normal riding conditions. The suspension is 100% efficient.

The hard position changes the whole compression curve. The shock becomes stiffer on all the travel. It has to be used when you need better pedaling efficiency, while climbing, or on flat hi speed track sections.



WARNING

The hard position is not locking the shock out.

As same as the TRC system featured on the Deville fork, it reduces the suspension moves, by stiffening it, but the suspension remains efficient. A still efficient -althought stiffer- suspension keep guaranting a good traction.

It's also a safe option, in case of unexpected shocks.

5.2. Rebound :

The rebound can be adjusted through the red knob, featuring 30 clicks.

The close position (totally screwed), offers a stiff or SLOW rebound.

The open position (totally unscrewed) offers a soft or FAST rebound.

Prior to proceed to the settings, turn the knob clockwise until the end, then unscrew by 15 clicks to reach the intermediate position.

From that position, on the track, adjust the rebound depending on your riding style.

Start setting up the rebound by stages of 3 clicks, before to make a more precise setting, when you feel that you've reached a close to perfect setting.

WARNING

With a good compression curve, the Vip'R shock allows the bike to keep a good balance, quite high, and a very good response or handling, without any risk of «quick back». Bos thus recommends to set up the bike with a fast rebound, to keep that chassis balance, and avoid the bike staying low, which means that it will be less nervous, and less comfortable.

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

6. MAINTENANCE

6.1 Cleaning your shock

It is compulsory to clean your shock every time you use it, without waiting !

Nothing's worse for the seals than dry mud.

It is very simple to clean your shock : wash it gently with water and soap. Use of degreaser is totally forbidden.

If you use a hi pressure washer, be careful of the seals and the mounting kits.

6.2 maintenance frequency

	Cleaning	oil change	Révision complète
occasional use	after each ride	once a year	each two years
intensive use		once a year	once a year



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