



**SYORS**



**USER MANUAL  
SYORS**



Congratulations, you have just acquired one of our suspensions.

We have a common passion, the Mountain Bike!

This passion has led us to design our products with all the care and expertise you can expect as a user.

Our suspensions are the result of advanced research from our engineering office, test bench and many hours spent with our professional riders.

Our goal is to provide you with the best technologies and the greatest outdoor experience.

In order to make the most of your new acquisition, please read this user manual carefully. The mounting instructions and tips for use contained on it will allow you to make the most out of your suspensions.

Thank you for choosing BOS suspension!

**SYMBOLS OF THE MANUAL**

CAUTION your safety is involved and special precautions must be taken to avoid damage to the shock absorber.



IMPORTANT the following information is important regarding procedures. Failure to follow the warning instructions can result in severe damages.

**GENERAL WARNINGS**

The shock absorber is an important part of your bicycle. Make sure you read and understand the following warnings and any other technical documents provided by Bos before using the product.

Install the shock onto your bicycle frame using the appropriate hardware. Before riding, inspect the exterior of your product it should not be used if any of the exterior parts appear to be damaged.

Contact us or your local Bos Suspension retailer for further inspection, maintenance or repair. This manual should be considered as a part of the product and should be kept throughout its lifetime.

**Bos Suspension's limited warranty**

Bos Suspension warrants to the original owner that the Bos Suspension product when new, is free from defects in material and workmanship. This limited warranty expires one year from the date of the original retail purchase. A copy of the original proof of purchase will be required for any warranty claim.

This limited warranty is only applicable to Bos Suspension purchased new from an authorized Bos Suspension source. The limited warranty is made only to the original customer and is not transferable to subsequent owners.

Wear and tear parts such as dust seals, O-ring, bushings, rear shock mounting hardware, shafts, threaded parts and bolts are not covered by this warranty.

**TERMS**

This limited warranty is subject to legal jurisdiction or warranty rights of the original purchase country which will prevail if different from the terms herein listed.

**LIMITS**

This limited warranty is conditioned on the Bos Suspension product being operated under normal conditions and properly maintained as specified by Bos. The liability of Bos Suspension will not be implied for any and all other damages, including but not limited to, incidental, consequential or punitive damages.

**EXCLUSIONS**

This warranty doesn't cover :

- Damages resulting from improper assembly
- Damages resulting from an accident, crash or collision under any circumstances
- Malfunctions that results from abuse
- Modification, alteration, improper or unauthorized repair by the owner or a third party
- Improper or excessive use.
- Violation of the maintenance procedures and/or the time allowance between service.
- Replacement of the original parts
- Warranty is void if the serial number is removed or altered.

**PROCEDURE**

When making a claim under this limited warranty to the Bos Warranty Department you'll be required to provide a copy of the original proof of purchase otherwise the claim will not be considered. Please contact the Bos Suspension Warranty Department before returning a product that may be covered by this limited warranty. If the warranty doesn't apply the packaging and shipping costs will be charged to the customer.

SAFETY INSTRUCTIONS .....3

WARRANTY.....3

SUMMARY.....4

TOOLS.....4

ASSEMBLY .....5

SPRING ADJUSTMENT .....5

OIL SETTINGS.....7







MAINTENANCE AND SERVICING .....9

FAQ.....9

SETTINGS HISTORY .....10

SERVICING NOTES .....11

You will need the following tools for settings and maintenance :

Tool	Symbol
2 mm hexagonal wrench	
4 mm hexagonal wrench	
11 mm open-end wrench	
Ruler	
By hand	
Flat screwdriver	

This section details the installation of your BOS SYORS.

First of all, remove the original suspension from your bike. To do this, please refer you to the original manual of your bike.



To facilitate reassembly, locate the order of disassembly of parts and arrange them on your worktop so as to quickly identify the location of each of them during reassembly.



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. You also risk damaging the shock and its internal mechanisms as well as voiding your warranty.

Contact an authorized service center for any maintenance operation.

Your SYORS shock is delivered with the correct mounting kits for the bike specified while ordering.

### Check the mounting direction

By referring to the compatibility table, available on the BOS suspension website download page.

[www.bos-suspension.com](http://www.bos-suspension.com)

### SAG verification

The SAG is the amount of travel used by your suspension from your weight on the bike. It is set by adjusting the spring preload.

BOS recommends a SAG percentage of 25 to 35 % of total travel, depending on your use and your riding style. (Enduro 25-30% / DH 30-35%)

The bike manufacturer may also indicate a SAG percentage. Please refer to your bike's user manual for this value.

If the manufacturer recommendation differs from ours, you should test the bike on the trail at different SAG values to find the right amount for your riding style.

The BOS SYORS is supplied with a spring to match your weight.

The ideal preload, should be between 0-4mm. If you exceed 4mm then a harder spring is strongly recommended. If you don't get the sag, choose a softer spring.



A spring which is too hard or with too much preload can negatively affect the shock's hydraulic damping and reduce your bike's performance.

## How to measure and set your SAG?

**IMPORTANT**

Don't forget that the SAG must be measured on flat ground, while in driving conditions, the bike is on the slope, which reduces the "dynamic SAG" (in action).

**1**

Disengage the bump stop from the shock foot thanks to a flat screwdriver and slide the bump stop until the contact with the rod guide.



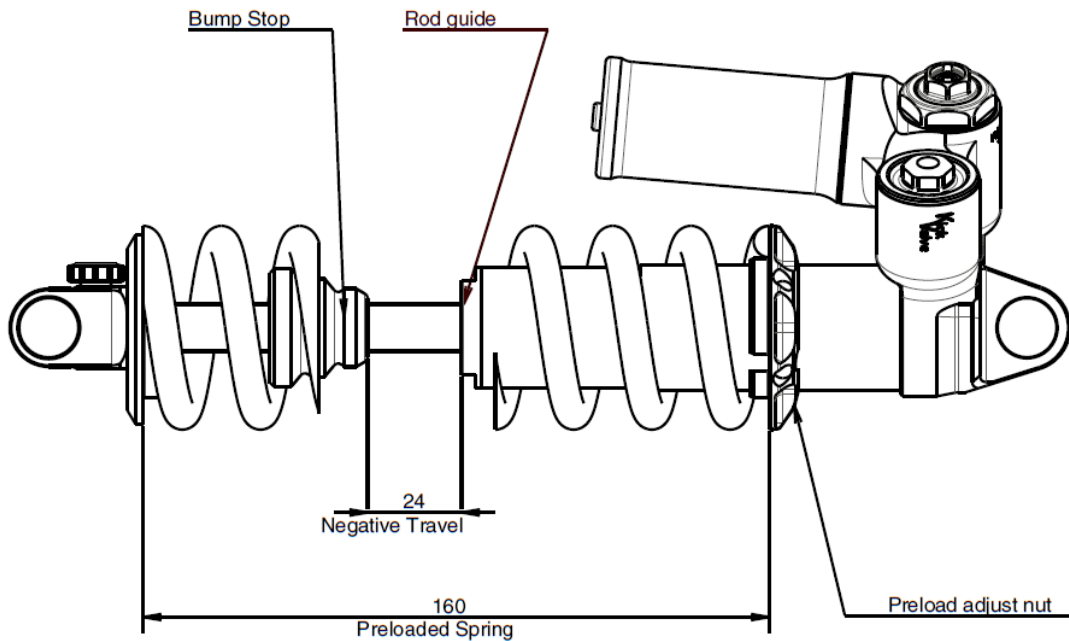
Be careful to not damage the shaft!

**2**

Sit on your bike (if possible dressed with your riding outfit) feet on the pedals - horizontal position, and let the suspension compress under your weight.

**3**

Get off the bike without pushing on the suspension any more, extend the rear suspension to its full travel by pulling up the saddle, and measure the distance between the bump stop and the rod guide. This distance allows you to check the percentage of SAG.



The SYORS shock absorber for exclusive use in downhill mountain bike requires different spring preload depending on the geometry of each bike on the market. To know the exactly preload to your spring according to your bike and your weight, please refer to the "Chart list" available on our website [www.bos-suspension.com](http://www.bos-suspension.com).

To convert the distance into percentage, refer to the table below:

Total stroke (mm)	60		63		65		68		75		89																		
	SAG (%)	Negative travel (mm)	SAG (%)	Negative travel (mm)	SAG (%)	Negative travel (mm)	SAG (%)	Negative travel (mm)	SAG (%)	Negative travel (mm)	SAG (%)	Negative travel (mm)																	
60	30	18	35	21	63	30	19	35	22	65	30	20	35	23	68	30	20	35	23	75	30	23	35	27	89	30	27	35	31

**Too much SAG:** increase the spring preload. Proceed by ½ turn.

**Not enough SAG:** reduce the spring preload. Proceed by ½ turn.

The SYORS shock is a three-ways adjustable shock, which means there are three different damping adjustments: rebound, low-speed compression, high-speed compression.

Your shock's base setting (internal) is set up for your bike's geometry when you purchase the shock.

The purpose of damping adjustments is to use all the shock's travel without bottoming-out (or only very occasionally), to give rear wheel grip, but also to avoid the bike stalling out in holes, and finally to maintain a good chassis position.

Below you will find the base settings for your shock, then it's up to you to analyze its performance on the trail and tune the settings to suit your riding style. Do this carefully and methodically, step by step. Only change one setting at a time and only by a few clicks. When it's done, note the setting and type of terrain. If you get confused with the settings, return to the base settings and start again.

### Low speed compression (4 mm golden hexagonal screw on head)

The low-speed compression affects the shock's performance in compression over small bumps or through the beginning of the travel.

Harden the low-speed compression (by turning the screw clockwise) on rolling terrain with big compressions and kickers.

It might be useful to soften the low-speed compression (by turning the screw counter-clockwise) on steep gradients.



### High speed compression (11 mm black nut on head)

The high-speed compression acts mainly on harsh hits (jump landings, rough sections). It should be soft enough to get all the travel without bottoming-out. If, on a given track, you bottom-out frequently, harden the high-speed compression by turning the knob clockwise. However, don't get hung up on bottoming-out if it only happens once or twice during your run. You risk setting your shock for 3% of the course and losing efficiency on the other 97%. If your shock doesn't get full travel, soften the high-speed compression by turning the knob to counter-clockwise.

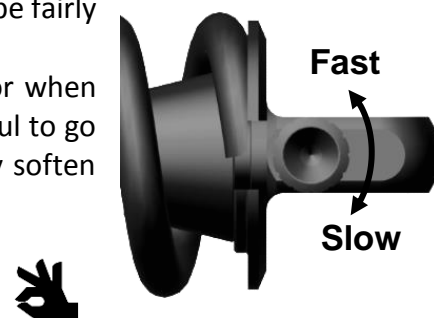


### Rebound

The main factor in adjusting the rebound is the position of the bike. A bike shouldn't be "sunken down" all the time, although the back does need to be fairly low. Adjusting the rebound will allow you to maintain this balance.

If you feel like the back of the bike is pushing you forward on a slope or when braking, slow down the rebound (turn the knob clockwise). It can be useful to go along with this adjustment (especially if the problem persists) by slightly soften the low-speed compression.

However, if the bike seems too low at the back and/or the front end has a tendency to drift offline, speed up the rebound



**IMPORTANT**

To start your adjustment, turn the knob clockwise until it stops (clicks = 0). Then count the clicks while turning the knob counter clockwise.

Basic settings (regardless of internal shock setting):

Compression		Rebound
Low speed	High speed	
10 clicks	10 clicks	13 clicks

With a significant hydraulic compression support, the VOID shock allows the bike to maintain a high dynamic balance, as well as giving good response, and improved handling. BOS recommends setting up the bike with a fast rebound to keep the chassis balanced, and avoid the bike sitting low in its travel.

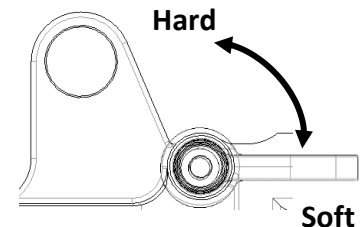
**IMPORTANT**

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

**Platform lever (option)**

Optionally, your SYORS shock can be equipped with a locking lever to reduce the hydraulic flow in the compression system. This will be useful during the pedalling period to avoid the work of the shock under the effect of pedalling and therefore help to preserve your energy.

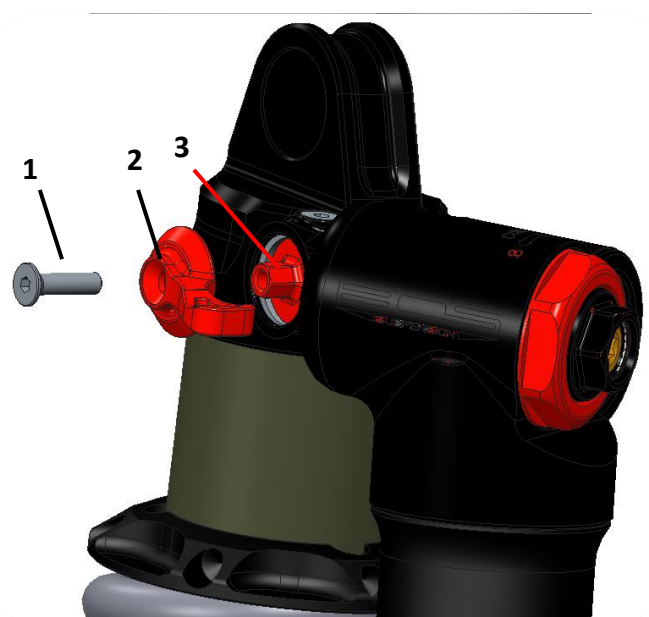
This adjustment carried out by the red lever on shock's head has two positions: **Hard / Soft**



It is possible to change the place of the lever at your convenience.

In order to achieve this, please respect the following steps:

- 1 Loose the locking screw 1 2
- 2 Remove the lever 2 from the hexagonal nut 3 by pulling manually the lever
- 3 Position the lever 2 in one of the six available positions on the hexagonal nut
- 4 Tight the locking screw 1 with a moderate tightening torque 2





It is essential to clean your shock after each day of riding without waiting! Nothing is worse for the life of your seals than dirt and dust.

The cleaning process is also extremely simple: wipe off the body and the seal with a clean, soft rag. You can occasionally lubricate the exterior of the seal with fork oil.



Do not under any circumstances use degreaser. On the same note, do not power wash the shock's seals! It will only push the mud inside the shock and get it stuck between the shaft and the seals.

		Every ride	Every six months	Every year	Every two years
<b>Cleaning</b>		<b>x</b>			
<b>Basic service (Oil change)</b>	Recreational use			<b>x</b>	
	Racing use		<b>x</b>		
<b>Complete Service</b>	Recreational use				<b>x</b>
	Racing use			<b>x</b>	

The oil service and full service should be performed by a BOS-approved service center. Only BOS service centers are able to identify and appraise a damaged or worn part, especially in case of shock or wear on structural elements such as the chamber, the shaft, the body.



**What is the basic set up?**

Your shock has been set up for your bike, with a specific internal valving spring weight. You can find all the information about standard settings for your bike in the chartlist on the BOS website [bos-suspension.com](http://bos-suspension.com).

**Where can I purchase original stickers?**

You can purchase these items through your approved BOS center, or on the BOS store on [bos-suspension.com](http://bos-suspension.com).

**I noticed some play between my shock and the frame, what can I do?**

Check that your mounting hardware is torqued to your manufacturer's specifications. If it is, the rear shock mounting hardware must be replaced. Contact an approved BOS service center, or connect on [bosmtb.com](http://bosmtb.com).

**My shock makes a whistling or clicking sound when I compress it.**

These sounds are normal to the functioning of the hydraulics when the rebound or low-speed compression circuit is closed or almost closed. Check your settings and bring them closer to the base settings in your product's user manual to reduce this noise.

*For any other questions, please visit our FAQ page on the BOS website or send us a message to [sales@bos-suspension.com](mailto:sales@bos-suspension.com).*

You will also be able to obtain the service or warranty request forms and the revision rates for your BOS product on our website [www.bos-suspension.com](http://www.bos-suspension.com) or by simple request to the previous email address.

Date	Place	Track conditions	Comp		Rebound	Comments
			LS	HS		



"We love mountain bike"



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