
MARZOCCHI
2005
PREMIUM SUSPENSION
OWNERS MANUAL
DEVELOPED IN ITALY
www.marzocchi.com

I. USE OF THE MANUAL

- Carefully read, understand and follow the instructions given in this manual. This manual is an essential part of the product, and you should keep it in a safe place for future reference.[1]
- If the use and maintenance instructions provided in this manual are not properly performed, or if the other instructions in this manual are not followed, an accident could occur, resulting in an accident, serious injury or death.
- This manual does not explain how to assemble/disassemble the fork from the bicycle, the wheel, the steering set or any other component directly or indirectly associated with the fork that are not actually a part of the fork.
- Please be advised that suspension system installation and repair requires specialized knowledge, tools and experience. General mechanical aptitude may not be sufficient to properly install or repair your suspension system. Please have your suspension system installed and/or serviced only by an authorized Marzocchi Service Center.
- Never make any modification whatsoever to any component of your suspension system.
- If you have any questions regarding the care, maintenance or use of your suspension system, please contact your nearest Marzocchi service center directly. A list of service centers can be found at the end of this manual or on the Internet page www.marzocchi.com.

A. GENERAL SAFETY RECOMMENDATIONS

- You must select and use the correct suspension system for your style of riding. Check and follow the “Intended Use Instructions” in this manual.
- Please note that there are inherent risks associated with downhill, freeride, cross country, marathon, trekking, dirt jumping and urban style riding. You could be seriously injured or killed while engaged in those riding styles. Learn how to ride, never ride beyond your capabilities, be sure to use the proper safety equipment, and be sure that all your riding equipment is in excellent condition.
- The lifespan of Marzocchi products depends on many factors, such as riding style and riding conditions. Impacts, falls, improper use or harsh use in general may compromise the structural integrity of the suspension system and significantly reduce its lifespan. Please have your bicycle regularly inspected by a qualified mechanic for any oil leaks, cracks, chips, deformation, or other signs of fatigue. The frequency of inspection depends on many factors; check with your authorized Marzocchi representative to select a schedule that is best for you. If the inspection reveals any deformation, cracks, impact marks, stress marks or bent parts, no matter how slight, immediately have a Certified Marzocchi Repair Center inspect the forks before you ride again.
- Never make any modifications whatsoever to any component of your forks.
- When installing or removing your bicycle from a bicycle carrier (roof rack or rear hitch mount), be sure that you fully loosen the quick release fastener on the carrier. In addition, be sure that your bicycle is lifted from or installed on the carrier in a perfectly vertical direction. If the quick release fastener is not fully loosened, or if there is any bending action while installing or removing your bicycle, you will scratch, bend or otherwise damage your suspension system.
- If you strike at any speed any overhead object, such as a parking garage, bridge, tree limb or other abutment, with your bicycle while your bicycle is attached to a bicycle carrier, you can damage your forks. Have your forks inspected by an authorized Marzocchi Service Center before you ride.
- Always wear a properly fitted and fastened bicycle helmet that has been approved by ANSI or SNELL, and any other safety equipment necessary for your riding style.

1. MARZOCCHI reserves the right, in its sole discretion, to make changes to the products, at any time and without prior notice.

B. BEFORE EVERY RIDE

- Check that none of the components to your suspension system, or the remainder of your bicycle, are leaking, bent, deformed, cracked, chipped or otherwise damaged.
- Check to be sure that all quick release fasteners, nuts and bolts are properly adjusted. Bounce the bicycle on the ground and listen and look for anything which may be loose.
- Be sure that your wheels are perfectly centered. Spin the wheels to be sure that they do not wobble up and down or from side to side, and that they do not make contact with the fork legs or brake pads while rotating.
- Be sure that all cables and other components of your braking system are in proper position and that your braking system is functioning properly.
- Learn and follow the local bicycle laws and regulations, and obey all traffic signals, signs and laws while you ride.

DO NOT RIDE YOUR BICYCLE IF IT DOES NOT PASS THIS PRE-RIDE TEST. CORRECT ANY CONDITION BEFORE YOU RIDE.

II. INTENDED USE INSTRUCTIONS

A. SELECT THE CORRECT FORK FOR YOUR RIDING STYLE AND RIDE PROPERLY

Marzocchi suspension forks are among the most durable and technologically advanced forks on the market today. However, no fork can withstand misuse, abuse or improper use that, over a short period of time, can cause your forks to fail when you least expect it.

It is critical that you select and use the fork that is appropriate for your riding style, and that you use the fork properly.

⚠ **WARNING!**

Failure to properly match the forks to your frames could cause the forks to fail, resulting in a loss of bicycle control and, possibly, serious injury or death to the rider. In addition, an improper match and will void the forks' warranty.

1. Identify Your Riding Style:

Cross Country (XC)/Marathon: Riding along hilly trails where some bumps and smaller obstacles, such as rocks, roots, or depressions, may be encountered. XC riding does not include jumps or "drops" (riding off rocks, fallen trees or ledges) from any height. XC forks must only be used with tires specifically designed for cross country riding, or disk, rim or linear pull brakes.

All Mountain (AM): Riding BASED WITH more emphasis on aggressive XC riding WITH larger obstacles. AM RIDING DOES NOT INCLUDE LARGE JUMPS OR DROPS. These forks should be used only with disk brakes, as well as frames, wheels and other components specifically designed for this riding style. The disk brakes must be attached to the designated mounting points provided on the fork. Never make any modification to your fork to attach any equipment.

Trekking: Trekking is similar to XC riding but not as aggressive as XC. It involves slower riding and no riding over obstacles such as rocks, roots, or depressions. You should only attach generators and racks to the designated mounting points provided on the forks. Never make any modification to your fork to attach any equipment.

FreeRide (FR): This riding style is for skilled riders and involves aggressive slopes, large obstacles, and moderate jumps. Freeride forks should be used only with disk brakes as well as frames, wheels and other components specifically designed for Freeriding. The disk brakes must be attached to the designated mounting points provided on the fork. Never make any modification to your fork to attach any equipment.

Dirt Jumper (DJ) / Urban Riding: This "BMX" or "motocross" style riding is only for the most skilled riders and involves jumping from one mound of dirt to another. It also includes riding over and around "urban obstacles" such as

man-made or other concrete structures. These forks should be used only with disk brakes, as well as frames, wheels and other components specifically designed for this riding style. The disk brakes must be attached to the designated mounting points provided on the fork. Never make any modification to your fork to attach any equipment.

Downhill (DH) / Extreme Freeride: This discipline is only for professional or highly skilled riders. It includes relatively high jumps or "drops" and negotiating larger obstacles such as boulders, fallen trees or holes. These forks should be used only with disk brakes, as well as frames, wheels and other components specifically designed for this riding style. The disk brakes must be attached to the designated mounting points provided on the fork. Never make any modification to your fork to attach any equipment.

⚠ WARNING!

Ride only in areas specifically designated for your riding style.

2. Select the Correct Fork for Your Riding Style from the Table Below.

Please see your Marzocchi retailer, or contact Marzocchi directly, if you require assistance in selecting the correct fork.

Tab 1: *2005 Fork Riding Categories and Intended USE*

Trekking	XC / Marathon	All Mountain	Urban Riding Dirt Jumping	Freeriding	Extreme Freeriding Downhill
TXC	EXR	All Mountain SL	Dirt Jam Comp	Drop Off	66 RC
TXC ECC	EXR Pro	All Mountain 1	Dirt Jam Pro	Shiver SC	66 R
	EXR Race	All Mountain 2	Dirt Jumper 1	Z.1 FR SL	66 VF
	Marathon RACE	All Mountain 3	Dirt Jumper 2	Z.1 FR 1	888 RC
	Marathon SL		Dirt Jumper 3	Z.1 FR 2	888 R
	Marathon XC		D-Street Comp 24"	Z.1 FR 3	888 VF
	MX Comp		D-Street 24"		Drop-Off Triple
	MX Pro		Shiver SC		Junior T
	MZ Comp				Monster T
	MZ Race				Shiver DC
					

3. Do Not Misuse or Abuse Your Forks

Do not misuse or abuse your forks. Learn how to ride, and always ride within your abilities. An out-of-control ride puts the equivalent of years of hard use on your forks after only a few rides.

Learn how to properly flow around obstacles on the trail. Hitting obstacles such as rocks, trees or holes straight on puts forces on your fork it was not designed to absorb.
Landing improperly after a jump or drop also puts forces on your fork it was not designed to absorb. You should **only** perform jumps or drops when a transition or down ramp is available to help your bicycle absorb the impact forces generated during the landing, and both wheels should smoothly make contact with the transition or down ramp at the same time. Any other type of landing is dangerous, as it could result in a component part failure and an accident. The steepness and length of the transition or down ramp depends on the height from which you jump or drop. Every situation is different for every rider; consult with an experienced rider before attempting any jump or drop.

⚠ **WARNING!**

Failure to properly flow around obstacles on the trail, or failure to properly land after a jump or drop could cause your forks to fail, resulting in a loss of bicycle control and serious injury or death to the rider.

⚠ **WARNING!**

Your forks require regular maintenance and repair. The harder you ride, the more often you must inspect and maintain your forks. If your forks are leaking, bent, deformed, cracked, or chipped, no matter how slight, immediately have a Certified Marzocchi Repair Center inspect the forks before you ride again.

☞ **REMEMBER**

Even forks made out of solid metal will fail if they are misused, abused, or improperly used! Extreme use can eventually wear out and break even the strongest components.

“Ride fast, yet ride Smart”

English

Use and maintenance instruction manual

CONTENTS

TABLES INDEX

1 INTRODUCTION-GENERAL SAFETY REGULATIONS

If you have any questions regarding the care, maintenance or use of your suspension system, please contact your nearest service center directly. A list of service centers can be found at the end of this manual or on the Internet page www.marzocchi.com.

This manual does not explain how to assemble/ disassemble the fork from the bicycle, the wheel, the steering set or any other component directly or indirectly associated with the fork that are not actually a part of the fork.
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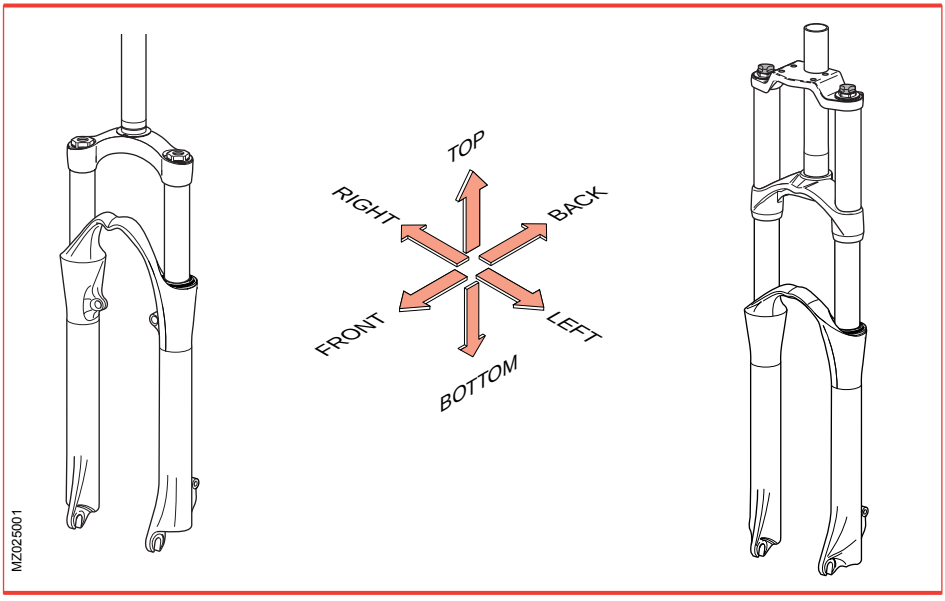
1.1 Conventions

1.1.1 Orientation of the fork



Picture 1 - *Conventional orientation of the fork*

1.2 Editorial pictograms

WARNING!

Descriptions preceded by this symbol contain information, instructions or procedures, which, if not followed can result in damage or malfunction of the fork, damage to the environment, an accident, personal injury or death.

NOTE

Descriptions preceded by this symbol contain information, or procedures recommended by MARZOCCHI for optimum use of the fork.

2 TECHNICAL INFORMATION

2.1 Spring systems

Inside MARZOCCHI forks you will find coil springs, air or coil springs coupled with elastomers as a spring system.

Table 2.1: *Spring systems*

	Spring systems	
	Right leg	**Left leg**
TXC Air	Air	
TXC Air ECC	Air	/
TXC Coil	Coil spring	
TXC Coil ECC	Coil spring	/
MZ Comp	Coil spring + elastomer	
MZ Race	Coil spring + elastomer	
EXR	Air	Coil spring
EXR Pro Air	Air	
EXR Pro Coil	Coil spring	
EXR Race	Air	Coil spring
D-Street Comp 24”	Coil spring + elastomer	
Dirt Jam Comp	Coil spring + elastomer	
Dirt Jam Pro	Air	Coil spring
Drop-Off	Air	Coil spring
Drop-Off Triple	Air	Coil spring

2.2 Damping system

The damping load that is generated during the fork legs compression and rebound can be adjusted by hydraulic valve pumping rods, which operate according to compression speed (**S**peed **S**ensitive **V**alving).
SSV Pumping rods rebound can be controlled by internal adjusters, or they can have a fixed setting.

The **ECC** cartridge (**E**xtension **C**ontrol **C**artridge) offers “on-the-fly” adjustment of the rebound damping. The ON position locks the fork and makes steep road climbing easier.

Table 2.2: *Damping systems*

	Damping systems	
	Right leg	**Left leg**
TXC Air	SSV damping rod with internal adjustment	/
TXC Air ECC	SSV damping rod with internal adjustment	ECC cartridge
TXC Coil	SSV damping rod with internal adjustment	/
TXC Coil ECC	SSV damping rod with internal adjustment	ECC cartridge
MZ Comp	Coil spring + elsastomer	
MZ Race	Coil spring + elsastomer	
EXR	SSV damping rod	/
EXR Pro Air	SSV damping rod	
EXR Pro Coil	SSV damping rod	
EXR Race	SSV damping rod with outside adjustment	SSV damping rod
D-Street Comp 24”	Coil spring + elsastomer	
Dirt Jam Comp	Coil spring + elsastomer	
Dirt Jam Pro	SSV damping rod	/
Drop-Off	SSV damping rod	
Drop-Off Triple	SSV damping rod	

2.3 Lubrication and cooling

Pumping rods are immersed in oil (Open Bath System). This system provides proper lubrication and cooling of the inner sliding parts; furthermore, the oil volume works as a damping and setting element.
The Open Bath system reduces the maintenance frequency compared to a sealed cartridge system.
On the models using elastomers a correct inside lubrication is made by means of grease.

2.4 Sliding bushing and oil seals

Stanchion tubes are guided in the sliders by two teflon-coated bushings, free from static friction.
The seal system prevents oil leaks and contamination from particles entering the fork by means of a special dual-lip oil seal and a dust seal at the top of each slider.

3 INSTALLATION

3.1 Installing on the frame

Picture 2

The fork is supplied with "**A-Head Set**" steer tube to be cut according to the frame size it will be used on.

Installing the fork on the bicycle frame is a very delicate operation that must be carried out by skilled, trained and specialized personnel.

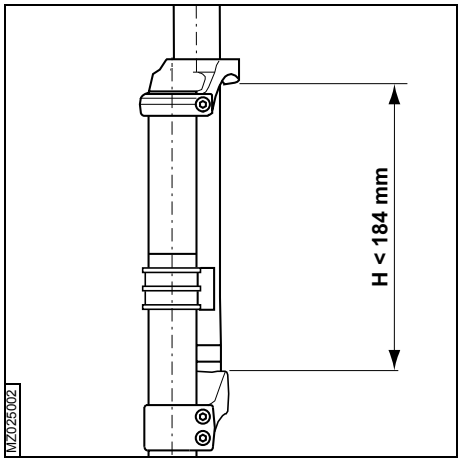
WARNING!

Suspension system installation requires specialized knowledge, tools and experience. General mechanical aptitude may not be sufficient to properly install your suspension system. Please have your suspension system installed only by an authorized Marzocchi Suspension Center. Improper installation can result in failure of your Marzocchi Suspension System, an accident, personal injury or death.

The steer tube must be press fit into the crown. Replacement of the steer tube, must be carried out by one of our service centers only, using specialized tools.

WARNING!

On the Drop-Off Triple model, the correct installation of the lower crown is very important to avoid any interference with the wheel, once reached the travel end.
The lower part of the lower crown must be positioned over the notch.
Moreover, the steer tube maximum length between the two crowns must be less than 184 mm.



Picture 2 - *Steer tube maximum length between crowns*

3.2 Installing the brake system

Picture 3

Installing the brake system is a very delicate operation that must be carried out by specialized personnel.

⚠ WARNING!

Brake system installation requires specialized knowledge, tools and experience. General mechanical aptitude may not be sufficient to properly install your brake system. Please have your brake system installed only by an authorized Marzocchi Service Center. In particular, improper installation of a disk brake system can overstress the caliper mountings, which may cause the calliper mountings to break, resulting in loss of control of the bicycle, an accident, personal injury or death.
Be sure that the brake system installation is also performed in strict compliance with the instructions provided by the brake system manufacturer.

Use only brake systems that comply with the fork's specifications, considering that:

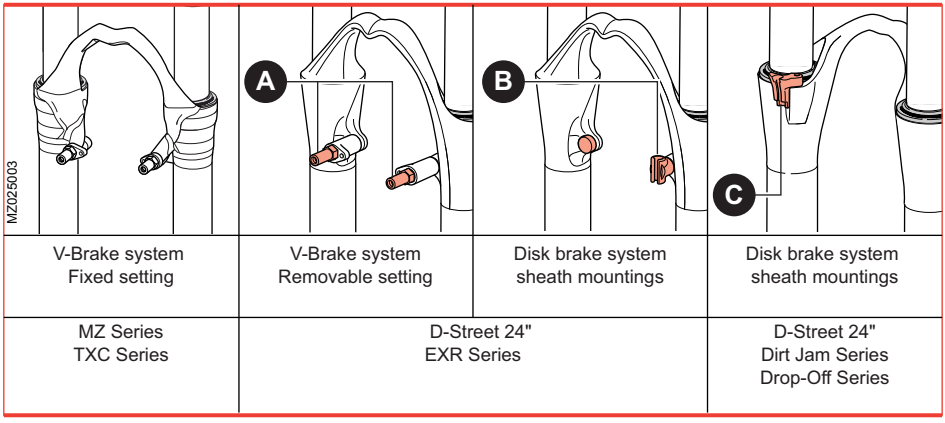
- All forks can use 6" XC International Standard disk brake system; only on ø 32 stanchion models a 8" brake system may be installed, using the specific adapter that will be provided by the brake system manufacturer.
- All ø 28 mm and 30 mm stanchion forks and the D-street Comp 24" model can use V-Brake systems, with the appropriate mounts that on some models are integrated on the monolith, on other models can be removed.

⚠ WARNING!

A special thread-lock treatment is applied to the bolts thread (A); bolts which are installed and then removed lose this treatment and therefore may never be used again.

⚠ WARNING!

Make sure before every ride that the brake cable of the disk brake system is correctly connected to the proper mounting (B, C).



Picture 3 - *Braking system settings*

3.3 Wheel Installation

Table 3.1: *Maximum wheel dimension*

D-Street	2,5” x 24”
Dirt Jam - Drop-Off	2,8” x 26”
EXR - MZ	2,2” x 26”
TXC	2,0” x 28”

In case you need to install wheels having bigger dimensions, you will have to verify that:

- The tire turns freely, there is no contact with the brake arch or the V-Brake system.
- The distance between the inflated tire and the lower part of the lower crown, keeping the fork’s legs fully compressed, must be at least 4 mm.

Wheel axle securing system

Picture 4
The system for securing the wheel axle to the fork sliders can be standard, with traditional advanced dropouts, with the QR20 Plus “with bolts” system or with ø 20 mm through hole axle.
Forks using the QR 20 Plus “with bolts” system must have a suitable hub with 110 mm width spacing and a 20 mm wheel axle.
The MARZOCCHI QR20 Plus “with bolts” system offers maximum stiffness, while still providing an easy way to remove the wheel.
The new QR20 Plus “with bolts” axle system uses a forged aluminium hinge that is attached to the lower slider, whose clamping is made via a screw tightening. The 20 mm wheel axle of the QR20 Plus system can be the quick-release one, or it can be with bolts.
The D-Street Comp model uses a wheel axle securing system with ø 20 mm through axle. The axle can be delivered with the fork or purchased separately.

Picture 4 - *Wheel axle securing systems: (**X**) standard fork dropout, (**Y**) QR20 Plus "with bolt", (**W**) ø 20 mm through hole axle*

3.3.1 Wheel installation on a standard fork’s end

Install the wheel in compliance with the manufacturer’s instructions.
For correct fork function after installing the wheel you will need to:

- check fork-wheel alignment by fully compressing the fork a few times. The wheel should not make contact with or come close to any portion of the fork.
- lift the front of the bicycle, and spin the wheel a few times to verify correct alignment and spacing with the disk brake or the V-Brake brake pads. Check the owners manual for the brake system for the proper specifications.

3.3.2 Wheel installation on a QR20 "With Bolt" fork

Picture 5

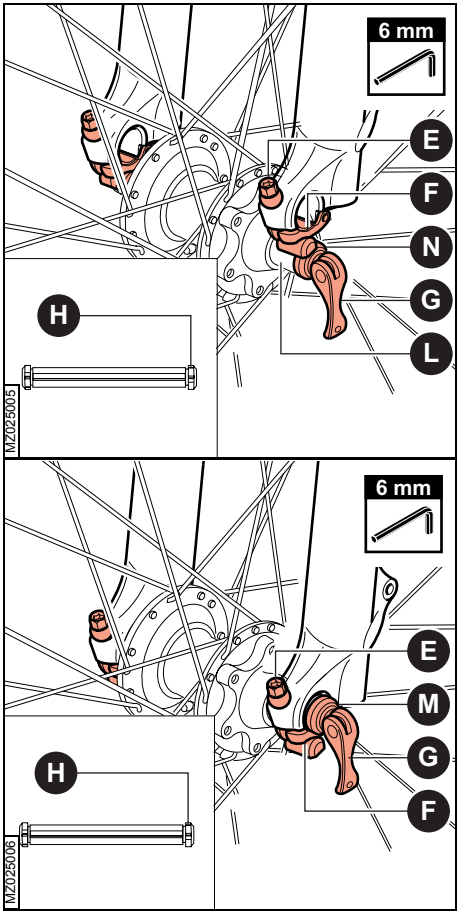
For correct fork function, please follow the instructions here below when installing the wheel:

- Using a 6 mm Allen key unscrew both screws (**E**) as much as needed to open the securing device (**F**).
- For quick-release hubs, open the release lever (**G**).
- For threaded cap hubs, unscrew the cap (**H**) as much as needed to insert the wheel axle through the fork wheel axle clamp.
- Insert the wheel axle (**L**) through the fork wheel axle clamp.
- Make sure that the wheel axle supporting bushings (**M**) are centred in the fork wheel axle clamp seat.
- If the wheel axle is provided with quick-release system, lock the wheel with the quick-release lever (**G**).

WARNING!

Carefully follow the direction provided by the quick release manufacturer to properly tighten the quick release system. Failure to do so could cause the wheel to fall off, resulting in an accident, personal injury or death.

- Tighten the cap positioned on the axle side using a 6 mm Allen key to the required tightening torque (see **table 6.17 - Tightening torques**).
- Confirm that the supporting bushings (**N**) are still centered in the fork wheel axle clamp seat.
- Check the correct fork-wheel alignment, by fully compressing the fork a few times. The wheel should not make contact with or come close to any portion of the fork. Check the owners manual for the brake system for the proper specifications.
- Lift the front of the bicycle and spin the wheel a few times to verify the correct alignment with the disk brake. The wheel should not make contact with or come close to any portion of the fork. Check the owners manual for the brake system for the proper specifications.
- Lock the wheel axle securing device (**F**) and tighten both screws (**E**) using a 6 mm Allen key.



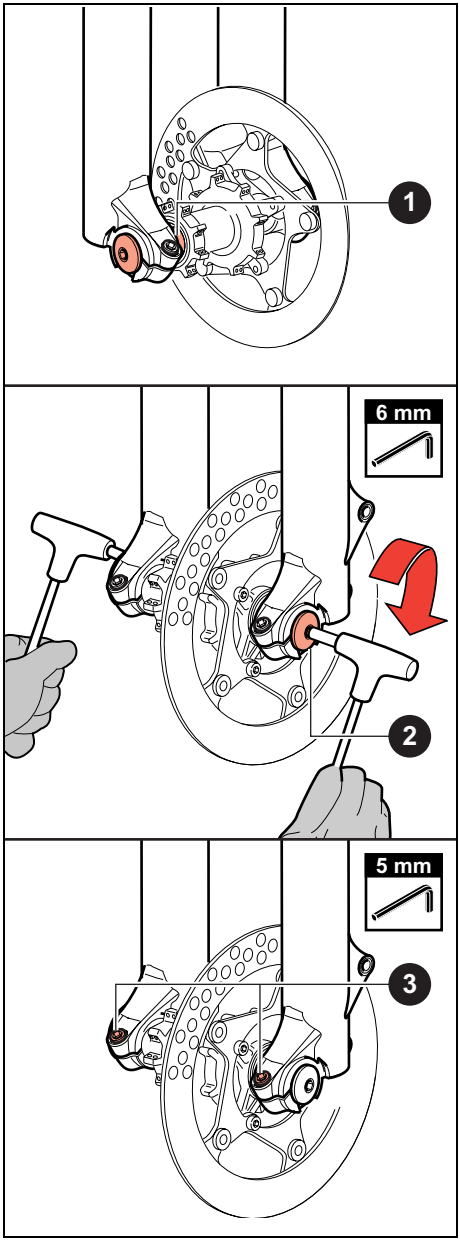
Picture 5 - *Wheel installation on a QR20 "with bolt" fork*

3.3.3 Wheel installation on D-Street 24" forks

Picture 6

For correct fork function, please follow the instructions here below when installing the wheel:

- Insert the axle (**1**) through the right fork wheel axle clamp, the wheel and the left fork wheel axle clamp.
- Tighten the axle acting on the cap (**2**), using a 6 mm Allen key to the required tightening torque (see **table 6.17 - Tightening torques**).
- Check the correct fork-wheel alignment, by fully compressing the fork a few times. The wheel should not make contact with or come close to any portion of the fork. Lift the front of the bicycle and spin the wheel a few times to verify the correct alignment with the disk brake. Check the owners manual for the brake system for the proper specifications.
- Tighten the screws (**3**) positioned on both wheel axle clamps, using a 5 mm Allen key to the required torque (see **table 6.17 - Tightening torques**).



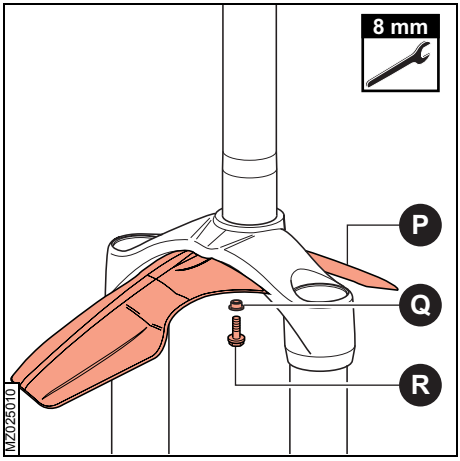
Picture 6 - *D-Street 24" wheel installation*

3.4 Fender Installing

Picture 7

A fender may be installed on the ø 32 mm legs forks. The fender can be provided with the fork or purchased separately.

When assembling the fender (**P**) you must insert the small support bushing (**Q**) between the screw and the fender as shown in the picture, and tighten the screws (**R**) with a 8 mm Allen wrench to the required torque (see **table 6.17 - Tightening torques**).



Picture 7 - *Fender Instatting*

3.5 Handlebar clamp installing

Picture 8

The Drop-Off Triple model can be provided with handlebar clamp (the handlebar clamp may be sold together with the fork or purchased separately); for the installation please carefully follow these instructions:

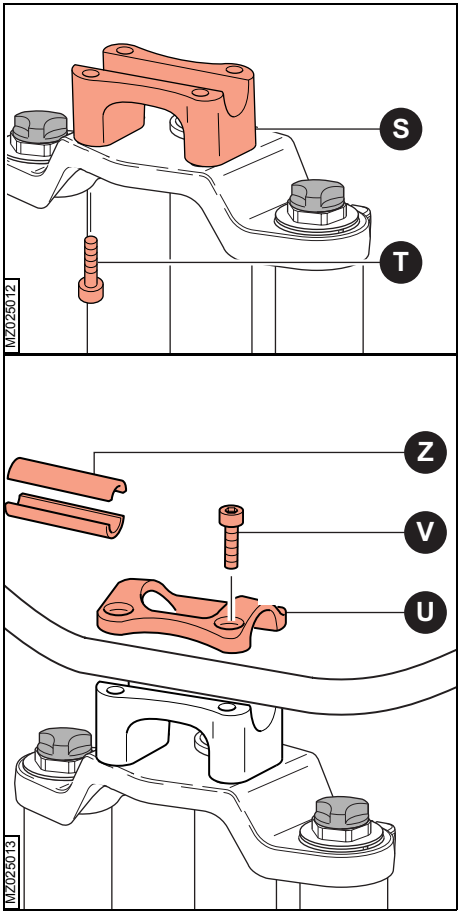
Install the handlebar lower mounting (**S**) on the upper crown, in a way that the holes coincide.

Fix the handlebar clamp by tightening the screws (**T**) to the required torque (see **table 6.17 - Tightening torques**).

Install the handlebar in the mounting in a central position. Lock the handlebar with the appropriate clamp (**U**).

Tighten the screws (**V**) to the required torque (see **table 6.17 - Tightening torques**).

You can find reduction shells (**Z**) as a spare part if needed, to allow installation of handlebars having different diameter.



Picture 8 - *Handelbar clamp installing*

4 MAINTENANCE

4.1 Problems - Diagnosis - Solutions

This paragraph indicates some of the problems that may arise during the fork's use, as well as the possible causes of these problems and the suggested solutions.
Always check this table before working on the fork.

WARNING!

The operations listed below accompanied by this symbol must be performed only by MARZOCCHI authorized centres.

Table 4.1: *Problems - Diagnosis - Solutions*

Problem	Diagnosis		Solution
Fork has too much sag	Spring rate too soft or fork oil too fluid		Increase spring preload
			Add spring preload by replacing the preload tube
			Check the oil level
			Change to stiffer spring rate
			Increase air pressure
Forks bottoms too easily, but it has the recommended sag	Not enough compression damping		Increase compression damping by changing oil level
Fork bottoms too easily; needs more than maximum preload	Spring rate too soft or fork oil too fluid		Check oil level
			Install stiffer springs
			Increase air pressure
Fork does not get full travel	Spring rate too stiff or fork oil level too high		Check oil level
			Install softer spring
			Decrease air pressure
Fork extends too quickly; harsh top-out after impacts	Not enough rebound damping		Increase rebound damping
			Replace oil (SAE 7,5) with a higher viscosity
Front wheel wants to tuck under while cornering	Too much rebound damping; spring rate too soft		Decrease the rebound damping
			Increase spring rate
Fork "packs up" or stays down in travel during multiple impacts	Too much rebound damping		Decrease rebound damping
Knocking sound during rebound, but no harsh top-out	Too much rebound damping		Decrease rebound damping

Problem	Diagnosis		Solution
Oil “ring” on stanchions	Oil seals are contaminated		Replace all seals
Heavy amount of oil on stanchions; oil dripping down legs	Seals are damaged, stanchions could be damaged		Replace all seals and have the stanchions inspected
Fork is sticky; fork does not perform as new	Oil seals are contaminated; fork needs to be serviced		Replace all seals
Oil leakage from the bottom	Loose bottom nut/screw		Tighten bottom nut/screw
	O-ring damaged		Replace O-ring
Loss of sensitivity	Worn sliding bushings		Replace sliding bushings
	Old oil		Change oil

WARNING!

The operations listed below accompanied by this symbol must be performed only by MARZOCCHI authorized centres.

Table 4.2: *Periodic maintenance table*

General maintenance operation		Use	
		Intense	Normal
Check that screws are tightened to required torque		Before every ride	
Stanchions cleaning		After every ride	
Air pressure control		Before every ride	10 hours
Oil seals control		25 hours	50 hours
Oil change		50 hours	100 hours
Oil seals replacement		50 hours	100 hours

4.2 General maintenance recommendations

- After disassembling the forks, always use new, original Marzocchi seals when reassembling.
- To tighten two bolts or nuts that are near each other, always follow the sequence 1-2-1, and tighten to the required tightening torque (see **table 6.17 - Tightening torques**).
- Never use flammable or corrosive solvents to clean the parts, as these could damage the seals. If you must use a solvent, use biodegradable detergents that are not corrosive, not flammable or have a high flash point.
- If you are planning not to use your fork for a long period of time, always lubricate the fork's components that are in contact with the fork's oil.
- Never pour lubricants, solvents or detergents which are not completely biodegradable in the environment; these must be collected and kept in the appropriate containers, then disposed of according to local laws.
- All of the components of Marzocchi forks are metric. Use only metric tools, imperial (US) tools may have similar sizes, but can damage the bolts and make it impossible to unscrew them.
- Use the correct size and sort of screwdriver to unscrew slotted or crosshead (Phillips) screws.
- When using a screwdriver to assemble or disassemble metal stop rings, o-rings, sliding bushings or seal segments, avoid scratching or cutting the components with the screwdriver tip.
- Do not carry out any maintenance and / or adjustment operations that are not explained in this manual.
- If you have any questions regarding the care, maintenance or use of your suspension system, please contact your nearest Marzocchi service center directly. A list of service centers can be found at the end of this manual or on the Internet page www.marzocchi.com.
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- Only use original Marzocchi spare parts.
- Work in a clean, ordered and well-lit place; if possible, avoid servicing your fork outdoors.
- Polished surfaces need to be periodically treated with some "polishing compound" to be kept as bright as new.
- Carefully check there are no metal shavings or dust in the work area.
- Never modify in any way any component of your fork.

4.3 Cleaning the fork legs

The manufacturer lubricates the fork dust seal with some grease, which makes the stanchion tubes slide easier, especially when the fork has not been used for a long time.
When using the fork, such grease can melt and stick to the stanchions, looking like an oil leak, although it is not.
After every use carefully clean the fork's outside surfaces, with a special attention to stanchion tubes and dust seals.

⚠ **WARNING!**

Mud and dust may cause serious damages to the suspension system if not immediately removed.

5 ADJUSTMENTS

With a correct setting you may obtain the maximum performance from the suspension system. In this paragraph you will find how to carry out a correct setting of Marzocchi forks.
In order to find the best setting you will need to try several times to understand where and how to intervene.
The best setting depends on the mountain bike frame geometry, the rider's weight, the trail and obstacles kind, but also on many other personal factors connected with the riding style; it is therefore not possible to provide you with objective information concerning the desired setting.
However, if you carefully follow the instruction here below, you may find the best setting in a short time.
The fork setting must be done by acting on one adjuster only at a time, taking note of the modifications you carry out and the improvements you obtain.

⚠ **WARNING!**

During the setting operations never force the adjusters past their limits and do not exceed the recommended maximum air pressure.

5.1 Adjustment kit and springs

For information concerning travel increase kits, adjustment kits and springs having different hardness (**K**) please visit our web page www.marzocchi.com.

5.2 Spring preload

The best spring preload is the one allowing you to obtain the desired sinking due to the rider's weight (**SAG**) (see **par. SAG pg. 96**).

The preload spring may be adjusted according to the different models, through mechanical adjusters or with pressurized air inside the fork's leg.
On the models provided with mechanical adjustment each adjuster turn corresponds to a 1mm- spring compression.

⚠ **WARNING!**

The fork is set to the minimum preload by the manufacturer, i.e. the adjuster knob is completely turned counterclockwise. However, the spring is slightly preloaded to help counteract static load.

5.3 Positive Air

The positive air is the elastic factor for air forks.
The best positive air pressure allows you to obtain the desired **SAG** (see **par. SAG pg. 96**).

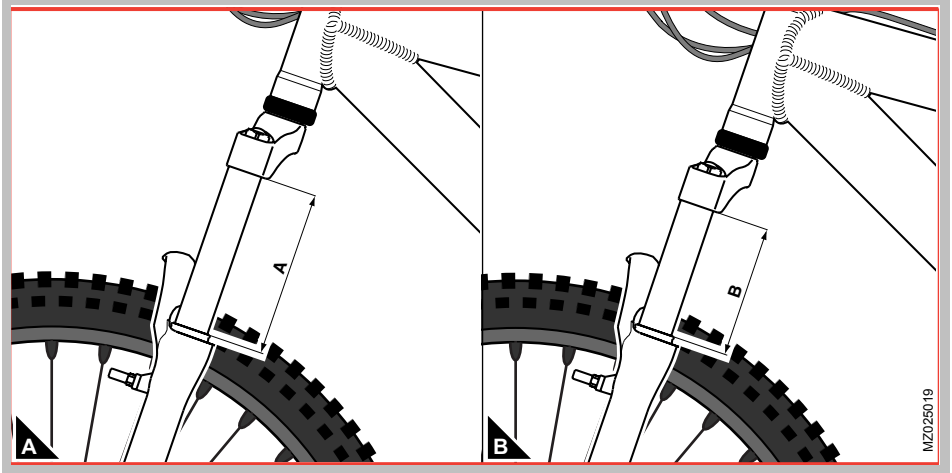
SAG

The SAG corresponds to the fork's sinking due to the rider's weight.

How to measure it

Picture 9

In order to measure the SAG you only need to carry out following steps:
Measure the fork's leg portion between the lower crown and the dust seal and take note of the value (**A**).
Repeat the measurement sitting on the bike and take note of the value (**B**).



Picture 9 - *How to measure SAG*

SAG= A - B

How to find the best SAG

The best sag corresponds to 15 -20% for Cross-country forks and to 25 - 30% for Freeride forks.

In order to calculate the best SAG for your own fork, you will only need to do following calculation:

SAG = T x S (T = total travel; S = suggested sinking percentage).

5.4 Rebound adjustment

Through the extension adjuster you can control the fork's rebound speed following to compression.
A correct adjustment of the rebound speed allows you to have a stable bike whose wheel can perfectly deal with any obstacle.
If the adjustment is too reactive, the forecarriage becomes unstable and the mountain bike may swing. On the contrary, a too slow adjustment makes the overcoming of multiple obstacles difficult, where the suspension cannot go back to a complete extended position between an obstacle and the following one.
The rebound speed adjustment is made through internal adjusters.

5.5 ECC (Extension Control Cartridge)

The ECC cartridge offers "on-the-fly" adjustment of the rebound damping.
By turning on the adjuster you can modify the hydraulic configuration of the inner valves, obstructing the oil flow in the "LOCK OUT" position.

The adjustment has two positions:

Position LOCK
When turning the knob clockwise, you activate the ECC cartridge function. In this position the fork's legs will stay down after impacts; additional impacts will further lower the fork.
This position is only suitable for hard, steep climbs.

Position UNLOCK
When turning the knob counterclockwise, you reset the fork's normal function by deactivating the ECC cartridge function.

⚠ **WARNING!**

NEVER use the LOCK position while riding downhill as the fork will not react appropriately when hitting obstacles, resulting in loss of control of the bicycle, an accident, personal injury or death.

Table 5.1: *Forks adjustments*

	Adjustments							
	Spring preload with internal adjustment	Spring preload with external adjustment knob	Spring preload with air	Positive air (spring system)	Internal rebound adjustment	External rebound adjustment	ECC Extension control adjustment	Table reference
TXC Air				**X2**	**RH**			*Tab. 6.2*
TXC Air ECC				**RH**	**RH**		**LH**	*Tab. 6.3*
TXC Coil			**X2**		**RH**			*Tab. 6.4*
TXC Coil ECC			**LH**		**RH**		**LH**	*Tab. 6.5*
MZ Comp		**X2**						*Tab. 6.6*
MZ Race	**X2**							*Tab. 6.7*
EXR	**LH**			**RH**				*Tab. 6.8*
EXR Pro Air				**X2**				*Tab. 6.9*
EXR Pro Coil	**X2**							*Tab. 6.10*
EXR Race			**RH**	**LH**		**RH**		*Tab. 6.11*
D-Street Comp 24”		**X2**						*Tab. 6.12*
Dirt Jam Comp		**X2**						*Tab. 6.13*
Dirt Jam Pro			**RH**	**LH**				*Tab. 6.14*
Drop-Off			**X2**					*Tab. 6.15*
Drop-Off Triple			**X2**					*Tab. 6.16*

Table 5.2: *Key*

X2	Adjustment on both legs
RH	Adjustment on right leg
LH	Adjustment on left leg

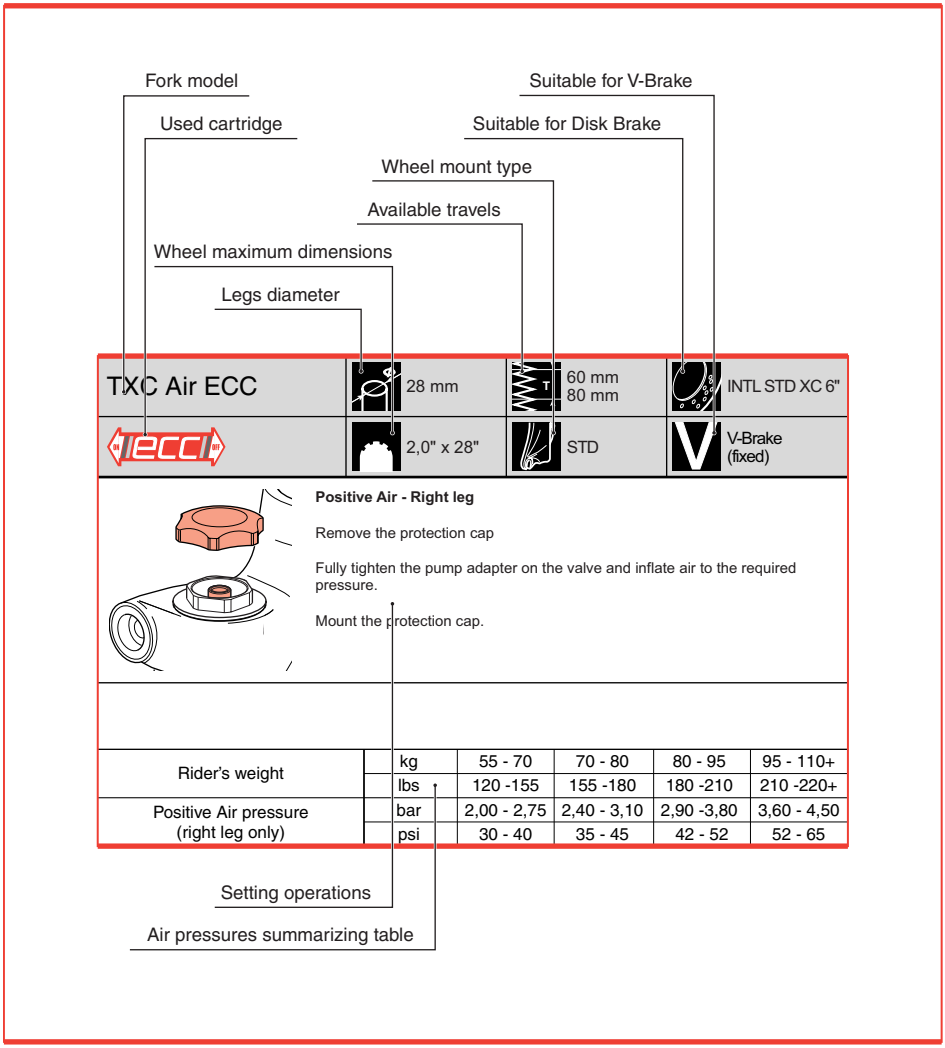
WARNING!

Right and left references as per convention shown on par. 1.1.1.

6 SUMMARIZING TABLES

Following tables contain the main features of Marzocchi Premium Suspension models series, the possible adjustments and how to perform them.

Table 6.1: *Summarizing tables reading*

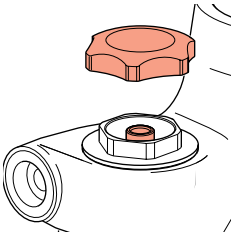


WARNING!

Marzocchi reserves the right to modify data and features indicated in the tables with or without prior notice.

Table 6.2: *TXC Air*

TXC Air	28 mm	60 mm 80 mm	INTL STD XC 6"
	2,0" x 28"	STD	V-Brake (fixed)

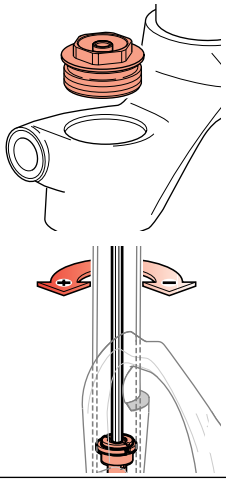


Positive Air - Both legs

Remove the protection cap.

Fully tighten the pump adapter on the valve and inflate air to the required pressure.

Mount the protection cap.



Rebound adjustment with internal register - Right leg

Using a small sharpened object, release the pressure contained inside the right leg completely.

Unscrew the top cap using a 21 mm tube wrench and remove it.

Insert the supplied hexagon rod into the stanchion tube, making sure to center the adjustment seat.

When turning the adjuster counterclockwise, you will increase the rebound hydraulic damping, making the fork slower during the rebound phase.

When turning the adjuster clockwise, you will decrease the rebound hydraulic damping, making the fork more responsive during the rebound phase.

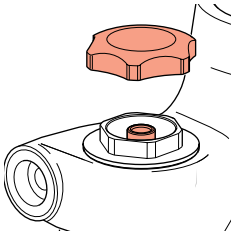
After adjustment has been made, put the protection cap back to its seat and tighten it to the required torque.

Inflate to the suggested pressure.

Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 -155	155 -180	180 -210	210 -220+
Positive Air Pressure (both legs)	bar	2,00 - 2,75	2,40 - 3,10	2,90 -3,80	3,60 - 4,50
	psi	30 - 40	35 - 45	42 - 52	52 - 65

Table 6.3: *TXC Air ECC*

TXC Air ECC	28 mm	60 mm 80 mm	INTL STD XC 6"
tecci	2,0" x 28"	STD	V-Brake (fixed)

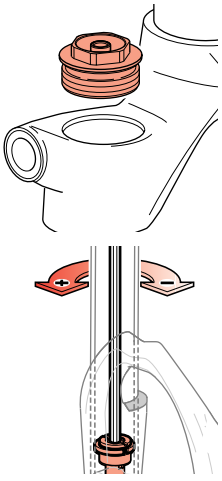


Positive Air - Right leg

Remove the protection cap.

Fully tighten the pump adapter on the valve and inflate air to the required pressure.

Mount the protection cap.



Rebound adjustment with internal register - Right leg

Using a small sharpened object, release the pressure contained inside the right leg completely.

Unscrew the top cap using a 21 mm tube wrench and remove it.

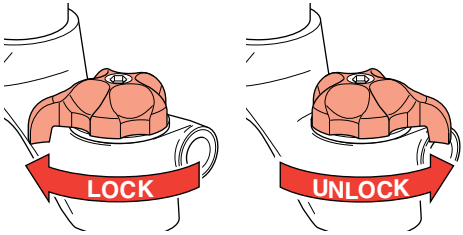
Insert the supplied hexagon rod into the stanchion tube, making sure to center the adjustment seat.

When turning the adjuster counterclockwise, you will increase the rebound hydraulic damping, making the fork slower during the rebound phase.

When turning the adjuster clockwise, you will decrease the rebound hydraulic damping, making the fork more responsive during the rebound phase.

After adjustment has been made, put the protection cap back to its seat and tighten it to the required torque.

Inflate to the suggested pressure.



ECC - Left leg

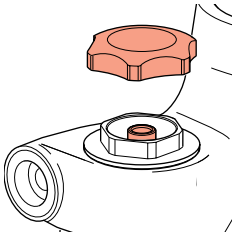
When turning the knob clockwise, you activate the ECC cartridge function.

When turning the knob counterclockwise, you reset the fork's normal function.

Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 -155	155 -180	180 -210	210 -220+
Positive Air pressure (right leg only)	bar	2,00 - 2,75	2,40 - 3,10	2,90 -3,80	3,60 - 4,50
	psi	30 - 40	35 - 45	42 - 52	52 - 65

Table 6.4: *TXC Coil*

TXC Coil	28 mm	60 mm 80 mm	INTL STD XC 6"
	2,0" x 28"	STD	V-Brake (fixed)

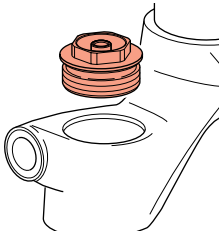


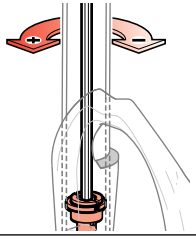
Spring preload with air - Both legs

Remove the protection cap.

Fully tighten the pump adapter on the valve and inflate air to the required pressure.

Mount the protection cap.





Rebound adjustment with internal register - Right leg

Using a small sharpened object, release the pressure contained inside the right leg completely.

Unscrew the top cap using a 21 mm tube wrench and remove it.

Insert the supplied hexagon rod into the stanchion tube, making sure to center the adjustment seat.

When turning the adjuster counterclockwise, you will increase the rebound hydraulic damping, making the fork slower during the rebound phase.

When turning the adjuster clockwise, you will decrease the rebound hydraulic damping, making the fork more responsive during the rebound phase.

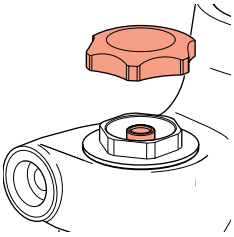
After adjustment has been made, put the protection cap back to its seat and tighten it to the required torque.

Inflate to the suggested pressure.

Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 -155	155 -180	180 -210	210 -220+
Preload Air Pressure (both legs)	bar	0 - 1,00			
	psi	0 - 15			

Table 6.5: *TXC Coil ECC*

TXC Coil ECC	28 mm	60 mm 80 mm	INTL STD XC 6"
ECC	2,0" x 28"	STD	V-Brake (fixed)

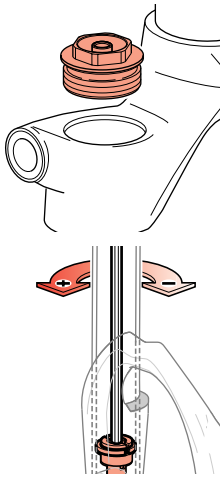


Spring preload with air - Right leg

Remove the protection cap.

Fully tighten the pump adapter on the valve and inflate air to the required pressure.

Mount the protection cap.



Rebound adjustment with internal register - Right leg

Using a small sharpened object, release the pressure contained inside the right leg completely.

Unscrew the top cap using a 21 mm tube wrench and remove it.

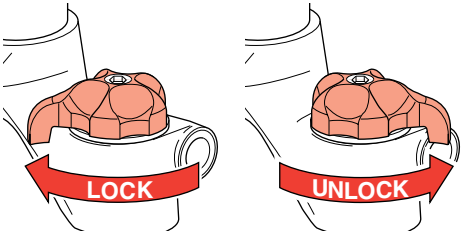
Insert the supplied hexagon rod into the stanchion tube, making sure to center the adjustment seat.

When turning the adjuster counterclockwise, you will increase the rebound hydraulic damping, making the fork slower during the rebound phase.

When turning the adjuster clockwise, you will decrease the rebound hydraulic damping, making the fork more responsive during the rebound phase.

After adjustment has been made, put the protection cap back to its seat and tighten it to the required torque.

Inflate to the suggested pressure.



ECC - Left leg

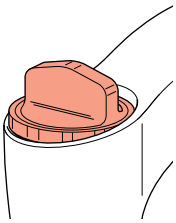
When turning the knob clockwise, you activate the ECC cartridge function.

When turning the knob counterclockwise, you reset the fork's normal function.

Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 -155	155 -180	180 -210	210 -220+
Preload Air Pressure (right leg only)	bar	0 - 1,00			
	psi	0 - 15			

Table 6.6: *MZ Comp*

MZ Comp	30 mm	80 mm 100 mm	INTL STD XC 6"
	2,2" x 26"	STD	V-Brake (fixed)



Spring preload with external adjustment - Both legs

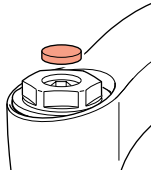
By turning the adjustment knob clockwise, you increase the preload value.

By turning the adjustment knob counterclockwise, you decrease the preload value.

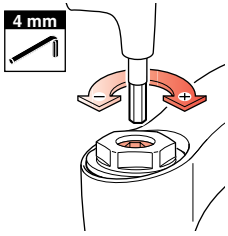
Table 6.7: *MZ Race*

MZ Race	30 mm	80 mm 100 mm	INTL STD XC 6"
	2,2" x 26"	STD	V-Brake (fixed)

Spring preload with internal adjustment - Both legs



Remove the protection cap and turn the adjuster using a 4 mm Allen key.

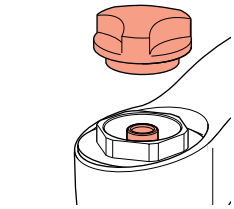


By turning the adjuster clockwise, you increase the preload value.

By turning the adjuster counterclockwise, you decrease the preload value.

Table 6.8: *EXR*

EXR			
	30 mm	85 mm 105 mm	INTL STD XC 6"
	2,2" x 26"	STD	V-Brake (removable)



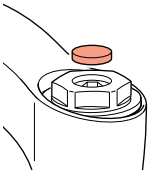
Positive air - Right leg

Remove the protection cap.

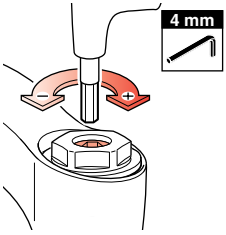
Fully tighten the pump adapter on the valve and inflate air to the required pressure.

Mount the protection cap.

Spring preload with internal adjuster - Left leg



Remove the protection cap and turn the adjuster using a 4 mm Allen key.



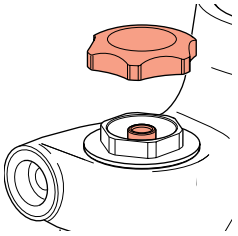
By turning the adjuster clockwise, you increase the preload value.

By turning the adjuster counterclockwise, you decrease the preload value.

Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 -155	155 -180	180 -210	210 -220+
Positive air pressure (right leg only)	bar	2,00 - 2,75	2,40 - 3,10	2,90 -3,80	3,60 - 4,50
	psi	30 - 40	35 - 45	42 - 52	52 - 65

Table 6.9: *EXR Pro Air*

EXR Pro Air					
	30 mm		85 mm 105 mm 120 mm		INTL STD XC 6"
	2,2" x 26"		STD		V-Brake (removable)



Positive Air - Both legs

Remove the protection cap.

Fully tighten the pump adapter on the valve and inflate air to the required pressure.

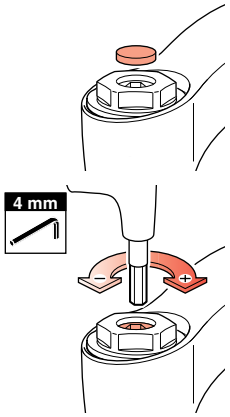
Mount the protection cap.

Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 -155	155 -180	180 -210	210 -220+
Positive air pressure (both legs)	bar	2,00 - 2,75	2,40 - 3,10	2,90 -3,80	3,60 - 4,50
	psi	30 - 40	35 - 45	42 - 52	52 - 65

Table 6.10: *EXR Pro Coil*

EXR Pro Coil					
	30 mm		85 mm 105 mm 120 mm		INTL STD XC 6"
	2,2" x 26"		STD		V-Brake (removable)

Spring preload with internal adjuster - Both legs



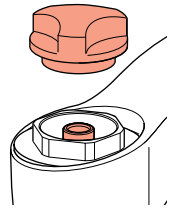
Remove the protection cap and turn the adjuster using a 4 mm Allen key.

By turning the adjuster clockwise, you increase the preload value.

By turning the adjuster counterclockwise, you decrease the preload value.

Table 6.11: *EXR Race*

EXR Race			
	30 mm	85 mm 105 mm 120 mm	INTL STD XC 6"
	2,2" x 26"	STD	V-Brake (removable)

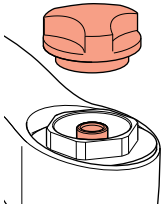


Positive air - Right leg

Remove the protection cap.

Fully tighten the pump adapter on the valve and inflate air to the required pressure.

Mount the protection cap.

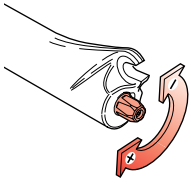


Spring preload with air - Left leg

Remove the protection cap.

Fully tighten the pump adapter on the valve and inflate air to the required pressure.

Mount the protection cap.



Rebound adjustment with external register - Right leg

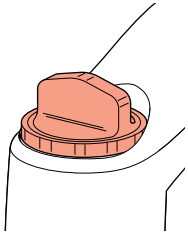
When turning the adjuster clockwise, you increase the rebound hydraulic damping, making the fork slower during the rebound phase.

When turning the adjuster counterclockwise, you decrease the rebound hydraulic dampin, making the fork more responsive during the rebound phase.

Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 -155	155 -180	180 -210	210 -220+
Positive air pressure (right leg)	bar	2,00 - 2,75	2,40 - 3,10	2,90 -3,80	3,60 - 4,50
	psi	30 - 40	35 - 45	42 - 52	52 - 65
Preload air pressure (left leg)	bar	0 - 1,00			
	psi	0 - 15			

Table 6.12: *D-Street Comp 24”*

D-Street Comp 24"	32 mm	100 mm	INTL STD XC 6" (8" with adaptor)
	2,5" x 24"	through axle ø 20 mm	V-Brake (removable)



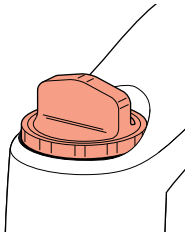
Spring preload with external adjustment - Both legs

By turning the adjustment knob clockwise, you increase the preload value.

By turning the adjustment knob counterclockwise, you decrease the preload value.

Table 6.13: *Dirt Jam Comp*

Dirt Jam Comp	32 mm	100 mm 120 mm	INTL STD XC 6" (8" with adaptor)
	2,8" x 26"	STD QR 20 WB	



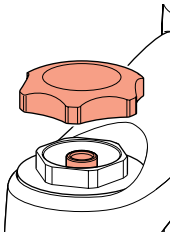
Spring preload with external adjustment - Both legs

By turning the adjustment knob clockwise, you increase the preload value.

By turning the adjustment knob counterclockwise, you decrease the preload value.

Table 6.14: *Dirt Jam Pro*

Dirt Jam Pro	32 mm	100 mm	INTL STD XC 6" (8" with adaptor)
	2,8" x 26"	STD	

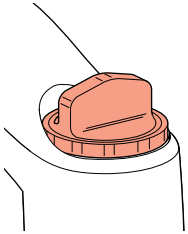


Positive air - Right leg

Remove the protection cap.

Fully tighten the pump adapter on the valve and inflate air to the required pressure.

Mount the protection cap.



Spring preload with external adjustment - Left leg

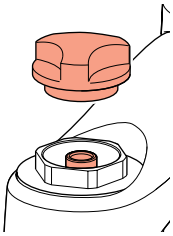
By turning the adjustment knob clockwise, you increase the preload value.

By turning the adjustment knob counterclockwise, you decrease the preload value.

Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 -155	155 -180	180 -210	210 -220+
Positive air pressure (right leg only)	bar	2,00 - 2,75	2,40 - 3,10	2,90 -3,80	3,60 - 4,50
	psi	30 - 40	35 - 45	42 - 52	52 - 65

Table 6.15: *Drop-Off*

Drop-Off	32 mm	110 mm 130 mm 150 mm	INTL STD XC 6" (8" with adaptor)
	2,8" x 26"	STD QR 20 WB	

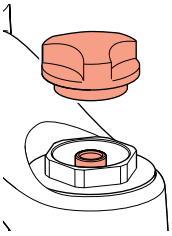


Positive air - Right leg

Remove the protection cap.

Fully tighten the pump adapter on the valve and inflate air to the required pressure.

Mount the protection cap.



Spring preload with air - Left leg

Remove the protection cap.

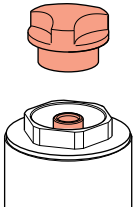
Fully tighten the pump adapter on the valve and inflate air to the required pressure.

Mount the protection cap.

Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 -155	155 -180	180 -210	210 -220+
Positive air pressure (right leg)	bar	2,00 - 2,75	2,40 - 3,10	2,90 -3,80	3,60 - 4,50
	psi	30 - 40	35 - 45	42 - 52	52 - 65
Preload air pressure (left leg)	bar	0 - 1,00			
	psi	0 - 15			

Table 6.16: *Drop-Off Triple*

Drop-Off Triple	32 mm	170 mm	INTL STD XC 6" (8" with adaptor)
	2,8" x 26"	QR 20 WB	

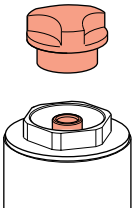


Positive air - Right leg

Remove the protection cap.

Fully tighten the pump adapter on the valve and inflate air to the required pressure.

Mount the protection cap.



Spring preload with air - Left leg

Remove the protection cap.

Fully tighten the pump adapter on the valve and inflate air to the required pressure.

Mount the protection cap.

Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 -155	155 -180	180 -210	210 -220+
Positive air pressure (right leg)	bar	2,00 - 2,75	2,40 - 3,10	2,90 -3,80	3,60 - 4,50
	psi	30 - 40	35 - 45	42 - 52	52 - 65
Preload air pressure (left leg)	bar	0 - 1,00			
	psi	0 - 15			

Table 6.17: *Tightening torques*

Components to be tightened	Tightening Torque (Nm)
QR20 Plus "with bolts" axle bolts	15 ± 1
QR20 Plus "with bolts" axle clamping bolts	6 ± 1
Fork's upper caps	10 ± 1
Upper crown fixing bolts (Drop-Off Triple)	6 ± 1
Lower crown fixing bolts (Drop-Off Triple)	6 ± 1
Fender fixing bolts	6 ± 1
Handlebar clamp fixing bolts (Drop-Off Triple)	10 ± 1
ECC knobs fixing bolts	2 ± 0,5
Pumping rods fixing foot nuts	10 ± 1
V-brake fixing bolts	9 ± 1
Damping rod knobs fixing screws with external lower adjustment	2 ± 0,5
Arch screws (D-Street Comp 24")	6 ± 1

7 WARRANTY

If any component of your Marzocchi Suspension System is found to be defective in materials or workmanship within the term of this Limited Two Year Warranty (the “Agreement”), the defective component will be repaired or replaced, at the option of Marzocchi S.p.A., free of charge, within thirty (30) days after receipt of the Suspension System by an authorized Marzocchi dealer or Marzocchi USA for the United States of America, freight prepaid, together with the original retail invoice or other evidence of the date of purchase.

NOT COVERED: This warranty does not cover damage resulting from accidents, alteration, neglect, misuse, abuse, or improper use, lack of reasonable or proper maintenance, improper assembly, repairs improperly performed or replacement parts or accessories not conforming to Marzocchi S.p.A.’s specifications, modifications not recommended or approved in writing by Marzocchi S.p.A., activities such as acrobatics, stunt jumping, ramp riding, racing, commercial use, competitive use, use in mountain biking or BMX parks, use on BMX trails, and / or normal wear or deterioration occasioned by the use of the suspension system. This warranty does not cover items subject to normal wear occasioned by the use. These items are: oil, dust seals, oil seals and bushings; we therefore ask you to check (or have your dealer check) their condition at the moment you purchase the fork, as only by that time it will be possible to replace such components. In addition, this warranty is void in the event that the fork is used with any rental bicycles, unless Marzocchi S.p.A provided prior approval in writing for such use. This warranty also does not include any expenses related to the transportation of the Marzocchi Suspension System to or from an authorized Marzocchi dealer (or Marzocchi USA for the United States of America), labor costs to remove the Marzocchi Suspension System from the bicycle, or compensation for loss of use while the Marzocchi Suspension System is being repaired. This warranty will be automatically void if serial number of the Marzocchi Suspension System is altered, erased, defaced or otherwise subject to any tampering.

PURCHASER. This warranty is made by Marzocchi S.p.A. with only the original purchaser of the Marzocchi Suspension System and does not extend to any third parties. The rights of the original purchaser under this warranty may not be assigned.

TERM. The term of this warranty shall commence on the date of purchase and shall continue for a period of two (2) years from the date of the original purchase. Replaced parts have a six (6) month warranty.

PROCEDURE. In event of a defect covered by this warranty, the purchaser should contact an authorized Marzocchi dealer (or Marzocchi USA for the United States of America).

ENTIRE AGREEMENT. This warranty supersedes any and all oral or express warranties, statements or undertakings that may previously have been made, and contains the entire agreement between the parties with respect to the warranty of this Marzocchi Suspension System. Any and all warranties not contained in this warranty are specifically excluded.

DAMAGES. Except as expressly provided by this warranty, Marzocchi S.p.A. and Marzocchi USA, Inc. **SHALL NOT BE RESPONSIBLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES ASSOCIATED WITH THE USE OF THE MARZOCCHI SUSPENSION SYSTEM OR A CLAIM UNDER THIS AGREEMENT, WHETHER THE CLAIM IS BASED ON CONTRACT, TORT OR OTHERWISE.** The foregoing statements of warranty are exclusive and lieu of all other remedies. Some states do not allow the exclusion or limitation of incidental or consequential damages, so this limitation or exclusion may not apply to you.

DISCLAIMER. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE AND ALL IMPLIED WARRANTIES ARISING FROM A COURSE OF DEALING, USAGE OF TRADE, BY STATUTE OR OTHERWISE, IS HEREBY

STRICTLY LIMITED TO THE TERM OF THIS WRITTEN WARRANTY. This Agreement shall be the sole and exclusive remedy available to the Purchaser with respect to this purchase. In the event of any alleged breach of any warranty or any legal action brought by the purchaser based on alleged negligence or other tortious conduct by Marzocchi S.p.A. or Marzocchi USA, Inc. the Purchaser's sole and exclusive remedy will be repair or replacement of defective materials as stated above. No dealer and no other agent or employee of Marzocchi S.p.A. or Marzocchi USA, Inc. is authorized to modify, extend or enlarge this warranty.

WARNING. Always install, repair and use your Marzocchi Suspension System in strict compliance with it's owner's manual.

OTHER RIGHTS. This warranty gives you the specific legal rights, and you have also other rights which vary from state to state (USA only).

APPLICABLE LAW. Any disputes arising out of this agreement or the use of this Marzocchi Suspension System will be governed by the laws of the country of Italy and will be decided by the Courts of Bologna, Italy.

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