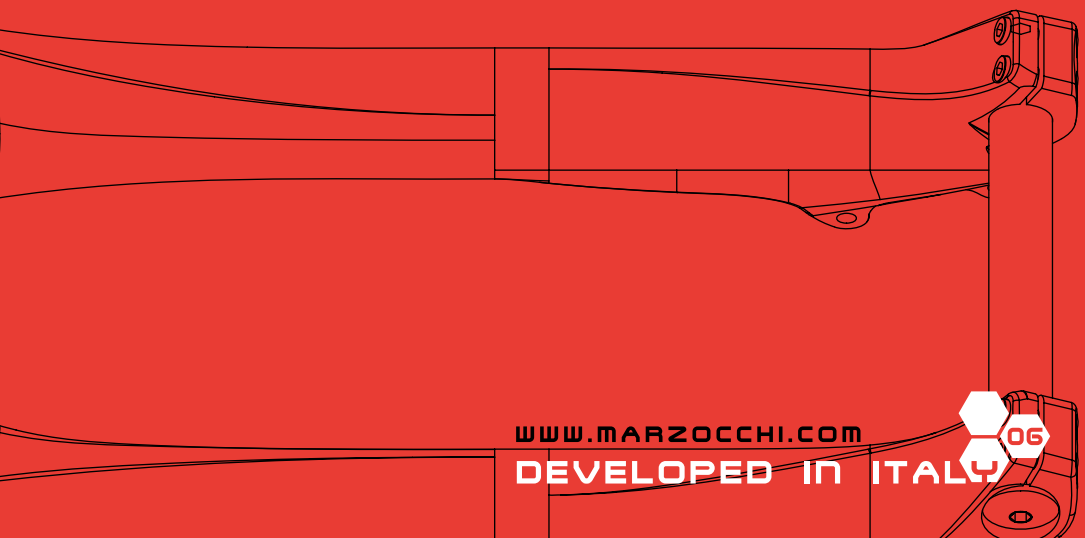
MY2006

BOMBER

SUSPENSION OWNER'S MANUAL



www.marzocchi.com

DEVELOPED IN ITALY

I. USE OF THIS MANUAL

GENERAL WARNINGS

WARNING!

Failure to follow the warnings and instructions could result in failure of the product, an accident, personal injury or death.

- Carefully read, understand and follow the instructions given in this manual. It is an essential part of the product. Keep it in a safe place for future reference [1].
- Please be advised that suspension system installation, service and repair tasks require specialized knowledge, tools and experience. General mechanical aptitude may not be sufficient to properly install, service or repair your suspension system. If you have any doubt whatsoever regarding your ability to properly service or repair your suspension system, please have your suspension system installed and/or serviced by an authorized Marzocchi Service Center. Improper installation, service or repair can result in an accident, resulting in personal injury or death.
- Failure to follow warnings and instructions provided in this manual could result in failure of the product, resulting in an accident, personal injury or death.
- Please note that throughout this manual, reference is made that “an accident” could occur. Any accident could result in loss of bicycle control, damage to your bicycle or its components, and more importantly, cause you or a bystander to sustain severe personal injury or death.
- This manual does not explain how to assemble or disassemble the fork from the bicycle, the wheel, the steering set, or any other component directly or indirectly associated with the fork that is not actual a part of the fork.

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.

REMEMBER

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

- 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 at www.marzocchi.com.
- The user of this Marzocchi product expressly recognizes and agrees that there are risks inherent in motorcycle riding, including but not limited to the risk that a component of your suspension system can fail, resulting in an accident, personal injury or death. By his/her purchase and use of this Marzocchi product, the user expressly, voluntarily and knowingly accepts and assumes these risks, including but not limited to the risk of passive or active negligence of Marzocchi or hidden, latent or obvious defects in the product, and agrees to hold Marzocchi, its distributors and retailers harmless to the fullest extent permitted by law against any resulting damages.

[1] Marzocchi reserves the right, in its sole discretion, to make changes to the product at any time and without prior notice.

A. GENERAL SAFETY RECOMMENDATIONS

Marzocchi Suspension Systems are designed for different riding styles. Some are designed to only absorb the shocks of an uneven road surface in order to give the rider more control over his bicycle. Others are designed for other purposes. You must select and use the correct suspension system for your style of riding. Read and follow the “Intended Use Instructions” in this

manual. Failure to select and properly use the correct fork could result in an accident, personal injury or death.

Please note that there are inherent risks associated with downhill, freeride, cross-country, marathon, trekking, dirt jumping, and urban style riding. Severe injury or death could result from these 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. The suspension system is also subject to wear over time. Please have your bicycle regularly inspected by a qualified mechanic for any oil leaks, cracks, chips, deformation, or other signs of fatigue (use of penetrating fluid or other visual enhancers to locate cracks is recommended). If the inspection reveals any deformation, cracks, impact marks, stress marks or bent parts, no matter how slight, **immediately** replace the component; components that have experienced excessive wear also need **immediate** replacement. The frequency of inspection depends on many factors; check with your Authorized Marzocchi Representative to select a schedule that is best for you. If you weigh 82 kg/180 lbs or more, you must be especially vigilant and have your bicycle inspected more frequently (than someone weighing less than 82 kg/180 lbs.) for any evidence of cracks, leaks, deformation, or other signs of fatigue or stress. Check with your mechanic to discuss whether your forks are suitable for your use, and to determine the frequency of inspections.

Be sure that the periodic maintenance schedule is strictly followed.

Please be advised that if the maintenance and repair procedures provided in this manual are not properly performed, or the other instructions in this manual are not followed, an accident could occur.

The symbol ⚠ calls attention to the tasks which must be performed with extreme care to avoid an accident.

Never make any modifications whatsoever to any component of the suspension system.

The components of Marzocchi's suspension system are designed as a single integrated system. To avoid compromises in terms of safety, performance, durability and function, and to prevent voiding of the warranty, do not substitute Marzocchi components with components manufactured by other companies.

Parts that have been bent or otherwise damaged in an accident, or as a result of any other impact, must not be re-straightened. They must be replaced immediately with original Marzocchi parts.

When using a bicycle carrier (automobile roof rack or rear-hitch mount), be sure to fully loosen the quick release fastener on the carrier when mounting or removing your bicycle. Additionally, be sure to always keep your bicycle in a vertical position when mounting or removing your bicycle to and from the bicycle carrier. Failure to fully loosen the quick release fastener, or any bending action while mounting or removing your bicycle to and from the carrier, could result in scratching, bending, or otherwise damaging your suspension system.

Damage to your forks can occur if your bicycle strikes, at any speed, any overhead object, such as a parking garage, bridge, tree limb or other abutment, while attached to a bicycle carrier. In the event of such occurrence, have your forks inspected by an authorized Marzocchi Service Center before you ride.

Never spray your bicycle with water under pressure. Pressurized water, even from the nozzle of a small garden hose, can pass under seals and enter your Marzocchi forks, thereby affecting its operation. Wash your bicycle and Marzocchi forks by wiping them down with water and neutral soap.

Always wear a properly fitted and fastened bicycle helmet, that has been approved by ANSI , SNELL or CE, and any other safety equipment necessary for your riding style.

When riding in wet conditions, remember that the stopping power of your brakes is greatly reduced and that the adherence of the tires on the ground is considerably reduced. This makes it harder to control and stop your bicycle. Extra care is required when riding your bicycle in wet conditions to avoid an accident.

Avoid biking at night because it is more difficult for you to be seen by traffic, and it is more difficult for you to see obstructions on the ground. If you do ride at night, you should equip your bicycle with and use a headlight and a taillight.
Wear clothes that are snug-fitting and that make you visible to traffic, such as neon, fluorescent, or other bright colors.

B. BEFORE EVERY RIDE

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

Check your forks for any leaks or other evidence of oil, which is indicative of a problem with your forks. Be sure to turn your bicycle upside down to check areas such as the underside of the crown for evidence of an oil leak.

Be sure that all components of you forks, and the remainder of your bicycle, including, but not limited to, your brakes, pedals, handgrips, handlebars, frame, and seating system, are in optimum condition and suitable for use.

Be sure that none of the components of your suspension system, or the remainder of your bicycle, are bent, deformed, cracked, chipped, out of aliment, or otherwise damaged.

Check to be sure that all quick release fasteners, nuts and bolts are properly adjusted. Bounce the bicycle on the ground while listening and looking for anything that may be lose.

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 their proper position, properly adjusted and that your braking system is functioning properly.

Be sure that your tires are inflated to the correct pressure and that there is no damage whatsoever in the tread or sidewall of the tire.

Check all reflectors to make sure that they are clean, straight, and securely mounted.

Be sure to read and follow all the instructions and warnings that originally accompanied your bicycle.

Learn and follow the local bicycle laws and regulations, and obey **all** traffic signals, signs and laws while you ride.

II. INTENDED USE INSTRUCTIONS

A. SELECT THE CORRECT FORK FOR YOUR RIDING STYLE

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 frame could cause the forks to fail, resulting in a loss of control of the bicycle, and possible serious injury or death to the rider. In addition, improperly matching your forks to your frame 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 be used with tires specifically designed for cross country riding, and disk, rim or linear pull brakes.

All Mountain ("AM"): Riding with more emphasis on aggressive XC riding over and around larger obstacles. This riding style does not include jumps. These forks should only be used with disk brakes, and those 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 when attaching any equipment.

Trekking: Trekking is similar to XC riding, but less aggressive. It involves riding at a slower pace and not riding over obstacles such as rocks, roots, and depressions. You should only attach generators and racks to the designated mounting points provided on the forks. Never make any modification to your fork when attaching any equipment.

FreeRide ("FR"): This riding style is for skilled riders, and involves steep, aggressive slopes, large obstacles, and moderate jumps. Freeride forks should be used only with disk brakes, and those 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 when attaching any equipment.

Dirt Jumper ("DJ") / Urban Riding: This "BMX" or "motocross" style of 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 only be used with disk brakes, and those 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 when attaching 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, and those 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 when attaching other 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.

Using the table below, select the fork that matches your riding style. Please see your Marzocchi retailer, or contact Marzocchi directly, if you require assistance in selecting the correct fork.

Tab 1: *2006 Fork Riding Categories and Intended USE*

Trekking	XC / Marathon	All Mountain	Urban Riding Dirt Jumping	Freeriding	Extreme Freeriding Downhill	Downhill
TXC	Marathon RACE	All Mountain SL	Dirt Jumper 1	Z1 SL Doppio Air	66 SL	Junior T
TXC ECC	Marathon SL Doppio Air	All Mountain 1	Dirt Jumper 2	Z1 Light	66 RC2X	888 RC2X
	Marathon XC	All Mountain 1 ETA	Dirt Jumper 3	Z1 Sport	66 Light	888 RC2
	MX Pro Race	All Mountain 2	Dirt Jam Pro	Drop-Off I	66 VF	888 VF2
	MX Pro SL	All Mountain 3	Dirt Jam Comp	Drop-Off II	66 VF2	888 VF
	MX Pro	AM 1 / TW	D-Street 24”	Drop-Off III	66 VF2 LT	Monster
	MX Comp	AM 2 / TW		Drop-Off IV	888 RC2X	Drop-Off Triple
	MZ I	AM 3 / TW			888 RC2	Super T
	MZ II	AM 4 / TW			888 VF2	
	MZ III				888 VF	
	Gran Fondo RC					
	Gran Fondo 1					
	Gran Fondo 2					
	Gran Fondo 3					
						

3. Ride Properly – Do Not Misuse or Abuse of Your Forks

Never abuse or misuse 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 by having both wheels 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, so 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, 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 perform maintenance on 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”

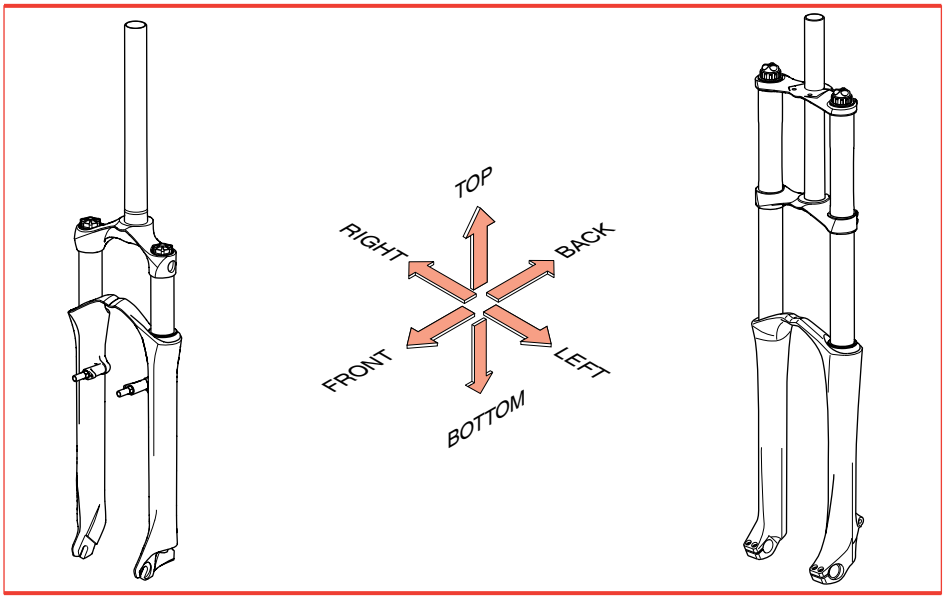
Use and maintenance instruction manual

English

1 INTRODUCTION

1.1 Conventions

1.1.1 Orientation of the Fork



Picture 1 - *Conventional orientation of the fork*

2 TECHNICAL INFORMATION

2.1 Spring System

Inside MARZOCCHI forks you will find coil springs, or air, used as suspension mechanism.

Table 1 - *Spring Systems*

Fork	Spring system	
	Right fork leg	Left fork leg
Marathon Race	Air	Air
Marathon SL Doppio Air	Air	Air
Marathon XC	Air	Coil spring
MX Pro Race	Air	Air
MX Pro SL	Air	Air
MX Pro	Air	Air
MX Pro + ETA	Air	Coil spring
MX Pro + TAS	Air	Coil spring
MX Comp	Air	Air
MX Comp + ETA	Air	Coil spring
MX Comp + TAS	Air	Coil spring
All Mountain SL	Air	Air
All Mountain I	Air	Coil spring
All Mountain I ETA	Air	Coil spring
All Mountain II	Air	Air
All Mountain II + ETA	Air	Coil spring
All Mountain II + TAS	Air	Coil spring
All Mountain III	Air	Air
Z1 SL Doppio Air	Air	Air
Z1 Light	Air	Coil spring
Z1 Light + ETA	Air	Coil spring
Z1 Sport	Coil spring	Coil spring
Z1 Sport + ETA	Coil spring	Coil spring
66 SL	Air	Air
66 RC2X	Coil spring	Coil spring
66 Light	Air	Coil spring
66 Light + ETA	Air	Coil spring
66 VF	Coil spring	Coil spring
66 VF2	Coil spring	Coil spring
66 VF2 + ETA	Coil spring	Coil spring
66VF2LT	Coil spring	Coil spring
Dirt Jumper 1	Coil spring	Coil spring
Dirt Jumper 2	Coil spring	Coil spring
Dirt Jumper 3	Coil spring	Coil spring
D-Street 24”	Coil spring	Coil spring
888 RC2X	Coil spring	Coil spring
888 RC2	Coil spring	Coil spring
888 VF2	Coil spring	Coil spring
888 VF	Coil spring	Coil spring
Monster	Coil spring	Coil spring
Junior T	Coil spring	Coil spring

2.2 Damping System

The damping load that is generated during compression and rebound of the fork legs can be adjusted by hydraulic valve pumping rods, or by special cartridges.

Table 2 - *Damping Systems*

Fork	Damping Systems	
	Right fork leg	Left fork leg
Marathon Race	TST cartridge (with optional remote control)	DOPPIO AIR cartridge
Marathon SL Doppio Air	TST cartridge (with optional remote control)	DOPPIO AIR cartridge
Marathon XC	TST cartridge (with optional remote control)	TAS cartridge
MX Pro Race	SSVF pumping rod with rebound setting by external adjuster	/
MX Pro SL	TST cartridge (with optional remote control)	/
MX Pro	SSVF pumping rod with rebound setting by external adjuster	/
MX Pro + ETA	SSVF pumping rod with rebound setting by external adjuster	ETA cartridge
MX Comp	SSV pumping rod with rebound setting by internal adjuster	/
MX Comp + ETA	SSV pumping rod with rebound setting by internal adjuster	ETA cartridge
All Mountain SL	TST cartridge (with optional remote control)	Cartuccia DOPPIO AIR
All Mountain I	TST cartridge (with optional remote control)	TAS cartridge
All Mountain I ETA	TST cartridge (with optional remote control)	ETA cartridge
All Mountain II	VF2 pumping rod with rebound setting by external adjuster	Pumping rod with compression setting by external adjuster
All Mountain II + ETA	VF2 pumping rod with rebound setting by external adjuster	ETA cartridge
All Mountain II + TAS	VF2 pumping rod with rebound setting by external adjuster	ETA cartridge
All Mountain III	VF2 pumping rod with rebound setting by external adjuster	/
Z1 SL Doppio Air	RC2 cartridge with rebound and compression setting by external adjuster	DOPPIO AIR cartridge
Z1 Light	RC2 cartridge with rebound and compression setting by external adjuster	/
Z1 Light + ETA	RC2 cartridge with rebound and compression setting by external adjuster	ETA cartridge
Z1 Sport	VF2 pumping rod with rebound setting by external adjuster	Pumping rod with compression setting by external adjuster
Z1 Sport + ETA	VF2 pumping rod with rebound setting by external adjuster	Cartuccia ETA
66 SL	RC2 cartridge with rebound and compression setting by external adjuster	Cartuccia DOPPIO AIR
66 RC2X	RC2 cartridge with rebound and compression setting by external adjuster	X cartridge with compression setting by external adjuster at travel end
66 Light	RC2 cartridge with rebound and compression setting by external adjuster	/
66 Light + ETA	RC2 cartridge with rebound and compression setting by external adjuster	ETA cartridge

66 VF	SSVF pumping rod with rebound setting by internal adjuster	/
66 VF2	SSVF pumping rod with external rebound adjustment	Pumping rod with compression setting by external adjuster
66 VF2 + ETA	SSVF pumping rod with external rebound adjustment	ETA cartridge
66VF2LT	SSVF pumping rod with external rebound adjustment	Pumping rod with compression setting by external adjuster
Dirt Jumper 1	VF2 pumping rod with rebound setting by external adjuster	Pumping rod with compression setting by external adjuster
Dirt Jumper 2	VF2 pumping rod with rebound setting by external adjuster	/
Dirt Jumper 3	VF2 pumping rod with rebound setting by internal adjuster	/
D-Street 24”	Not adjustable SSV damping rod	Not adjustable SSV damping rod
888 RC2X	RC2 cartridge with rebound and compression setting by external adjuster	X cartridge with compression setting by external adjuster at travel end
888 RC2	RC2 cartridge with rebound and compression setting by external adjuster	/
888 VF2	SSVF pumping rod with rebound setting by external adjuster	Pumping rod with compression setting by external adjuster
888 VF	SSVF pumping rod with rebound setting by internal adjuster	/
Monster	HSCV cartridge with rebound and compression setting by external adjuster	HSCV cartridge with compression setting by external adjuster at travel end
Junior T	SSV pumping rod	SSV pumping rod

SSV: The SSV system, thanks to the speed sensitive valve, allows for control of the damping system based on the fork’s compression and rebound speed, as well as the fork’s position in the travel. SSV pumping rods can have a fixed or adjustable rebound setting by internal or external adjusters.

SSVF: The SSVF system is the evolution of the SSV system to further improve the fork’s sensitivity, thanks to the spring-preloaded valve. SSVF pumping rods can have a fixed or adjustable rebound setting by internal or external adjusters.

VF2: In the new VF2 system the SSV system has evolved to further improve the damping control based on the fork’s rebound speed, as well as the fork’s position in the travel. VF2 pumping rods have an adjustable rebound setting by internal or external adjusters.

HSCV: The HSCV system allows for more controlled damping by enabling the fork’s sensitivity to be adjusted according to trail type, and allowing for adjustment of the fork’s resistance to bottoming. The HSCV system can absorb harsh impacts, helping you maintain control of your mountain bike.
The HSCV cartridges may be provided with external rebound, or compression, adjustments.

ETA: The ETA system allows for adjustments to be made to the extension travel and fork’s locking, while still offering 25-30mm of travel.

TAS: The TAS system not only offers the extension travel adjustment, like the ETA system, but also permits the modification of the total travel - allowing the fork’s maximum length to be increased by 20 mm.

TST: The TST system uses a sealed cartridge with a rubber lung for oil collection. The TST cartridge is provided with a rebound adjuster in the lower area and a 5-position compression adjuster in the upper area.

Remote control for TST cartridge: On request, the TST cartridge can be supplied with a remote control that lets the riders lock the fork keeping their hands on the handlebar.

DOPPIO AIR: The DOPPIO AIR system is provided with three independent air chambers, allowing customization of settings according to the rider's needs.

RC2: This new system allows for control of the rebound and compression damping by means of two external adjusters, as well as of the spring preload.

RC2X: This system is the evolution of RC2 system with an extra X-cartridge on the left leg for the control of the fork's compression at travel end.

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 models of the fork that use elastomers, the proper internal lubricant is 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 minimizes 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

The fork is supplied with an “A-Head Set” steer tube to be cut according to the frame size the fork is being installed on.
Installing the fork on the bicycle frame is a delicate and critical operation, and should only be performed by skilled, trained personnel.

WARNING!

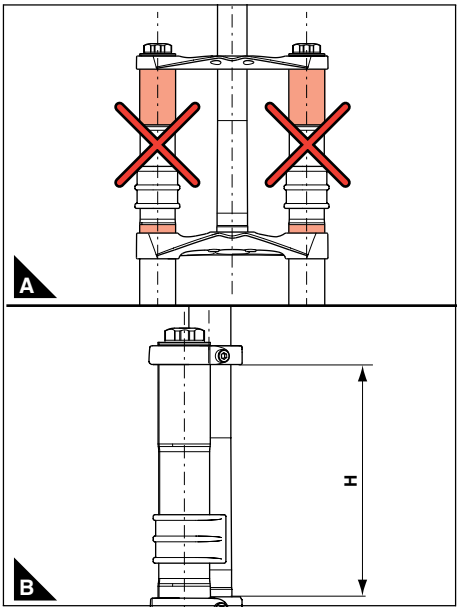
Suspension system installation requires specialized knowledge, tools and experience. General mechanical aptitude may not be sufficient to properly install your suspension system. Please have your suspension system installed only by an authorized Marzocchi Suspension Center. Improper installation can 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 requires the use of specialized tools, so it should only be performed at one of our authorized service centers.

WARNING!

On all dual crown MY 2006 BOMBER models the lower crown is clamped to the stanchions using bolts. In this case, please be aware of the following precautions during installation:

- In case of oversized diameter areas on the stanchions, the crowns clamping can only be done in the shaded area shown in **Picture 2A**.
- In case of reference notches on the stanchions, the lower part of the lower crown must be positioned over the notch.
- On the Monster forks, the distance between the lower part of the lower crown and the dust seal, when the fork is at travel end, must be at least 4 mm.
- On the dual crown forks the maximum length of the steer tube between the two crowns (see **Picture 2B**) must be smaller than the values (**H**) shown in **Table 3**.



Picture 2 - *Dual crown forks installation on the frame: (**2A**) Crowns fastening, (**2B**) Steer tube maximum length between crowns*

Table 3 - *Steer tube maximum length between crowns*

Model	Maximum length between crowns (H)
Monster	190 mm
888	158 mm

3.2 Installing the Brake System

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

WARNING!

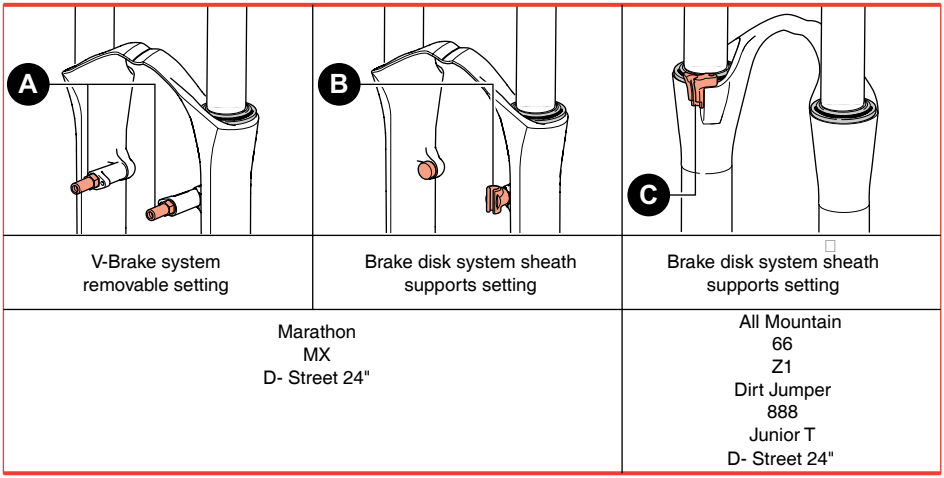
Brake system installation requires specialized knowledge, tools and experience. General mechanical aptitude may not be sufficient to properly install your brake system. Please have your brake system installed only by an authorized Marzocchi Service Center.

Improper installation of a disk brake system can overstress the caliper mountings, which may cause the caliper 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 forks specifications, taking into consideration the contents of the summarizing tables contained in this manual..

Table 4 - *Brake system settings*

Fork	Max disk dimension and fastening system	V-Brake setting
Marathon	Post Mount 6”	Removable setting
MX		
D-Street 24”	XC INTL STD 8” (Installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)	
All Mountain	Post Mount 6" (Installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)	No
66		
Z1	XC INTL STD 6” (Installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)	
Dirt Jumper		
888		
Junior T		
Monster	Post Mount 8”	



Picture 3 - *Braking system settings*

WARNING!

A special thread-lock treatment is applied to the thread on the bolts (see 3A in* Picture 3*). Bolts that are installed and later removed lose this thread-lock treatment, and therefore can never be used again.

WARNING!

Before installing a Post Mount braking system, check that the protection film has been removed from the brake caliper.

WARNING!

Make sure, before every ride, that the brake cable of the disk brake system is correctly connected to the proper mounting (see 3B & 3C in* Picture 3*).

WARNING!

The brake cable must never touch the crown and stanchions.

3.3 Wheel Installation

Table 5 - *Maximum wheel dimension*

Fork	Maximum wheel dimension
Marathon	2.2” x 26”
MX - All Mountain - Z1 - 66 - Dirt Jumper - 888 - Junior T	2.8” x 26”
Monster	3.0” x 26”
D-Street 24”	2.5” x 24”

In the event you need to install wheels with dimensions larger than those specified in **Table 5**, above, you must verify that:

- The tire turns freely;
- The tire does not make any contact with the brake arch or V-Brake system;
- The distance between the inflated tire and the lower part of the lower crown is at least four (4) mm when the forks’ legs are fully compressed

3.4 Wheel Axle Securing System

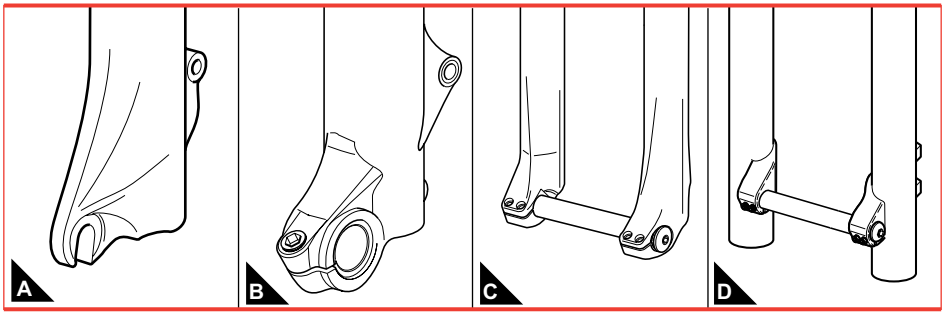
The system for securing the wheel axle to the fork sliders can be standard, which uses the traditional advanced dropouts, or have a 20 mm diameter through-hole axle - see Picture 4 below.

Forks that are created for more intensive use are provided with a wheel fastening system, which originates from the motocross application and uses a 20 mm axle.

3.4.1 Wheel Installation on a Standard Fork

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

- Check the 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 owner’s manual of the brake system for the proper specifications.

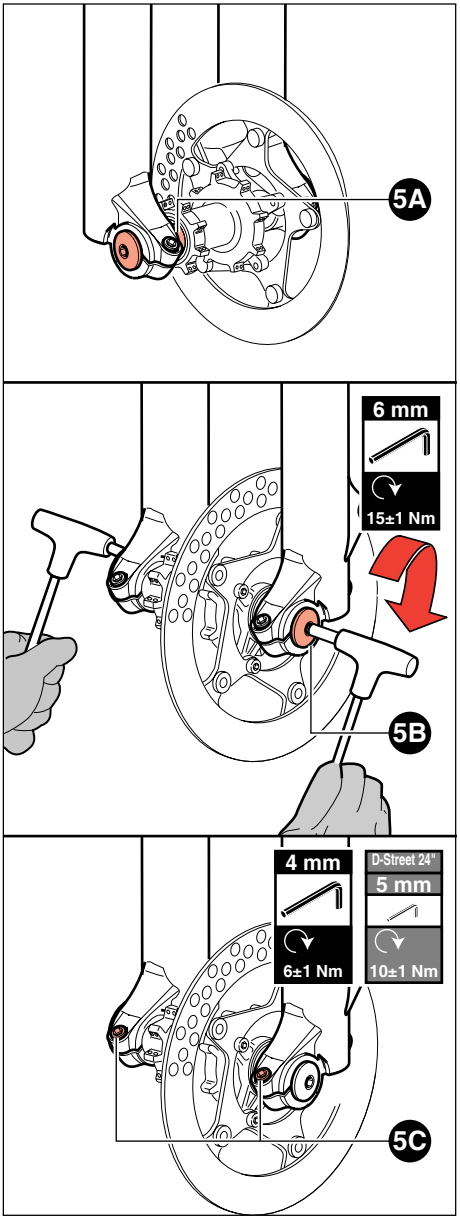


Picture 4 - *Wheel securing systems: (**4A**) standard dropouts, (**4B**) ø 20mm through-hole* axle *(forks with ø 32mm stanchions), (**4C**) ø 20mm through-hole axle (66 and 888 series forks), (**4D**) ø 20mm through-hole axle (Monster).*

3.4.2 Wheel Installation On ø 32 mm Forks With A ø 20 mm Through-Hole Axle

For optimum fork performance, please follow the instructions below when installing the wheel:

- Place the wheel in between each fork.
- Align the center of the wheel with each wheel axle clamp (see **5A** of **Picture 5**).
- Insert the axle through the wheel axle clamp of the right fork, through the wheel, and then through the wheel axle clamp of the left fork (see **5A** of **Picture 5**).
- Tighten the axle to the required torque (**15±1 Nm**) using a 6mm Allen key to the caps of the axle (see **5B** of **Picture 5**).
- Check for the proper fork-wheel alignment. To do this, begin by fully compressing the fork a few times. The wheel should not make contact with, or come close to any portion of the fork. Then 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 wobble from side to side or up and down. Check the owner's manual of the brake system for the proper specifications.
- Tighten the screw positioned on each wheel axle clamp to the required torque (**6±1 Nm**) (**10±1 Nm for D-Street 24"**) using a 4mm (5 mm for D-Street 24") Allen key (see **5C** of **Picture 5**).

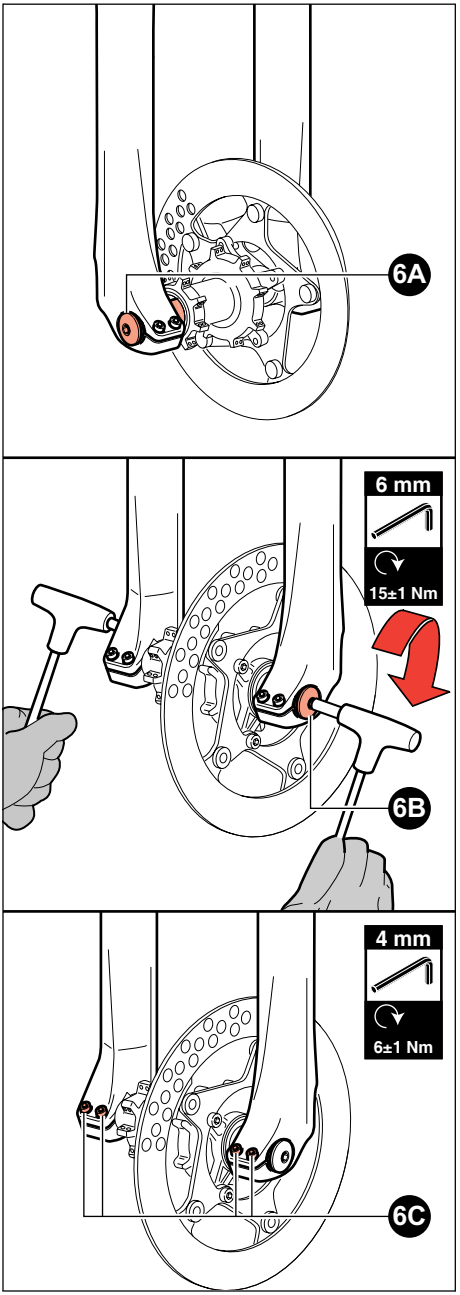


Picture 5 - *Wheel installation on a ø 32 mm forks with a ø 20 mm through-hole axle*

3.4.3 Wheel Installation On 66 And 888 Series Forks

For optimum fork performance please follow the instructions below when installing the wheel:

- Place the wheel in between each fork.
- Align the center of the wheel with each wheel axle clamp (see **6A** of **Picture 6**).
- Insert the axle through the wheel axle clamp of the right fork, through the wheel, and then through the wheel axle clamp of the left fork (see **6A** of **Picture 6**).
- Tighten the axle to the required torque (**15±1 Nm**) using a 6mm Allen key to the caps of the axle (see **6B** of **Picture 6**).
- Check for the proper fork-wheel alignment. To do this, begin by fully compressing the fork a few times. The wheel should not make contact with, or come close to any portion of the fork. Then 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 wobble from side to side or up and down. Check the owner's manual of the brake system for the proper specifications.
- Tighten the screws positioned on each wheel axle clamp to the required torque (**6±1 Nm**), with a "1-2-1" sequence, using a 4mm Allen key (see **6C** of **Picture 6**).

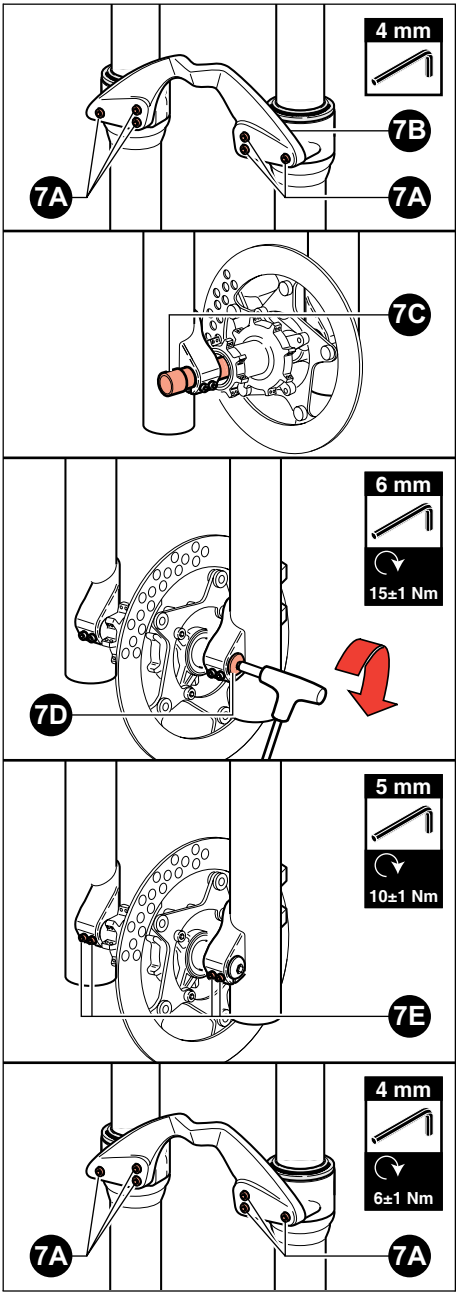


Picture 6 - *Wheel Installation on 66 end 888 series forks*

3.4.4 Wheel Installation On Monster Series Forks

For optimum fork performance, please follow the instructions below when installing the wheel:

- If the fork has been disassembled from the bike frame, or the position of the fork's legs with respect to the crowns has been changed, you will have to slightly loosen the six (6) bolts holding the arch using a 4mm Allen key (see **7A** & **7B** of **Picture 7**).
- Place the wheel in between each fork.
- Align the center of the wheel with each wheel axle clamp (see **7C** of **Picture 7**).
- Insert the axle through the wheel axle clamp of the right fork, through the wheel, and then through the wheel axle clamp of the left fork (see **7C** of **Picture 7**).
- Tighten the axle bolt from the left side to the required torque (**15±1 Nm**) using a 6mm Allen key (see **7D** of **Picture 7**).
- Check for the proper fork-wheel alignment. To do this, begin by fully compressing the fork a few times. The wheel should not make contact with, or come close to any portion of the fork. Then 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 wobble from side to side or up and down. Check the owner's manual of the brake system for the proper specifications.
- Tighten the screws positioned on each wheel axle clamp to the required torque (**10±1 Nm)**, with a "1-2-1" sequence, using a 5mm Allen key (see **7E** of **Picture 7**).
- Tighten the six (6) bolts of the arch to the required torque (**6±1 Nm**), with a "1-2-3-2-1" sequence, using a 4mm Allen key (see **7A** of **Picture 7**).



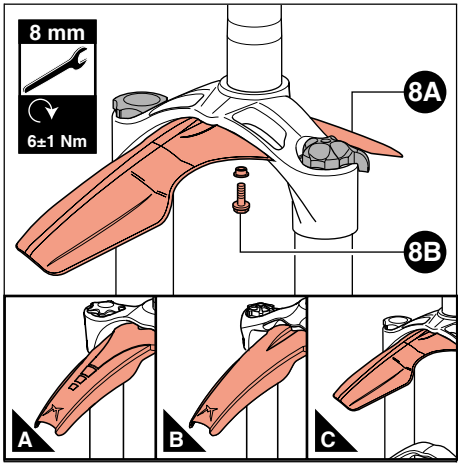
Picture 7 - *Wheel Installation On Monster Series Forks*

3.5 Fender Installation

A fender may be installed on the following models: 66, 888, All Mountain, Junior T, and Z1. The fender may be provided with the fork, or purchased separately.

To install the fender, first insert the support bushing between the screw and fender (see **8A** of **Picture 8**). Tighten the screw to the required torque (**6±1 Nm**) using a 8mm spanner (see **8B** of **Picture 8**).

Three different models of fender can be supplied. The first can be installed on forks of the 66 and 888 series (see **A** of **Picture 8**), the second on the All Mountain series (see **B** of **Picture 8**), and the third on the Junior T and Z1 series (see **C** of **Picture 8**).



Picture 8 - *Fender Installation*

3.6 Handlebar Clamp Installation

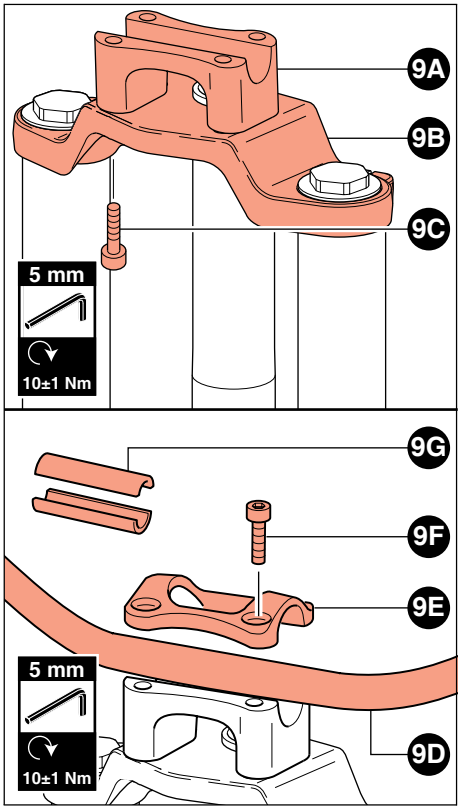
Dual-crown model forks use a handlebar clamp. The handlebar clamp may be sold together with the fork, or purchased separately.

3.6.1 Handlebar Clamp Installing On All Dual Crown Models (except the 888 Series)

To install the handlebar clamp, please carefully follow the instructions below:

- Place the lower mounting segment of the handlebar clamp on the upper crown of the fork (see **9A** & **9B** of **Picture 9**).
- Align the corresponding holes from each of these components.
- Secure the lower mounting segment of the handlebar clamp to the upper crown of the fork by tightening the screws to the required torque (**10±1 Nm**) using a 5mm Allen key (see **9C** of **Picture 9**).
- Place the handlebar into the lower mounting segment of the handlebar clamp, being sure that it is centered (see **9D** of **Picture 9**).
- Place the upper segment of the handlebar clamp over the handlebar (see **9E** of **Picture 9**).
- Align the holes of the upper segment with the corresponding holes of the lower mounting segment.
- Secure the handlebar in place by tightening each screw to the required torque (**10±1 Nm**) using a 5mm Allen key (see **9F** of **Picture 9**).

For installation of handlebars having different diameters, “reduction sleeves” may be placed around the handlebar (between the handlebar and each segment of the handlebar clamp) to ensure the handlebar is held in place (see **9G** of **Picture 9**).



Picture 9 - *Handlebar Clamp Installation*

3.6.2 Handlebar Clamp Installation For The 888 Series

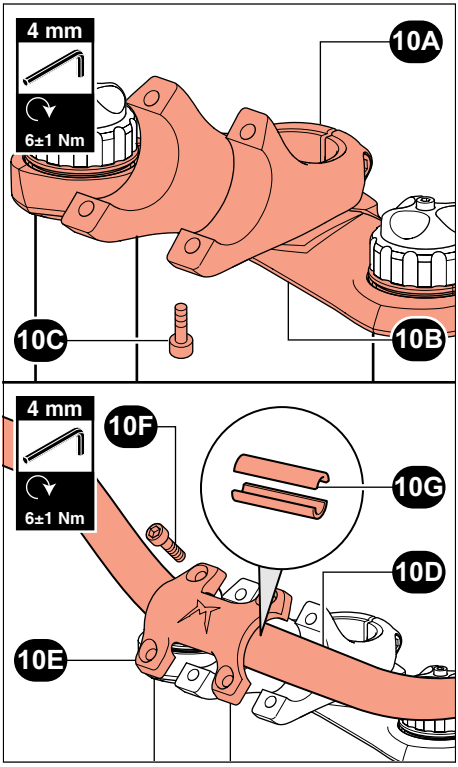
To install the handlebar clamp, please carefully follow the instructions below:

- Place the lower mounting segment of the handlebar clamp on the upper crown of the fork (see **10A** & **10B** of **Picture 10**).
- Align the corresponding holes from each of these components.
- Secure the lower mounting segment of the handlebar clamp to the upper crown of the fork by tightening the screws to the required torque (**6±1 Nm**) using a 4mm Allen key (see **10C** of **Picture 10**).
- Place the handlebar into the lower mounting segment of the handlebar clamp, being sure that it is centered (see **10D** of **Picture 10**).
- Place each upper segment of the handlebar clamp over the handlebar (see **10E** of **Picture 10**).
- Align the holes of the upper segment with the corresponding holes of the lower mounting segment.
- Secure the handlebar in place by tightening each screw to the required torque (**6±1 Nm**) using a 4mm Allen key (see **10F** of **Picture 10**).

For installation of handlebars having different diameters, “reduction sleeves” may be placed around the handlebar (between the handlebar and each segment of the handlebar clamp) to ensure the handlebar is held in place (see **10G** of **Picture 10**).

WARNING!

When the fender is assembled on a 888 fork, the position of the superior part of the crown must be in corrispondence to max line on the stanchion.



Picture 10 - *Handlebar Clamp Installation For The 888 Series*

4 MAINTENANCE

4.1 Problems - Diagnosis - Solutions

This section describes some of the problems that may arise during the fork's use, the possible causes of these problems, and suggested solutions.

Always check this table before working on the fork.

WARNING!

The operations listed below accompanied by this symbol should only be performed by authorized MARZOCCHI service centers.

Table 6 - *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
			Increase compression damping through the proper adjuster
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
Fork bottoms out too quickly	Not enough compression damping		Increase compression damping at the travel end via the proper adjuster
Front wheel wants to tuck under while cornering	Too much rebound damping; spring rate too soft		Decrease the rebound damping
			Increase spring rate

Problem	Diagnosis		Solution
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
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
Unusual sounds coming from the TAS cartridge	TAS cartridge is damaged		Contact a service center to verify the correct fork’s function
The TAS control knob turns during use			

4.2 Periodic Maintenance

This section describes some of the periodic maintenance operations that should be performed and recommends the frequency at which they should be done.

WARNING!
The operations listed below accompanied by this symbol should only be performed by authorized MARZOCCHI service centers

Table 7 - *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
Air bleed (Monster)		Before every ride	10 hours
Oil seals control		25 hours	50 hours
Fork oil change		50 hours	100 hours
TST cartridge oil change		25 hours	50 hours
Fork’s oil seals replacement / TST cartridge / DOPPIO AIR cartridge		50 hours	100 hours

4.3 General Maintenance Recommendations

Please be advised that suspension system installation, service and repair tasks require specialized knowledge, tools and experience. General mechanical aptitude may not be sufficient to properly install, service or repair your suspension system. If you have any doubt whatsoever regarding your ability to properly service or repair your suspension system, please have your suspension system installed, serviced, or repaired only by an authorized Marzocchi Service Center. Improper service or repair can result in an accident.

- 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 21 - Tightening torque**).
- Never use flammable or corrosive solvents when cleaning the forks, as these could damage the fork's seals. If you must use a solvent, use biodegradable detergents that are not corrosive, non-flammable, or have a high flash point.
- If you are planning not to use your forks for a long period of time, always lubricate those components that are in contact with the fork's oil.
- Always collect and keep any lubricants, solvents, or detergents, which are not completely biodegradable in the environment. These materials should be kept in appropriate containers, and disposed of according to local laws.
- All of the components of Marzocchi forks require the use of metric tools. Use only metric tools. Imperial (US) tools may have similar sizes, but can damage the bolts, making them impossible to loosen or tighten.
- Always use the correct size and type of screwdriver for all 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 web at www.marzocchi.com
- This manual does not explain how to assemble or disassemble the fork from the bicycle, the wheel, the steering set, or any other component directly or indirectly associated with the fork that is not actually a part of the fork. MARZOCCHI reserves the right, in its sole discretion, to make changes to its products at any time and without prior notice.
- Only use original Marzocchi spare parts.
- Work in a clean, organized, and well-lit place. If possible, avoid servicing your forks outdoors.
- Polished surfaces need to be periodically treated with a polishing compound to be kept as bright as new.
- Carefully check to see that your work area is free of dust and metal shavings from any component of the forks.
- Never modify your fork in any way.

4.4 Cleaning The Fork Legs

Marzocchi lubricates the dust seals of its forks with grease to help the stanchion tubes slide easier, particularly when the forks have not been used for a long period of time.
Use of the forks can melt the grease, causing it to stick to the stanchions, and give the appearance of an oil leak. Inspect the forks to ensure that this is not the result of an oil leak.
After every use, carefully clean the fork's outside surfaces, with special attention to stanchion tubes and dust seals.

WARNING!

If your forks develop an oil leak, do not ride your bike. Correct the leak before you ride again.

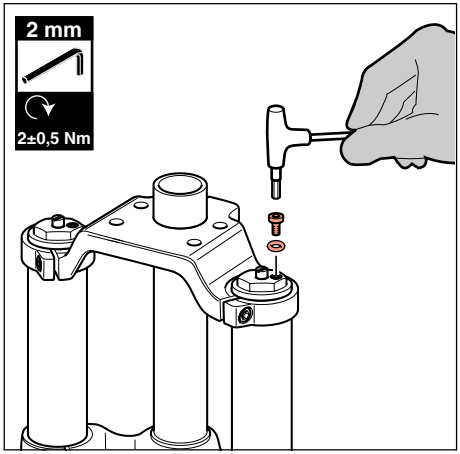
WARNING!

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

4.5 Monster Air-Bleeding

This operation must be carried out with the fork assembled on the bicycle and with the fork's legs fully extended (front wheel off the ground).
While the bike is being used, air can get into the fork legs increasing the pressure within the legs, thereby affecting the fork's operation. This is due to the special shape of the oil seals, which may trap the air inside the fork legs.

- If the fork is not operating at optimum levels, or if there is a loss in the smoothness of the fork, please carry out following operations on both legs of the fork:
- Using a 2mm Allen key, unscrew the air bleed screw located on the cap, in order to drain the pressure generated inside the forks leg (see **Picture 11**).
- Check the oil seal condition, and replace if needed.
- Tighten the air bleed screw to the recommended torque (**2±0.5 Nm**), being careful not to damage the oil seal.



Picture 11 - *Monster Air-Bleeding*

5 ADJUSTMENTS

Obtaining the maximum performance from your suspension system depends on using the correct settings and making the proper adjustments. This section describes how to properly set and make adjustments to your Marzocchi forks.
In order to find the best settings for you, you will need to try several times to understand where and how to make adjustments. When doing so, please ride in an open area, free from traffic, obstacles and other hazards.
The best settings not only depend on the mountain bike frame geometry, the rider's weight and the types of trail or obstacles, but also on many other personal factors connected with your riding style. Therefore, it is not possible to provide you with objective information concerning your desired settings.
However, if you carefully follow the instruction given below, you may find the best settings for you in a short time.
Changing the settings on your forks must be done by acting on only one adjuster 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.

WARNING!

To keep the pressure inside the fork's legs, only use the special MARZOCCHI pump with pressure gauge, which can be purchased at any authorized Marzocchi center. The use of any other pump can compromise the inflating operation and cause malfunction or damage to the fork, resulting in an accident, personal injury or death.

NOTE

Once you have found the best setting, we suggest taking notes of the adjuster clicks or the number of turns, in respect to the "all-closed" position (adjuster completely turned clockwise), so that it will be easier to re-establish the original setting after possible changes.

5.1 Adjustment Kit And Springs

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

5.2 Spring Preload

The best spring preload is the one allowing you to obtain the desired SAG point due to the rider's weight (SAG) (see **par. 5.4 SAG**).

The preload spring may be adjusted, depending on the model, 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.

NOTE

The forks provided with preload mechanical adjustment are 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. 5.4 SAG**).

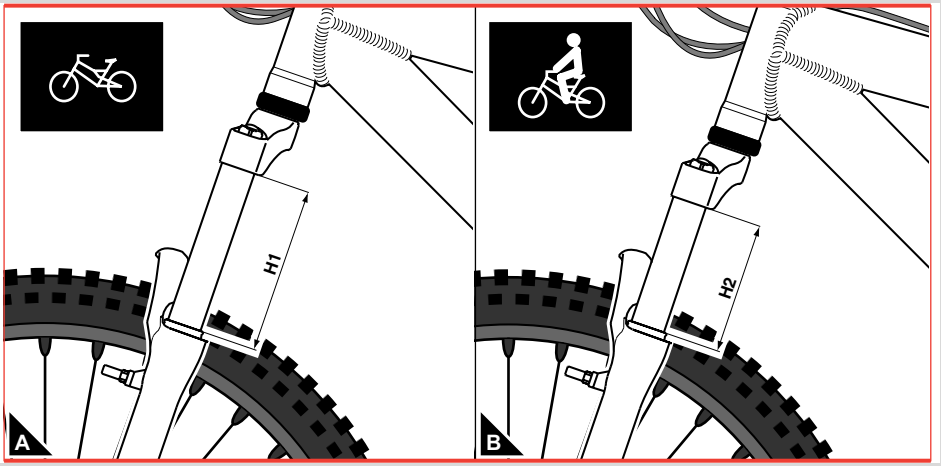
5.4 SAG

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

How to measure SAG

In order to measure the SAG, you only need to carry out the following steps:

- On the leg portion of the fork, measure the distance between the lower crown and the dust seal (see **A** in **Picture 12**). Note this value as "**H1**"
- While sitting on the bike, repeat the measurement (see **B** in **Picture 12**). Note this value as "**H2**".



Picture 12 - *How to measure SAG*

SAG = H1 - H2

How to find the best SAG

The best SAG for Cross-country forks is 15 – 20 %, and 25 – 30% for Freeride forks.

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

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

5.5 Negative Air

If you inflate pressurized air through the valve, you can reduce the fork's static load.
By increasing the pressure inside the fork's leg, you increase the force required for the fork to start sliding.
Moreover, the negative air allows regulating the travel maximum value in a range corresponding to 20 mm.
If you increase the pressure inside the fork's leg, you reduce the travel.

5.6 PAR - Air Progression At Travel End

If you inflate pressurized air through the valve, you can modify the damping of the forces generated during the compression phase at the fork's legs travel end.
If you increase the pressure inside the fork's leg, you increase the compression final braking.

5.7 Rebound Adjustment

Through the extension adjuster you can control the fork's rebound speed following compression. A correct adjustment of the rebound speed allows you to have a stable bike whose wheel can properly react to obstacles on the trail.
If the adjustment is too reactive, the fore-carriage becomes unstable and the mountain bike may swing. Conversely, a rebound speed that is too slow makes overcoming multiple obstacles difficult. This is because the suspension cannot go back to a completely extended position between each obstacle.
The rebound speed adjustment is made through internal or external adjusters.

5.8 Compression Adjustment

You can control the compression speed through the compression adjuster.
The compression adjustment can be done according to the user's needs, but it must be adjusted to a setting that will prevent the fork from "bottoming."

WARNING!

If your fork "bottoms" out, immediately adjust the compression adjustment or check the oil height of the fork. Incorrect compression adjust can result in fork damage, an accident, personal injury or death. Adjusting your oil height should be conducted by an authorized or knowledgeable suspension service technician.

A "hard" compression adjustment offers more stability, and allows for a more aggressive riding style by making the mountain bike more reactive. A "softer" adjustment offers less stability with the advantage of a less "nervous" riding style.
The compression adjustments, depending on the model, can control the compression damping on the whole travel, or can progressively intervene at the end of the travel only.

5.9 ETA (Extension Travel Adjustment)

The ETA cartridge offers "on-the-fly" adjustment of the rebound damping by reducing the fork's length, while maintaining 30 mm of travel.

The adjustment has two positions:

Position LOCK
When turning the knob clockwise, you activate the ETA cartridge function.
In this position the fork's legs will stay compressed after an impact, and 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 ETA cartridge function,

WARNING!

NEVER use the LOCK position while riding downhill as the fork will not react properly when hitting obstacles, and can result in a loss of control of the bicycle, an accident, personal injury, or death

5.10 TAS (Travel Adjustment System)

The TAS cartridge offers, in addition to the ability to adjust the rebound damping “on the fly” by reducing the fork’s length while keeping 30 mm of travel (see **par. 5.9 ETA (Extension Travel Adjustment)**), the possibility of modifying the maximum travel and fork length so they can be adapted to the rider’s needs and frame’s geometry.

WARNING!

Before using to the TAS cartridge adjustment, you will have to completely deflate the positive air chamber located on the right leg, and then re-establish the correct working pressure.

- By turning the knob located at the bottom of the fork’s leg clockwise, you will reduce the maximum travel and the fork’s length.
- By turning the knob located at the bottom of the fork’s leg counterclockwise, you will increase the maximum travel and the fork’s length.

WARNING!

Never force the knob past its limit, as the fork could be damaged, resulting in an accident, personal injury or death.

5.11 TST (Terrain Selection Technology)

The TST system allows for adjustment of the suspension damping.
The TST cartridge consists of a rebound adjuster, located in the lower area, and a 5-position compression adjuster, located in the upper area.
This allows the rider to obtain the best setting according to the type of trail.
The adjuster located in the upper area has five main positions: (CL), (+), (AM), (-), and (DS). Thanks to these 5 positions, the rider can quickly obtain the best setting according to the type of trail (see **Table 8**).

Table 8 - *TST Control Positions Table*

D S	Best setting for downhill
-	Best setting for “All Mountain”
A M	
+	
C L	Best setting for uphill, locked fork

WARNING!

NEVER us the “CL” position while riding downhill as the fork will not react properly when hitting obstacles, and can result in a loss of control of the bicycle, an accident, personal injury, or death.

5.12 TST cartridge with remote control

The TST cartridge can be provided, on request, with a remote control to be installed on the right side of the handlebar.
The remote control lets the riders lock the fork while keeping their hands on the handlebar.
The remote control consists of an operating lever and a release button.
By pulling the control lever, the fork is locked as it occurs when the TST knob is turned to the “CL” position. The fork’s locking is independent of the position of the TST adjustment knob on the fork.
Once the fork has been locked, by operating the release button, you reset the fork to the position set with the TST adjuster.

WARNING!

NEVER us the “CL” position while riding downhill as the fork will not react properly when hitting obstacles, and can result in a loss of control of the bicycle, an accident, personal injury, or death.

5.13 RC2

This new system allows for control of the rebound and compression damping by means of two external adjusters, as well as of the spring preload.

- Through the **extension** adjuster you can control the fork's rebound speed following compression. By turning the adjuster clockwise, you increase the hydraulic damping making the fork slower during the rebound phase. By turning the adjuster counterclockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase.
- The **compression** adjustment is made through a speed sensitive valve located at the bottom of the right leg. By turning the adjuster clockwise, you increase the hydraulic damping during the compression phase. By turning the adjuster counterclockwise, you reduce the hydraulic damping during the compression phase.
- On models Z1 and 66 the **preload** is adjusted by changing the positive air, while on models 888 this is made through the adjustment ring located at the top of the fork's leg. By changing the preload, the fork will be more resistant to bottoming, thus letting the rider obtain the desired initial SAG (see **par. 5.4 SAG**).

NOTE

Sometimes changing the oil height may be necessary to obtain a perfect setting. Adjusting the oil height should be conducted by an authorized Marzocchi service center. Please address to an authorized Marzocchi service center if you require a different oil height

5.14 RC2X

This system is the evolution of RC2 system with an extra X-cartridge on the left leg for the control of the fork's compression at travel end.

- Through the **extension** adjuster you can control the fork's rebound speed following compression. By turning the adjuster clockwise, you increase the hydraulic damping making the fork slower during the rebound phase. By turning the adjuster counterclockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase.
- The **compression** adjustment is made through a speed sensitive valve located at the bottom of the right leg. By turning the adjuster clockwise, you increase the hydraulic damping during the compression phase. By turning the adjuster counterclockwise, you reduce the hydraulic damping during the compression phase.
  On the left leg, there is the X-cartridge which lets you control the compression damping at travel end.
- On models Z1 and 66 the **preload** is adjusted by changing the positive air, while on models 888 this is made through the adjustment ring located at the top of the fork's leg. By changing the preload, the fork will be more resistant to bottoming, thus letting the rider obtain the desired initial SAG (see **par. 5.4 SAG**).

NOTE

Sometimes changing the oil height may be necessary to obtain a perfect setting. Adjusting the oil height should be conducted by an authorized Marzocchi service center. Please address to an authorized Marzocchi service center if you require a different oil height.

Table 9 - *Forks Adjustments*

	Adjustments													
	Spring preload with external adjustment knob	Spring preload with air	Positive air (spring system)	Negative air	PAR - Air Progression At Travel End	Internal rebound adjustment	External rebound adjustment	External compression adjuster	Compression adjustment at travel	ETA (Extension Travel Adjust)	TAS (Travel Adjustement Technology)	TST (Terrain Selection Technology)	TST (Terrain Selection Technology) with remote control *	Table reference
Marathon Race			X2	LH	LH		RH					RH	RC	Tab. 11
Marathon SL Doppio Air			X2	LH	LH		RH					RH	RC	Tab. 11
Marathon XC			RH				RH			LH	LH	RH	RC	Tab. 11
MX Pro Race			X2				RH							Tab. 12
MX Pro SL			X2				RH					RH	RC	Tab. 12
MX Pro			X2				RH							Tab. 12
MX Pro + ETA			RH				RH			LH				Tab. 12
MX Pro + TAS			RH				RH			LH	LH			Tab. 12
MX Comp			X2			RH								Tab. 12
MX Comp + ETA			RH			RH				LH				Tab. 12
MX Comp + TAS			RH			RH				LH	LH			Tab. 12
All Mountain SL			X2	LH	LH		RH					RH	RC	Tab. 13
All Mountain I			RH				RH			LH	LH	RH	RC	Tab. 13
All Mountain I + ETA			RH				RH			LH		RH	RC	Tab. 13
All Mountain II			X2				RH	LH						Tab. 13
All Mountain II + ETA			RH							LH				Tab. 13
All Mountain II + TAS			RH				RH			LH	LH			Tab. 13
All Mountain III			X2				RH							Tab. 13
Z1 SL Doppio Air			X2	LH	LH		RH	RH						Tab. 14
Z1 Light		LH	RH				RH	RH						Tab. 14
Z1 Light + ETA			RH				RH	RH		LH				Tab. 14
Z1 Sport		X2					RH	LH						Tab. 14
Z1 Sport + ETA		RH					RH			LH				Tab. 14
66 SL			X2	LH	LH		RH	RH						Tab. 15
66 RC2X		X2					RH	RH	LH					Tab. 15
66 Light		LH	RH				RH	RH						Tab. 15
66 Light + ETA			RH				RH	RH		LH				Tab. 15
66 VF		X2				RH								Tab. 15
66 VF2		X2					RH	LH						Tab. 15
66 VF2 + ETA		RH					RH			LH				Tab. 15
66 VF2LT		X2					RH	LH						Tab. 15
Dirt Jumper 1		X2					RH	LH						Tab. 16
Dirt Jumper 2		X2					RH							Tab. 16
Dirt Jumper 3		X2				RH								Tab. 16

	Adjustments													
	Spring preload with external adjustment knob	Spring preload with air	Positive air (spring system)	Negative air	PAR - Air Progression At Travel End	Internal rebound adjustment	External rebound adjustment	External compression adjuster	Compression adjustment at Travel	ETA (Extension travel Adjust)	TAS (Travel Adjustement Technology)	TST (Terrain Selection Technology)	TST (Terrain Selection Technology) with remote control *	Table reference
D-Street 24”		X2												**Tab. 17**
888 RC2X	X2						RH	RH						**Tab. 18**
888 RC2	RH						RH	RH	RH					**Tab. 18**
888 VF2							RH	LH						**Tab. 18**
888 VF						RH								**Tab. 18**
Monster							RH	RH	RH					**Tab. 19**
Junior T	X2													**Tab. 20**

* Optional configuration

Table 10 - *Key to Table*

X2	Adjustment on both legs
RH	Adjustment on right leg
LH	Adjustment on left leg
RC	Remote control on handlebar

WARNING!

Right and left references follow the Conventions specified in par. 1.1.1.

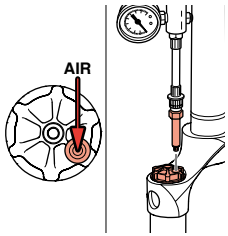
6 SUMMARIZING TABLES

The following tables contain the main features of each model of the Marzocchi Bomber, the possible adjustments that can be made, and how those adjustments should be performed.

Table 11 - *Marathon*

Marathon			
	Marathon Race	**Marathon SL Doppio Air**	**Marathon XC**
Legs' diameter	ø 30 mm		
Available travels	80 mm	100 mm - 120 mm (adjustable by changing the negative air)	100 mm - 120 mm (adjustable with TAS)
Wheel dropout type	Standard		
Max disk dimension	Post Mount 6"		
V-brake fit	Removable type		
Max wheel dimensions	2.2" x 26"		

Marathon Race **Marathon SL Doppio Air** **Marathon XC**

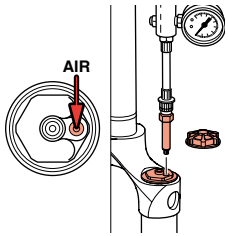


Positive air – TST Cartridge - Right leg

Remove the rubber protection cap marked with "AIR" and turn the TST adjuster till uncovering the air valve.

Tighten the pump adapter on the valve and inflate till reaching the pressure you wish. Refit the rubber protection cap and re-adjust with the TST adjuster

Marathon Race **Marathon SL Doppio Air**



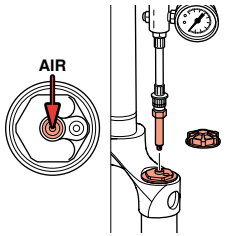
Positive air - DOPPIO-AIR cartridge - Left leg

Unscrew and remove the protection cap.

Tighten the pump adapter on the external valve and inflate till reaching the pressure you wish.

Retighten the protection cap

Marathon Race **Marathon SL Doppio Air**



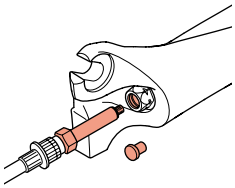
Negative air - DOPPIO-AIR cartridge - Left leg

Unscrew and remove the protection cap.

Tighten the pump adapter on the internal valve and inflate till reaching the pressure you wish.

Retighten the protection cap

Marathon Race **Marathon SL Doppio Air**



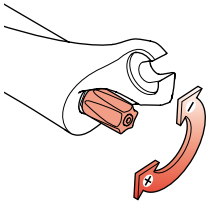
PAR air - DOPPIO-AIR cartridge - Left leg

Remove the rubber protection cap.

Tighten the pump adapter on the valve and inflate till reaching the pressure you wish.

Refit the rubber protection cap.

Marathon Race **Marathon SL Doppio Air** **Marathon XC**

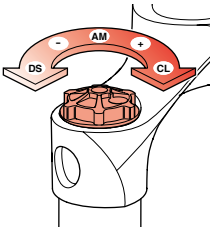


Rebound adjustment by external adjuster - Right leg

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

By turning the adjuster counter-clockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase

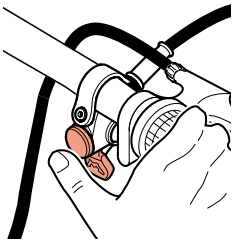
Marathon Race **Marathon SL Doppio Air** **Marathon XC**



TST - Right leg

By turning the knob, you can adjust the compression damping and obtain the best setting according to the type of trail.
DS Recommended setting for downhill
- , AM , + Recommended setting for all mountain all mountain.
CL Best setting for climbing, locked fork

Marathon Race **Marathon SL Doppio Air** **Marathon XC**

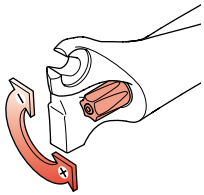


TST with remote control (Remote control under the handlebar on the right - Only for version with TST option with remote control)

By pulling the control lever, the hydraulic configuration of the fork changes allowing the rider to obtain the best setting for climbing (the same as the “CL” position of the TST cartridge), regardless of the position of the adjustment knob on the fork.

Once the fork has been locked, by operating the release button, you reset the fork to the position previously set with the TST adjuster

Marathon XC

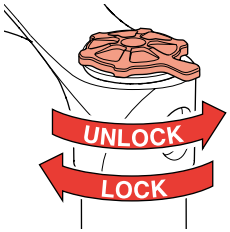


TAS - Left leg

By turning the adjuster clockwise, you will reduce the maximum travel and the fork’s length.
By turning the adjuster counter-clockwise, you will increase the maximum travel and the fork’s length.

Before proceeding with the TAS cartridge adjustment, deflate the positive air chamber located on the right leg, and then re-establish the correct working pressure

Marathon XC



ETA - Left leg

By turning the knob clockwise, you activate the ETA cartridge function

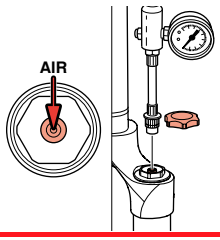
By turning the knob counter-clockwise, you reset the suspension's normal function

Poids du cycliste	Kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	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
Positive air pressure (TST leg)	bar	≤ 2.00	2.00 ÷ 2.75	2.75 ÷ 3.40	≥ 4.20
	psi	≤ 30	30 ÷ 40	40 ÷ 50	≥ 60
Negative air pressure	bar	5.00 ÷ 15.00			
	psi	73 ÷ 217			
PAR air pressure	bar	0 ÷ 2.00			
	psi	0 ÷ 30			

Table 12 - *MX*

MX				
	MX PRo Race	**MX Pro SL**	**MX Pro**	**MX Comp**
Legs' diameter	ø 30 mm			
Available travels	85 mm	105 mm - 120 mm	100 mm - 120 mm	85 mm- 105 mm 120 mm
Wheel dropout type	Standard			
Max disk dimension	Post Mount 6"			
V-brake fit	Removable type			
Max wheel dimensions	2.2" x 26"			

MX Pro Race **MX Pro** **MX Comp**

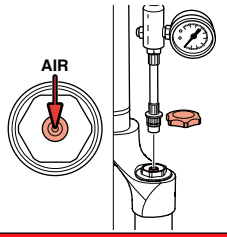


Positive air - Both legs (Only on right leg for versions with + ETA option)

Remove the protection cap.

Tighten the pump adapter on the valve and inflate till reaching the pressure you wish.
Refit the protection cap

MX Pro SL

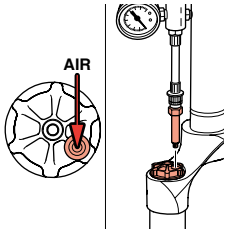


Positive air - Left leg

Remove the protection cap.

Tighten the pump on the valve and inflate till reaching the pressure you wish.
Refit the protection cap

MX Pro SL



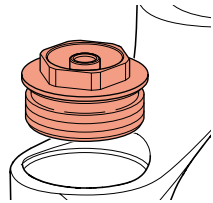
Positive air – TST cartridge - Right leg

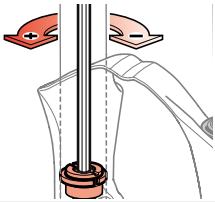
Remove the rubber protection cap marked with “AIR” and turn the TST adjuster till uncovering the air valve.

Tighten the pump on the valve and inflate till reaching the pressure you wish.

Refit the rubber protection cap and re-adjust with the TST adjuster

MX Comp

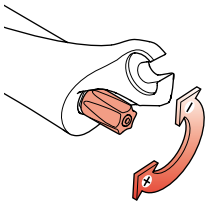




Rebound adjustment by internal adjuster - Right leg

Using a small pin extractor eliminate any pressure from the right leg.
Unscrew and remove the protection cap with a 21mm cap key.
Insert the hexagonal bar supplied into the stanchion being very careful to center the notch of the adjuster.
By turning the adjuster counter-clockwise, you increase the hydraulic damping making the fork slower during the rebound phase.
By turning the adjuster clockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase.
After adjustment, refit and tighten the protection cap to the recommended tightening torque.
Re-inflate to the recommended air pressure value

MX Pro Race **MX Pro SL** **MX Pro**

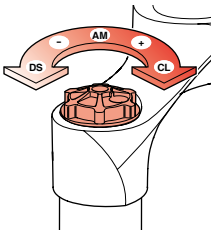


Rebound adjustment by external adjuster - Right leg

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

By turning the adjuster counter-clockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase

MX Pro SL

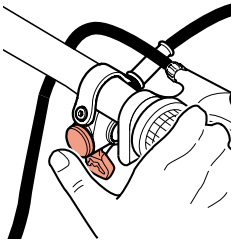


TST - Right leg

By turning the knob, you can adjust the compression damping and obtain the best setting according to the type of trail.

DS Recommended setting for downhill
- , AM , + Recommended setting for all mountain all mountain.
CL Best setting for climbing, locked fork

MX Pro SL

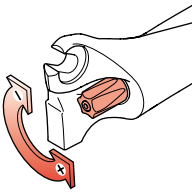


TST with remote control - Left leg (Only for version with TST option with remote control)

By pulling the control lever, the hydraulic configuration of the fork changes allowing the rider to obtain the best setting for climbing (the same as the “CL” position of the TST cartridge), regardless of the position of the adjustment knob on the fork.

Once the fork has been locked, by operating the release button, you reset the fork to the position set with the TST adjuster.

MX Pro **MX Comp**

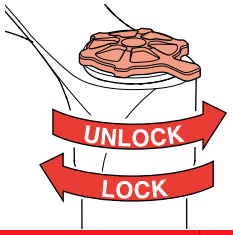


TAS - Left leg (Only for version with + TAS option)

By turning the adjuster clockwise, you will reduce the maximum travel and the fork’s length.
By turning the adjuster counter-clockwise, you will increase the maximum travel and the fork’s length.

Before proceeding with the TAS cartridge adjustment, deflate the positive air chamber located on the right leg, and then re-establish the correct working pressure

MX Pro **MX Comp**



ETA - Left leg (Only for version with + ETA option)

By turning the knob clockwise, you activate the ETA cartridge function.

By turning the knob counter-clockwise, you reset the suspension’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	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
Positive air pressure (TST leg)	bar	≤ 2.00	2.00 ÷ 2.75	2.75 ÷ 3.40	≥ 4.20
	psi	≤ 30	30 ÷ 40	40 ÷ 50	≥ 60

Table 13 - *All Mountain*

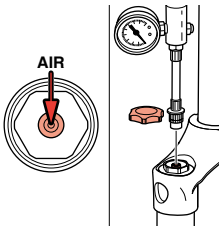
All Mountain				
	All Mountain SL	**All Mountain I All Mountain II**	**All Mountain I ETA**	**All Mountain III**
Legs' diameter	ø 32 mm			
Available travels	130 mm-150 mm*	130 mm-150 mm***	150 mm	130 mm
Wheel dropout type	Standard			
Max disk dimension	Post Mount 6" **			
V-brake fit	No			
Max wheel dimensions	2.8" x 26"			

* adjustable by changing the negative air

** The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer

*** adjustable with TAS

All Mountain II **All Mountain III**

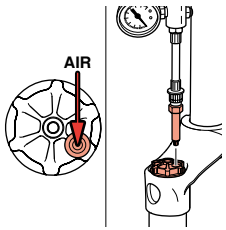


Positive air - Both legs (Only on right leg for version with + ETA / + TAS option)

Remove the protection cap.

Tighten the pump on the valve and inflate till reaching the pressure you wish. Refit the protection cap

All Mountain SL **All Mountain I** **All Mountain I ETA**

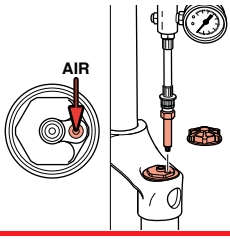


Positive air - TST cartridge - Right leg

Remove the rubber protection cap marked with "AIR" and turn the TST adjuster till uncovering the air valve.

Tighten the pump adapter on the valve and inflate till reaching the pressure you wish. Refit the rubber protection cap and re-adjust with the TST adjuster

All Mountain SL

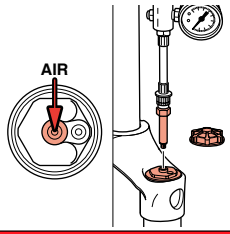


Positive air - DOPPIO-AIR cartridge - Left leg

Unscrew and remove the protection cap.

Tighten the pump adapter on the external valve and inflate till reaching the pressure you wish. Retighten the protection cap.

All Mountain SL

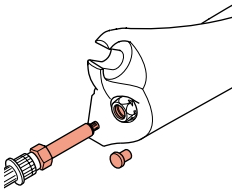


Negative air - DOPPIO-AIR cartridge - Left leg

Unscrew and remove the protection cap.

Tighten the pump adapter on the internal valve and inflate till reaching the pressure you wish. Retighten the protection cap

All Mountain SL

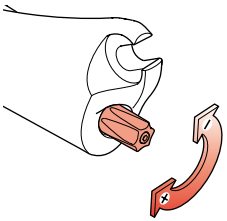


PAR air - DOPPIO-AIR cartridge - Left leg

Remove the rubber protection cap.

Tighten the pump adapter on the valve and inflate till reaching the pressure you wish. Refit the rubber protection cap.

All Mountain SL All Mountain I All Mountain II All Mountain III All Mountain I ETA

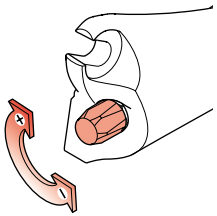


Rebound adjustment by external adjuster - Right leg

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

By turning the adjuster counter-clockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase

All Mountain II

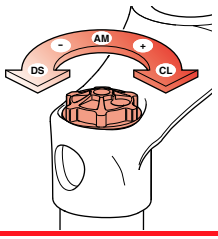


Compression adjustment by external adjuster - Left leg
(Not present in the version with +ETA / + TAS option)

By turning the adjuster clockwise, you increase the hydraulic damping during the compression phase.

By turning the adjuster counter-clockwise, you reduce the hydraulic damping during the compression phase

All Mountain SL All Mountain I All Mountain I ETA

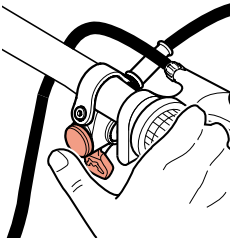


TST - Right leg

By turning the knob, you can adjust the compression damping and obtain the best setting according to the type of trail.

DS Recommended setting for downhill
- , AM , + Recommended setting for all mountain all mountain.
CL Best setting for climbing, locked fork

All Mountain SL **All Mountain I** **All Mountain I ETA**

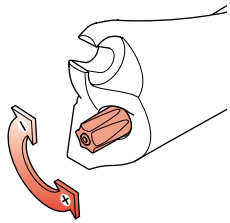


TST with remote control (Remote control under the handlebar on the right - Only for version with TST option with remote control)

By pulling the control lever, the hydraulic configuration of the fork changes allowing the rider to obtain the best setting for climbing (the same as the “CL” position of the TST cartridge), regardless of the position of the adjustment knob on the fork.

Once the fork has been locked, by operating the release button, you reset the fork to the position set with the TST adjuster

All Mountain I **All Mountain II**



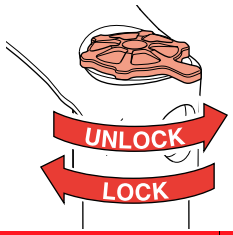
TAS - Left leg (Only for version with + TAS option)

By turning the adjuster clockwise, you will reduce the maximum travel and the fork’s length.

By turning the adjuster counter-clockwise, you will increase the maximum travel and the fork’s length.

Before proceeding with the TAS cartridge adjustment, deflate the positive air chamber located on the right leg, and then re-establish the correct working pressure

All Mountain I **All Mountain II** **All Mountain I ETA**



ETA - Left leg (Only for version with + ETA / + TAS option)

By turning the knob clockwise, you activate the ETA cartridge function.

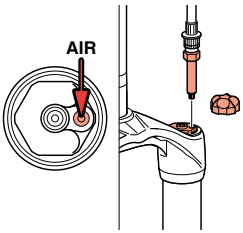
By turning the knob counter-clockwise, you reset the suspension’s normal function

Rider’s weight	Kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	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
Positive air pressure (TST leg)	bar	≤ 2.00	2.00 ÷ 2.75	2.75 ÷ 3.40	≥ 4.20
	psi	≤ 30	30 ÷ 40	40 ÷ 50	≥ 60
Negative air pressure	bar	5.00 ÷ 15.00			
	psi	73 ÷ 217			
PAR air pressure	bar	0 ÷ 2.00			
	psi	0 ÷ 30			

***Table 14 -** Z1*

Z1			
	Z1 SL Doppio Air	**Z1 Light**	**Z1 Sport**
Legs' diameter	ø 32 mm		
Available travels	130 mm - 150 mm*		
Wheel dropout type	ø 20mm through-hole axle		
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)		
V-brake fit	No		
Max wheel dimensions	2.8" x 26"		
* adjustable by changing the negative air			

Z SL Doppio Air

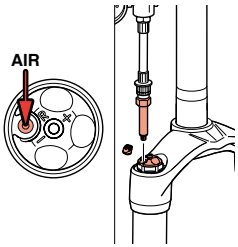


Positive air - DOPPIO-AIR cartridge - Left leg

Unscrew and remove the protection cap.

Tighten the pump adapter on the external valve and inflate till reaching the pressure you wish. Retighten the protection cap

Z1 SL Doppio Air **Z1 Light**

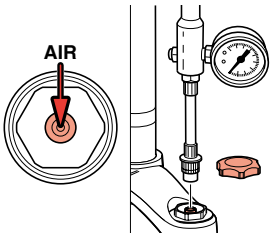


Positive air - RC2 cartridge - Right leg

Remove the rubber protection cap marked with "AIR" and turn the adjuster till uncovering the air valve.

Tighten the pump adapter on the valve and inflate till reaching the pressure you wish. Refit the rubber protection cap and re-adjust with the adjuster

Z1 Light

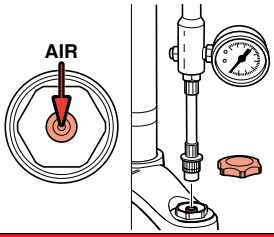


Spring preload with air - Left leg
(Not present in the version with + ETA option)

Remove the protection cap.

Tighten the pump on the valve and inflate till reaching the pressure you wish. Refit the protection cap

Z1 Sport

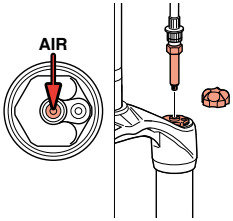


Spring preload with air - Both legs
(Only on the right leg in the version with + ETA option)

Remove the protection cap.

Tighten the pump adapter on the valve and inflate till reaching the pressure you wish. Refit the protection cap

Z1 SL Doppio Air

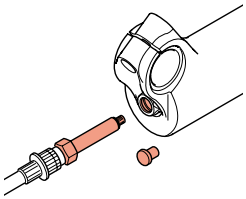


Negative air - DOPPIO-AIR cartridge - Left leg

Unscrew and remove the protection cap.

Tighten the pump adapter on the internal valve and inflate till reaching the pressure you wish. Retighten the protection cap

Z1 SL Doppio Air

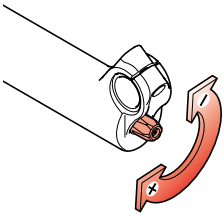


PAR air - DOPPIO-AIR cartridge - Left leg

Remove the rubber protection cap.

Tighten the pump adapter on the valve and inflate till reaching the pressure you wish. Refit the rubber protection cap

Z1 Sport

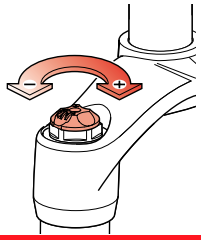


Rebound adjustment by external adjuster - Right leg

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

By turning the adjuster counter-clockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase

Z1 SL Doppio Air Z1 Light

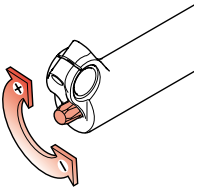


Rebound adjustment by external adjuster – RC2 cartridge Right leg

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

By turning the adjuster counter-clockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase

Z1 Sport

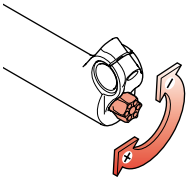


Compression adjustment by external adjuster - Left leg (Not present in the version with +ETA option)

By turning the adjuster clockwise, you increase the hydraulic damping during the compression phase.

By turning the adjuster counter-clockwise, you reduce the hydraulic damping during the compression phase

Z1 SL Doppio Air **Z1 Light**

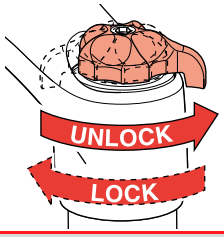


Compression adjustment by external adjuster – RC2 cartridge Right leg

By turning the adjuster clockwise, you increase the hydraulic damping during the compression phase.

By turning the adjuster counter-clockwise, you reduce the hydraulic damping during the compression phase

Z1 Light **Z1 Sport**



ETA - Left leg
(Only for version with + ETA option)

By turning the knob clockwise, you activate the ETA cartridge function.

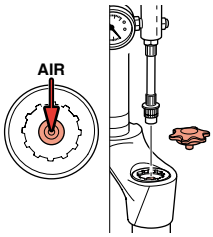
By turning the knob counter-clockwise, you reset the suspension's normal function

Rider's weight	Kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	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
Negative air pressure	bar	5.00 ÷ 15.00			
	psi	73 ÷ 217			
PAR air pressure	bar	0 ÷ 2.00			
	psi	0 ÷ 30			
Preload air pressure	bar	0 ÷ 1.00			
	psi	0 ÷ 15			

Table 15 - *66*

66			
	66 SL	66 RC2X - 66 Light 66 VF - 66 VF2	66 VF2 LT
Legs' diameter	ø 35mm		
Available travels	150 mm - 170 mm*	150 mm - 170 mm	190 mm
Wheel dropout type	ø 20mm through-hole axle		
Max disk dimension	Post Mount 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)		
V-brake fit	No		
Max wheel dimensions	2.8" x 26"		
* adjustable by changing the negative air			

66 Light



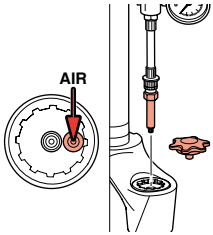
Positive air - Left leg

Remove the protection cap.

Tighten the pump on the valve and inflate till reaching the pressure you wish.

Refit the protection cap

66 SL



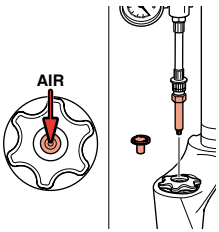
Positive air - DOPPIO-AIR cartridge - Left leg

Unscrew and remove the protection cap.

Tighten the pump adapter on the external valve and inflate till reaching the pressure you wish.

Retighten the protection cap

66 SL **66 Light**



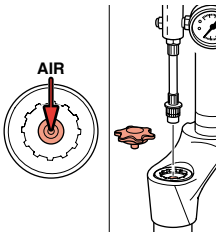
Positive air - RC2 cartridge - Right leg

Remove the protection cap marked with "AIR".

Tighten the pump adapter on the valve and inflate till reaching the pressure you wish.

Refit the protection cap

66 VF **66 VF2** **66 VF2 LT**



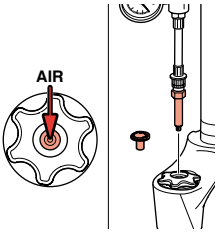
Spring preload with air - Both legs
(Only right lef for version with + ETA option)

Remove the protection cap.

Tighten the pump on the valve and inflate till reaching the pressure you wish.

Refit the protection cap

66 RC2X



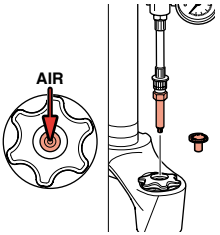
Spring preload with air – RC2 cartridge - Right leg

Remove the protection cap marked with “AIR”.

Tighten the pump adapter on the valve and inflate till reaching the pressure you wish.

Refit the protection cap

66 RC2X



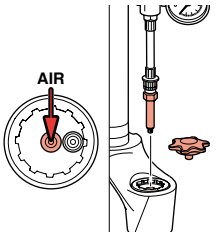
Spring preload with air – X cartridge - Left leg

Remove the protection cap marked with “AIR”.

Tighten the pump adapter on the valve and inflate till reaching the pressure you wish.

Refit the protection cap

66 SL



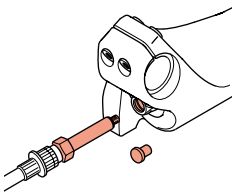
Negative air - DOPPIO-AIR cartridge - Left leg

Unscrew and remove the protection cap.

Tighten the pump adapter on the internal valve and inflate till reaching the pressure you wish.

Retighten the protection cap.

66 SL



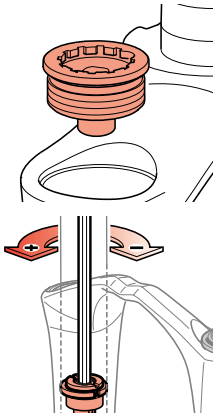
PAR air - DOPPIO-AIR cartridge - Left leg

Remove the rubber protection cap.

Tighten the pump adapter on the valve and inflate till reaching the pressure you wish.

Refit the rubber protection cap

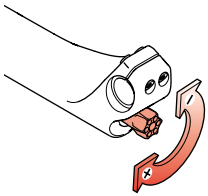
66 VF



Rebound adjustment by internal adjuster - Right leg

Using a small pin extractor eliminate any pressure from the right leg.
Unscrew and remove the protection cap with lock ring tool for Shimano freewheel sprockets.
Insert a 3mm Allen key into the stanchion being very careful to center the notch of the adjuster.
By turning the adjuster counter-clockwise, you increase the hydraulic damping making the fork slower during the rebound phase.
By turning the adjuster clockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase.
After adjustment, refit and tighten the protection cap to the recommended tightening torque.
Re-inflate to the recommended air pressure value.

66 VF2

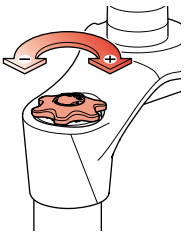


Rebound adjustment by external adjuster - Right leg

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

By turning the adjuster counter-clockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase

66 SL **66 RC2X** **66 Light**

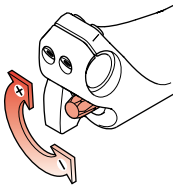


Rebound adjustment by external adjuster – RC2 cartridge - Right leg

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

By turning the adjuster counter-clockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase.

66 VF2 **66 VF2 LT**

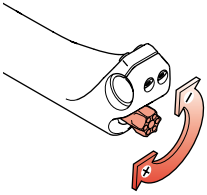


Compression adjustment by external adjuster - Left leg (Not present in the version with + ETA option)

By turning the adjuster clockwise, you increase the hydraulic damping during the compression phase.

By turning the adjuster counter-clockwise, you reduce the hydraulic damping during the compression phase

66 SL **66 RC2X** **66 Light**

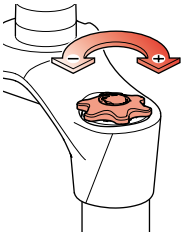


Compression adjustment by external adjuster – RC2 cartridge Right leg

By turning the adjuster clockwise, you increase the hydraulic damping during the compression phase.

By turning the adjuster counter-clockwise, you reduce the hydraulic damping during the compression phase.

66 RC2X

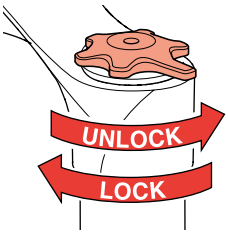


Compression adjustment at travel end - X cartridge - Left leg

By turning the adjuster clockwise, you increase the hydraulic compression damping at the fork's legs travel end.

By turning the adjuster counter-clockwise, you reduce the hydraulic compression damping at the fork's legs travel end

66 Light **66 VF2**



ETA - Left leg
(Only for version with + ETA option)

By turning the knob clockwise, you activate the ETA cartridge function.

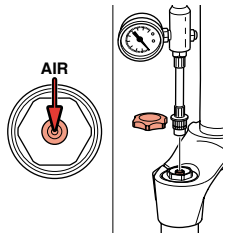
By turning the knob counter-clockwise, you reset the fork's normal function

Rider's weight	Kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	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
Negative air pressure	bar	5.00 ÷ 15.00			
	psi	73 ÷ 217			
PAR air pressure	bar	0 ÷ 2.00			
	psi	0 ÷ 30			
Preload air pressure	bar	0 ÷ 1.00			
	psi	0 ÷ 15			

Table 16 - *Dirt Jumper*

Dirt Jumper			
	Dirt Jumper I	Dirt Jumper II	**Dirt Jumper III**
Legs' diameter	ø 32mm		
Available travels	80 mm - 100 mm		
Wheel dropout type	ø 20mm through-hole axle	ø 20mm through-hole axle	Standard (ø 20mm through-hole axle as an optional)
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)		
V-brake fit	No		
Max wheel dimensions	2.8" x 26"		

Dirt Jumper I **Dirt Jumper II** **Dirt Jumper III**



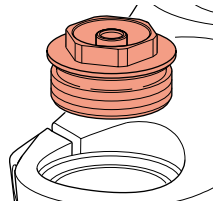
Spring preload with air - Both legs

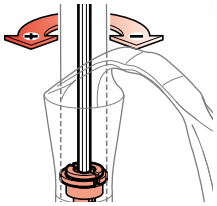
Remove the protection cap.

Tighten the pump on the valve and inflate till reaching the pressure you wish.

Refit the protection cap

Dirt Jumper III

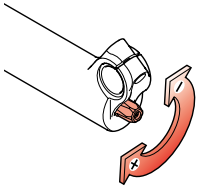




Rebound adjustment by internal adjuster - Right leg

Using a small pin extractor eliminate any pressure from the right leg.
Unscrew and remove the protection cap with a 21mm cap key.
Insert a 12mm tee-key into the stanchion being very careful to center the notch of the adjuster.
By turning the adjuster counter-clockwise, you increase the hydraulic damping making the fork slower during the rebound phase.
By turning the adjuster clockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase.
After adjustment, refit and tighten the protection cap to the recommended tightening torque.
Re-inflate to the recommended air pressure value

Dirt Jumper I	Dirt Jumper II

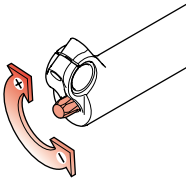


Rebound adjustment by external adjuster - Right leg

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

By turning the adjuster counter-clockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase.

Dirt Jumper I



Compression adjustment by external adjuster - Left leg

By turning the adjuster clockwise, you increase the hydraulic damping during the compression phase.

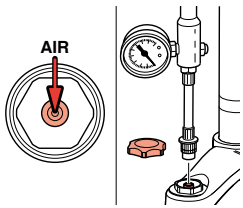
By turning the adjuster counter-clockwise, you reduce the hydraulic damping during the compression phase

Rider's weight	Kg	55 ÷ 110+
	lbs	120 ÷ 220+
Preload air pressure	bar	0 ÷ 1.00
	psi	0 ÷ 15

Table 17 - *D-Street 24"*

D-Street 24"	
Legs' diameter	ø 32mm
Available travels	80 mm
Wheel dropout type	ø 20mm through-hole axle
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)
V-brake fit	Removable type
Max wheel dimensions	2.5" x 24"

D-Street 24"



Spring preload with air - Both legs

Remove the protection cap.

Tighten the pump on the valve and inflate till reaching the pressure you wish.

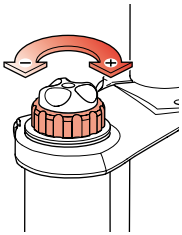
Refit the protection cap

Rider's weight	Kg	55 ÷ 110+
	lbs	120 ÷ 220+
Preload air pressure	bar	0 ÷ 1.00
	psi	0 ÷ 15

Table 18 - 888

888	
888 RC2X - 888 RC2 - 888 VF2 - 888 VF	
Legs' diameter	ø 35 mm
Available travels	170 mm - 200 mm
Wheel dropout type	ø 20mm through-hole axle
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)
V-brake fit	No
Max wheel dimensions	2.8" x 26"

888 RC2X **888 RC2**

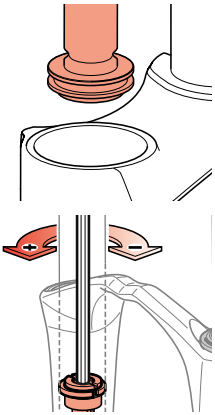


Spring preload by external adjuster - Both legs (RC2X)
Spring preload by external adjuster - Right leg (RC2)

By turning the knob clockwise, you increase the preload value while reducing the air volume inside the fork's leg.

By turning the knob counter-clockwise, you reduce the preload value while increasing the air volume inside the fork's leg

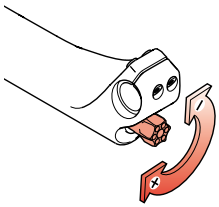
888 VF



Rebound adjustment by internal adjuster - Right leg

Unscrew and remove the protection cap with a 26 mm cap key.
Insert a 3mm Allen key into the stanchion being very careful to center the notch of the adjuster.
By turning the adjuster counter-clockwise, you increase the hydraulic damping making the fork slower during the rebound phase.
By turning the adjuster clockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase.
After adjustment, refit and tighten the protection cap to the recommended tightening torque.
Re-inflate to the recommended air pressure value.

888 VF2

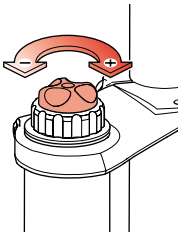


Rebound adjustment by external adjuster - Right leg

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

By turning the adjuster counter-clockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase

888 RC2X **888 RC2**

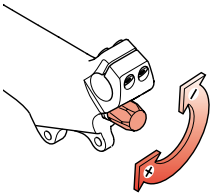


Rebound adjustment by external adjuster – RC2 cartridge - Right leg

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

By turning the adjuster counter-clockwise, you reduce the hydraulic damping making the fork more reactive during the rebound phase.

888 VF2

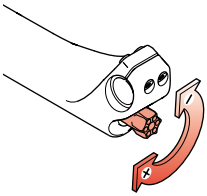


Compression adjustment by external adjuster - Left leg

By turning the adjuster clockwise, you increase the hydraulic damping during the compression phase.

By turning the adjuster counter-clockwise, you reduce the hydraulic damping during the compression phase

888 RC2X **888 RC2**

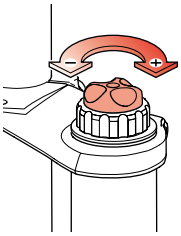


Compression adjustment by external adjuster –RC2 cartridge Right leg

By turning the adjuster clockwise, you increase the hydraulic damping during the compression phase.

By turning the adjuster counter-clockwise, you reduce the hydraulic damping during the compression phase.

888 RC2X



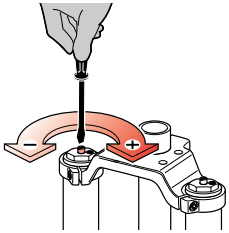
Compression adjustment at travel end – X cartridge - Left leg

By turning the adjuster clockwise, you increase the hydraulic compression damping at the fork's legs travel end.

By turning the adjuster counter-clockwise, you reduce the hydraulic compression damping at the fork's legs travel end

Table 19 - *Monster*

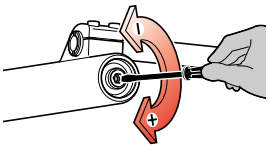
Monster	
Legs' diameter	ø 40 mm
Available travels	200 mm
Wheel dropout type	ø 20mm through-hole axle
Max disk dimension	Post Mount 8"
V-brake fit	No
Max wheel dimensions	3.0" x 26"



Rebound adjustment by external adjuster – HSCV cartridge Right leg

By turning the adjuster clockwise with a small screwdriver, you increase the hydraulic damping making the fork slower during the rebound phase.

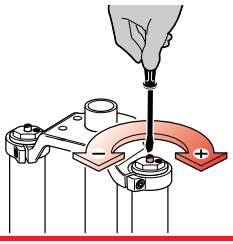
By turning the adjuster counter-clockwise with a small screwdriver, you reduce the hydraulic damping making the fork more reactive during the rebound phase.



Compression adjustment by external adjuster – HSCV cartridge Right leg

By turning the adjuster clockwise with a small screwdriver, you increase the hydraulic compression damping and, with the same load, you reduce the travel of the fork.

By turning the adjuster counter-clockwise with a small screwdriver, you reduce the hydraulic compression damping making the fork more reactive when hitting obstacles



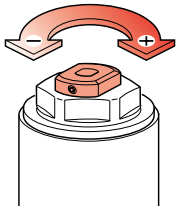
Compression adjustment at travel end - HSCV cartridge - Left leg

By turning the adjuster clockwise with a small screwdriver, you increase the hydraulic compression damping at the fork's legs travel end.

By turning the adjuster counter-clockwise with a small screwdriver, you reduce the hydraulic compression damping at the fork's legs travel end

Table 20 - *Junior T*

Junior T	
Legs' diameter	ø 32 mm
Available travels	170 mm
Wheel dropout type	Standard (ø 20mm through-hole axle as an optional)
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)
V-brake fit	No
Max wheel dimensions	2.8" x 26"



Spring preload by external adjuster - Both legs

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

By turning the knob counter-clockwise, you reduce the preload value

Table 21 - *Tightening torque*

Part to be tightened	Tightening torque (Nm)
V-brake locking pins	9 ± 1
Fork's top caps	10 ± 1
Air bleed screw (Monster)	2 ± 0,5
Adjuster locking screws	2 ± 0,5
Cartridge bottom screws (Monster)	25 ± 1
Pumping rod/cartridge bottom nut/screw	10 ± 1
Lower crown fixing screws (888, Junior T)	6 ± 1
Lower crown fixing screws (Monster, Dirt Jumper)	10 ± 1
Fender fixing screws	6 ± 1
Handlebar clamp fixing screws (Monster, Junior T)	10 ± 1
Handlebar clamp fixing screws (888)	6 ± 1
Upper crown fixing screws (888, Junior T)	6 ± 1
Upper crown fixing screws (Monster)	10 ± 1
Wheel axle screws	15 ± 1
Allen screws for wheel axles	6 ± 1
Allen screws for wheel axles (Monster)	10 ± 1

7 WARRANTY

7.1 WARRANTY FOR EU COUNTRIES

Marzocchi S.p.a. warrants that its new Suspension Systems are free from original conformity defects throughout a period of two (2) years from the date of the purchase, in accordance with Directive 99/44/EC.
The retail invoice or, if any, the warranty certificate dated and stamped by Marzocchi retailer, enclosed with the product, prove the commencement date of the warranty.
In the event of a conformity defect within the aforesaid term, the purchaser should return the product to the Marzocchi retailer where he/she bought it, illustrating the defect and the reasons of the warranty claim.
The retailer will inform the purchaser when the product has been repaired or replaced.

1. **NOT COVERED:** This warranty does not cover non-conformity defects after the purchase, such as damage resulting from accidents, alteration, neglect, misuse, abuse, improper use, improper assembly, repairs improperly performed, 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, as they are not original non-conformities, items subject to normal wear occasioned by use, including, but not limited to, oil, dust seals, oil seals, and bushings. In addition, this warranty is void in the event that the forks are used with rental bicycles. This warranty will be automatically void if the serial number of the Marzocchi Suspension System is altered, erased, defaced or otherwise subject to any tampering. Finally, this warranty will not cover Marzocchi second-hand suspension systems and in this case the retailer will offer a warranty for the second-hand product, without liability of any kind, either direct or indirect, of Marzocchi.

2. **TERRITORIAL LIMITATION:** This warranty covers all the products bought in a EU country, except for products bought in a EU country but used in the USA which the clauses of the "Warranty rest of the world – USA included" apply to. Some EU countries set mandatory rules which govern the warranty for consumer goods; should these rules be inconsistent with the terms of this warranty, national mandatory rules shall take precedence.

⚠ ***WARNING!***

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

MARZOCCHI and BOMBER trademarks licensed by Marzocchi S.p.A.

7.2 WARRANTY REST OF THE WORLD – USA INCLUDED

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 (for the USA, Marzocchi USA), freight prepaid, together with the original retail invoice or other evidence of the date of purchase.

1. 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, and / or normal wear or deterioration occasioned by the use of the suspension system. Items subject to normal wear or deterioration include but are not limited to oil, dust seals, oil seals, and bushings. In addition, this warranty is void in the event that the forks are 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 (for the USA, Marzocchi USA), labor costs to remove the Marzocchi Suspension System from the bicycle, or compensation for inconvenience or 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.

2. 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.

3. 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.

4. PROCEDURE:

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

5. 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.

6. DAMAGES:

Except as expressly provided by this warranty, Marzocchi S.p.A. **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.

7. 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. 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. is authorized to modify, extend or enlarge this warranty.

8. WARNING:

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

9. OTHER RIGHTS:

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

10. 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.

MARZOCCHI distributors and service centres

EUROPE

COUNTRY	*C O M P A N Y*
AUSTRIA	**TRENDSPORT GmbH** Südtirolerstr., 1 - A6911 LOCHAU – Austria Contact: Mr. Klaus Froeis Tel.: +43 (0)5574 47147 • Fax: +43 (0)5574 52334 Info@trendsport.co.at
BELGIUM THE NETHERLANDS LUXEMBURG	**AUGUSTA BENELUX BV** Roosveltstraat 46 – NL 2321 BM LEIDEN – The Netherlands Contact: Mr. Koeman • Tel. +31 (0) 71 5791580 • Fax +31 (0) 71 5323201 Marzocchi@augustabenelux.nl
CZECH REPUBLIC SLOVAKIA	**ANTONIN BARTONICEK** Skladova 20 – 32600 PLZEN – Czech Republic Tel.: +420 (0)377 240 501 • Fax: +420 (0)377 448 548 bartonicek@mbox.vol.cz
DENMARK	**TOKIND** Nydamsvej 49 - DK-8362 - Hoerning Tel.: +45 8636 7800 • Fax: +45 8636 7377 Contact: Claus Hilmar E-mail: info@tokind.dk • www.tokind.dk
FINLAND	**OY DUELL BIKE-CENTER AB** Porraskuja 3, - 01740 VANTAA – Finland Contact: Jussi Laurikainen Tel.: +358 (0)6 322 7500 • Fax: +358 (0)6 322 2231 info@duellbike.fi • www.duellbike.fi
FRANCE	**PHILAMY S.A.** 1384, Parc Industriel Saint-Maurice - F 04100 Manosque – France Contact: Derrick Coetzer Tel. +33 (0) 4 92 70 97 00 • Fax: +33 (0) 4 92 72 60 70 Info@philamy.com • www.philamy.com
GERMANY	**COSMIC SPORTS GmbH** Ipsheimerstr. 15-17 - D-90431 NÜRNBERG – Germany Tel. +49 911 31 07 55 0 • Fax: +49 911 3107 55 55 Info@cosmicsports.de • www.cosmicsports.de
ITALY	**LARM SPA** Via Cà dell'Orbo, 36 – 40055 Villanova di Castenaso (BOLOGNA) - Italy Tel. +39 0516053460 • Fax +39 0516053411 Sales@larm.it
OFFICIAL DISTRIBUTOR ALSO FOR: ALBANIA – TURKEY – BULGARIA – ROMANIA – MOLDAVIA – UKRAINE – BELARUS –RUSSIA – ASIA	
NORWAY	**SPORTPARTNER AS** POSTBOKS 555, BERGEN 5884 – Norway Tel. +47 55 50 6464 • Fax +47 55 50 6465 post@sportpartner.no • www.sportpartner.no
POLAND	**F.H. GREGORIO** 43-450 USTRO - ul.3 Maja 24° Poland Tel./ Fax: +48 (0) 338544802 gregorio@post.pl • www.gregorio.pl

PORTUGAL	**TAVARES & TIMMERMANS, Lda. Bike Center** Condomínio Industrial de Alcolombal – Estrada de Alcolombal, Armazém 1 2705-833 TERRUGEM-SINTRA – Portugal Contact: Hans Timmermans Tel. +351 (0)21 961 06 21 • Fax +351 (0)21 961 06 38 bikecenter@mail.telepac.pt • www.bikecenter-pt.com
SLOVENIA	**CULT d.o.o.** Trzaska 77 1370 LOGATEC - Slovenia Tel: +386 1 754 10 30 • Fax: +386 1 750 92 39
OFFICIAL DISTRIBUTOR ALSO FOR: CROATIA, SERBIA, MONTENEGRO, BOSNIA HERZEGOVINA, MACEDONIA	
SPAIN	**TEAM BIKE S.L.** Elche Parque Industrial c/ Juan de la Cierva, 87 03203 Torrellano-Elche Alicante Spain Contact : Simon Tel.: +34 965 68 35 34 • Fax: +34 965 68 05 10 Info@teambike.es
SWEDEN	**TOKIND** Nydamsvej 49 DK-8362 Hoerning - Denmark Contact: Claes Rehn Tel. : +45 8636 7800 • Fax: +45 8636 7377 info@tokind.se • www.tokind.se
SWITZERLAND LIECHTENSTEIN	**INTERCYCLE** Prufundmatte 3 – CH-6210 SURSEE – Switzerland Tel.: +41 (0)41 9266511 • Fax: +41 (0)41 9266352 Info@intercycle.com (www.intercycle.com
UNITED KINGDOM IRELAND	***SOLENT UK Ltd***. t/a Windwave Unit D2- D3 – Heritage Business Park – Heritage Way - GOSPORT Hants PO12 4BG - UK Tel. +44 (0)23 92521912 • Fax +44 (0)23 92522625 Office@windwave.co.uk • www.windwave.co.uk

OTHER COUNTRIES

COUNTRY	*C O M P A N Y*
AUSTRALIA NEW ZEALAND	**GROUPE SPORTIF PTY. LTD.** 27 Ceylon Street, NUNAWADING 3131, Victoria – Australia Tel.: +61 3 9888 9882 • Fax: +61 3 9888 9902 help@groupesportif.com • www.groupesportif.com
BRAZIL	**PLINIO CURI IMP. EXP.LTDS** Rwa Pamplona 8185 Andar - 01405-030 SAO PAOLO – Brasil Tel.: +55 11 2510633 • Fax: +55 11 2515069 pcuri@ibm.net
CANADA	**NORCO PRODUCTS LTD.** 1465 Kebet Way - PORT COQUITLAM, B.C. V3C 6L3 - Canada Tel.: +1 604 552 2930 • Fax: +1 604 552 2948 Sales@norco.com • www.norco.com
ISRAEL	**CYCLE TRADING COMPANY LTD.** Hapardes Rd. - RISHPON, Israel Tel.: +972 9 9513010 • Fax: +972 9 9509783 sales@ctc.co.il • www.ctc.co.il
KOREA	**FOURS** 69-6 Jeongja-Dong Bundang-Gu Seongnam-Si, KYONGGI-DO, Korea Tel.: +82 (0)31 719 6520/21 • Fax: +82 (0)31 719 6519
PHILIPPINES	**FAREN ENTERPRISES** #59_E Bansalangin St., Project 7 - 1105 Quezon City – Philippines Tel. +632 372 2541 • Fax +632 372 2311 hansgee@mydestiny.net
SINGAPORE	**CAPPA TRADING PTE. LTD.** 85 Kaki Bukit Avenue , Shun Li Industrial Park SINGAPORE 417955 - Singapore Tel.: +65 8415151 • Fax: +65 8425133 cappa@pacific.net.sg
OFFICIAL DISTRIBUTOR ALSO FOR: MALAYSIA - INDONESIA - BRUNEI – THAILAND	

Note

Note

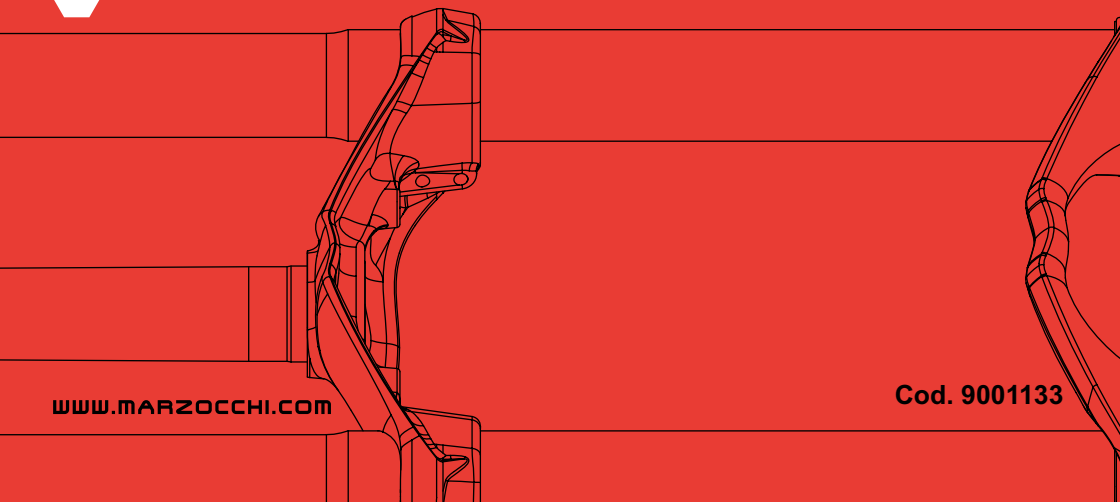
Luglio - 2005 - Ed. 01

MARZOCCHI S.P.A.
[PHYSICAL] VIA GRAZIA, 2
40069 ZOLA PREDOSA
BOLOGNA, ITALIA
[TEL] ++39 051 6168711
[FAX] ++39 051 758857

MARZOCCHI USA
[PHYSICAL] 25213 ANZA DRIVE
VALENCIA, CALIFORNIA 91355
[TEL] 661 257 6630
[FAX] 661 257 6636

MARZOCCHI ASIA
[PHYSICAL] 36F-A2, NO760
CHUNG MING SOUTH ROAD
TAICHUNG, TAIWAN, R.O.C.
[TEL] +866 4 22634382
[FAX] +866 4 22634380

06



www.marzocchi.com

Cod. 9001133