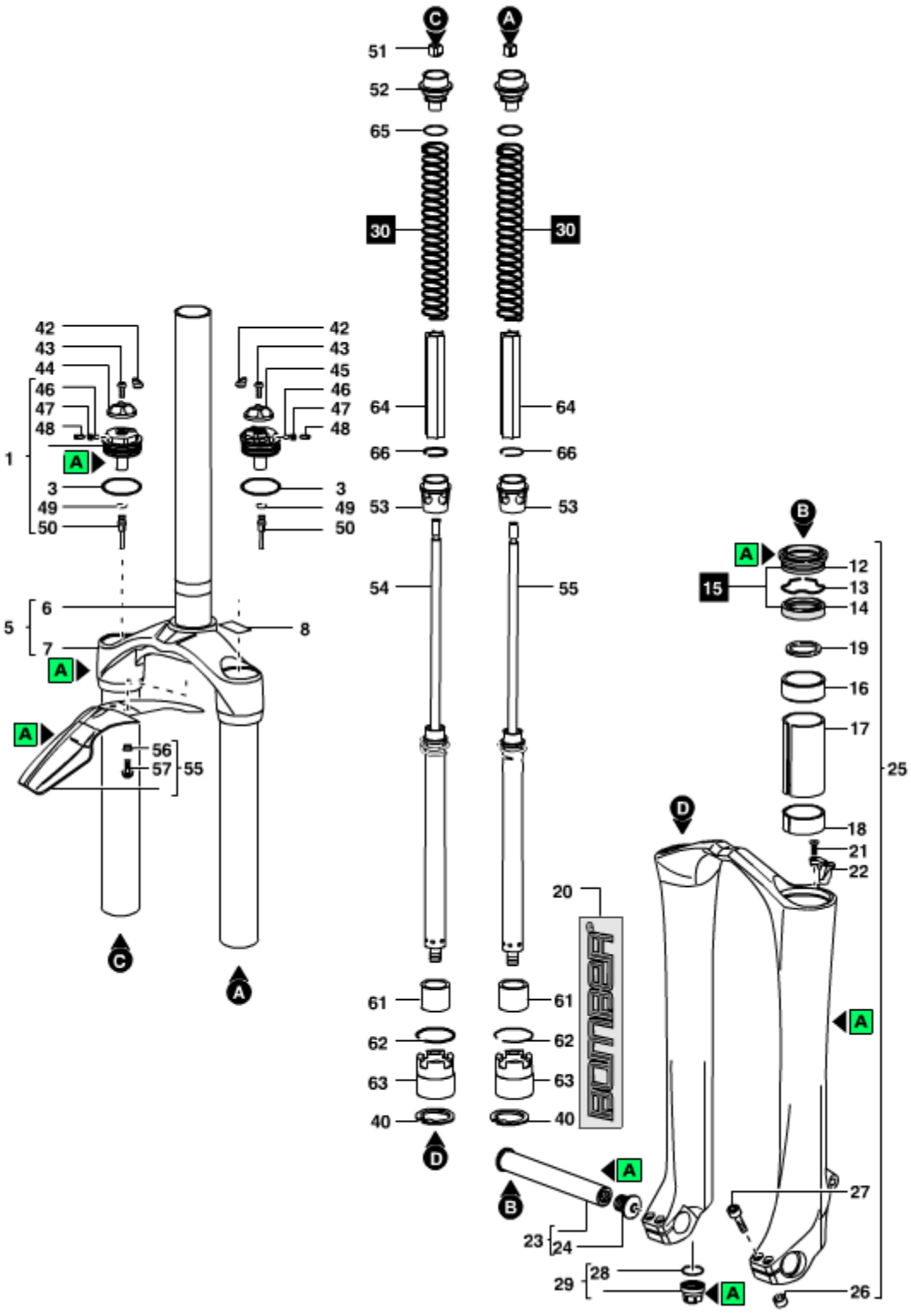
2005 - 66 RC

Technical instructions

Exploded view - 66 RC 150



Rif.	Code	Quantity
1	701265/C	2
3	528188	2
5	818263/A	1
6	508996CD/C	1
7	818263/R	1
8	547641	1
8	547636	1
12	533167	2
13	523236	2
14	528034>B	2
16	538038>A	2
17	529194	2
18	538124	2
19	522406	2
20	547631	2
20	547614	1
21	520341	1
22	5321153>A	1
23	850956/C	1
24	520349LA	1
25	5321193RS/R>A	1
25	5321193RR/R>A	1
26	526145AA	2
27	520178PN	2
28	528051	2
29	5321199	2
30	5141330/C	1
40	523078	2
42	531076	2
43	520313	2
44	549081AQ	1
45	549080AQ	1
46	525007	2
47	5141137>A	2
48	520220AA	2
49	528180	2
50	5321188	2
51	521142IW>A	2
52	529205	2
53	5181352	2
54	703730LA/C	1
55	703729LA/C	1
55	850760/C	1
56	526143RX	2
57	520342AR	2
61	5181391	2
62	523240	2
63	509143	2
64	5181402	2
65	528111	2
66	523286>A	2

66 RC 150 - Oil levels

Position	Oil type	Quantity (cc)
Right fork leg	SAE 7,5 - 550013	220
Left fork leg	SAE 7,5 - 550013	220

Spare part list - 66 RC 150

Rif.	Code	Description	Q.ty in the model
1	701265/C	**PLUG UNIT- 66 RC 2005**	2
3	528188	**O-RING**	2
5	818263/A	**CROWN+STANCH+STEEL STEM 66 05**	1
6	508996CD/C	**REINFORCED STEEL STEM 1 1/8**	1
7	818263/R	**CROWN+STANCHIONS 66 2005**	1
8	547641	**LABEL-COMPRESSION**	1
8	547636 (replaces 547585)	**REBOUND ADJUSTER STICKER 05**	1
12	533167	**DUST SEAL DIA.35**	2
13	523236	**STOP RING**	2
14	528034>B	**OIL SEAL DIA.35**	2
16	538038>A	**UPPER BUSHING DIA.35**	2
17	529194	**SLEEVE**	2
18	538124	**LOWER BUSHING**	2
19	522406	**WASHER**	2
20	547631	**LABELS-FATTY 2005**	2
20	547614	**RH+LH LABELS 66 RC 2005**	1
21	520341	**SCREW**	1
22	5321153>A	**CABLE GUIDE**	1
23	850956/C (replaces R5127LA)	**AXLE+SCREW KIT-66/888**	1
24	520349LA	**AXLE SCREW -QR 20**	1
25	5321193RS/R>A	**MONOLITE D.35- GLOSS ECO BLACK**	1
25	5321193RR/R>A	**MONOLITE D.35-FLAT BLACK**	1
26	526145AA	**BUSHING**	2
27	520178PN	**SCREW**	2
28	528051	**O-RING**	2
29	5321199	**FOOT NUT UNIT**	2
30	5141330/C	**SPRINGS KIT K= 3,2**	1
40	523078	**STOP RING**	2
42	531076	**AIR RUBBER**	2
43	520313	**SCREW**	2
44	549081AQ	**ADJUSTER KNOB**	1
45	549080AQ	**COMPRESSION KNOB**	1
46	525007	**SET SCREW, REAR SHOCK**	2
47	5141137>A	**SPRING**	2
48	520220AA	**SCREW**	2
49	528180	**OR 2015 (D3.69 S1.78)**	2
50	5321188	**ADJUSTER PIN**	2
51	521142IW>A	**NUT**	2
52	529205	**PRELOAD BUSHING**	2
53	5181352	**PRELOAD SLEEVE**	2
54	703730LA/C	**REBOUND CARTRIDGE 66 RC TR 170**	1
55	703729LA/C	**COMPRESS.CARTRIDGE 66RC TR 170**	1
55	850760/C	**FENDER UNIT**	1
56	526143RX	**FENDER BUSHINGS**	2
57	520342AR	**FENDER SCREW**	2
61	5181391	**PRELOAD SLEEVE 20MM LONG**	2

62	523240	**STOP RING**	2
63	509143	**FERRULE**	2
64	5181402	**SPRING GUIDE SLEEVE**	2
65	528111	**O-RING**	2
66	523286>A	**STOP RING**	2

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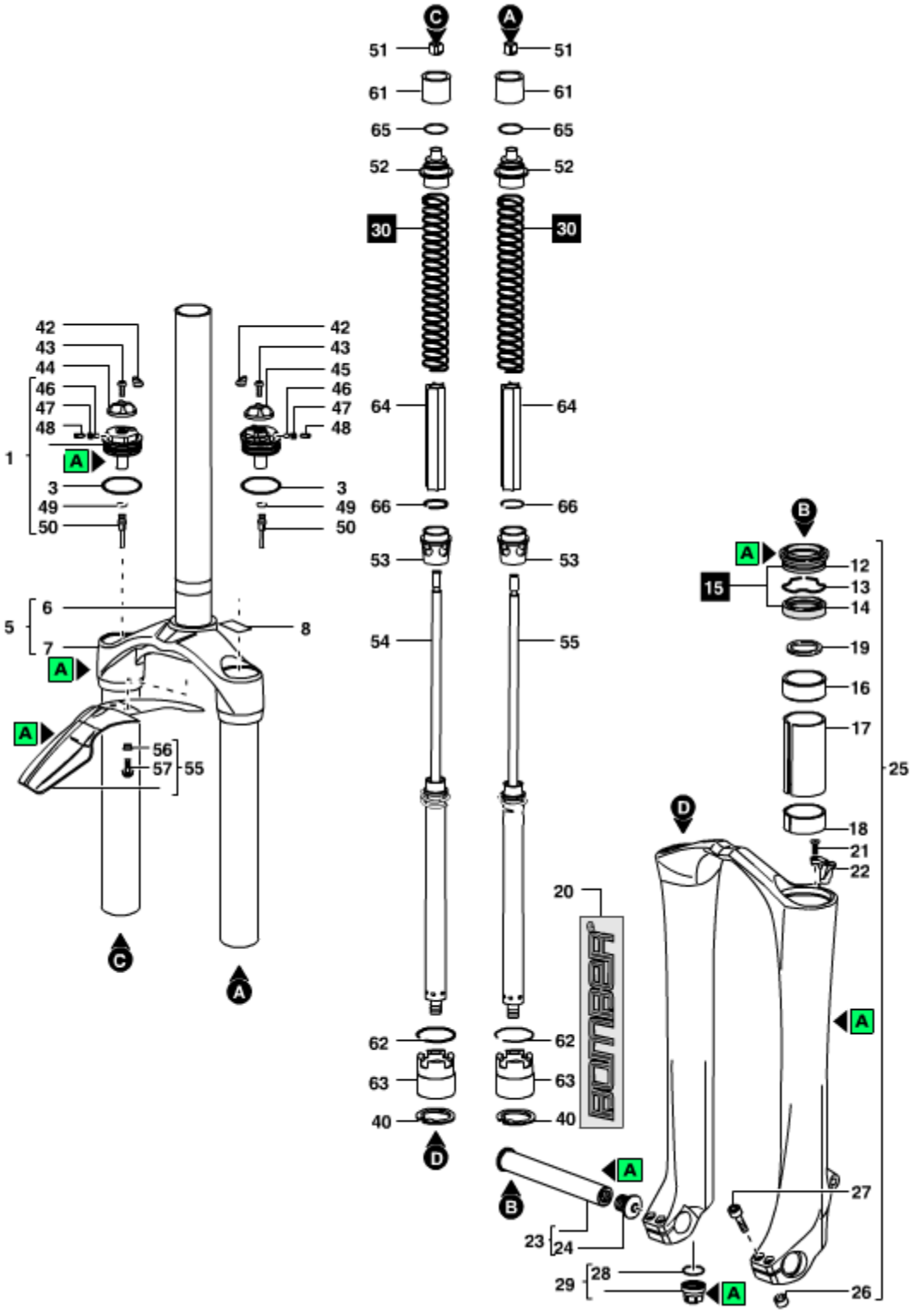
Exploded view - 66 RC 170



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7	818263/R	1
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16	538038>A	2
17	529194	2
18	538124	2
19	522406	2
20	547631	2
20	547614	1
21	520341	1
22	5321153>A	1
23	850956/C	1
24	520349LA	1
25	5321193RS/R>A	1
25	5321193RR/R>A	1
26	526145AA	2
27	520178PN	2
28	528051	2
29	5321199	2
30	5141330/C	1
40	523078	2
42	531076	2
43	520313	2
44	549081AQ	1
45	549080AQ	1
46	525007	2
47	5141137>A	2
48	520220AA	2
49	528180	2
50	5321188	2
51	521142IW>A	2
52	529205	2
53	5181352	2
54	703730LA/C	1
55	703729LA/C	1
55	850760/C	1
56	526143RX	2
57	520342AR	2
61	5181391	2
62	523240	2
63	509143	2
64	5181402	2
65	528111	2
66	523286>A	2

66 RC 170 - Oil levels

Position	Oil type	Quantity (cc)
Right fork leg	SAE 7,5 - 550013	220
Left fork leg	SAE 7,5 - 550013	220

Spare part list - 66 RC 170

Rif.	Code	Description	Q.ty in the model
1	701265/C	**PLUG UNIT- 66 RC 2005**	2
3	528188	**O-RING**	2
5	818263/A	**CROWN+STANCH+STEEL STEM 66 05**	1
6	508996CD/C	**REINFORCED STEEL STEM 1 1/8**	1
7	818263/R	**CROWN+STANCHIONS 66 2005**	1
8	547641	**LABEL-COMPRESSION**	1
8	547636 (replaces 547585)	**REBOUND ADJUSTER STICKER 05**	1
12	533167	**DUST SEAL DIA.35**	2
13	523236	**STOP RING**	2
14	528034>B	**OIL SEAL DIA.35**	2
16	538038>A	**UPPER BUSHING DIA.35**	2
17	529194	**SLEEVE**	2
18	538124	**LOWER BUSHING**	2
19	522406	**WASHER**	2
20	547631	**LABELS-FATTY 2005**	2
20	547614	**RH+LH LABELS 66 RC 2005**	1
21	520341	**SCREW**	1
22	5321153>A	**CABLE GUIDE**	1
23	850956/C (replaces R5127LA)	**AXLE+SCREW KIT-66/888**	1
24	520349LA	**AXLE SCREW -QR 20**	1
25	5321193RS/R>A	**MONOLITE D.35- GLOSS ECO BLACK**	1
25	5321193RR/R>A	**MONOLITE D.35-FLAT BLACK**	1
26	526145AA	**BUSHING**	2
27	520178PN	**SCREW**	2
28	528051	**O-RING**	2
29	5321199	**FOOT NUT UNIT**	2
30	5141330/C	**SPRINGS KIT K= 3,2**	1
40	523078	**STOP RING**	2
42	531076	**AIR RUBBER**	2
43	520313	**SCREW**	2
44	549081AQ	**ADJUSTER KNOB**	1
45	549080AQ	**COMPRESSION KNOB**	1
46	525007	**SET SCREW, REAR SHOCK**	2
47	5141137>A	**SPRING**	2
48	520220AA	**SCREW**	2
49	528180	**OR 2015 (D3.69 S1.78)**	2
50	5321188	**ADJUSTER PIN**	2
51	521142IW>A	**NUT**	2
52	529205	**PRELOAD BUSHING**	2
53	5181352	**PRELOAD SLEEVE**	2
54	703730LA/C	**REBOUND CARTRIDGE 66 RC TR 170**	1
55	703729LA/C	**COMPRESS.CARTRIDGE 66RC TR 170**	1
55	850760/C	**FENDER UNIT**	1
56	526143RX	**FENDER BUSHINGS**	2
57	520342AR	**FENDER SCREW**	2
61	5181391	**PRELOAD SLEEVE 20MM LONG**	2

62	523240	**STOP RING**	2
63	509143	**FERRULE**	2
64	5181402	**SPRING GUIDE SLEEVE**	2
65	528111	**O-RING**	2
66	523286>A	**STOP RING**	2

Technical characteristics: Technical characteristics

Single-crown fork with ø35mm legs.

Available travels: 150 mm, 170 mm.

Right fork leg damping element: spring (air pre-load).

Left fork leg damping element: spring (air pre-load).

Right fork leg damping system: HSCV cartridge with external rebound adjustment.

Left fork leg damping system: HSCV cartridge with external compression adjustment at travel end (High Speed Compression).

The stanchion tubes are pressed into the crown with a cryogenic process.

New sliding system to improve stiffness and operation.

Lubrication and cooling of the parts subject to friction with a specially formulated oil.

Steer tube: reinforced steel, 1-1/8", threadless.

Crown: aluminium alloy forged and CNC machined.

Stanchions: anodised aluminium.

One-piece assembly: made of magnesium alloy cast and CNC machined for lighter weight and more stiffness.

Sliding bushings: made of friction-free and wear-free material.

Springs: constant pitch.

Seals: computer designed oil seals that guarantee maximum seal in any condition.

Oil: specially formulated oil that prevents foam and keeps the viscosity unchanged while offering high performance; free from static friction.

Dropout type: motocross type wheel axle support, with advanced axle and double screw locking system on both dropouts (specific wheel axle, ø 20 mm, supplied).

Disk brake mount: XC International Standard for 6" disk (fitting the special adapter supplied by the brake system manufacturer you can install the 8" disk).

Max wheel size: 3.0" x 26".

Integrated fender: available as optional.

BAM® : Bomber Aerospace Material: special alloy coming from the aerospace industry.

Warnings: Instructions for use

MARZOCCHI forks are based on an advanced technology coming from the company's years long experience in the professional mountain bike industry.
For the best results, we recommend inspecting and cleaning the area below the dust seal and the stanchion tube after every use and lubricating the parts with some silicone oil.
MARZOCCHI forks usually offer the best performances since the very first rides. Notwithstanding this, a short running-in period may be necessary (5-10 hours) to adjust the internal couplings. This precaution will lengthen your fork's life and guarantee its best performances.
We recommend changing the oil at least every 100 hours.
The forks with a polished finish must be treated periodically with polishing paste to keep the exterior shining like new.

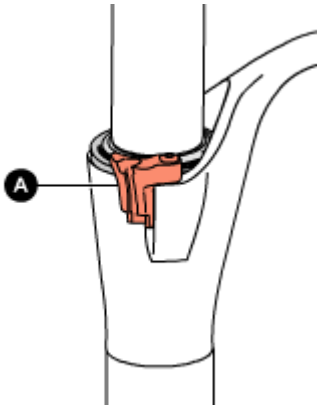
Warnings: General safety rules

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.
Before reassembly, wash all new and old components and dry them with some compressed air, making sure there are neither breaks nor burrs.
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.
Before reassembling, always lubricate those components that are in contact with the fork's oil.
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.
Always grease the seal lips before reassembling.
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.
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.
Only use original Marzocchi spare parts.
Before servicing the fork, we recommend washing the fork thoroughly.
Work in a clean, organized, and well-lit place. If possible, avoid servicing your forks outdoors.
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.

Warnings: Installing the disk brake

Installing the brake system is a delicate and critical operation that must be carried out by an authorized Marzocchi Service Center.
Marzocchi is not responsible for the installation and accepts no liability for damage and/or accidents arising from this operation.
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.
Improper installation can result in an accident, personal injury, or death.
Use only brake systems that comply with the forks specifications.

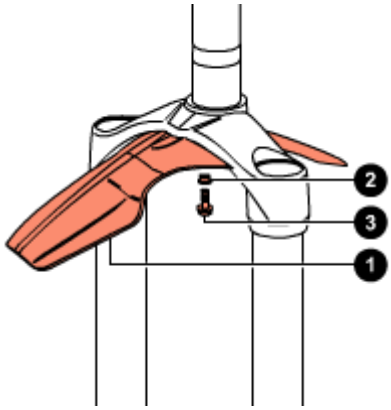
Make sure, after installation, that the brake cable of the brake system is correctly connected to the proper mounting (A).



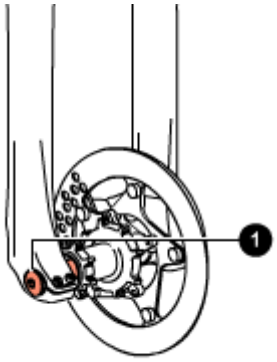
The brake cable must never touch the crown and stanchions.

Warnings: Assembling the fender

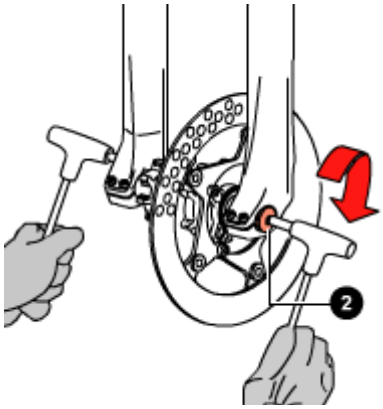
The fender can be supplied with the fork or purchased separately.
Fender (**1**) must be assembled by placing the small support bush (**2**) between the screw and the fender as shown and by tightening screws (**3**) with an 8mm fixed spanner to the recommended tightening torque (**6 Nm ±1**).

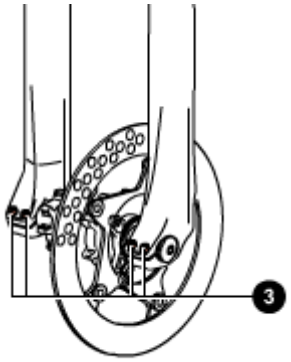


Warnings: Assembling the wheel



For a correct operation of the fork, install the wheel as explained below:
Align the center of the wheel with each wheel axle clamp.
Insert the wheel axle (**1**) through the right dropout, the wheel and the left dropout.
With the 6mm Allen wrench act on cap (**2**) and tighten the wheel axle to the recommended tightening torque (**15 Nm ± 1**).
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.



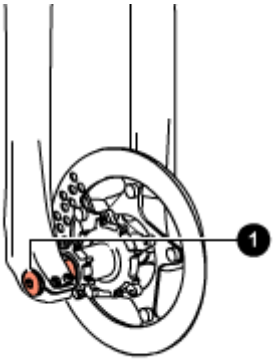


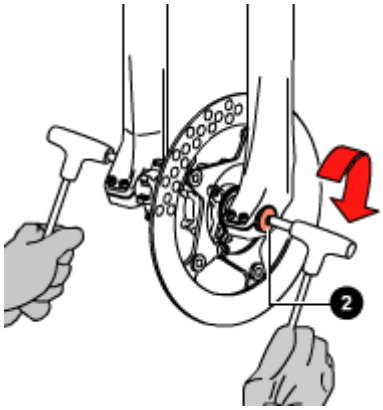
With a 4mm Allen wrench, tighten screws (**3**) on both dropouts to the recommended tightening torque (**6 Nm ±1**) following the sequence 1-2-1.

Warnings: Assembling the wheel

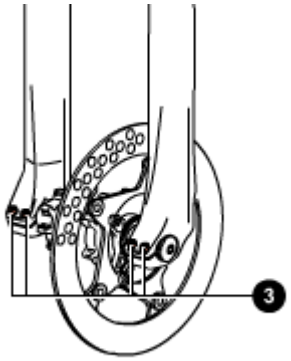
For a correct operation of the fork, install the wheel as explained below:
Align the center of the wheel with each wheel axle clamp.
Insert the wheel axle (**1**) through the right dropout, the wheel and the left dropout.
With the 6mm Allen wrench act on cap (**2**) and tighten the wheel axle to the recommended tightening torque (**15 Nm ± 1**).

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.





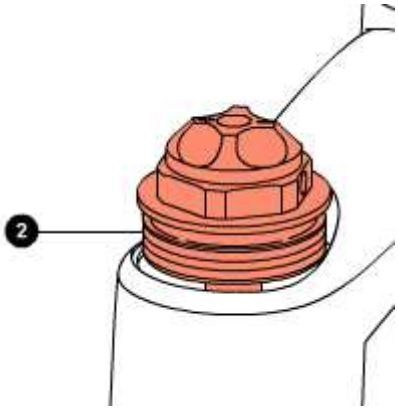
With a 4mm Allen wrench, tighten screws (**3**) on both dropouts to the recommended tightening torque (**6 Nm ±1**) following the sequence 1-2-1.



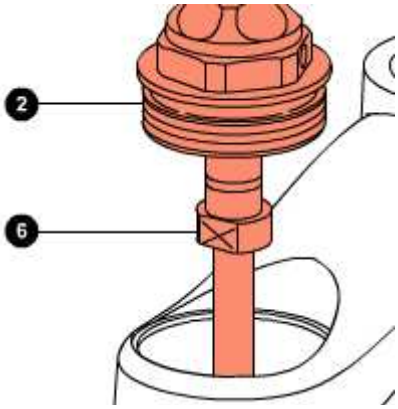
Dismantling: Removing the top caps

Put the fork in the vice in vertical position, fixing it by the dropouts.

Fully unscrew lock cap (**2**) using a 21mm socket spanner.
Lift out lock cap (**2**).



Holding locknut (**6**) with the 10mm key, use the 21mm key to unscrew lock cap (**2**).



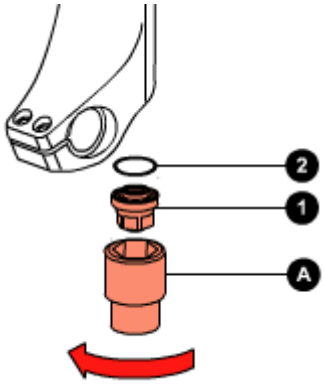
Dismantling: Draining the oil

Free the fork from the vice and tip it into a container of a suitable size to drain the oil; compress the fork a few times to help the oil flow out.
Do not pour used oils on the ground.

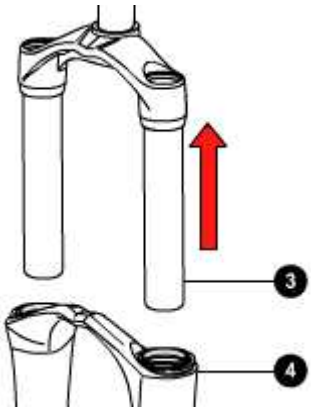
Dismantling: Breaking down the steering crown unit / arch-slider assembly

Turn the arch-slider assembly upside down.

With a 15mm socket spanner, undo the bottom nut (**1**) on both legs.
Drive bottom nut (**1**) complete with O-ring (**2**) off the fork legs.

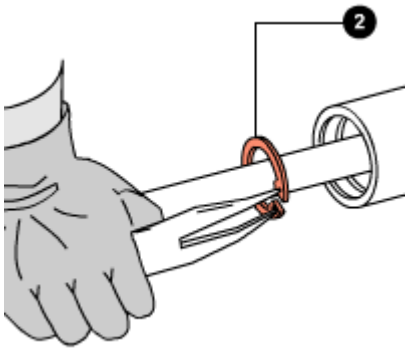


Pull the crown-stanchion unit (**3**) off the arch-slider assembly (**4**).

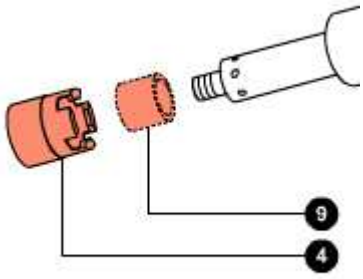


Dismantling: Dismantling the hydraulic cartridge

Using the special round-nose pliers, remove stop ring (**2**).

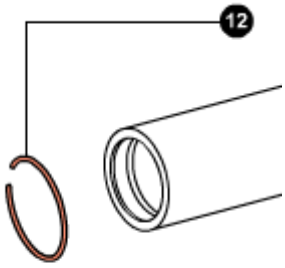


Remove bushing (**4**) and the preload tube (**9**) (*only for models with 150mm travel*) from the stanchion tube.



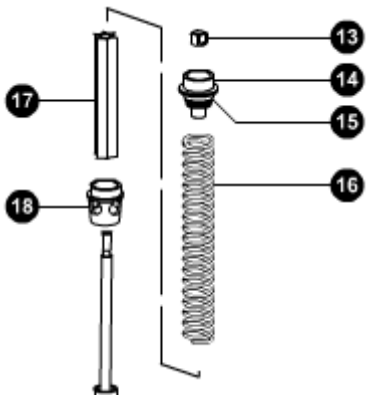
Remove the complete hydraulic cartridge.

If necessary, remove the small stop ring (**12**) with a small flat-tip screwdriver.

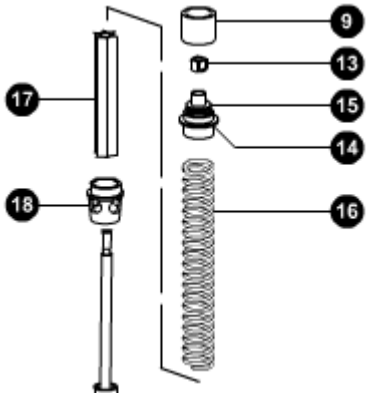


For models with 150mm travel.
Press down the preload bush (**14**) to counteract the action of the spring, so you can reach locknut (**13**) with the spanner.
With the 10mm fixed spanner, undo locknut (**13**), then remove the preload bush (**14**) with O-ring (**15**),

spring (**16**), the spring guide tube (**17**) and the spring guide bush (**18**) from the cartridge rod.

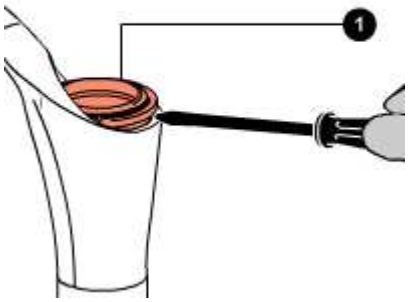


For models with 170mm travel.
Remove the preload tube (**9**).
Press down the preload bush (**14**) to counteract the action of the spring.
With the 10mm fixed spanner, undo locknut (**13**), then remove the preload bush (**14**) with O-ring (**15**), spring (**16**), the spring guide tube (**17**) and the spring guide bush (**18**) from the cartridge rod.



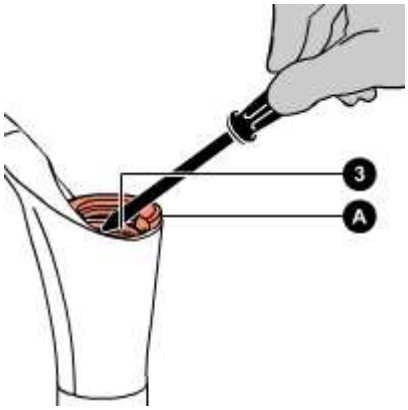
Dismantling: Removing the seals

Prize the dust seal (**1**) off its seat with a small flat-tip screwdriver.
Take great care not to damage the internal surfaces of the one-piece assembly while removing the dust seal.

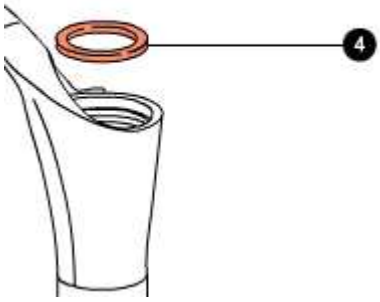


With the same screwdriver, prize off the metal stop ring (**2**).
Take great care not to damage the internal surfaces of the one-piece assembly while removing the stop ring.

Protect the upper part of the slider with the special tool (**A**).
With a screwdriver, prize off the sealing ring (**3**).
Remove the sealing ring (**3**).
Take great care not to damage the internal surfaces of the one-piece assembly while removing the sealing ring.



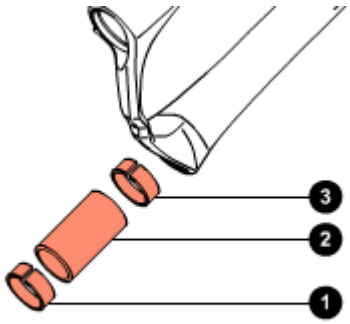
Remove the spring cup (**4**).



The old sealing rings and dust seals must not be used again.

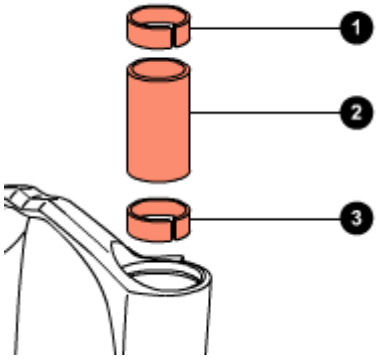
Dismantling: Removing the guide bushes

Knock the top end of the one-piece assembly against a wooden surface and remove the top guide bush (**1**), spacer (**2**) and the bottom guide bush (**3**).
Do this operation with extreme caution and hold the one-piece assembly perpendicular to the wooden surface.



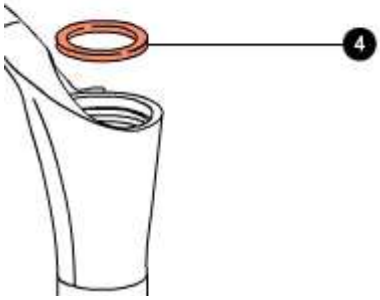
Assembling: Assembling the guide bushes

Fit the bottom guide bush (**3**).
With the help of spacer (**2**), press the bottom guide bush into the arch-slider assembly.
Insert the top guide bush (**1**) in its seat.
To help the bushes enter their seats you can use the special introducer.

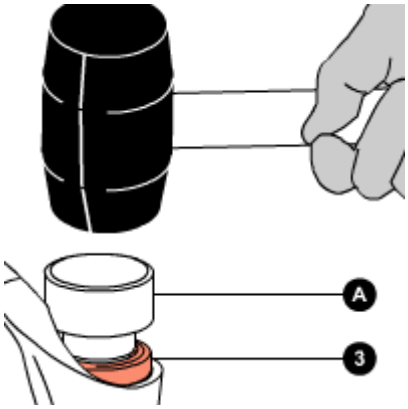


Assembling: Assembling the seals

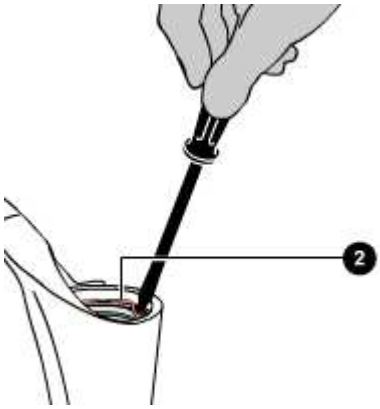
Insert the spring cup (**4**) in its seat.



Smear the dust seal and the sealing ring with some grease.
Insert the sealing ring (**3**) in its seat with the special introducer (**A**).
Using a hammer, knock in introducer (**A**) and drive the sealing ring home into the arch-slider assembly.



Using a small flat-tip screwdriver, fit the stop ring (**2**) and check that it fits perfectly into its groove.
Take great care not to damage the internal surfaces of the one-piece assembly when fitting the stop ring.
The dust seals shall be refitted when reassembling the crown-stanchion unit / arch-slider assembly.



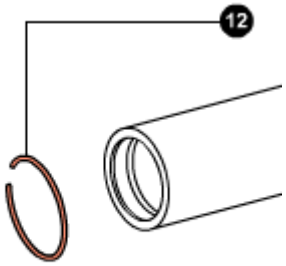
Assembling:

During the assembly of the pumping unit, strictly obey the instructions below.

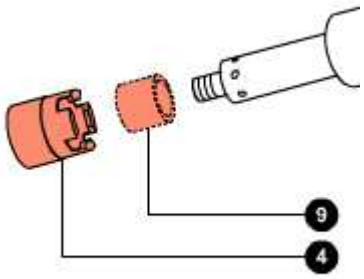
Do not, at any times, reverse the position of the pumping elements in the fork legs (if you are unsure about anything, please refer to the relevant exploded view).

Assembling: Assembling the cartridge

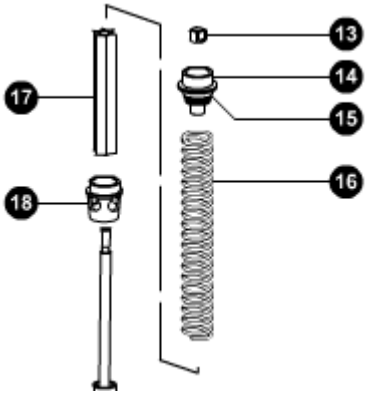
Refit the metal stop ring (**12**) with a small flat-tip screwdriver (if it was removed).



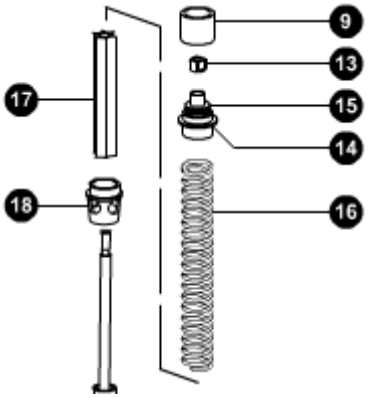
Refit the preload tube (**9**) (*only for models with 150mm travel*) and bushing (**4**) into the stanchion tube.



For models with 150mm travel.
Assemble the spring guide bush (**18**), the spring guide tube (**17**), spring (**16**) and the preload bush (**14**) complete with O-ring (**15**) in the cartridge rod, and check that the latter is oriented as shown, with the low-diameter face towards the spring.
Press on the preload bush (**14**) in order to contrast the spring load; in this way, you can tighten the locknut (**13**) with the spanner.
With the 10mm spanner, tighten locknut (**13**) to the recommended tightening torque (**6 Nm ± 1**).



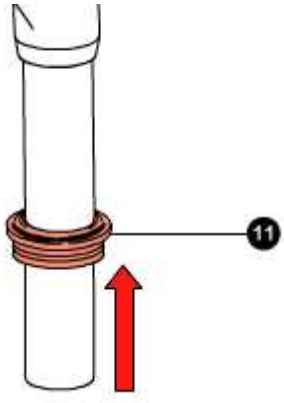
For models with 150mm travel.
Assemble the spring guide bush (**18**), the spring guide tube (**17**), spring (**16**) and the preload bush (**14**) complete with O-ring (**15**) in the cartridge rod, and check that the latter is oriented as shown, with the low-diameter face towards the spring.
Press on the preload bush (**14**) in order to contrast the spring load; in this way, you can tighten the locknut (**13**) with the spanner.
With the 10mm spanner, tighten locknut (**13**) to the recommended tightening torque (**6 Nm ± 1**).
Fit tube (**9**).



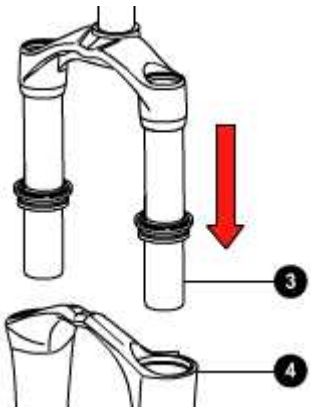
Insert the complete hydraulic cartridge.

Assembling: Reassembling the steering crown unit / arch-slider assembly

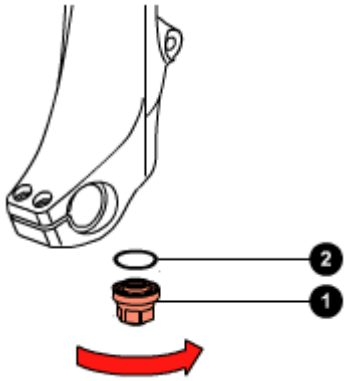
A special spanner shall be used to assemble the bottom nuts. Do not, at any times, use other tools.
Fit both dust seals (**11**) to the stanchions.



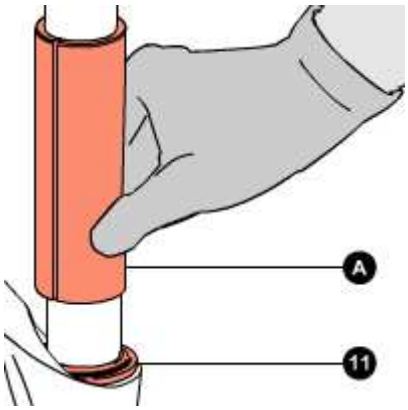
Insert the crown-stanchion unit (**3**) in the arch-slider assembly (**4**).



With the 15mm socket spanner, tighten the bottom nut (**1**) complete with O-ring (**2**) of both legs to the recommended tightening torque (**10 Nm ± 1**).



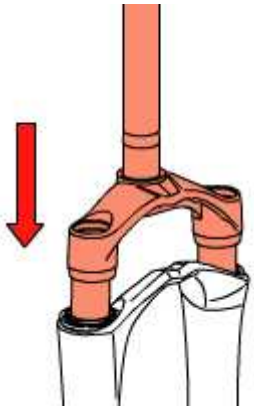
Using introducer (**A**) insert the dust seals (**11**) in their seats.



Assembling: Filling with oil

Block the fork in the vice, in perfectly vertical position.

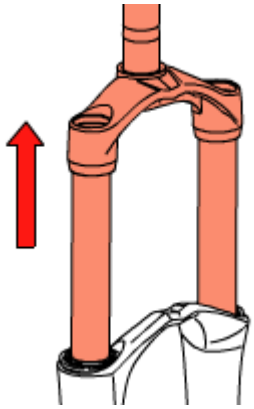
Lower the crown-stanchion unit on the arch-slider assembly.



In a graduated recipient, prepare the quantity of oil to pour into the fork leg (see table).
Pour roughly 1/3 of the oil required into each stanchion, then pump the fork a few times to eliminate any traces of air.
Pour the rest of oil in.

A lower or higher volume or a type of oil other than the one recommended can change the behaviour of the fork in every phase.

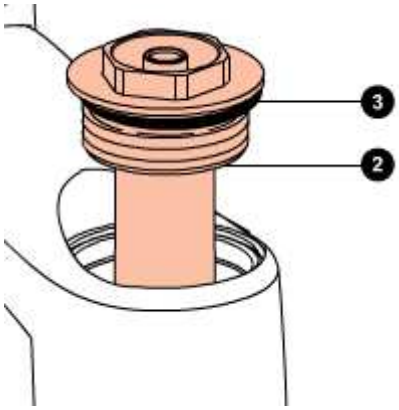
Lift the crown-stanchion unit on the arch-slider assembly.



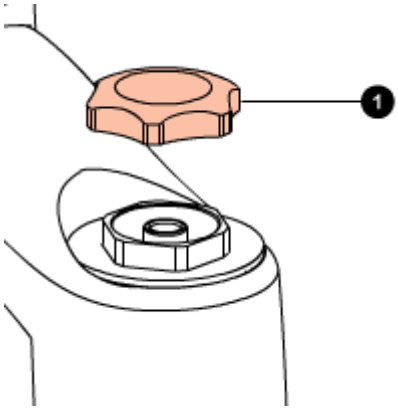
Assembling: Mounting the top caps

Put the fork in the vice in vertical position, fixing it by the dropouts.

Check that O-ring is not damaged.
Using the 21mm socket spanner, tighten cap (**2**) to the recommended tightening torque (**10 Nm ± 1**).



Restore the correct air pressure (see settings).
Fit the protection cap (**1**).

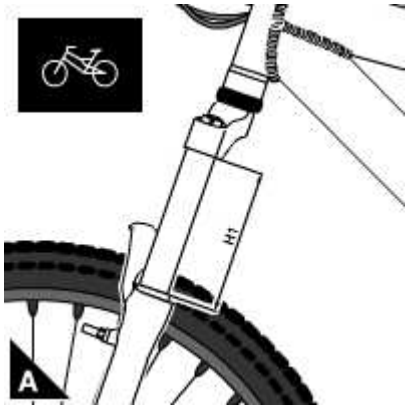

1

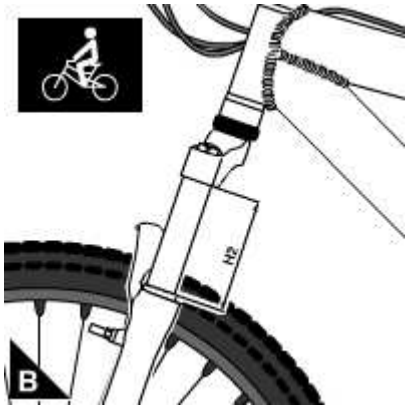
Setting: General rules for calibration

By carefully calibrating the damping system you can get the maximum performance out of the same.
This paragraph indicates the sequence of operations to perform to set up the Marzocchi forks correctly.
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 optimal setting is influenced by the geometry of the frame of the mountain bike, the weight of the cyclist, the type of terrain the bike will be used on and the type of obstacles you have to deal with, but also by subjective factors associated with your riding style; therefore it is impossible to provide objective data on the desired settings.
Nevertheless by carefully following the instructions below you will soon be able to find the optimal setting for you.
The shock absorber must be calibrated simply by using one adjuster at a time, following the order explained, noting the operations and any result step-by-step.
During setting don't force the adjusters beyond their limit of travel and don't exceed the max recommended air pressure.
To keep the pressure inside the fork's legs, only use the special MARZOCCHI pump with pressure gauge.
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.
Once the correct setting has been found, we recommend noting the number of clicks or turns of the adjuster with respect to the "fully closed" position (adjuster fully clockwise) for a faster re-setting of your fork in case of need.

Setting: SAG

SAG means the fork bottoming under the biker's weight.
How to measure the SAG:
Follow these simple steps to measure the SAG.
On the leg portion of the fork, measure the distance between the lower crown and the dust seal (see Picture **A**). Note this value as "**H1**".
While sitting on the bike, repeat the measurement (see picture **B**). Note this value as "**H2**".
SAG = H1 - H2
How to find the best percent SAG:
The best percent SAG is 15-20% for Cross-country and All Mountain forks and 25-30% for Freeride and Downhill 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).





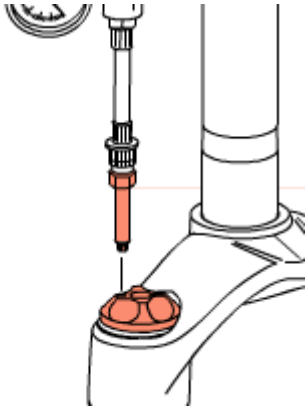
Setting: Spring preload with air

The optimal spring preloading is the one that lets you obtain the desired SAG under the biker's weight.

Use the MARZOCCHI pump with pressure gauge to inflate the fork legs.
Using inadequate tools may lead to a wrong inflation and result in a malfunctioning or damage to the fork.
If you need to reduce the leg pressure, simply push the valve pin down with a pointed tool such as a small pin extractor.

For both fork legs:

Remove the rubber protection cap marked with 'AIR' and turn the knob to reach the air valve.
Tighten the threaded pump adapter on the air valve and inflate till reaching the required pressure.
Refit the rubber protection cap and re-calibrate using the adjuster.



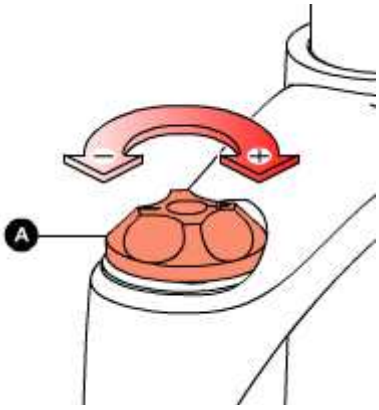
The pressure values in the table are given as a mere example and can be changed to meet the biker's riding style and the track condition.

Setting: Rebound adjustment

Right fork leg:

With the rebound adjuster you can control the return speed of the fork after compression.
The right rebound speed setting makes the bike stable letting it follow the variations in the terrain and any obstacles.
If the fork setting is too reactive this will make the rear suspension instable and the mountain bike will have a tendency to snake. A too slow setting however will cause problems when dealing with multiple obstacles where the suspension can't return to its fully extended position fast enough between one obstacle and the next.

Turning adjuster (**A**) clockwise increases the hydraulic damping making the fork slower during the rebound phase.
Turning adjuster (**A**) counter-clockwise decreases the hydraulic damping making the fork more reactive during the rebound phase.



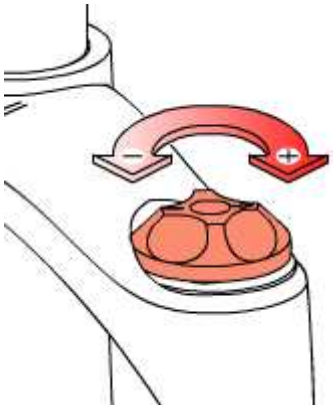
Do not force the adjuster beyond its limit of travel.

Setting: Compression adjustment at travel end

Left fork leg:

With the compression adjuster you can control the compression speed.
The compression setting is at the user's discretion and must be set to prevent the suspension bottoming out.
A "hard" compression setting gives you more stability and lets you ride more aggressively making the mountain bike more reactive, vice versa a "soft" setting means less stability but also a less "nervous" ride.

Turning adjuster (**A**) clockwise increases the hydraulic compression damping at travel end.
Turning adjuster (**A**) counter-clockwise decreases the hydraulic compression damping at travel end.



Do not force the adjuster beyond its limit of travel.

Tightening torques

Components	Tightening torque (Nm)
Cap locknut	6±1
Compression adjustment knob fixing screws	2±0,5
Fender fixing screws	6±1
Fork leg top caps	10±1
Pumping element/cartridge bottom nuts	10±1
Rebound adjustment knob fixing screws	2±0,5
Wheel axle Allen screws	6±1
Wheel axle screws	15±1

Air pressures

Preload air pressure

User weight		Air pressure	
kg.	lb.	bar	psi
0 - 110+	0 - 242	0 - 1,00	0,00 - 1.450,00

66 RC 150 - Oil levels

Position	Oil type	Quantity (cc)
Right fork leg	SAE 7,5 - 550013	220
Left fork leg	SAE 7,5 - 550013	220

66 RC 170 - Oil levels

Position	Oil type	Quantity (cc)
Right fork leg	SAE 7,5 - 550013	220
Left fork leg	SAE 7,5 - 550013	220

Diagnostics

Finding the problem	Finding the possible cause	Possible solutions proposed
Fork doesn't get full travel	Oil level too high	Check oil levels
Fork extends too quickly; harsh top-out after impacts	Rebound damping is not enough	Increase rebound damping
Fork extends too quickly; harsh top-out after impacts	Rebound damping is not enough	Replace the oil (SAE 7.5) with one of higher viscosity index
Fork has too much sag	Oil is too fluid	Check oil levels
Fork is “sticky”; fork does not perform as new	Dirty sealing rings; fork needs to be serviced	Renew all seals
Fork is too soft, but the sag is the one recommended	Compression damping is not enough	Increase compression damping by changing oil volumes
Fork is too soft, needs more than the maximum preload	Oil is too fluid	Check oil levels
Fork stays down or "packs up" during multiple impacts	Rebound damping is too high	Decrease rebound damping with the relevant register
Front wheel tends to tuck under while turning left or right	Rebound damping is too high	Decrease rebound damping with the relevant register
Heavy amount of oil on stanchions; oil dripping down legs	Sealing rings damaged	Renew all seals
Heavy amount of oil on stanchions; oil dripping down legs	The stanchion tubes could be damaged	Have the stanchions be checked
Knocking sound during rebound, but no harsh top-out	Rebound damping is too high	Decrease rebound damping with the relevant register
Loss of sensitivity	Old oil	Change the oil
Loss of sensitivity	Sliding bushes worn	Renew the sliding bushes
Oil leaking from the bottom of the fork leg	Bottom nut/screw loose	Tighten the nut or screw
Oil ring on stanchions	Sealing rings dirty	Renew all seals