



CONTESSA

2005
BOMBER®

OWNERS MANUAL

DEVELOPED IN ITALY

www.marzocchi.com



I. USE OF THE MANUAL

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

A. GENERAL SAFETY RECOMMENDATIONS

- You must select and use the correct suspension system for your style of riding. Check and follow the "Intended Use Instructions" in this manual.
 - Please note that there are inherent risks associated with downhill, freeride, cross
-
1. MARZOCCHI reserves the right, in its sole discretion, to make changes to the products, at any time and without prior notice.

country, marathon, trekking, dirt jumping and urban style riding. You could be seriously injured or killed while engaged in those riding styles. Learn how to ride, never ride beyond your capabilities, be sure to use the proper safety equipment, and be sure that all your riding equipment is in excellent condition.

- The lifespan of Marzocchi products depends on many factors, such as riding style and riding conditions. Impacts, falls, improper use or harsh use in general may compromise the structural integrity of the suspension system and significantly reduce its lifespan. Please have your bicycle regularly inspected by a qualified mechanic for any oil leaks, cracks, chips, deformation, or other signs of fatigue. The frequency of inspection depends on many factors; check with your authorized Marzocchi representative to select a schedule that is best for you. If the inspection reveals any deformation, cracks, impact marks, stress marks or bent parts, no matter how slight, immediately have a Certified Marzocchi Repair Center inspect the forks before you ride again.
- Never make any modifications whatsoever to any component of your forks.
- When installing or removing your bicycle from a bicycle carrier (roof rack or rear hitch mount), be sure that you fully loosen the quick release fastener on the carrier. In addition, be sure that your bicycle is lifted from or installed on the carrier in a perfectly vertical direction. If the quick release fastener is not fully loosened, or if there is any bending action while installing or removing your bicycle, you will scratch, bend or otherwise damage your suspension system.
- If you strike at any speed any overhead object, such as a parking garage, bridge, tree limb or other abutment, with your bicycle while your bicycle is attached to a bicycle carrier, you can damage your forks. Have your forks inspected by an authorized Marzocchi Service Center before you ride.
- Always wear a properly fitted and fastened bicycle helmet that has been approved by ANSI or SNELL, and any other safety equipment necessary for your riding style.

B. BEFORE EVERY RIDE

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

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

II. INTENDED USE INSTRUCTIONS**A. SELECT THE CORRECT FORK FOR YOUR RIDING STYLE AND RIDE PROPERLY**

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

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

**WARNING!**

Failure to properly match the forks to your frames could cause the forks to fail, resulting in a loss of bicycle control and, possibly, serious injury or death to the rider.

In addition, an improper match and will void the forks' warranty.

**1. Identify Your Riding Style:**

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

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

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

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

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



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

Downhill (DH) / Extreme Freeride: This discipline is only for professional or highly skilled riders. It includes relatively high jumps or “drops” and negotiating larger obstacles such as

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



WARNING!

Ride only in areas specifically designated for your riding style.

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

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

Tab 1: 2005 Fork Riding Categories and Intended USE

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

3. Do Not Misuse or Abuse Your Forks

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

Learn how to properly flow around obstacles on the trail. Hitting obstacles such as rocks, trees or holes straight on puts forces on your fork it was not designed to absorb.

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



WARNING!

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



WARNING!

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



REMEMBER

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

“Ride fast, yet ride Smart”



Use and maintenane instruction manual

English

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1 INTRODUCTION-GENERAL SAFETY REGULATIONS

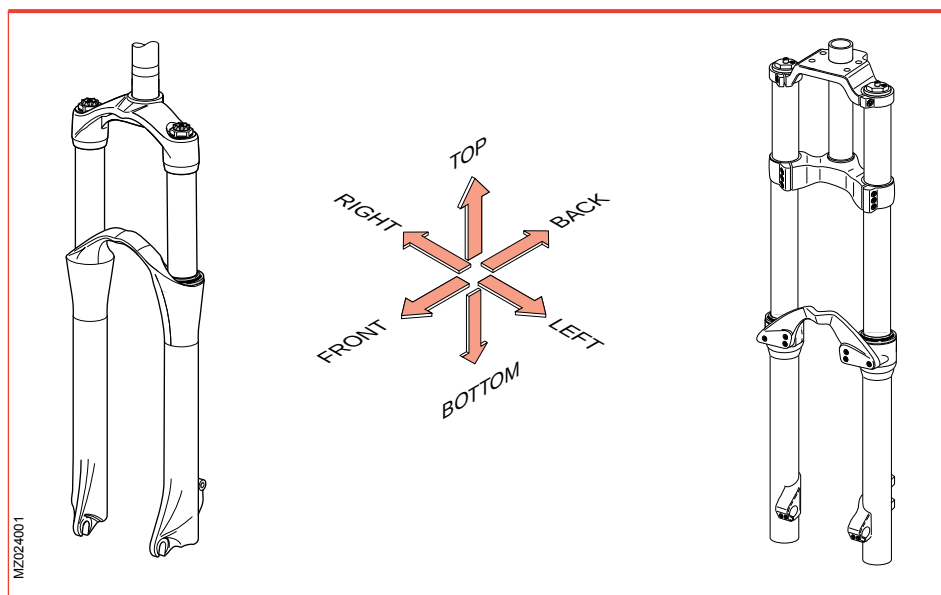
If you have any questions regarding the care, maintenance or use of your suspension system, please contact your nearest service center directly. A list of service centers can be found at the end of this manual or on the Internet page www.marzocchi.com.

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

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

1.1 Conventions

1.1.1 Orientation of the fork



Picture 1 - Conventional orientation of the fork

1.1.2 Editorial pictograms



WARNING!

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



NOTE

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

2 TECHNICAL INFORMATION

2.1 Spring systems

Inside MARZOCCHI forks you will find coil springs or air as a spring system.

Table 2.1: Spring systems

	Spring systems	
	Right leg	Left leg
MX Comp Air	Air	
MX Comp Coil	Coil spring	
MX Comp ETA	Air	Coil spring
MX Pro Air	Air	
MX Pro Coil	Coil spring	
MX Pro ETA	Air	Coil spring
Marathon RACE	Air	
Marathon SL	Air	
Marathon XC	Air	Coil spring
All Mountain SL	Air	
All Mountain 1	Air	Coil spring
All Mountain 2	Air	
	Coil spring *	
	Air	Coil spring *
All Mountain 3	Air	
	Coil spring *	
	Air	Coil spring *
Dirt Jumper I	Coil spring	
Dirt Jumper II	Coil spring	
Dirt Jumper III	Coil spring	
D-Street 24"	Coil spring	
Z1 FR SL	Air	
Z1 FR 1	Coil spring	
Z1 FR 2	Coil spring	
Z1 FR 3	Coil spring	
66 RC	Coil spring	
66 R	Coil spring	
66 VF	Coil spring	
888 RC	Coil spring	
888 R	Coil spring	
888 VF	Coil spring	
Junior T	Coil spring	
Monster	Coil spring	
Shiver SC	Coil spring	
Shiver DC	Coil spring	

* Optional configuration

2.2 Damping system

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

Table 2.1: Damping systems

	Damping systems	
	Right leg	Left leg
MX Comp Air	SSV damping rod with rebound inside adjustment	Not adjustable SSV damping rod
MX Comp Coil	SSV damping rod with rebound inside adjustment	Not adjustable SSV damping rod
Mx Comp ETA	SSV damping rod with rebound inside adjustment	ETA cartridge
MX Pro Air	SSVF damping rod with rebound outside adjustment	Not adjustable SSV damping rod
MX Pro Coil	SSVF damping rod with rebound outside adjustment	Not adjustable SSV damping rod
MX Pro ETA	SSVF damping rod with rebound outside adjustment	ETA cartridge
Marathon RACE	DOPPIO AIR Cartridge	TST cartridge
Marathon SL	TST cartridge	DOPPIO AIR Cartridge
Marathon XC	TST cartridge	TAS Cartridge
All Mountain SL	TST cartridge	DOPPIO AIR Cartridge
All Mountain 1	TST cartridge	TAS Cartridge
All Mountain 2	SSV damping rod with rebound inside adjustment	Not adjustable SSV damping rod
	HSCV cartridge with rebound outside adjustment *	ETA cartridge
	SSVF damping rod with rebound outside adjustment *	
All Mountain 3	Not adjustable SSV damping rod	
	Not adjustable SSV damping rod *	ETA cartridge *
Dirt Jumper I	SSV damping rod with rebound outside adjustment	Not adjustable SSV damping rod
Dirt Jumper II	SSV damping rod with rebound inside adjustment	Not adjustable SSV damping rod
Dirt Jumper III	Not adjustable SSV damping rod	Not adjustable SSV damping rod
D-Street 24"	Not adjustable SSV damping rod	Not adjustable SSV damping rod
Z1 FR SL	TST Cartridge	DOPPIO AIR Cartridge
Z1 FR 1	TST Cartridge	ETA cartridge
Z1 FR 2	HSCV cartridge with rebound outside adjustment	Not adjustable damping rod
Z1 FR 3	Not adjustable SSV damping rod	

	Spring systems	
	Right leg	Left leg
66 RC	HSCV cartridge with rebound outside adjustment	HSCV cartridge with compression outside adjustment at travel end
66 R	HSCV cartridge with rebound outside adjustment	Not adjustable SSV damping rod
66 VF	Pompante SSVF non regolabile	
888 RC	HSCV cartridge with rebound outside adjustment	HSCV cartridge with compression outside adjustment at travel end
888 R	HSCV cartridge with rebound outside adjustment	Not adjustable SSV damping rod
888 VF	Not adjustable SSVF damping rod	
Junior T	Not adjustable SSV damping rod	
Monster	HSCV cartridge with rebound outside adjustment and compression outside adjustment at travel end	HSCV cartridge with compression outside adjustment
Shiver SC	HSCV cartridge with compression outside adjustment	
Shiver DC	HSCV cartridge with compression outside adjustment	

* Optional configuration

SSV: the SSV system, thanks to the speed sensitive valve, allows control of the damping 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 setting or adjustable rebound by internal adjusters.

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

HSCV: the HSCV system allows more controlled damping, by adjusting the fork's sensitivity to the trail type and resisting bottoming. The HSCV system can absorb harsh impacts helping you to keep the mountain bike control.

The HSCV cartridges may be provided with rebound or compression external adjustment.

ETA: the ETA system allows adjustment of the extension travel and fork's locking but still offering 25-30 mm of travel.

TAS: the TAS system, not only offers, like the ETA system, the extension travel adjustment, but also the modification of the total travel: in this way the fork's maximum length can 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-positions compression adjuster in the upper area.

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

2.3 Lubrication and cooling

Pumping rods are immersed in oil (**Open Bath System**). This system provides proper lubrication and cooling of the inner sliding parts; furthermore, the oil volume works as a damping and setting element.

The Open Bath system reduces the maintenance frequency compared to a sealed cartridge system.

On the models using elastomers a correct inside lubrication is made by means of grease.

2.4 Sliding bushing and oil seals

Stanchion tubes are guided in the sliders by two teflon-coated bushings, free from static friction.

The seal system prevents oil leaks and contamination from particles entering the fork by means of a special dual-lip oil seal and a dust seal at the top of each slider.

3 INSTALLATION

3.1 Installing on the frame

Picture 2

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

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



WARNING!

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

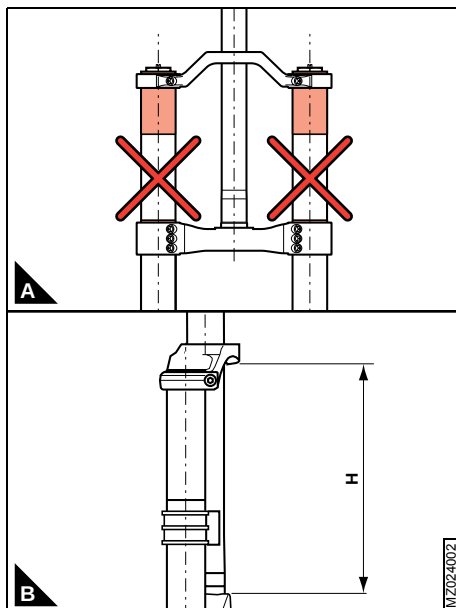
The steer tube must be press fit into the crown. Replacement of the steer tube, must be carried out by one of our service centers only, using specialized tools.



WARNING!

On all dual crown MY 2005 BOMBER models, the lower crown is clamped to the stanchions (or to the sliders in the upside-down models) through some bolts. In this case, you will have to respect following precautions during installing:

- In case of oversized diameter areas on the stanchions or on the sliders, the crowns clamping can only be done in the shaded area shown in Picture 2A.
- In case of reference notches on the stanchions or on the sliders, the lower part of the lower crown must be positioned over the notch.
- The distance between the inflated tire and the lower part of the lower crown, keeping the fork at travel's end, must be at least 4 mm.



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

- **Ne the Monster forks the distance between the lower part of the lower crown and the dust seal, keeping the fork at travel's 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 the Tab.3.1**

Table 3.1: Steer tube maximum length between crowns

Fork	Steer tube max. length between crowns
888 Series	164 mm
888 Series (with high upper crown)	184 mm
Junior T	184 mm
Shiver DC (with standard upper crown)	145 mm
Shiver DC (with high upper crown)	163 mm
Monster T	190 mm

3.2 Installing the brake system

Picture 3

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



WARNING!

Brake system installation requires specialized knowledge, tools and experience. General mechanical aptitude may not be sufficient to properly install your brake system. Please have your brake system installed only by an authorized Marzocchi Service Center. In particular, improper installation of a disk brake system can overstress the caliper mountings, which

may cause the calliper mountings to break, resulting in loss of control of the bicycle, an accident, personal injury or death.

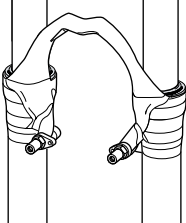
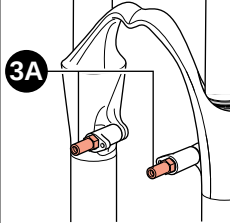
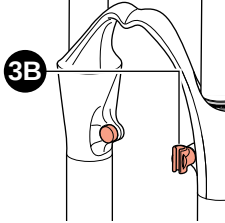
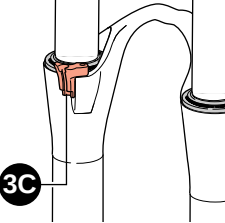
Be sure that the brake system installation is also performed in strict compliance with the instructions provided by the brake system manufacturer.

Use only brake systems that comply with the fork's specifications, taking into consideration the contents of the summarizing tables contained in this manual.

Table 3.1: Brake system settings

Fork	V-brake setting	Disk maximum dimensions
Marathon (except Marathon Race) - MX	V-brake removable setting	XC INTL STD 6"
Marathon Race	V-brake fixed setting	XC INTL STD 6"
66 - 888 - All Mountain - Dirt Jumper - Shiver SC - Shiver DC - Z1 FR - Junior T	/	XC INTL STD 8" #
D-Street	V-brake removable setting	XC INTL STD 8" #
Monster T	/	8" Post Mount

#	The 8" disk installation is allowed with the specific adapter, that must be provided by the brake system manufacturer.
---	--

			
V-Brake system Fixed setting	V-Brake system Removable setting	Disk brake system sheath mountings	Disk brake system sheath mountings
Marathon Race	D-Street 24" MX Series Marathon Series (escluso Marathon Race)	66 Series 888 Series All Mountain Series D-Street 24" Dirt Jumper Series Z1 FR Series	

Picture 3 - Braking system settings



WARNING!

Don't forget that a special thread-lock treatment is applied to the bolts thread (3A) ; bolts which are installed and then removed lose this treatment and therefore may never be used again.

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



WARNING!

The brake cable shall never touch the crown and stanchions.

3.3 Wheel Installation

Table 3.1: Maximum wheel dimension

Fork	Maximum wheel dimension
D-Street	2,5" x 24"
All Mountain - Dirt Jumper - Z1 FR - Shiver SC - Shiver DC - Junior T	2,8" x 26"
Marathon - MX	2,2" x 26"
66 - 888 - Monster T	3,0" x 26"

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

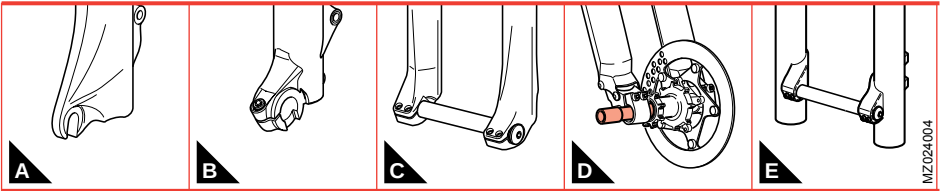
- The tire turns freely, there is no contact with the brake arch or the V-Brake system
- The distance between the inflated tire and the lower part of the lower crown, keeping the fork's legs fully compressed, must be at least 4 mm.

3.4 Wheel axle securing system

Picture 4

The system for securing the wheel axle to the fork sliders can be standard, with traditional advanced dropouts or with $\varnothing$ 20 mm through hole axle.

Forks that are created for more intensive use are provided with a wheel fastening system originating from the motocross application, using a 20 mm axle.



Picture 4 - Wheel securing systems: (4A) standard dropouts, (4B) $\varnothing$ 20 mm through hole axle (forks with $\varnothing$ 32 mm stanchions), (4C) $\varnothing$ 20 mm through hole axle (66 series and 888 series forks), (4D) $\varnothing$ 20 mm through hole axle (Shiver series), (4E) $\varnothing$ 20 mm through hole axle (Monster T).

3.4.1 Wheel installation on a standard fork's end

Install the wheel in compliance with the manufacturer's instructions.

For correct fork function after installing the wheel you will need to:

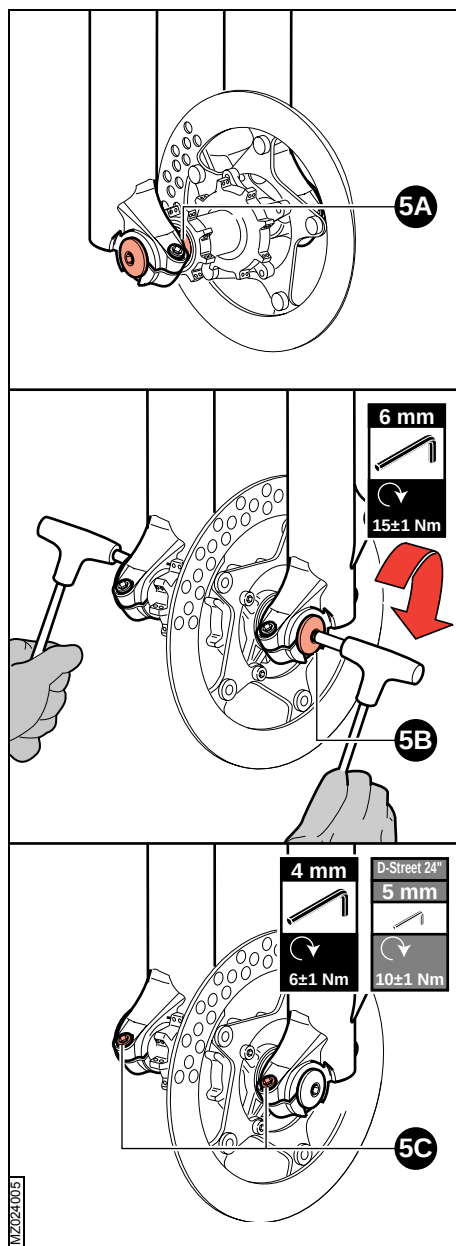
- Check fork-wheel alignment by fully compressing the fork a few times. The wheel should not make contact with or come close to any portion of the fork.
- Lift the front of the bicycle, and spin the wheel a few times to verify correct alignment and spacing with the disk brake or the V-Brake brake pads.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

3.4.2 Wheel installation on $\varnothing 32$ mm forks with $\varnothing 20$ mm through hole axle

Picture 5

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

- Insert the axle (5A) through the right fork wheel axle clamp, the wheel and the left fork wheel axle clamp.
- Tighten the axle acting on the cap (5B), using a 6 mm Allen key to the required tightening torque (15 ± 1 Nm).
- Check the correct fork-wheel alignment, by fully compressing the fork a few times. The wheel should not make contact with or come close to any portion of the fork. Lift the front of the bicycle and spin the wheel a few times to verify the correct alignment with the disk brake. Check the owners manual for the brake system for the proper specifications.
- Tighten the screws (5C) positioned on both wheel axle clamps, using a 4 mm (5 mm for D-Street 24") Allen key to the required torque (6 ± 1 Nm (10 ± 1 Nm for D-Street 24").



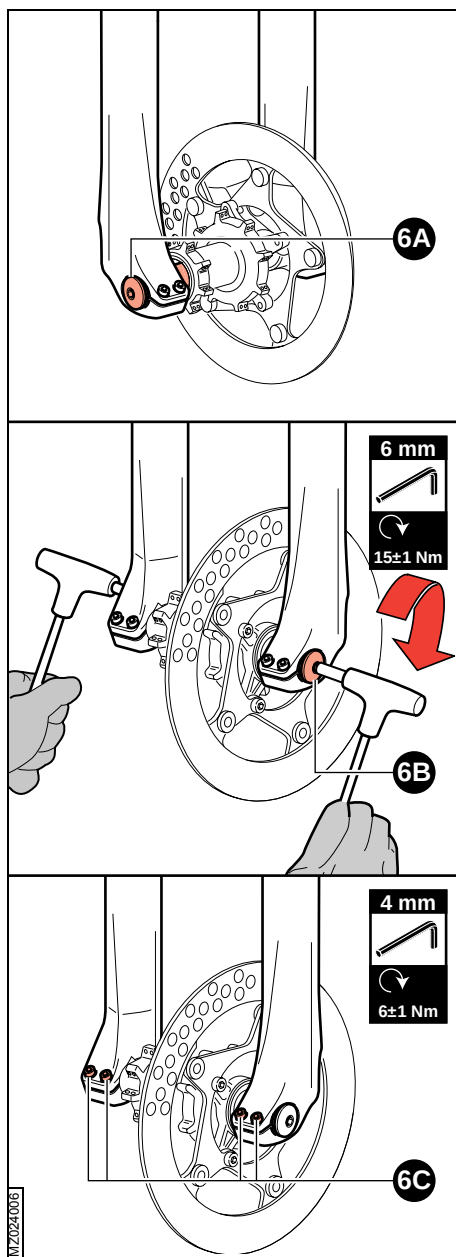
Picture 5 - Wheel installation on $\varnothing 32$ mm forks with $\varnothing 20$ mm through hole axle

3.4.3 Wheel installation on 66 and 888 series forks

Picture 6

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

- Insert the axle (**6A**) through the right fork wheel axle clamp, the wheel and the left fork wheel axle clamp.
- Tighten the axle acting on the cap (**6B**), using a 6 mm Allen key to the required tightening torque (15 ± 1 Nm).
- Check the correct fork-wheel alignment, by fully compressing the fork a few times. The wheel should not make contact with or come close to any portion of the fork. Lift the front of the bicycle and spin the wheel a few times to verify the correct alignment with the disk brake. Check the owners manual for the brake system for the proper specifications.
- Tighten the screws (**6C**) positioned on both wheel axle clamps, using a 4 mm Allen key to the required torque (6 ± 1 Nm), with the sequence 1-2-1.



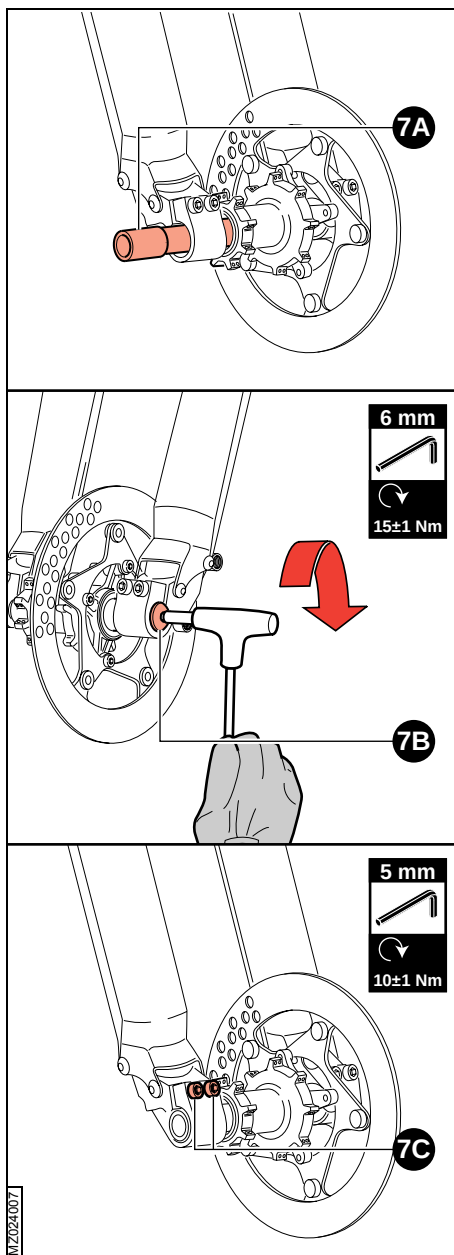
Picture 6 - Wheel installation on 66 and 888 series forks

3.4.4 Wheel installation on Shiver series forks

Picture 7

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

- Insert the wheel axle (7A) through the right wheel axle clamp, the wheel and the left wheel axle clamp.
- Using a 6 mm Allen key, screw down the bolt (7B) on the left side and tighten to the required torque (15 ± 1 Nm).
- Check the correct fork-wheel alignment, by fully compressing the fork a few times. The wheel should not make contact with or come close to any portion of the fork. Lift the front of the bicycle and spin the wheel a few times to verify the correct alignment with the disk brake. Check the owners manual for the brake system for the proper specifications.
- Tighten the screws (7C) positioned on both wheel axle clamps, using a 5 mm Allen key to the required torque (10 ± 1 Nm), with the sequence 1-2-1.



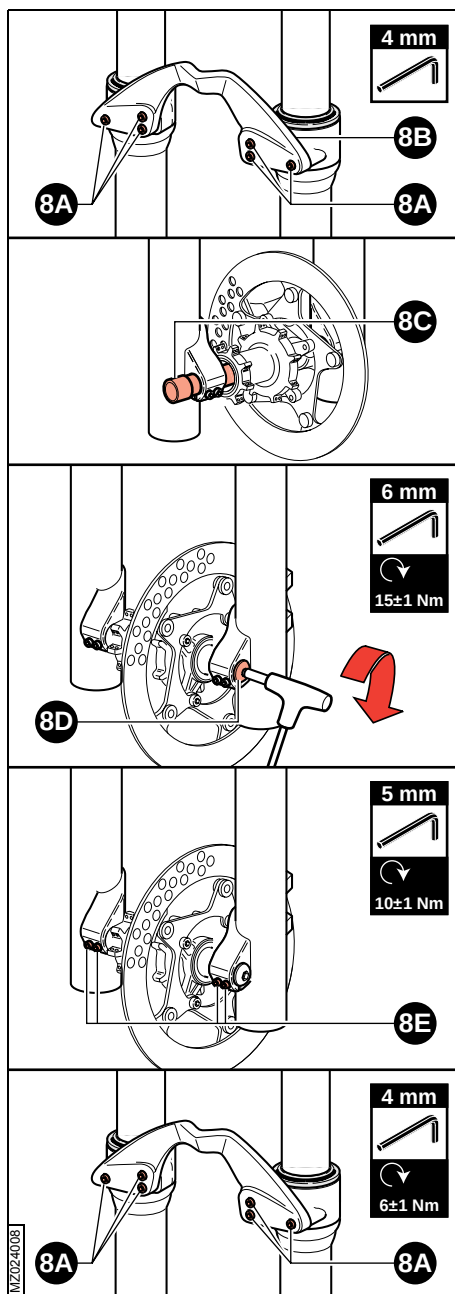
Picture 7 - Wheel installation on Shiver series forks

3.4.5 Wheel installation on Monster series forks

Picture 8

For a correct fork's function, please follow the instructions here below when installing the wheel.

- In case the fork has been disassembled from the bike frame or the fork's legs position as to the crowns has been changed, you will have to slightly loose the 6 bolts (8A) holding the arch (8B) by means of a 4 mm Allen key.
- Insert the wheel axle (8C) through the right wheel axle clamp, the wheel and the left wheel axle clamp.
- By using a 6 mm Allen key tighten the axle bolt (8D) located on the left side to the required torque (15 ± 1 Nm).
- Check the correct fork-wheel alignment, by fully compressing the fork a few times. The wheel should not make contact with or come close to any portion of the fork. Lift the front of the bicycle and spin the wheel a few times to verify the correct alignment with the disk brake. Check the owners manual for the brake system for the proper specifications.
- Tighten the screws (8E) positioned on both wheel axle clamps, using a 5 mm Allen key to the required torque (10 ± 1 Nm), with the sequence 1-2-1.
- By using the 4 mm Allen key tighten the bolts (8A) with the sequence 1-2-3-2-1 to the required torque (6 ± 1 Nm).



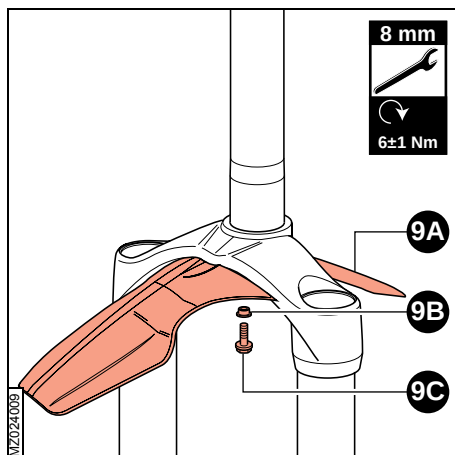
Picture 8 - Wheel installation on Monster series forks

3.5 Fender Installing

Picture 9

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

When assembling the fender (9A) you must insert the small support bushing (9B) between the screw and the fender as shown in the picture, and tighten the screws (9C) with a 8 mm Allen wrench to the required torque (6 ± 1 Nm).



Picture 9 - Fender Installing

3.6 Handlebar clamp installing

The dual crown models can be provided with handlebar clamp (the handlebar clamp may be sold together with the fork or purchased separately).

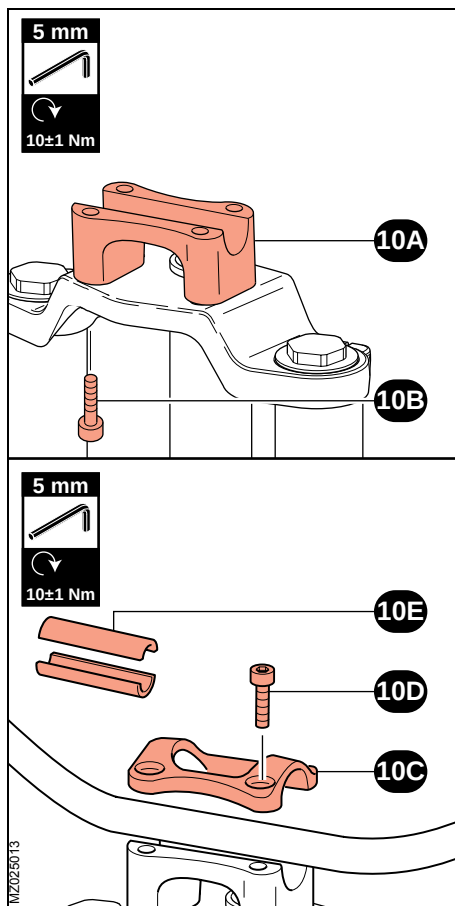
3.6.1 Handlebar clamp installing on all dual crown models except the 888 series

Picture 10

For the installation please carefully follow these instructions:

- Install the handlebar lower mounting (10A) on the upper crown, in a way that the holes coincide.
- Fix the handlebar clamp by tightening the screws (10B) to the required torque (10 ± 1 Nm), using a 5 mm Allen key.
- Install the handlebar in the mounting in a central position.
- Lock the handlebar with the appropriate clamp (10C).
- Tighten the screws (10D) to the required torque (10 ± 1 Nm), using a 5 mm Allen key.

You can find reduction shells (10E) as a spare part if needed, to allow installation of handlebars having different diameter.



Picture 10 - Handlebar clamp installing

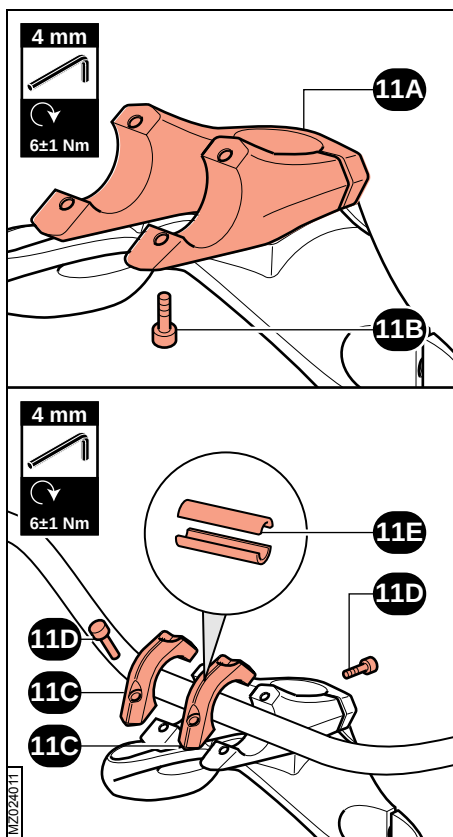
3.6.2 Handlebar clamp installing on 888 series

Picture 11

For the installation please carefully follow these instructions:

- Install the handlebar lower mounting (**11A**) on the upper crown, in a way that the holes coincide.
- Fix the handlebar clamp by tightening the screws (**11B**) to the required torque (**6 ± 1 Nm**), using a 4 mm Allen key.
- Install the handlebar in the mounting in a central position.
- Lock the handlebar with the appropriate clamp (**11C**).
- Tighten the screws (**11D**) to the required torque (**6 ± 1 Nm**), using a 4 mm Allen key.

You can find reduction shells (**11E**) as a spare part if needed, to allow installation of handlebars having different diameter.



Picture 11 - Handlebar clamp installing on 888 series forks

4

MAINTENANCE

4.1 Problems - Diagnosis - Solutions

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



WARNING!

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

Table 4.1: Problems - Diagnosis - Solutions

Problem	Diagnosis	Solution	
Fork has too much sag	Spring rate too soft or fork oil too fluid		Increase spring preload
			Add spring preload by replacing the preload tube
			Check the oil level
			Change to stiffer spring rate
Forks bottoms too easily, but it has the recommended sag	Not enough compression damping		Increase air pressure
			Increase compression damping by changing oil level
Fork bottoms too easily; needs more than maximum preload	Spring rate too soft or fork oil too fluid		Increase compression damping through the proper adjuster
			Check oil level
			Install stiffer springs
Fork does not get full travel	Spring rate too stiff or fork oil level too high		Increase air pressure
			Check oil level
			Install softer spring
Fork extends too quickly; harsh top-out after impacts	Not enough rebound damping		Decrease air pressure
			Increase rebound damping
Fork bottoms out too quickly	Not enough compression damping		Replace oil (SAE 7,5) with a higher viscosity
			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			

**WARNING!**

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

Table 4.2: Periodic maintenance table

General maintenance operation		Use	
		Intense	Normal
Check that screws are tightened to required torque		Before every ride	
Stanchions cleaning		After every ride	
Air pressure control		Before every ride	10 hours
Air bleed (Monster T)		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

4.2 General maintenance recommendations

- After disassembling the forks, always use new, original Marzocchi seals when reassembling.
- To tighten two bolts or nuts that are near each other, always follow the sequence 1-2-1, and tighten to the required tightening torque (see **Table 6.14 - Tightening torques**).
- Never use flammable or corrosive solvents to clean the parts, as these could damage the seals. If you must use a solvent, use biodegradable detergents that are not corrosive, not flammable or have a high flash point
- If you are planning not to use your fork for a long period of time, always lubricate the fork's components that are in contact with the fork's oil.
- Never pour lubricants, solvents or detergents which are not completely biodegradable in the environment; these must be collected and kept in the appropriate containers, then disposed of according to local laws.
- All of the components of Marzocchi forks are metric. Use only metric tools, imperial (US) tools may have similar sizes, but can damage the bolts and make it impossible to unscrew them.
- Use the correct size and sort of screwdriver to unscrew slotted or crosshead (Phillips) screws.
- When using a screwdriver to assemble or disassemble metal stop rings, o-rings, sliding bushings or seal segments, avoid scratching or cutting the components with the screwdriver tip.
- Do not carry out any maintenance and / or adjustment operations that are not explained in this manual.
- If you have any questions regarding the care, maintenance or use of your suspension system, please contact your nearest Marzocchi service center directly. A list of service centers can be found at the end of this manual or on the Internet page www.marzocchi.com.
- This manual does not explain how to assemble/disassemble the fork from the bicycle, the wheel, the steering set or any other component directly or indirectly associated with the fork that are not actually a part of the fork. MARZOCCHI reserves the right, in its sole discretion, to make changes to the products, at any time and without prior notice.
- Only use original Marzocchi spare parts.
- Work in a clean, ordered and well-lit place; if possible, avoid servicing your fork outdoors.
- Polished surfaces need to be periodically treated with some "polishing compound" to be kept as bright as new.
- Carefully check there are no metal shavings or dust in the work area.
- Never modify in any way any component of your fork.

4.3 Cleaning the fork legs

The manufacturer lubricates the fork dust seal with some grease, which makes the stanchion tubes slide easier, especially when the fork has not been used for a long time.

When using the fork, such grease can melt and stick to the stanchions, looking like an oil leak, although it is not.

After every use carefully clean the fork's outside surfaces, with a special attention to stanchion tubes and dust seals.



WARNING!

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

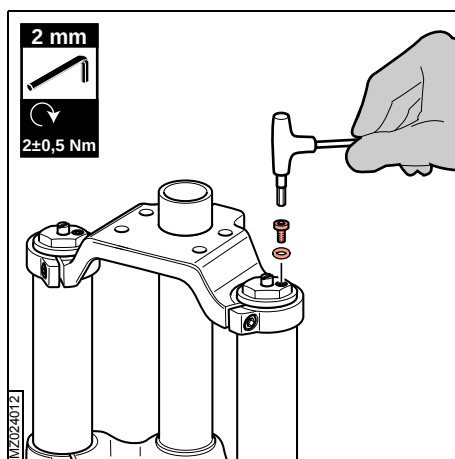
4.4 Monster T air bleeding

Picture 12

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)

The pressure generated by the air that can get into the fork legs while the bike is being used and which, due to the special shape of the oil seals remains trapped inside, can cause the fork to malfunction.

- In case of malfunction or loss of legs' smoothness please carry out following operation on both legs:
- By means of a 2 mm Allen key, unscrew the air bleed screw (A) located on the cap, in order to drain the pressure generated inside the fork's leg.
- Check the oil seal (B) condition; replace if needed.
- Tighten the air bleed screw (A) to the recommended torque ($2\pm0,5$ Nm), being careful not to damage the oil seal (B).



Picture 12 - Monster T air bleeding

5

ADJUSTMENTS

With a correct setting you may obtain the maximum performance from the suspension system. In this paragraph you will find how to carry out a correct setting of Marzocchi forks.

In order to find the best setting you will need to try several times to understand where and how to intervene.

The best setting depends on the mountain bike frame geometry, the rider's weight, the trail and obstacles kind, but also on many other personal factors connected with the riding style; it is therefore not possible to provide you with objective information concerning the desired setting.

However, if you carefully follow the instruction here below, you may find the best setting in a short time.

The fork setting must be done by acting on 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 gauge, that you can buy at the authorized centers.

**WARNING!**

The use of any other pump can compromise the inflating operation and cause malfunction or damages to the fork.

**NOTE**

Once you have found the best setting, we suggest taking note of the adjuster clicks or the number of turns, as 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 our web page: 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. SAG page 117**).

The preload spring may be adjusted according to the different models, through mechanical adjusters or with pressurized air inside the fork's leg.

On the models provided with mechanical adjustment each adjuster turn corresponds to a 1mm- spring compression.

**WARNING!**

The 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. SAG page 117**).

SAG

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

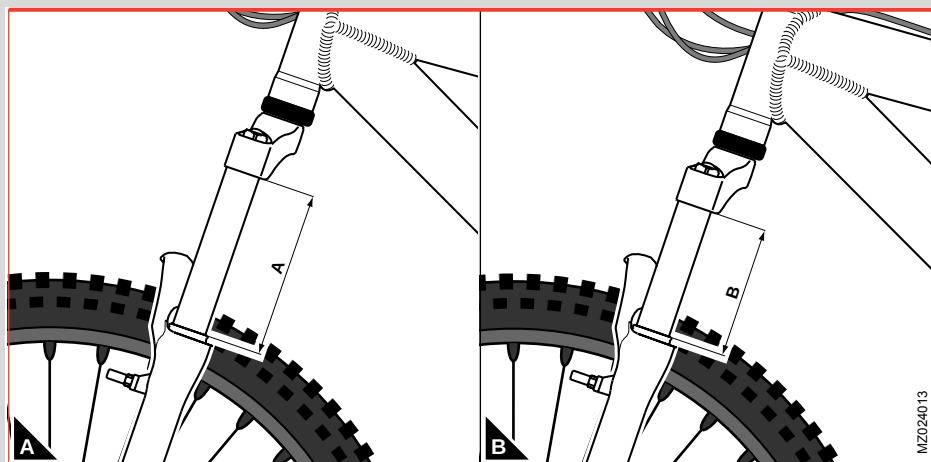
How to measure it

Picture 13

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

Measure the fork's leg portion between the lower crown and the dust seal and take note of the value (A).

Repeat the measurement sitting on the bike and take note of the value (B).



Picture 13 - How to measure SAG

$$\text{SAG} = A - B$$

How to find the best SAG

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

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

$$\text{SAG} = T \times S \text{ (T = total travel; S = suggested sinking percentage).}$$

5.4 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 helping 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.

5.5 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.

5.6 Rebound adjustment

Through the extension adjuster you can control the fork's rebound speed following to compression.

A correct adjustment of the rebound speed allows you to have a stable bike whose wheel can perfectly deal with any obstacle.

If the adjustment is too reactive, the forecarriage becomes unstable and the mountain bike may swing. On the contrary, a too slow adjustment makes the overcoming of multiple obstacles difficult, where the suspension cannot go back to a complete extended position between an obstacle and the following one.

The rebound speed adjustment is made through internal or external adjusters.

5.7 Compression adjustment

You can control the compression speed through the compression adjuster.

The compression adjustment can be done according to the user's needs and it must prevent the fork's bottoming.

A "hard" compression adjustment offers more stability and allows a more aggressive riding style, making the mountain bike more reactive, while a "softer" adjustment offers less stability with the advantage of a less "nervous" riding style.

The compression adjustments, according to the models, can control the compression damping on the whole travel or they can progressively intervene at the end of travel only.

5.8 ETA (Extension Travel Adjust)

The ETA cartridge offers "on-the-fly" adjustment of the rebound damping, by reducing the fork's length, but still keeping 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 down after impacts; additional impacts will further lower the fork.

This position is only suitable for hard, steep climbs.

Position UNLOCK

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



WARNING!

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

5.9 TAS (Travel Adjustment System)

The TAS cartridge offers, in addition to the possibility to adjust “on the fly” the rebound damping, by reducing the fork’s travel, still keeping 30 mm- travel (see **par. 5.8 ETA (Extension Travel Adjust)**), the possibility to modify the maximum travel and the fork’s length to adapt it to the biker’s specific needs and to the frame’s geometry.



WARNING!

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

- By turning the knob located at the fork’s leg bottom clockwise, you will reduce the maximum travel and the fork’s length.
- By turning the knob located at the fork’s bottom 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 and become dangerous for the rider.

5.10 TST (Terrain Selection Tecnology)

The TST system allows adjustment of the suspension damping.

The TST cartridge is provided, in the lower area, with a rebound adjuster (see **par. 5.6 Rebound adjustment**) and in the upper area, with a 5-positions compression adjuster.

This allows the biker to obtain the best setting for each different trail.

The adjuster located in the upper area has five main positions (CL, +, AM, -, DS).

Thanks to these 5 positions, the biker can quickly obtain the best setting for each different trail.

Table 5.1: TST control positions table

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



WARNING!

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

Table 5.2: Forks adjustments

	Adjustments													
	Spring preload with adjustment knob	Internal spring preload	Spring preload with air	Positive air (spring system)	Negative air	“Progressive “ air	Internal rebound adjustment	External rebound adjustment	Compression adjustment	Compression adjustment at travel	ETA (Extension Travel Adjust)	TAS (Travel Adjustment System)	TST (Terrain Selection Technology)	
MX Comp			X2°	X2			RH				LH°			Tab.6.2
MX Pro			X2°	X2				RH			LH°			
Marathon RACE				X2	RH	RH		LH					LH	Tab.6.3
Marathon SL				X2	LH	LH		RH					RH	
Marathon XC				RH				RH			LH	LH	RH	
All Mountain SL				X2	LH	LH		RH					RH	Tab.6.4
All Mountain 1				RH				RH			LH	LH	RH	
All Mountain 2			X2°	X2			RH	RH°			LH°			
All Mountain 3			X2°	X2							LH°			
Dirt Jumper I			X2					RH						Tab.6.5
Dirt Jumper II			X2				RH							
Dirt Jumper III			X2											
D-Street 24"			X2											Tab.6.6
Z1 FR SL				X2	LH	LH		RH					RH	Tab.6.7
Z1 FR 1			RH					RH			LH			
Z1 FR 2			RH					RH						
Z1 FR 3			X2								LH°			
66 RC			X2					RH		LH				Tab.6.8
66 R			X2					RH						
66 VF			X2											
888 RC		X2						RH		LH				Tab.6.9
888 R		RH						RH						
888 VF														
Junior T	X2													Tab.6.10
Monster								RH	LH	RH				Tab.6.11
Shiver SC	X2							X2						Tab.6.12
Shiver DC	X2							X2						Tab.6.13

° Optional configuration

Table 5.8: Key

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

**WARNING!**

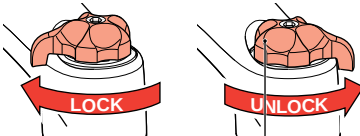
Right and left references as per convention shown on par. 1.1.1.

6

SUMMARIZING TABLES

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

Table 6.1: Summarizing tables reading.

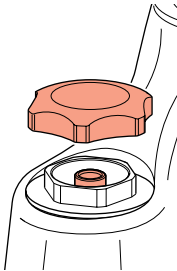
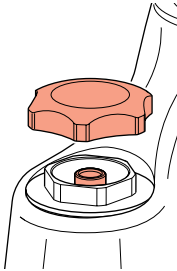
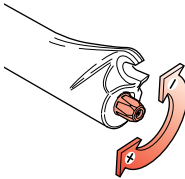
Fork's category	Fork's model	Notes	Suitable for Disk Brake	Legs diameter	Suitable for V-Brake	Wheel maximum dimensions	
		Available travels	Wheel mount type				
All Mountain							
All Mountain SL	110 - 130 ** / 130 - 150 **		STD	INTL STD 6" *	NO		
All Mountain 1	110 - 130 *** / 130 - 150 ***		STD	INTL STD 6" *	NO		
All Mountain 2	110 - 130 -150		STD	INTL STD 6" *	NO		
All Mountain 3	110 - 130 -150		STD	INTL STD 6" *	NO		
* the 8" brake system installation is allowed using an adapter provided by the brake system manufacturer					32 mm		2,8" x 26"
** adjustable via negative air							
*** adjustable via TAS							
All Mountain 1		All Mountain 2		All Mountain 3			
		ETA - Left leg					
		When turning the knob clockwise, you activate the ETA cartridge function					
		When turning the knob counterclockwise, you reset the fork's normal function					
Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+		
	lbs	120 - 155	155 - 180	180 - 210	210 - 220+		
Positive air pressure	bar	2,00 - 2,75	2,40 - 3,10	2,90 - 3,80	3,60 - 4,50		
	lbs	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					
Preload air pressure	bar	0 - 1,00					
	psi	0 - 15					
Setting operations		Option					
Air pressure summarizing table		Concerned models					



WARNING!

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

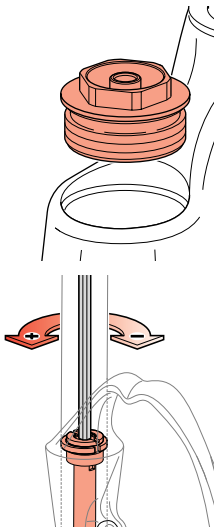
Table 6.2: Mx Series

MX				
MX Comp Air	85 - 105 - 120	STD	INTL STD 6"	V-Brake removable setting
MX Comp Coil	85 - 105 - 120	STD	INTL STD 6"	V-Brake removable setting
MX Comp + ETA	85 - 105 - 120	STD	INTL STD 6"	V-Brake removable setting
MX Pro Air	85 - 105 - 120	STD	INTL STD 6"	V-Brake removable setting
MX Pro Coil	85 - 105 - 120	STD	INTL STD 6"	V-Brake removable setting
MX Pro + ETA	85 - 105 - 120	STD	INTL STD 6"	V-Brake removable setting
			 30 mm	 2.2" x 26"
MX Comp Air		MX Comp +ETA	MX Pro Air	MX Pro + ETA
		Positive air – Both legs (right leg only for + ETA versions) Remove protection cap. Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the protection cap.		
MX Comp Coil		MX Pro Coil		
		Spring preload with air – Both legs Remove protection cap. Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the protection cap.		
		MX Pro Air	MX Pro Coil	MX Pro + ETA
		Rebound adjustment with external register – Right leg When turning the adjuster clockwise, you increase the rebound hydraulic braking, making the fork slower during the rebound phase. When turning the adjuster counterclockwise, you decrease the rebound hydraulic braking, making the fork more responsive during the rebound phase.		

MX Comp Air

MX Comp Coil

MX Comp +ETA



Rebound adjustment with internal register – Right leg

Using a small pointed object fully deflate the right leg pressure.

Fully unscrew and remove the cap using a 21 mm Allen key.

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

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

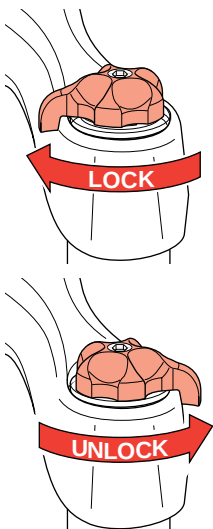
When turning the adjuster clockwise, you will decrease the rebound hydraulic braking, making the fork more responsive during the rebound phase.

After adjustment has been made, put the cap back to its seat and tighten it to the required torque (10±1 Nm).

Inflate to the suggested pressure.

MX Comp +ETA

MX Pro + ETA



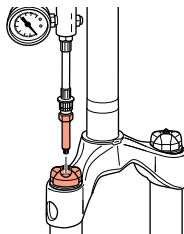
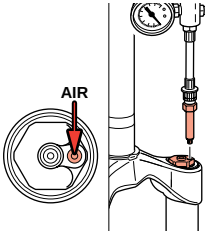
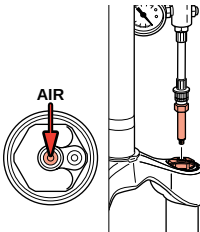
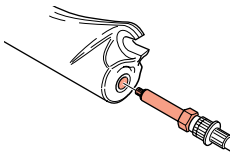
ETA – Left leg

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

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

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

Table 6.3: Marathon Series

Marathon				
Marathon Race	80	STD	INTL STD 6"	V-Brake fixed setting
Marathon SL	100 - 120*	STD	INTL STD 6"	V-Brake removable setting
Marathon XC	100 - 120**	STD	INTL STD 6"	V-Brake removable setting
* adjustable via TAS ** adjustable via negative air			 30 mm	 2,2" x 26"
Marathon Race	Marathon SL		Marathon XC	
	Positive air TST cartridge - Right leg (Left leg on Marathon Race) Remove the rubber protection cap marked with "AIR" and turn the TST knob until you uncover the air valve. Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the rubber protection cap and reset the correct adjustment via the TST knob.			
Marathon Race	Marathon SL			
	Positive air DOPPIO AIR cartridge - Left leg (Right leg on Marathon Race) Unscrew and remove the protection cap. Fully tighten the pump adapter on the valve positioned outside and inflate air to the required pressure. Fully tighten the protection cap.			
Marathon Race	Marathon SL			
	Negative air DOPPIO AIR cartridge- Left leg (Right leg on Marathon Race) Unscrew and remove the protection cap. Fully tighten the pump adapter on the valve positioned inside and inflate air to the required pressure. Fully tighten the protection cap.			
Marathon Race	Marathon SL			
	PAR air - DOPPIO AIR cartridge – Left leg (Right leg on Marathon Race) Remove the rubber protection cap (Marathon SL only). Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the rubber protection cap (Marathon SL only).			

Marathon Series

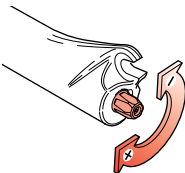
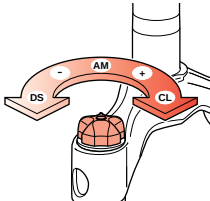
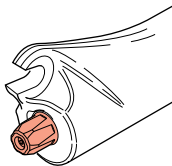
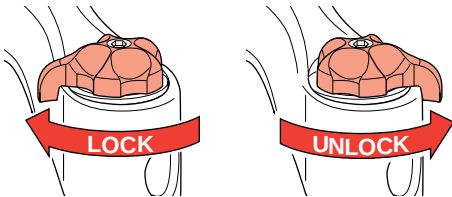
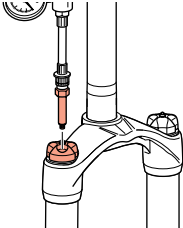
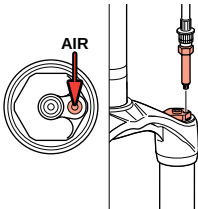
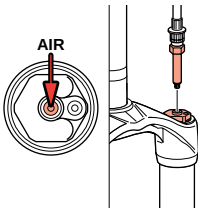
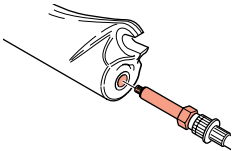
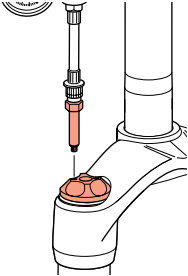
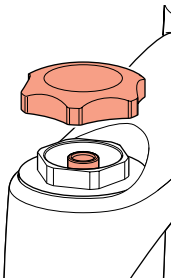
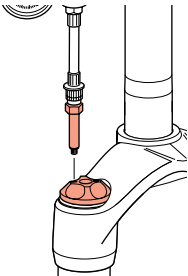
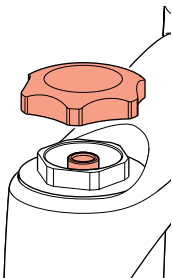
Marathon Race		Marathon SL		Marathon XC	
		Rebound adjustment with external register - Right leg (Left leg on Marathon Race) When turning the adjuster clockwise, you increase the rebound hydraulic braking, making the fork slower during the rebound phase. When turning the adjuster counterclockwise, you decrease the rebound hydraulic braking, making the fork more responsive during the rebound phase.			
Marathon Race		Marathon SL			
		TST – Right leg (Left leg on Marathon Race) When turning the knob you can adjust the compression damping to adapt the fork's behaviour to the kind of trail. DS Best setting for downhill. - , AM , + Best setting for All mountain. CL Best setting for uphill, locked fork.			
		Marathon XC			
		TAS - Left leg By turning clockwise, you will reduce the maximum travel and the fork's length. By turning counterclockwise, you will increase the maximum travel and the fork's length. <i>Before proceeding to the TAS cartridge adjustment, you will have to completely deflate the positive air chamber located on the right leg, then re-establish the correct working pressure.</i>			
		Marathon XC			
		ETA - Left leg When turning the knob clockwise, you activate the ETA cartridge function. When turning the knob counterclockwise, you reset the fork's normal function.			
Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 - 155	155 - 180	180 - 210	210 - 220+
Positive air pressure	bar	2,00 - 2,75	2,40 - 3,10	2,90 - 3,80	3,60 - 4,50
	lbs	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 6.4: All Mountain Series

All Mountain				
All Mountain SL	110 - 130 ** / 130 - 150 **	STD	INTL STD 6" *	NO
All Mountain 1	110 - 130 *** / 130 - 150 ***	STD	INTL STD 6" *	NO
All Mountain 2	110 - 130 -150	STD	INTL STD 6" *	NO
All Mountain 3	110 - 130 -150	STD	INTL STD 6" *	NO
* the 8" brake system installation is allowed using an adapter provided by the brake system manufacturer ** adjustable via negative air *** adjustable via TAS			 32 mm	 2,8" x 26"
All Mountain SL All Mountain 1				
 Positive air TST Cartridge– Right leg Remove the rubber protection cap marked with “AIR” and turn the TST knob until you uncover the air valve. Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the rubber protection cap and reset the correct adjustment via the TST knob.				
All Mountain SL				
 Positive air DOPPIO AIR cartridge - Left leg Unscrew and remove the protection cap. Fully tighten the pump adapter on the valve positioned outside and inflate air to the required pressure. Fully tighten the protection cap.				
All Mountain SL				
 Negative air DOPPIO AIR cartridge – Left leg Unscrew and remove the protection cap. Fully tighten the pump adapter on the valve positioned inside and inflate air to the required pressure. Fully tighten the protection cap.				
All Mountain SL				
 PAR air - DOPPIO AIR cartridge – Left leg Remove the rubber protection cap (only for 150 mm travel model). Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the rubber protection cap (only for 150 mm travel model).				

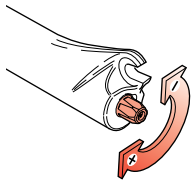
All Mountain Series

All Mountain 2 ■	
	HSCV Cartridge – Positive air Remove the rubber protection cap marked with “AIR” and turn the rebound adjustment knob until you uncover the air valve. Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the rubber protection cap and reset the correct adjustment via the rebound adjustment knob.
All Mountain 2 ■	All Mountain 3 ■
	Positive air Remove the protection cap. Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the protection cap.
All Mountain 2 ■	
	Spring preload with air – HSCV cartridge Remove the rubber protection cap marked with “AIR” and turn the rebound adjustment knob until you uncover the air valve. Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the rubber protection cap and reset the correct adjustment via the rebound adjustment knob.
All Mountain 2 ■	All Mountain 3 ■
	Spring preload with air Remove the protection cap . Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the protection cap.

All Mountain Series

All Mountain SL

All Mountain 2 ■ (Travel 130 mm)

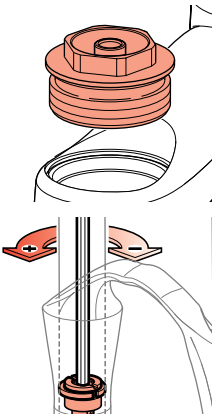


Rebound adjustment with external register – Right leg

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

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

All Mountain 2



Rebound adjustment with internal register – Right leg

Using a small pointed object fully deflate the right leg pressure.

Fully unscrew and remove the cap using a 21 mm Allen key.

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

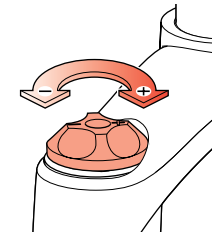
When turning the adjuster counterclockwise, you will increase the rebound hydraulic braking, making the fork slower during the rebound phase.

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

After adjustment has been made, put the cap back to its seat and tighten it to the required torque (10±1 Nm).

Inflate to the suggested pressure.

All Mountain 2 ■ (Travel 150 mm)



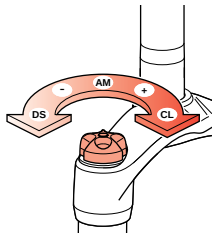
Rebound adjustment with external register – Right leg

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

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

All Mountain SL

All Mountain 1



TST – Right leg

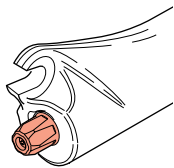
When turning the knob you can adjust the compression damping to adapt the fork's behaviour to the kind of trail.

- DS** Best setting for downhill.
- , AM, +** Best setting for All mountain.
- CL** Best setting for uphill, locked fork.

All Mountain Series

All Mountain 1

TAS – Left leg



By turning clockwise, you will reduce the maximum travel and the fork's length.
By turning counterclockwise, you will increase the maximum travel and the fork's length.

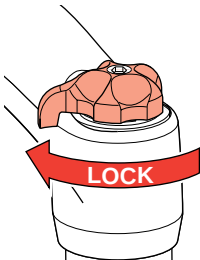
Before proceeding to the TAS cartridge adjustment, you will have to completely deflate the positive air chamber located on the right leg, then re-establish the correct working pressure.

All Mountain 1

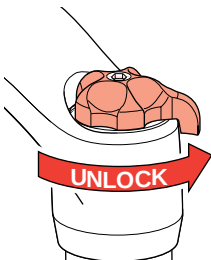
All Mountain 2 ■

All Mountain 3 ■

ETA – Left leg



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



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

Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 - 155	155 - 180	180 - 210	210 - 220+
Positive air pressure	bar	2,00 - 2,75	2,40 - 3,10	2,90 - 3,80	3,60 - 4,50
	lbs	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			
Preload air pressure	bar	0 - 1,00			
	psi	0 - 15			

Table 6.5: Dirt Jumper Series

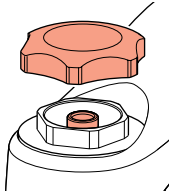
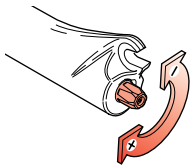
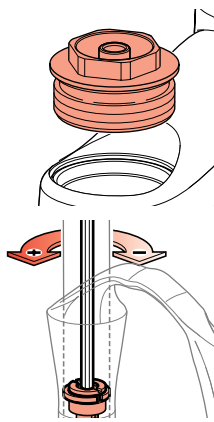
Dirt Jumper					
Dirt Jumper 1	100 - 120	ø 20 mm through hole axle	INTL STD 6" *	NO	
Dirt Jumper 2	100	ø 20 mm through hole axle	INTL STD 6" *	NO	
Dirt Jumper 3	100 - 130	STD **	INTL STD 6" *	NO	
* the 8" brake system installation is allowed using an adapter provided by the brake system manufacturer ** ø20 mm through hole axle available as option			 32 mm	 2,8" x 26"	
Dirt Jumper 1		Dirt Jumper 2		Dirt Jumper 3	
 Preload spring with air – Both legs Remove protection cap. Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the protection cap.					
Dirt Jumper 1					
 Rebound adjustment with external register – Right leg When turning the adjuster clockwise, you increase the rebound hydraulic braking, making the fork slower during the rebound phase. When turning the adjuster counterclockwise, you decrease the rebound hydraulic braking, making the fork more responsive during the rebound phase.					
Dirt Jumper 2					
 Rebound adjustment with internal register – Right leg Using a small pointed object fully deflate the right leg pressure. Fully unscrew and remove the cap using a 21 mm Allen key. Insert the supplied hexagon rod into the stanchion tube, making sure to center the adjustment seat. When turning the adjuster counterclockwise, you will increase the rebound hydraulic braking, making the fork slower during the rebound phase. When turning the adjuster clockwise, you will decrease the rebound hydraulic braking, making the fork more responsive during the rebound phase. After adjustment has been made, put the cap back to its seat and tighten it to the required torque (10±1 Nm). Inflate to the suggested pressure.					
Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 - 155	155 - 180	180 - 210	210 - 220+
Preload air pressure (both legs)	bar	0 - 1,00			
	psi	0 - 15			

Table 6.6: D-Street 24"

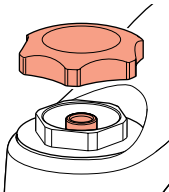
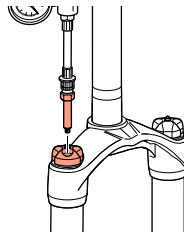
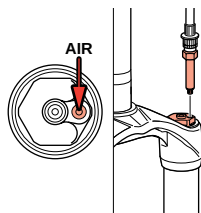
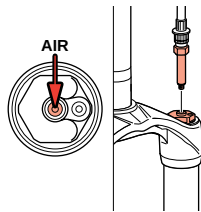
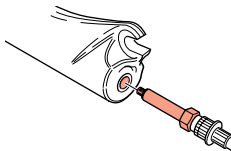
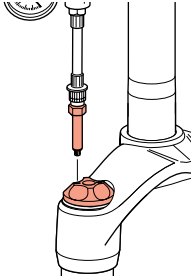
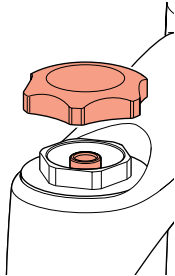
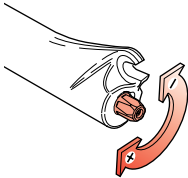
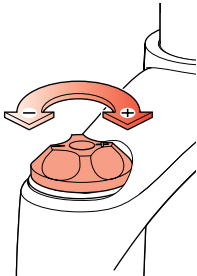
D-Street 24"					
	80	ø 20 mm through hole axle	INTL STD 6" *	V-Brake **	
* the 8" brake system installation is allowed using an adapter provided by the brake system manufacturer ** Removable setting			 32 mm	 2,5" x 24"	
 Spring preload with air (both legs) Remove the protection cap. Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the protection cap.					
Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 -155	155 - 180	180 - 210	210 - 220+
Preload air pressure (both legs)	bar	0 - 1,00			
	psi	0 - 15			

Table 6.7: Z1 FR Series

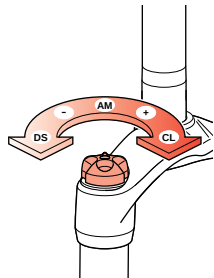
Z1 FR				
Z1 FR SL	130 -150 **	ø 20 mm through hole axle	INTL STD 6" *	NO
Z1 FR 1	130 -150	ø 20 mm through hole axle	INTL STD 6" *	NO
Z1 FR 2	130 -150	ø 20 mm through hole axle	INTL STD 6" *	NO
Z1 FR 3	130 -150	ø 20 mm through hole axle	INTL STD 6" *	NO
* the 8" brake system installation is allowed using an adapter provided by the brake system manufacturer ** adjustable via negative air			 32 mm	 2,8" x 26"
Z1 FR SL				
	Positive air TST cartridge – Right leg Remove the rubber protection cap marked with "AIR" and turn the TST knob until you uncover the air valve. Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the rubber protection cap and reset the correct adjustment via the TST knob.			
Z1 FR SL				
	Positive air DOPPIO AIR cartridge - Left leg Unscrew and remove the protection cap. Fully tighten the pump adapter on the valve positioned outside and inflate air to the required pressure. Fully tighten the protection cap.			
Z1 FR SL				
	Negative air DOPPIO AIR cartridge– Left leg Unscrew and remove the protection cap. Fully tighten the pump adapter on the valve positioned inside and inflate air to the required pressure. Fully tighten the protection cap.			
Z1 FR SL				
	PAR air - DOPPIO AIR cartridge – Left leg Remove the rubber protection cap Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the rubber protection cap.			

Z1 FR Series

Z1 FR 1		Z1 FR 2
		Spring preload with air – HSCV cartridge Remove the rubber protection cap marked with "AIR" and turn the rebound adjustment knob until you uncover the air valve. Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the rubber protection cap and reset the correct adjustment via the rebound adjustment knob.
Z1 FR 2		Z1 FR 3
		Spring preload with air Remove the protection cap. Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the protection cap.
Z1 FR SL		
		
Rebound adjustment with external register – Right leg When turning the adjuster clockwise, you increase the rebound hydraulic braking, making the fork slower during the rebound phase. When turning the adjuster counterclockwise, you decrease the rebound hydraulic braking, making the fork more responsive during the rebound phase.		
Z1 FR 1		Z1 FR 2
		Rebound adjustment with external register – Right leg When turning the adjuster clockwise, you increase the rebound hydraulic braking, making the fork slower during the rebound phase. When turning the adjuster counterclockwise, you decrease the rebound hydraulic braking, making the fork more responsive during the rebound phase.

Z1 FR Series

Z1 FR SL



TST – Right leg

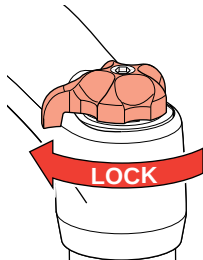
When turning the knob you can adjust the compression damping to adapt the fork's behaviour to the kind of trail.

- DS** Best setting for downhill.
- , AM , +** Best setting for All mountain.
- CL** Best setting for uphill, locked fork.

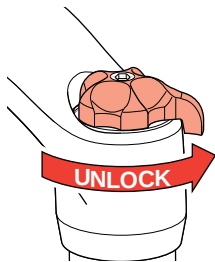
Z1 FR 1

Z1 FR 3 ■

ETA – Left leg



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



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

Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 - 155	155 - 180	180 - 210	210 - 220+
Positive air pressure	bar	2,00 - 2,75	2,40 - 3,10	2,90 - 3,80	3,60 - 4,50
	lbs	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			
Preload air pressure	bar	0 - 1,00			
	psi	0 - 15			

Table 6.8: 66 Series

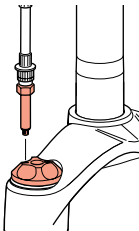
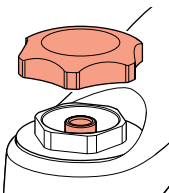
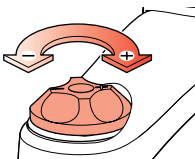
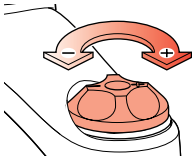
66					
66 RC	150 - 170	ø 20 mm through hole axle	INTL STD 6" *	NO	
66 R	150 - 170	ø 20 mm through hole axle	INTL STD 6" *	NO	
66 VF	150 - 170	ø 20 mm through hole axle	INTL STD 6" *	NO	
* the 8" brake system installation is allowed using an adapter provided by the brake system manufacturer			 35 mm	 2,8" x 26"	
66 RC		66 R			
		Spring preload with air – HSCV cartridge Remove the rubber protection cap marked with "AIR" and turn the knob until you uncover the air valve. Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the rubber protection cap and reset the correct adjustment via the knob.			
66 R		66 VF			
		Spring preload with air Remove the protection cap. Fully tighten the pump adapter on the valve and inflate air to the required pressure. Mount the protection cap.			
66 RC		66 R			
		Rebound adjustment with external register – Right leg When turning the adjuster clockwise, you increase the rebound hydraulic braking, making the fork slower during the rebound phase. When turning the adjuster counterclockwise, you decrease the rebound hydraulic braking, making the fork more responsive during the rebound phase.			
66 RC		66 R			
		Compression adjustment at travel end – Left leg When turning the adjuster clockwise, you will increase the compression hydraulic braking at travel end. When turning the adjuster counterclockwise, you will decrease the compression hydraulic braking at travel end.			
Rider's weight	kg	55 - 70	70 - 80	80 - 95	95 - 110+
	lbs	120 - 155	155 - 180	180 - 210	210 - 220+
Preload air pressure (both legs)	bar	0 - 1,00			
	psi	0 - 15			

Table 6.9: 888 Series

888				
888 RC	170 -200	ø 20 mm through hole axle	INTL STD 6" *	NO
888 R	170 -200	ø 20 mm through hole axle	INTL STD 6" *	NO
888 VF	170 -200	ø 20 mm through hole axle	INTL STD 6" *	NO
* the 8" brake system installation is allowed using an adapter provided by the brake system manufacturer			 35 mm	 2,8" x 26"

888 RC

888 R

Preload spring

Using a 26 mm wrench unscrew both fork's upper caps (A).

Lower the stanchions as much as needed to allow the shaft to come out the cartridge.

Press and keep pressing downwards the washer (B) supporting the spring.

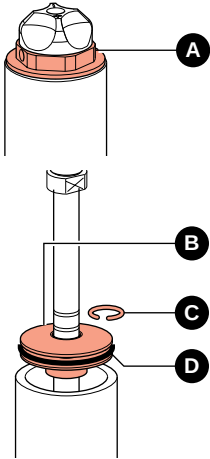
Using a small screwdriver, take off from its seat the metallic wire (C) that is locking the washer (B) supporting the spring.

Keep the washer pressed and insert the metallic wire into a lower notch to increase preload, or into an upper notch to reduce it.

During the extraction and the insertion of the metallic wire be very careful not to damage the components. If the pumping rod and more precisely the metallic wire (C) are even slightly damaged, do not use the fork in any case and immediately contact a Marzocchi authorized service centre. Do not alter the metallic wire.

Lift the stanchions and tighten the fork's upper cap (A) using a 26 mm wrench to the required torque (10±1 Nm).

During the insertion of the cartridge inside the stanchion be very careful not to damage the O-Ring (D).



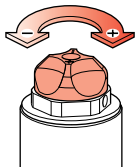
888 RC

888 R

Rebound adjustment with external register – Right leg

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

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



888 RC

Compression adjustment at travel end – Left leg

When turning the adjuster clockwise, you will increase the compression hydraulic braking at travel end.

When turning the adjuster counterclockwise, you will decrease the compression hydraulic braking at travel end.

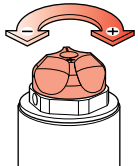


Table 6.10: Junior T

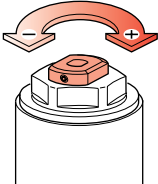
Junior T				
	170	STD **	INTL STD 6" *	NO
* the 8" brake system installation is allowed using an adapter provided by the brake system manufacturer ** ø20 mm through hole axle available as option			 32 mm	 2,8" x 26"
 Spring preload with external adjustment – Both legs By turning the adjustment knob clockwise, you increase the preload value. By turning the adjustment knob counterclockwise, you decrease the preload value.				

Table 6.11: Mosler T

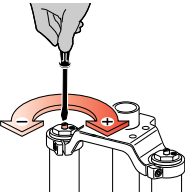
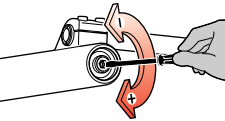
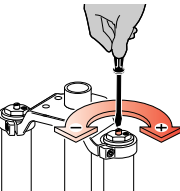
Monster T				
	200	ø 20 mm through hole axle	8" Post mount	NO
			 40 mm	 3,0" x 26"
 Rebound adjustment with external register – Right leg When turning the adjuster clockwise, you increase the rebound hydraulic braking, making the fork slower during the rebound phase. When turning the adjuster counterclockwise, you decrease the rebound hydraulic braking, making the fork more responsive during the rebound phase.				
 Compression adjustment – Right leg When turning the adjuster clockwise, you will increase the compression hydraulic braking, reducing the travel made by the fork, under the same stress. When turning the adjuster counterclockwise, you will decrease the compression hydraulic braking, making the fork softer against the ground harshness.				
 Compression adjustment at travel end – Left leg When turning the adjuster clockwise, you will increase the compression hydraulic braking at travel end. When turning the adjuster counterclockwise, you will decrease the compression hydraulic braking at travel end.				

Table 6.12: Shiver SC

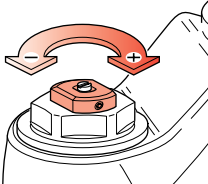
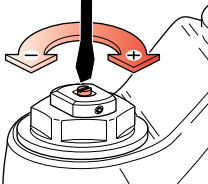
Shiver SC				
	100	ø 20 mm through hole axle	INTL STD 6" *	NO
* the 8" brake system installation is allowed using an adapter provided by the brake system manufacturer			 30mm	 2,8" x 26"
 Spring preload with external adjustment – Both legs By turning the adjustment knob clockwise, you increase the preload value. By turning the adjustment knob counterclockwise, you decrease the preload value.				
 Rebound adjustment with external register – Both legs When turning the adjuster clockwise, you increase the rebound hydraulic braking, making the fork slower during the rebound phase. When turning the adjuster counterclockwise, you decrease the rebound hydraulic braking, making the fork more responsive during the rebound phase.				

Table 6.13: Shiver DC

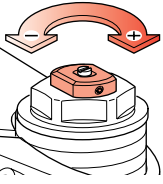
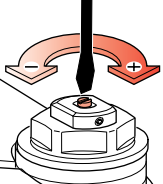
Shiver DC				
	190	ø 20 mm through hole axle	INTL STD 6" *	NO
* the 8" brake system installation is allowed using an adapter provided by the brake system manufacturer			 35mm	 2,8" x 26"
 Spring preload with external adjustment – Both legs By turning the adjustment knob clockwise, you increase the preload value. By turning the adjustment knob counterclockwise, you decrease the preload value.				
 Rebound adjustment with external register – Both legs When turning the adjuster clockwise, you increase the rebound hydraulic braking, making the fork slower during the rebound phase. When turning the adjuster counterclockwise, you decrease the rebound hydraulic braking, making the fork more responsive during the rebound phase.				

Table 6.14: Tightening torques

Components to be tightened	Tightening Torque (Nm)
Wheel axle bolts	15 ± 1
Wheel axle Allen clamping bolts	6 ± 1
Wheel axle Allen clamping bolts (D-Street – Shiver Series – Monster T)	10 ± 1
Fork's upper caps	10 ± 1
Lower crown fixing bolts	6 ± 1
Lower crown fixing bolts (Monster T – Shiver DC)	10 ± 1
Upper crown fixing bolts	6 ± 1
Upper crown fixing bolts (Monster T – Shiver DC)	10 ± 1
Fender fixing bolts	6 ± 1
Handlebar clamp fixing bolts (all dual crown except 888 Series)	10 ± 1
Handlebar clamp fixing bolts (888 Series)	6 ± 1
ETA knobs fixing bolts	2 ± 0,5
TAS knobs fixing bolts	2 ± 0,5
Rebound adjustment knobs fixing bolts	2 ± 0,5
Compression adjustment knobs fixing bolts	2 ± 0,5
Damping rod knobs fixing bolts with external lower adjustment	2 ± 0,5
Pumping rods / cartridges fixing foot nuts	10 ± 1
Cartridges fixing foot bolts (Monster T)	25 ± 1
V-brake fixing bolts	9 ± 1
Preload knobs fixing pins	1,5 ± 0,2
Air bleeding bolt	2 ± 0,5
Arch bolts (Monster T - D-Street)	6 ± 1

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WARRANTY

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

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

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

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

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

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

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

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