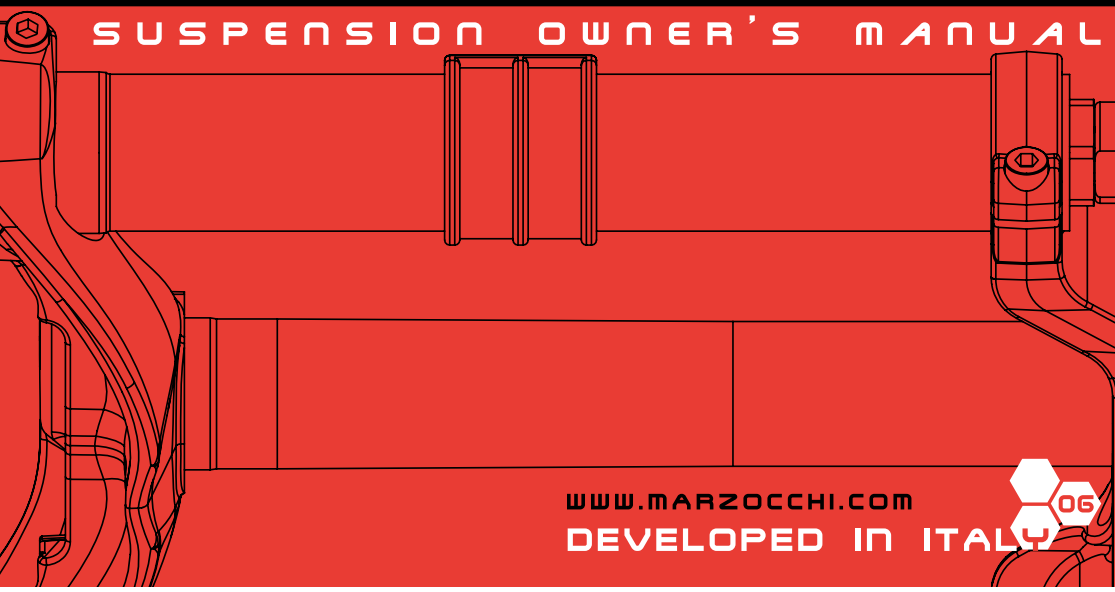
MY2006

MARZOCCHI

SUSPENSION OWNER'S MANUAL



WWW.MARZOCCHI.COM

DEVELOPED IN ITALY

I. USE OF THIS MANUAL

GENERAL WARNINGS

WARNING!

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

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

WARNING!

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

REMEMBER

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

- If you have any questions regarding the care, maintenance or use of your suspension system, please contact your nearest Marzocchi service center directly. A list of service centers can be found at the end of this manual or on the Internet at www.marzocchi.com.
- The user of this Marzocchi product expressly recognizes and agrees that there are risks inherent in motorcycle riding, including but not limited to the risk that a component of your suspension system can fail, resulting in an accident, personal injury or death. By his/her purchase and use of this Marzocchi product, the user expressly, voluntarily and knowingly accepts and assumes these risks, including but not limited to the risk of passive or active negligence of Marzocchi or hidden, latent or obvious defects in the product, and agrees to hold Marzocchi, its distributors and retailers harmless to the fullest extent permitted by law against any resulting damages.

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

A. GENERAL SAFETY RECOMMENDATIONS

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

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

Please note that there are inherent risks associated with downhill, freeride, cross-country, marathon, trekking, dirt jumping, and urban style riding. Severe injury or death could result from these riding styles. Learn how to ride, never ride beyond your capabilities, be sure to use the proper safety equipment, and be sure that all your riding equipment is in excellent condition.

The lifespan of Marzocchi products depends on many factors, such as riding style and riding conditions. Impacts, falls, improper use, or harsh use in general, may compromise the structural integrity of the suspension system and significantly reduce its lifespan. The suspension system is also subject to wear over time. Please have your bicycle regularly inspected by a qualified mechanic for any oil leaks, cracks, chips, deformation, or other signs of fatigue (use of penetrating fluid or other visual enhancers to locate cracks is recommended). If the inspection reveals any deformation, cracks, impact marks, stress marks or bent parts, no matter how slight, **immediately** replace the component; components that have experienced excessive wear also need **immediate** replacement. The frequency of inspection depends on many factors; check with your Authorized Marzocchi Representative to select a schedule that is best for you. If you weigh 82 kg/180 lbs or more, you must be especially vigilant and have your bicycle inspected more frequently (than someone weighing less than 82 kg/180 lbs.) for any evidence of cracks, leaks, deformation, or other signs of fatigue or stress. Check with your mechanic to discuss whether your forks are suitable for your use, and to determine the frequency of inspections.

Be sure that the periodic maintenance schedule is strictly followed.

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

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

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

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

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

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

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

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

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

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

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

B. BEFORE EVERY RIDE

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

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

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

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

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

Be sure that your wheels are perfectly centered. Spin the wheels to be sure that they do not wobble up and down or from side to side, and that they do not make contact with the fork legs or brake pads while rotating.

Be sure that all cables and other components of your braking system are in their proper position, properly adjusted and that your braking system is functioning properly.

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

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

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

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

II. INTENDED USE INSTRUCTIONS

A. SELECT THE CORRECT FORK FOR YOUR RIDING STYLE

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

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

WARNING!

Failure to properly match the forks to your frame could cause the forks to fail, resulting in a loss of control of the bicycle, and possible serious injury or death to the rider. In addition, improperly matching your forks to your frame will void the forks' warranty.

1. Identify Your Riding Style:

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

All Mountain ("AM"): Riding with more emphasis on aggressive XC riding over and around larger obstacles. This riding style does not include jumps. These forks should only be used with disk brakes, and those frames, wheels and other components specifically designed for this riding style. The disk brakes must be attached to the designated mounting points provided on the fork. Never make any modification to your fork when attaching any equipment.

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

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

Dirt Jumper ("DJ") / Urban Riding: This "BMX" or "motocross" style of riding is only for the most skilled riders, and involves jumping from one mound of dirt to another. It also includes riding over and around "urban obstacles" such as man-made, or other concrete, structures. These forks should only be used with disk brakes, and those frames, wheels and other components specifically designed for this riding style. The disk brakes must be attached to the designated mounting points provided on the fork. Never make any modification to your fork when attaching any equipment.

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

⚠ **WARNING!**

Ride ONLY in areas specifically designated for your riding style.

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

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

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

Trekking	XC / Marathon	All Mountain	Urban Riding Dirt Jumping	Freeriding	Extreme Freeriding Downhill	Downhill
TXC	Marathon RACE	All Mountain SL	Dirt Jumper 1	Z1 SL Doppio Air	66 SL	Junior T
TXC ECC	Marathon SL Doppio Air	All Mountain 1	Dirt Jumper 2	Z.1 Light	66 RC2X	888 RC2X
	Marathon XC	All Mountain 2	Dirt Jumper 3	Z.1 Sport	66 Light	888 RC2
	MX 85	All Mountain 3	Dirt Jam Pro	Drop-Off I	66 VF	888 VF2
	MX Pro SL	AM 1 / TW	Dirt Jam Comp	Drop-Off II	66 VF2	888 VF
	MX Pro	AM 2 / TW		Drop-Off III	888 RC2X	Monster
	MX Comp	AM 3 / TW		Drop-Off IV	888 RC2	Drop-Off Triple
	MZ I	AM 4 / TW			888 VF2	Super T
	MZ II				888 VF	
	MZ III					
	Gran Fondo RC					
	Gran Fondo 1					
	Gran Fondo 2					
	Gran Fondo 3					
	WARNING USE ONLY FOR: • CROSS COUNTRY • ALL MOUNTAIN DO NOT USE FOR: • FREERIDE • DIRT JUMPER • FREERIDE EXTREME • DOWNHILL Improper use of this fork can result in fork failure and personal injury FOR MORE DETAILS SEE OWNERS MANUAL OR WWW.MARZOCCHI.COM		WARNING USE ONLY FOR: • CROSS COUNTRY • ALL MOUNTAIN • FREERIDE • DIRT JUMPER DO NOT USE FOR: • FREERIDE EXTREME • DOWNHILL Improper use of this fork can result in fork failure and personal injury FOR MORE DETAILS SEE OWNERS MANUAL OR WWW.MARZOCCHI.COM			

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

Never abuse or misuse your forks. Learn how to ride, and always ride within your abilities. An out-of-control ride puts the equivalent of years of hard use on your forks after only a few rides.

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

WARNING!

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

WARNING!

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

REMEMBER

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

“Ride fast, yet ride Smart”

Use and maintenance instruction manual

English

MZ035

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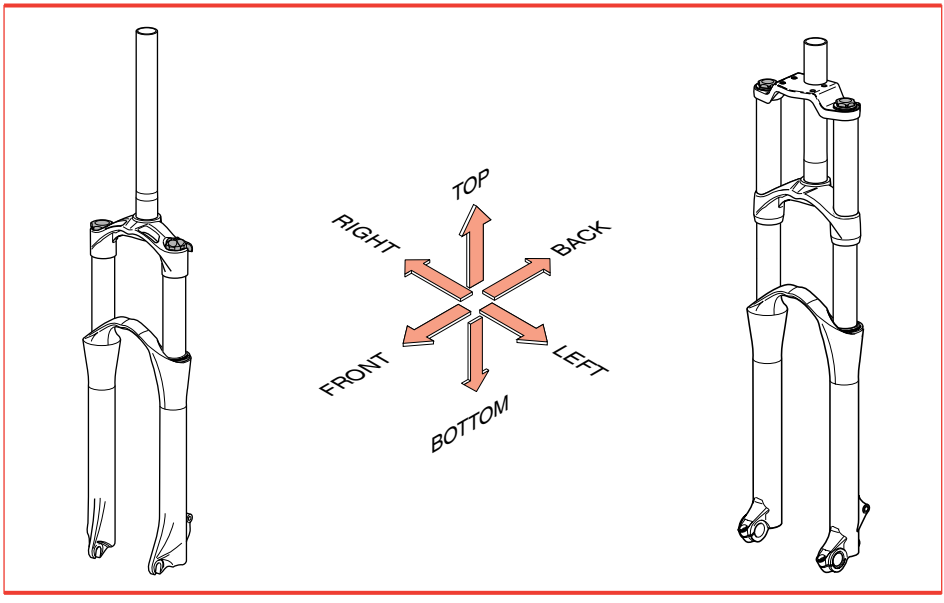
1 INTRODUCTION

1.1 Conventions

1.1.1 Orientation of the fork



Picture 1 - *Conventional orientation of the fork*

2 TECHNICAL INFORMATION

2.1 Spring System

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

Table 1 - *Spring systems*

Fork	Spring systems	
	Right fork leg	Left fork leg
TXC 1	Air	Air
TXC 1 (+ Coil)	Spiral spring	Spiral spring
TXC 2	Air	Spiral spring + MCU elastomer
TXC 2 (+ Coil)	Spiral spring	Spiral spring + MCU elastomer
TXC ECC	Air	Air
TXC ECC (+ Coil)	Spiral spring	Air
MZ I	Spiral spring + MCU elastomer	/
MZ II	Spiral spring + MCU elastomer	Spiral spring + MCU elastomer
MZ III	Spiral spring + MCU elastomer	Spiral spring + MCU elastomer
Gran Fondo RC	Spiral spring	/
Gran Fondo 1	Spiral spring	/
Gran Fondo 2	Spiral spring	Air
Gran Fondo 3	Air	Air
Gran Fondo 3 (+ Coil)	Spiral spring	Air
AM 1 / TW	Air	Spiral spring
AM 2 / TW	Air	Air
AM 2 / TW (+ LOCK-UP)	Air	/
AM 3 / TW	Air	Air
AM 4 / TW	Air	Air
Drop-Off I	Spiral Spring	Spiral Spring
Drop-Off II	Spiral Spring	Spiral Spring
Drop-Off III	Spiral Spring	Air
Drop-Off IV	Spiral Spring	Air
Super T	Spiral Spring	Spiral Spring
Drop-Off Triple	Spiral Spring	Air
Dirt Jam Pro	Air	Spiral Spring
Dirt Jam Comp	Spiral Spring + MCU elastomer	Spiral Spring + MCU elastomer

2.2 Damping system

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

Table 2 - *Damping System*

Fork	Damping systems	
	Right fork leg	Left fork leg
TXC 1	SSV pumping rod with rebound setting by internal adjuster	/
TXC 2	SSV pumping rod with rebound setting by internal adjuster	MCU elastomer
TXC ECC	SSV pumping rod with rebound setting by internal adjuster	ECC cartridge
MZ I	MCU elastomer	LOCK-UP cartridge
MZ II	MCU elastomer	MCU elastomer
MZ III	MCU elastomer	MCU elastomer
Gran Fondo RC	VF2 pumping rod with rebound setting by external adjuster	LOCK-UP cartridge with remote control
Gran Fondo 1	VF2 pumping rod with rebound setting by external adjuster	LOCK-UP cartridge
Gran Fondo 2	SSVF pumping rod with rebound setting by external adjuster	/
Gran Fondo 3	SSV pumping rod with rebound setting by internal adjuster	/
AM 1 / TW	VF2 pumping rod with rebound setting by external adjuster	ETA cartridge
AM 2 / TW	VF2 pumping rod with rebound setting by external adjuster	Pumping rod with compression setting by external adjuster
AM 2 / TW (+ LOCK-UP)	VF2 pumping rod with rebound setting by external adjuster	LOCK-UP cartridge with remote control
AM 3 / TW	VF2 pumping rod with rebound setting by external adjuster	/
AM 4 / TW	VF2 pumping rod with rebound setting by internal adjuster	/
Drop-Off I	VF2 pumping rod with rebound setting by external adjuster	ETA cartridge
Drop-Off II	VF2 pumping rod with rebound setting by external adjuster	Pumping rod with compression setting by external adjuster
Drop-Off III	VF2 pumping rod with rebound setting by external adjuster	/
Drop-Off IV	VF2 pumping rod with rebound setting by internal adjuster	/
Super T	VF2 pumping rod with rebound setting by external adjuster	Pumping rod with compression setting by external adjuster
Drop-Off Triple	VF2 pumping rod with rebound setting by internal adjuster	/
Dirt Jam Pro	VF2 pumping rod with rebound setting by internal adjuster	/
Dirt Jam Comp	MCU elastomer	MCU elastomer

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

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

VF2: The new VF2 system is the evolution of the SSV system to further improve the control of the damping system based on the fork's rebound speed, as well as the fork's position in the travel. VF2 pumping rods have an adjustable rebound setting by internal or external adjusters.

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

ECC: The ECC cartridge (Extension Control Cartridge) allows for "on-the-fly" adjustment of the extension damping. The LOCK position blocks the fork's legs making it easier to face hard, steep climbs.

LOCK-UP: The LOCK-UP cartridge allows for "on-the-fly" adjustment of the compression damping. The LOCK position holds the fork's legs compressed (while still offering 20 mm of travel) making it easier to face hard, steep climbs.
On some models, the LOCK-UP system can be activated by a remote control on the handlebar.

2.3 Lubrication and Cooling

Pumping rods are immersed in oil (Open Bath System). This system provides proper lubrication and cooling of the inner sliding parts. Furthermore, the oil volume works as a damping and setting element.
The Open Bath system reduces the maintenance frequency compared to a sealed cartridge system. On models of the fork that use elastomers, the proper internal lubricant is grease.

2.4 Sliding Bushing and Oil Seals

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

3 INSTALLATION

3.1 Installing on the frame

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

WARNING!

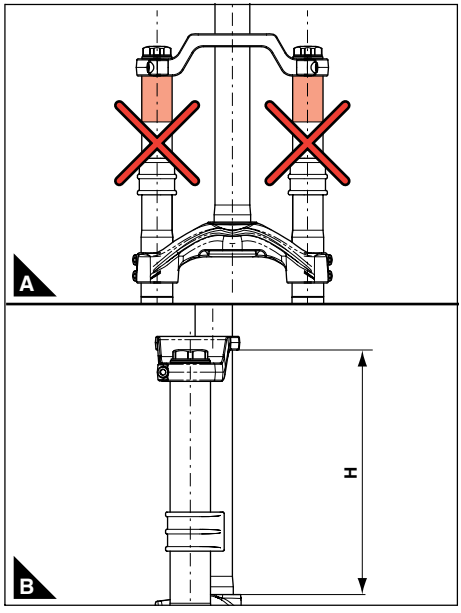
Suspension system installation requires specialized knowledge, tools and experience. General mechanical aptitude may not be sufficient to properly install your suspension system. Please have your suspension system installed only by an authorized Marzocchi Suspension Center. Improper installation can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

The steer tube must be press fit into the crown. Replacement of the steer tube requires the use of specialized tools, so it should only be performed at one of our authorized service centers.

WARNING!

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

- In case of oversized diameter areas on the stanchions, the crowns clamping can only be done in the shaded area shown in **Picture 2 A**.
- In case of reference notches on the stanchions, 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, when the fork is 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 2 B**) must be smaller than the values (**H**) shown in **Table 3**.



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

Table 3 - *Steer tube maximum length between crowns*

Model	Max lenght between crowns (H)
Super T	188 mm
Drop-Off Triple	188 mm

3.2 Installing the brake system

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

WARNING!

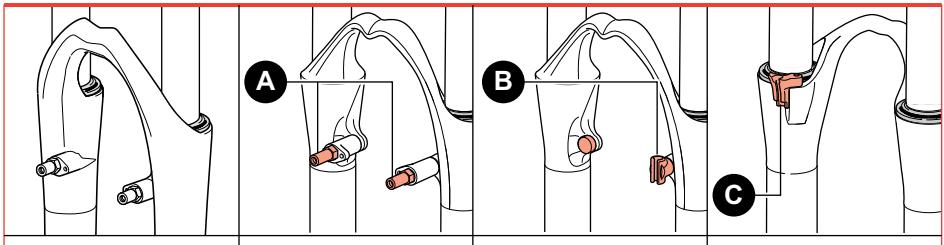
Brake system installation requires specialized knowledge, tools and experience. General mechanical aptitude may not be sufficient to properly install your brake system. Please have your brake system installed only by an authorized Marzocchi Service Center.

Improper installation of a disk brake system can overstress the caliper mountings, which may cause the caliper mountings to break, resulting in loss of control of the bicycle, an accident, personal injury, or death.
Be sure that the brake system installation is also performed in strict compliance with the instructions provided by the brake system manufacturer.

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

Table 4 - *Brake system settings*

Fork	Max disk dimension and fastening system	V-Brake setting
TXC	XC INTL STD 6 + DRUM Brake	Fixed setting
MZ Gran Fondo	XC INTL STD 6	Removable setting
AM /TW Drop-Off Super T Drop-Off Triple Dirt Jam	XC INTL STD 6 (Installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)	No



V-Brake system fixed setting	V-Brake system removable setting	Brake disk system sheath supports setting	Brake disk system sheath supports setting
TXC	MZ Gran Fondo		AM/TW Super T Dirt Jam Drop-Off Drop-Off Triple

Picture 3 - *Braking system settings*

WARNING!

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

WARNING!

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

WARNING!

The brake cable must never touch the crown and stanchions.

3.3 Wheel Installation

Table 5 - *Maximum wheel dimension*

Fork	Max wheel dimension
TXC	2.0” x 28”
MZ	2.2” x 26”
Gran Fondo	
AM /TW	2.8” x 26”
Drop-Off	
Super T	
Drop-Off Triple	
Dirt Jam	

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

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

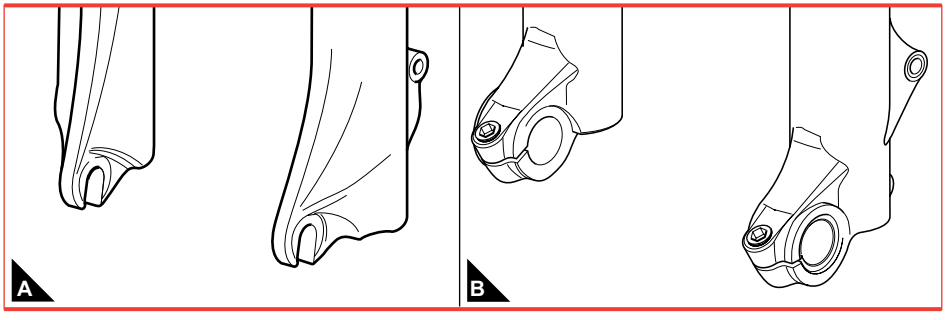
3.4 Wheel axle securing system

The system for securing the wheel axle to the fork sliders can be standard, which uses the traditional advanced dropouts, or have a 20 mm diameter through-hole axle - see **Picture 4** below.
Forks that are created for more intensive use are provided with a wheel fastening system, which originates from the motocross application and uses a 20 mm axle.

3.4.1 Wheel installation on A standard fork

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

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

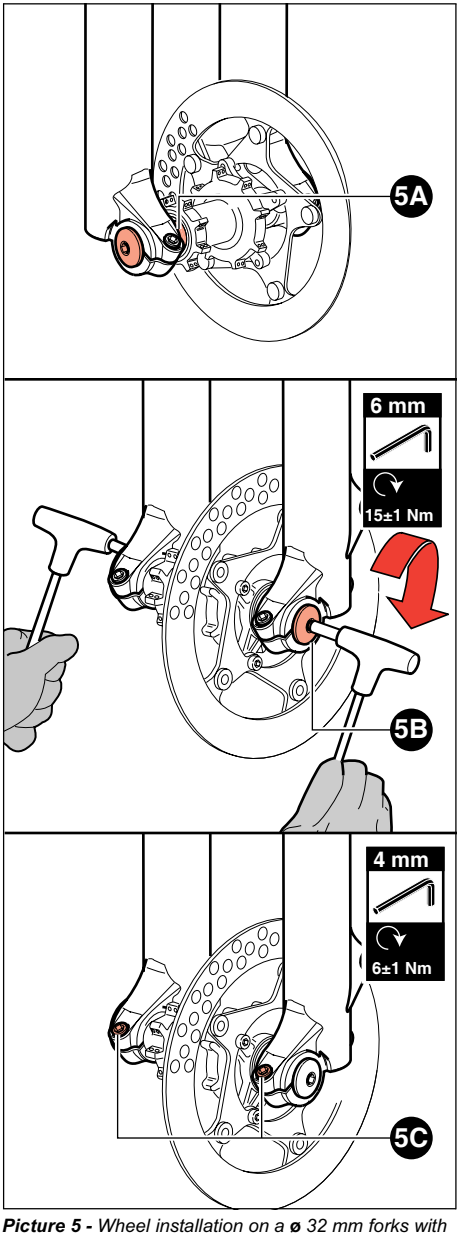


Picture 4 - *Wheel securing systems: (**4A**) standard dropouts, (**4B**) ø 20mm through-hole axle*

3.4.2 Wheel installation on ø 32 mm forks with a ø 20 mm Trough-Hole Axle

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

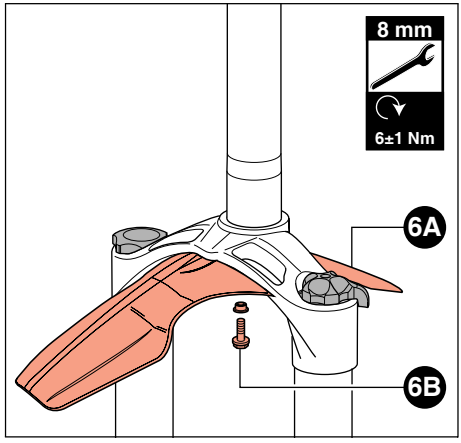
- Place the wheel in between each fork.
- Align the center of the wheel with each wheel axle clamp (see **5A** of **Picture 5**).
- Insert the axle through the wheel axle clamp of the right fork, through the wheel, and then through the wheel axle clamp of the left fork (see **5A** of **Picture 5**).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



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

3.5 Fender Installation

A fender may be installed on the following models: AM /TW, Drop-Off, Drop-Off Triple, Super T. The fender may be provided with the fork, or purchased separately.
To install the fender, first insert the support bushing between the screw and fender (see **6A** of **Picture 6**). Tighten the screw to the required torque (**6±1 Nm**) using an 8mm spanner (see **6B** of **Picture 6**).



Picture 6 - *Fender Installation*

3.6 Handlebar Clamp Installation

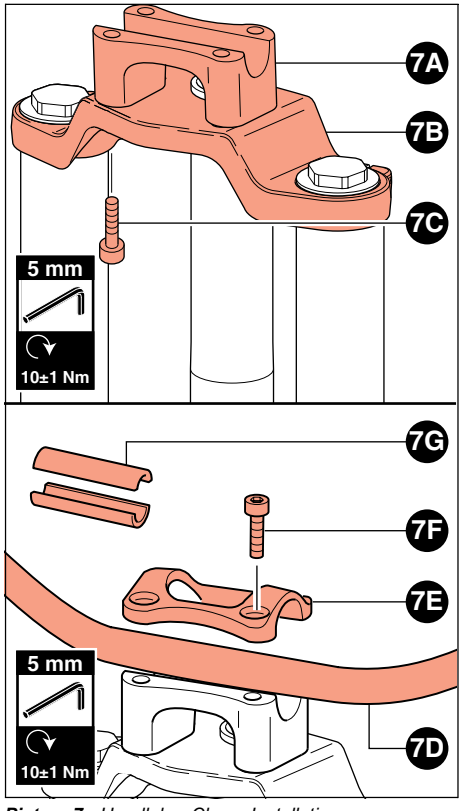
Dual-crown model forks use a handlebar clamp. The handlebar clamp may be sold together with the fork, or purchased separately.

3.6.1 Handlebar Clamp Installing On All Dual Crown Models (Super T – Drop Off Triple)

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

- Place the lower mounting segment of the handlebar clamp on the upper crown of the fork (see **7A** & **7B** of **Picture 7**).
- Align the corresponding holes from each of these components.
- Secure the lower mounting segment of the handlebar clamp to the upper crown of the fork by tightening the screws to the required torque (**10±1 Nm**) using a 5mm Allen key (see **7C** of **Picture 7**).
- Place the handlebar into the lower mounting segment of the handlebar clamp, being sure that it is centered (see **7D** of **Picture 7**).
- Place the upper segment of the handlebar clamp over the handlebar (see **7E** of **Picture 7**).
- Align the holes of the upper segment with the corresponding holes of the lower mounting segment.
- Secure the handlebar in place by tightening each screw to the required torque (**10±1 Nm**) using a 5mm Allen key (see **7F** of **Picture 7**).

For installation of handlebars having different diameters, “reduction sleeves” may be placed around the handlebar (between the handlebar and each segment of the handlebar clamp) to ensure the handlebar is held in place (see **7G** of **Picture 7**).



Picture 7 - *Handlebar Clamp Installation*

4 MAINTENANCE

4.1 Problems - Diagnosis - Solutions

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

Always check this table before working on the fork.

WARNING!

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

Table 6 - *Problems - Diagnosis - Solutions*

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

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

4.2 Periodic Maintenance

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

WARNING!

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

Table 7 - *Periodic Maintenance Table*

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

4.3 General Maintenance Recommendations

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

- After disassembling the forks, always use new, original Marzocchi seals when reassembling.
- To tighten two bolts or nuts that are near each other, always follow the sequence 1-2-1, and tighten to the required tightening torque (see **Table 32 -Tightening Torques**).
- Never use flammable or corrosive solvents when cleaning the forks, as these could damage the fork's seals. If you must use a solvent, use biodegradable detergents that are not corrosive, non-flammable, or have a high flash point.
- If you are planning not to use your forks for a long period of time, always lubricate those components that are in contact with the fork's oil.
- Always collect and keep any lubricants, solvents, or detergents, which are not completely biodegradable in the environment. These materials should be kept in appropriate containers, and disposed of according to local laws.
- All of the components of Marzocchi forks require the use of metric tools. Use only metric tools. Imperial (US) tools may have similar sizes, but can damage the bolts, making them impossible to loosen or tighten.
- Always use the correct size and type of screwdriver for all screws.
- When using a screwdriver to assemble or disassemble metal stop rings, O-rings, sliding bushings, or seal segments, avoid scratching or cutting the components with the screwdriver tip.
- Do not carry out any maintenance and / or adjustment operations that are not explained in this manual.
- If you have any questions regarding the care, maintenance or use of your suspension system, please contact your nearest Marzocchi service center directly. A list of service centers can be found at the end of this manual or on the web at www.marzocchi.com
- This manual does not explain how to assemble or disassemble the fork from the bicycle, the wheel, the steering set, or any other component directly or indirectly associated with the fork that is not actually a part of the fork. MARZOCCHI reserves the right, in its sole discretion, to make changes to its products at any time and without prior notice.
- Only use original Marzocchi spare parts.
- Work in a clean, organized, and well-lit place. If possible, avoid servicing your forks outdoors.
- Polished surfaces need to be periodically treated with a polishing compound to be kept as bright as new.
- Carefully check to see that your work area is free of dust and metal shavings from any component of the forks.
- Never modify your fork in any way.

4.4 Cleaning The Fork Legs

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

⚠ **WARNING!**

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

⚠ **WARNING!**

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

5 ADJUSTMENTS

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

WARNING!

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

WARNING!

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

NOTE

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

5.1 Adjustment kit and springs

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

5.2 Spring preload

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

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

NOTE

NOTE: The forks provided with preload mechanical adjustment are set to the minimum preload by the manufacturer, i.e. the adjuster knob is completely turned counterclockwise. ***However, the spring is slightly preloaded to help counteract static load****.*

5.3 Positive Air

The positive air is the elastic factor for air forks. The best positive air pressure allows you to obtain the desired (**par. 5.4 SAG**).

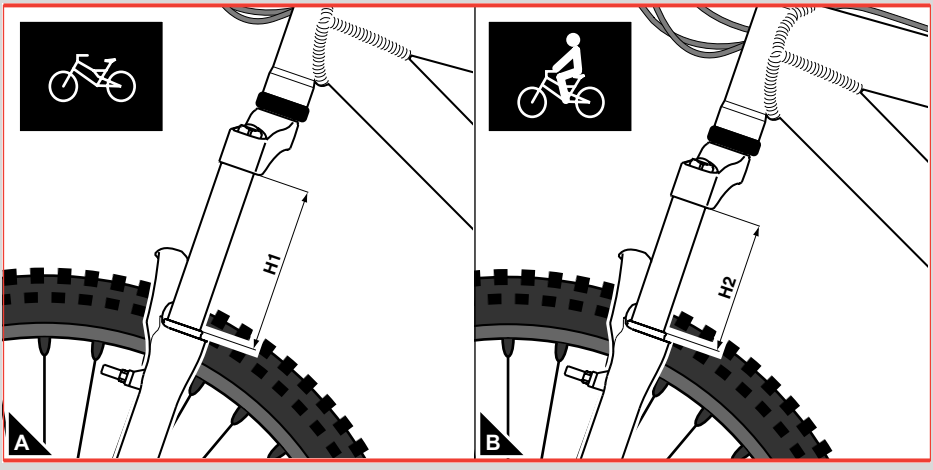
5.4 SAG

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

How to measure SAG

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

- On the leg portion of the fork, measure the distance between the lower crown and the dust seal (see **A** in **Picture 8**). Note this value as "**H1**."
- While sitting on the bike, repeat the measurement (see **B** in **Picture 8**). Note this value as "**H2**."



Picture 8 - *How to measure SAG*

SAG = H1 - H2

How to find the best SAG

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

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

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

5.5 Rebound Adjustment

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

5.6 Compression Adjustment

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

⚠ **WARNING!**

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

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

5.7 ECC (Extension Control Cartridge)

The ECC cartridge offers "on-the-fly" adjustment of the rebound damping.
Moving the adjuster changes the hydraulic configuration of the internal valves by blocking the oil passage in the "LOCK" position.

The adjustment has two positions:

Pos: LOCK
When turning the knob clockwise, you activate the ECC cartridge function.
In this position the fork's legs will stay compressed after an impact, and additional impacts will further lower the fork.
This position is only suitable for hard, steep climbs.

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

⚠ **WARNING!**

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

5.8 LOCK-UP

The LOCK-UP cartridge offers “on-the-fly” adjustment of the compression damping.
Moving the adjuster changes the hydraulic configuration of the internal valves by blocking the oil passage in the “LOCK-UP” position.

The adjustment has two positions:

Position LOCK
When turning the knob clockwise, you activate the LOCK-UP cartridge function.
In this position the travel of the fork’s legs is blocked (while still offering 20 mm of travel).
This position is only suitable for hard, steep climbs as it reduces the wobbles of the bike’s fore-carriage.

Position FAST
When turning the knob counterclockwise, you reset the fork’s normal function by deactivating the LOCK-UP cartridge function.

⚠ **WARNING!**

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

5.9 ETA (Extension Travel Adjustment)

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

The adjustment has two positions:

Position LOCK
When turning the knob clockwise, you activate the ETA cartridge function.
In this position the fork’s legs will stay compressed after an impact, and additional impacts will further lower the fork.
This position is only suitable for hard, steep climbs.

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

⚠ **WARNING!**

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

Table 8 - *Forks Adjustments*

	Adjustments											
	Spring preload with internal adjustment	Spring preload with external adjustment knob	Spring preload with air	Positive air (spring system)	Internal rebound adjustment	External rebound adjustment	External compression adjuster	ECC Extension control adjustment	ETA (Extension travel Adjust)	LOCK-UP	Lock-up with remote control	Table reference
TXC 1				X2	RH							Tab. 10
TXC 1 Coil			X2		RH							Tab. 10
TXC 2		LH		RH	RH							Tab. 11
TXC 2 Coil		LH	RH		RH							Tab. 11
TXC ECC				RH	RH			LH				Tab. 12
TXC Coil ECC			RH		RH			LH				Tab. 12
MZ I	RH									LH		Tab. 13
MZ II	X2											Tab. 14
MZ III		X2										Tab. 15
Gran Fondo RC			RH			RH					RC	Tab. 16
Gran Fondo 1			RH			RH				LH		Tab. 17
Gran Fondo 2			RH	LH		RH						Tab. 18
Gran Fondo 3				X2	RH							Tab. 19
Gran Fondo 3 Coil			RH	LH	RH							Tab. 19
AM 1/TW				RH		RH			LH			Tab. 20
AM 2/TW				X2		RH	LH					Tab. 21
AM 2/TW LOCK-UP				RH		RH					RC	Tab. 21
AM 3/TW				X2		RH						Tab. 22
AM 4/TW				X2	RH							Tab. 23
Drop-Off I			RH			RH			LH			Tab. 24
Drop-Off II			X2			RH	LH					Tab. 25
Drop-Off III			RH	LH		RH						Tab. 26
Drop-Off IV			RH	LH	RH							Tab. 27
Super T			X2			RH	LH					Tab. 28
Drop-Off Triple			RH	LH	RH							Tab. 29
Dirt Jam Pro		LH		RH	RH							Tab. 30
Dirt Jam Comp		X2										Tab. 31

Table 9 - *Key to Table*

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

⚠ **WARNING!**

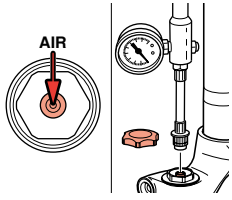
Right and left references follow the Conventions specified in section 1.1.1.

6 SUMMARIZING TABLES

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

Table 10 - *TXC 1*

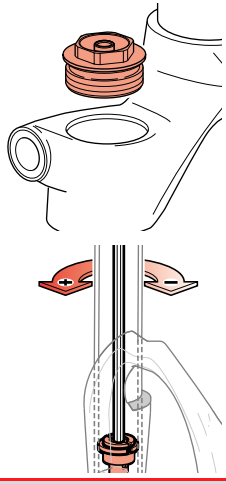
TXC 1	
Legs' diameter	ø 28 mm
Available travels	60 mm - 80 mm
Wheel dropout type	Standard
Max disk dimension	XC INTL STD 6" + DRUM Brake
V-brake fit	Fixed type
Max wheel dimensions	2.0" x 28"



Positive air - Both legs
(Not present in the version with Coil option)

Spring preload with air - Both legs
(Replaces the positive air in the version with Coil option)

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



Rebound adjustment by internal adjuster - Right leg

Using a small pin extractor eliminate any pressure from the right leg.

Unscrew and remove the protection cap with a 21mm cap key.

Insert the hexagonal bar supplied into the stanchion being very careful to center the notch of the adjuster.

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

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

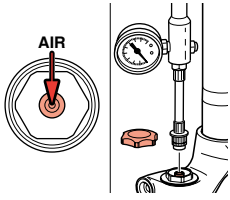
After adjustment, refit and tighten the protection cap to the recommended tightening torque.

Re-inflate to the recommended air pressure value.

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	bar	2.00 ÷ 2.75	2.40 ÷ 3.10	2.90 ÷ 3.80	3.60 ÷ 4.50
	psi	30 ÷ 40	35 ÷ 45	42 ÷ 52	52 ÷ 65
Preload air pressure	bar	0 ÷ 1.00			
	psi	0 ÷ 15			

Table 11 - TXC 2

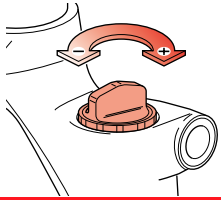
TXC 2	
Legs' diameter	ø 28 mm
Available travels	60 mm - 80 mm
Wheel dropout type	Standard
Max disk dimension	XC INTL STD 6" + DRUM Brake
V-brake fit	Fixed type
Max wheel dimensions	2.0" x 28"



Positive air - Right leg
(Not present in the version with Coil option)

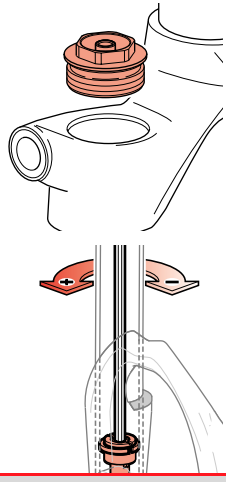
Spring preload with air - Right leg
(Replaces the positive air in the version with Coil option)

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



Spring preload by external adjuster - Left leg

By turning the adjuster clockwise, you increase the preload value.
By turning the adjuster counter-clockwise, you reduce the preload value.



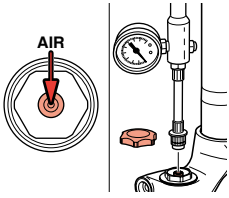
Rebound adjustment by internal adjuster - Right leg

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

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	bar	2.00 ÷ 2.75	2.40 ÷ 3.10	2.90 ÷ 3.80	3.60 ÷ 4.50
	psi	30 ÷ 40	35 ÷ 45	42 ÷ 52	52 ÷ 65
Preload air pressure	bar	0 ÷ 1.00			
	psi	0 ÷ 15			

Table 12 - TXC ECC

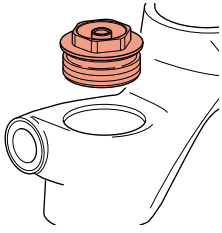
TXC ECC	
Legs' diameter	ø 28 mm
Available travels	60 mm - 80 mm
Wheel dropout type	Standard
Max disk dimension	XC INTL STD 6" + DRUM Brake
V-brake fit	Fixed type
Max wheel dimensions	2.0" x 28"



Positive air - Right leg
(Not present in the version with Coil option)

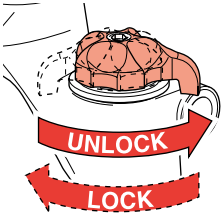
Spring preload with air - Right leg
(Replaces the positive air in the version with Coil option)

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



Rebound adjustment by internal adjuster - Right leg

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



ECC - Left leg

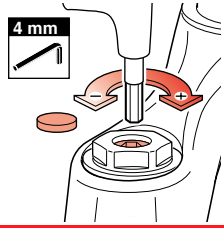
By turning the knob clockwise, you activate the ECC cartridge function.

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

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	bar	2.00 ÷ 2.75	2.40 ÷ 3.10	2.90 ÷ 3.80	3.60 ÷ 4.50
	psi	30 ÷ 40	35 ÷ 45	42 ÷ 52	52 ÷ 65
Preload air pressure	bar	0 ÷ 1.00			
	psi	0 ÷ 15			

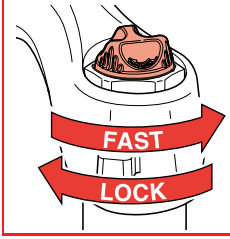
Table 13 - MZ I

MZ I	
Legs' diameter	ø 30 mm
Available travels	100 mm - 120 mm
Wheel dropout type	Standard
Max disk dimension	XC INTL STD 6"
V-brake fit	Removable type
Max wheel dimensions	2.2" x 26"



Spring preload by internal adjuster - Right leg

Remove the protection cap and act on the adjuster with a 4mm Allen key.
By turning the adjuster clockwise, you increase the preload value.
By turning the adjuster counter-clockwise, you reduce the preload value.

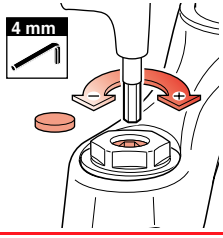


LOCK-UP - Left leg

By turning the knob clockwise, you activate the LOCK-UP cartridge function.
By turning the knob counter-clockwise, you reset the suspension's normal function.

Table 14 - MZ II

MZ II	
Legs' diameter	ø 30 mm
Available travels	100 mm - 120 mm
Wheel dropout type	Standard
Max disk dimension	XC INTL STD 6"
V-brake fit	Removable type
Max wheel dimensions	2.2" x 26"

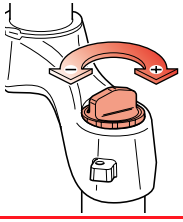


Spring preload by internal adjuster - Both legs

Remove the protection cap and act on the adjuster with a 4mm Allen key.
By turning the adjuster clockwise, you increase the preload value.
By turning the adjuster counter-clockwise, you reduce the preload value.

Table 15 - MZ III

MZ III	
Legs' diameter	ø 30 mm
Available travels	100 mm - 120 mm
Wheel dropout type	Standard
Max disk dimension	XC INTL STD 6"
V-brake fit	Removable type
Max wheel dimensions	2.2" x 26"



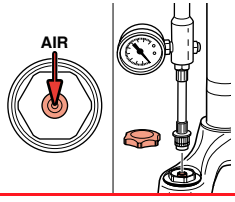
Spring preload by external adjuster - Both legs

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

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

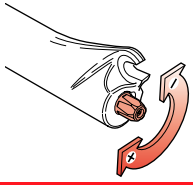
Table 16 - Gran Fondo RC

Gran Fondo RC	
Legs' diameter	ø 30 mm
Available travels	105 mm - 120 mm
Wheel dropout type	Standard
Max disk dimension	XC INTL STD 6"
V-brake fit	Removable type
Max wheel dimensions	2.2" x 26"



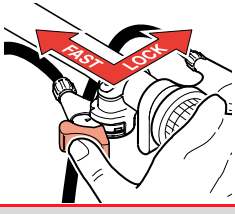
Spring preload with air - Right leg

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



Rebound adjustment by external adjuster - Right leg

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



LOCK-UP with remote control
(Remote control located under the handlebar on the right)

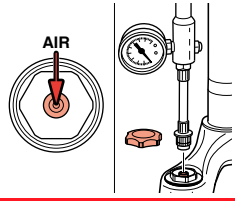
By shifting the control lever forwards, you activate the LOCK-UP cartridge function blocking the suspension.
By shifting the control lever backwards, you reset the suspension's normal function.

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Preload air pressure	bar	0 ÷ 1.00			
	psi	0 ÷ 15			

MZ035

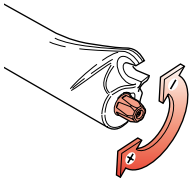
Table 17 - *Gran Fondo 1*

Gran Fondo 1	
Legs' diameter	ø 30 mm
Available travels	105 mm - 120 mm
Wheel dropout type	Standard
Max disk dimension	XC INTL STD 6"
V-brake fit	Removable type
Max wheel dimensions	2.2" x 26"



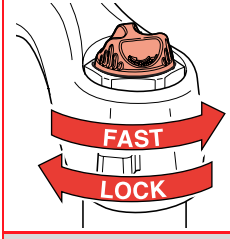
Spring preload with air - Right leg

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



Rebound adjustment by external adjuster - Right leg

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



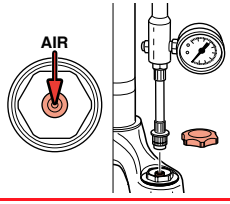
LOCK-UP - Left leg

By turning the knob clockwise, you activate the LOCK-UP cartridge function.
By turning the knob counter-clockwise, you reset the suspension's normal function.

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Preload air pressure	bar	0 ÷ 1.00			
	psi	0 ÷ 15			

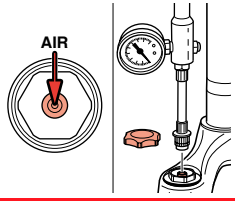
Table 18 - *Gran Fondo 2*

Gran Fondo 2	
Legs' diameter	ø 30 mm
Available travels	105 mm - 120 mm
Wheel dropout type	Standard
Max disk dimension	XC INTL STD 6"
V-brake fit	Removable type
Max wheel dimensions	2.2" x 26"



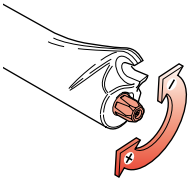
Positive air - Left leg

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



Spring preload with air - Right leg

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



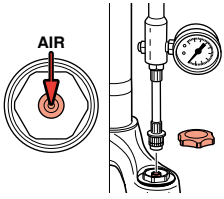
Rebound adjustment by external adjuster - Right leg

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

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	bar	2.00 ÷ 2.75	2.40 ÷ 3.10	2.90 ÷ 3.80	3.60 ÷ 4.50
	psi	30 ÷ 40	35 ÷ 45	42 ÷ 52	52 ÷ 65
Preload air pressure	bar	0 ÷ 1.00			
	psi	0 ÷ 15			

Table 19 - *Gran Fondo 3*

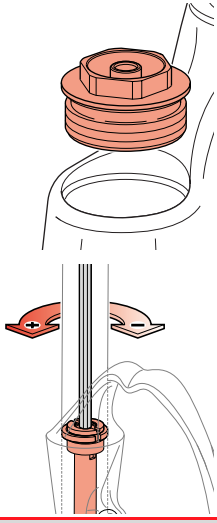
Gran Fondo 3	
Legs' diameter	ø 30 mm
Available travels	105 mm - 120 mm
Wheel dropout type	Standard
Max disk dimension	XC INTL STD 6"
V-brake fit	Removable type
Max wheel dimensions	2.2" x 26"



Positive air - Both legs
(For version with Coil option only left leg)

Spring preload with air - Right leg
(Replaces the positive air in the version with Coil option)

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



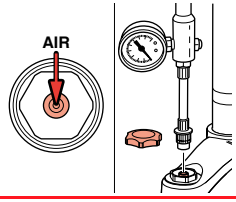
Rebound adjustment by internal adjuster - Right leg

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

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	bar	2.00 ÷ 2.75	2.40 ÷ 3.10	2.90 ÷ 3.80	3.60 ÷ 4.50
	psi	30 ÷ 40	35 ÷ 45	42 ÷ 52	52 ÷ 65
Preload air pressure	bar	0 ÷ 1.00			
	psi	0 ÷ 15			

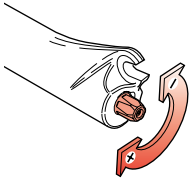
Table 20 - *AM 1 / TW*

AM 1 / TW	
Legs' diameter	ø 32 mm
Available travels	110 mm - 130 mm - 150 mm
Wheel dropout type	Standard
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)
V-brake fit	No
Max wheel dimensions	2.8" x 26"



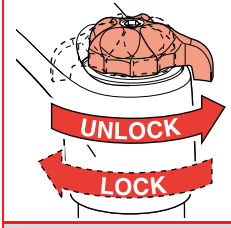
Positive air - Right leg

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



Rebound adjustment by external adjuster - Right leg

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



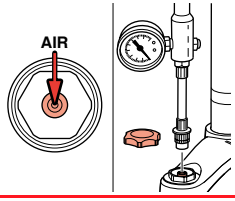
ETA - Left leg

By turning the knob clockwise, you activate the ETA cartridge function.
By turning the knob counter-clockwise, you reset the suspension's normal function.

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	bar	2.00 ÷ 2.75	2.40 ÷ 3.10	2.90 ÷ 3.80	3.60 ÷ 4.50
	psi	30 ÷ 40	35 ÷ 45	42 ÷ 52	52 ÷ 65

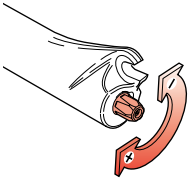
Table 21 - AM 2 / TW

AM 2 / TW	
Legs' diameter	ø 32 mm
Available travels	110 mm - 130 mm - 150 mm
Wheel dropout type	Standard
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)
V-brake fit	No
Max wheel dimensions	2.8" x 26"



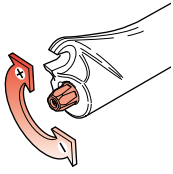
Positive air - Both legs
(For version with LOCK-UP system only right leg)

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



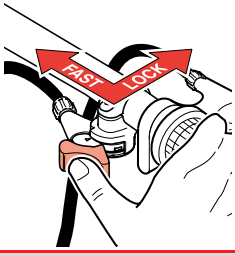
Rebound adjustment by external adjuster- Right leg

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



Compression adjustment by external adjuster - Left leg
(Not present in the version with LOCK-UP system)

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



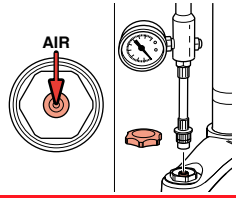
LOCK-UP with remote control
(Remote control located under the handlebar on the right; only for version with LOCK-UP system with remote control; it replaces the positive air and the external compression adjuster on the left leg)

By shifting the control lever forwards, you activate the LOCK-UP cartridge function blocking the suspension.
By shifting the control lever backwards, you reset the suspension's normal function.

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	bar	2.00 ÷ 2.75	2.40 ÷ 3.10	2.90 ÷ 3.80	3.60 ÷ 4.50
	psi	30 ÷ 40	35 ÷ 45	42 ÷ 52	52 ÷ 65

Table 22 - *AM 3 / TW*

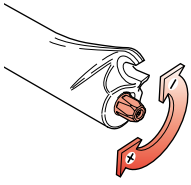
AM 3 / TW	
Legs' diameter	ø 32 mm
Available travels	110 mm - 130 mm - 150 mm
Wheel dropout type	Standard
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)
V-brake fit	No
Max wheel dimensions	2.8" x 26"



Positive air - Both legs

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

Refit the protection cap.



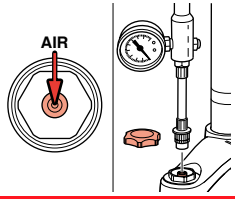
Rebound adjustment by external adjuster - Right leg

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

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	bar	2.00 ÷ 2.75	2.40 ÷ 3.10	2.90 ÷ 3.80	3.60 ÷ 4.50
	psi	30 ÷ 40	35 ÷ 45	42 ÷ 52	52 ÷ 65

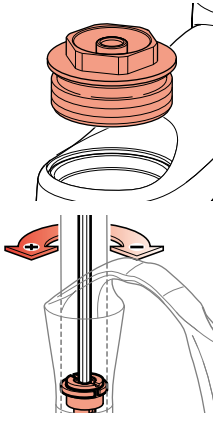
Table 23 - AM 4 / TW

AM 4 / TW	
Legs' diameter	ø 32 mm
Available travels	110 mm - 130 mm - 150 mm
Wheel dropout type	Standard
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)
V-brake fit	No
Max wheel dimensions	2.8" x 26"



Positive air - Both legs

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



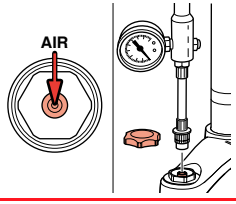
Rebound adjustment by internal adjuster - Right leg

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

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	bar	2.00 ÷ 2.75	2.40 ÷ 3.10	2.90 ÷ 3.80	3.60 ÷ 4.50
	psi	30 ÷ 40	35 ÷ 45	42 ÷ 52	52 ÷ 65

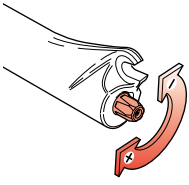
Table 24 - Drop-Off I

Drop-Off I	
Legs' diameter	ø 32 mm
Available travels	130 mm - 150 mm
Wheel dropout type	Standard (ø 20mm through-hole axle as an optional)
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)
V-brake fit	No
Max wheel dimensions	2.8" x 26"



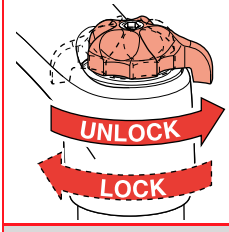
Spring preload with air - Right leg

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



Rebound adjustment by external adjuster - Right leg

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



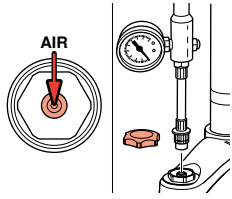
ETA - Left leg

By turning the knob clockwise, you activate the ETA cartridge function.
By turning the knob counter-clockwise, you reset the suspension's normal function.

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Preload air pressure	bar	0 ÷ 1.00			
	psi	0 ÷ 15			

Table 25 - *Drop-Off II*

Drop-Off II	
Legs' diameter	ø 32 mm
Available travels	130 mm - 150 mm
Wheel dropout type	Standard (ø 20mm through-hole axle as an optional)
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)
V-brake fit	No
Max wheel dimensions	2.8" x 26"

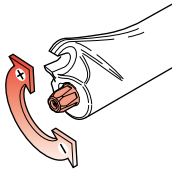


Spring preload with air - Both legs

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

Rebound adjustment by external adjuster - Right leg

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



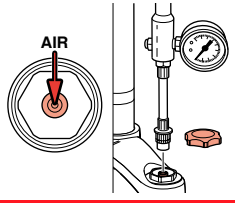
Compression adjustment by external adjuster - Left leg

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

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Preload air pressure	bar	0 ÷ 1.00			
	psi	0 ÷ 15			

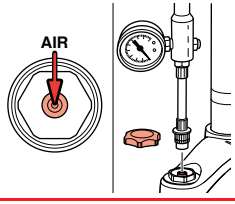
Table 26 - *Drop-Off III*

Drop-Off III	
Legs' diameter	ø 32 mm
Available travels	130 mm - 150 mm
Wheel dropout type	Standard (ø 20mm through-hole axle as an optional)
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)
V-brake fit	No
Max wheel dimensions	2.8" x 26"



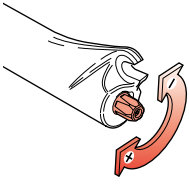
Positive air - Left leg

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



Spring preload with air - Right leg

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



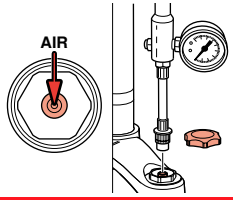
Rebound adjustment by external adjuster - Right leg

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

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	bar	2.00 ÷ 2.75	2.40 ÷ 3.10	2.90 ÷ 3.80	3.60 ÷ 4.50
	psi	30 ÷ 40	35 ÷ 45	42 ÷ 52	52 ÷ 65
Preload air pressure	bar	0 ÷ 1.00			
	psi	0 ÷ 15			

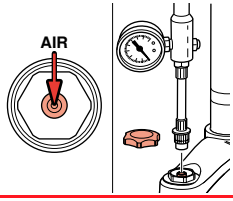
Table 27 - Drop-Off IV

Drop-Off IV	
Legs' diameter	ø 32 mm
Available travels	130 mm - 150 mm
Wheel dropout type	Standard (ø 20mm through-hole axle as an optional)
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)
V-brake fit	No
Max wheel dimensions	2.8" x 26"



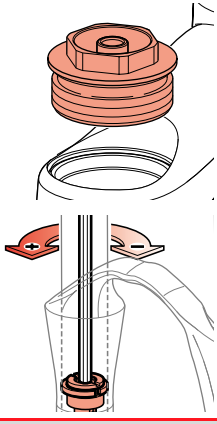
Positive air - Left leg

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



Spring preload with air - Right leg

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



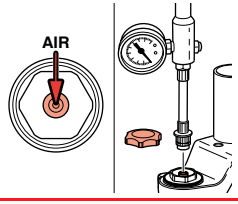
Rebound adjustment by internal adjuster - Right leg

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

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	bar	2.00 ÷ 2.75	2.40 ÷ 3.10	2.90 ÷ 3.80	3.60 ÷ 4.50
	psi	30 ÷ 40	35 ÷ 45	42 ÷ 52	52 ÷ 65
Preload air pressure	bar	0 ÷ 1.00			
	psi	0 ÷ 15			

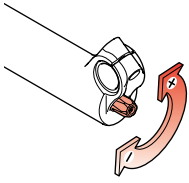
Table 28 - Super T

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



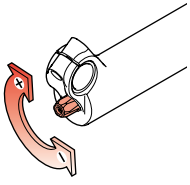
Spring preload with air - Both legs

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



Rebound adjustment by external adjuster - Right leg

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



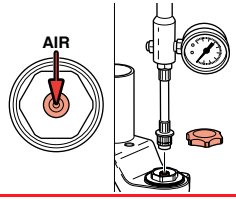
Compression adjustment by external adjuster - Left leg

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

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Preload air pressure	bar	0 ÷ 1.00			
	psi	0 ÷ 15			

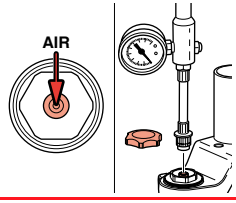
Table 29 - *Drop-Off Triple*

Drop-Off Triple	
Legs' diameter	ø 32 mm
Available travels	170 mm
Wheel dropout type	ø 20mm through-hole axle
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)
V-brake fit	No
Max wheel dimensions	2.8" x 26"



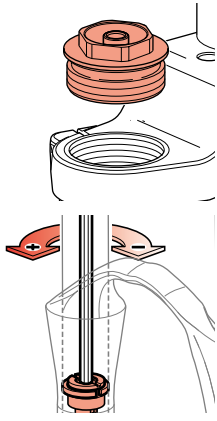
Positive air - Left leg

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



Spring preload with air - Right leg

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



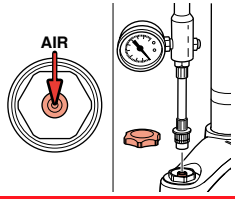
Rebound adjustment by internal adjuster - Right leg

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

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	bar	2.00 ÷ 2.75	2.40 ÷ 3.10	2.90 ÷ 3.80	3.60 ÷ 4.50
	psi	30 ÷ 40	35 ÷ 45	42 ÷ 52	52 ÷ 65
Preload air pressure	bar	0 ÷ 1.00			
	psi	0 ÷ 15			

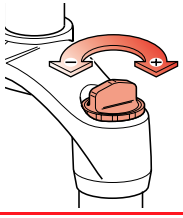
Table 30 - Dirt Jam Pro

Dirt Jam Pro	
Legs' diameter	ø 32 mm
Available travels	100 mm - 120 mm
Wheel dropout type	Standard (ø 20mm through-hole axle as an optional)
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by thebrake system manufacturer)
V-brake fit	No
Max wheel dimensions	2.8" x 26"



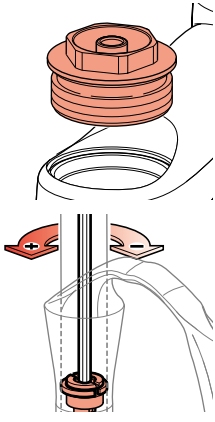
Positive air - Right leg

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



Spring preload by external adjuster - Left leg

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



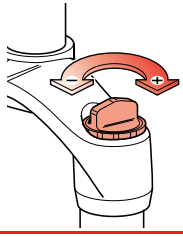
Rebound adjustment by internal adjuster - Right leg

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

Rider's weight	kg	55 ÷ 70	70 ÷ 80	80 ÷ 95	95 ÷ 110+
	lbs	120 ÷ 155	155 ÷ 180	180 ÷ 210	210 ÷ 220+
Positive air pressure	bar	2.00 ÷ 2.75	2.40 ÷ 3.10	2.90 ÷ 3.80	3.60 ÷ 4.50
	psi	30 ÷ 40	35 ÷ 45	42 ÷ 52	52 ÷ 65

Table 31 - *Dirt Jam Comp*

Dirt Jam Comp	
Legs' diameter	ø 32 mm
Available travels	100 mm - 120 mm
Wheel dropout type	Standard (ø 20mm through-hole axle as an optional)
Max disk dimension	XC INTL STD 6" (The installation of 8" disk is only possible when the specific adapter is supplied by the brake system manufacturer)
V-brake fit	No
Max wheel dimensions	2.8" x 26"



Spring preload by external adjuster - Both legs

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

Table 32 - *Tightening Torques*

Part to be tightened	Tightening torque (Nm)
V-brake locking pins	9 ± 1
Fork's top caps	10 ± 1
Adjuster locking screws	2 ± 0,5
Pumping rod / cartridge foot nuts	10 ± 1
Pumping rod foot screws	10 ± 1
Pumping rod locking (TXC series)	8 ± 1
Fender fixing screws	6 ± 1
Handlebar clamp fixing screws (Drop-Off Triple, Super T)	10 ± 1
Lower crown fixing screws (Drop-Off Triple, Super T)	6 ± 1
Upper crown fixing screws (Drop-Off Triple, Super T)	6 ± 1
Wheel axle screws	15 ± 1
Allen screws for wheel axles	6 ± 1

7 WARRANTY

7.1 WARRANTY FOR EU COUNTRIES

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

1. **NOT COVERED:** This warranty does not cover non-conformity defects after the purchase, such as damage resulting from accidents, alteration, neglect, misuse, abuse, improper use, improper assembly, repairs improperly performed, replacement parts or accessories not conforming to Marzocchi S.p.A.'s specifications, modifications not recommended or approved in writing by Marzocchi S.p.A., activities such as acrobatics, stunt jumping, ramp riding, racing, commercial use, competitive use, use in mountain biking or BMX parks, use on BMX trails, and/or normal wear or deterioration occasioned by the use of the suspension system. This warranty does not cover, as they are not original non-conformities, items subject to normal wear occasioned by use, including, but not limited to, oil, dust seals, oil seals, and bushings. In addition, this warranty is void in the event that the forks are used with rental bicycles. This warranty will be automatically void if the serial number of the Marzocchi Suspension System is altered, erased, defaced or otherwise subject to any tampering. Finally, this warranty will not cover Marzocchi second-hand suspension systems and in this case the retailer will offer a warranty for the second-hand product, without liability of any kind, either direct or indirect, of Marzocchi.

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

⚠ **WARNING!**

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

MARZOCCHI trademark licensed by Marzocchi S.p.A.

7.2 WARRANTY REST OF THE WORLD – USA INCLUDED

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

1. NOT COVERED:

This warranty does not cover damage resulting from accidents, alteration, neglect, misuse, abuse, or improper use, lack of reasonable or proper maintenance, improper assembly, repairs improperly performed or replacement parts or accessories not conforming to Marzocchi S.p.A.’s specifications, modifications not recommended or approved in writing by Marzocchi S.p.A., activities such as acrobatics, stunt jumping, ramp riding, racing, commercial use, and / or normal wear or deterioration occasioned by the use of the suspension system. Items subject to normal wear or deterioration include but are not limited to oil, dust seals, oil seals, and bushings. In addition, this warranty is void in the event that the forks are used with any rental bicycles, unless Marzocchi S.p.A provided prior approval in writing for such use. This warranty also does not include any expenses related to the transportation of the Marzocchi Suspension System to or from an authorized Marzocchi dealer (for the USA, Marzocchi USA), labor costs to remove the Marzocchi Suspension System from the bicycle, or compensation for inconvenience or loss of use while the Marzocchi Suspension System is being repaired. This warranty will be automatically void if serial number of the Marzocchi Suspension System is altered, erased, defaced or otherwise subject to any tampering.

2. PURCHASER:

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

3. TERM:

The term of this warranty shall commence on the date of purchase and shall continue for a period of two (2) years from the date of the original purchase.

4. PROCEDURE:

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

5. ENTIRE AGREEMENT:

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

6. DAMAGES:

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

7. DISCLAIMER:

ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE AND ALL IMPLIED WARRANTIES ARISING FROM A COURSE OF DEALING, USAGE OF TRADE, BY STATUTE OR OTHERWISE, IS HEREBY STRICTLY LIMITED TO THE TERM OF THIS WRITTEN WARRANTY. This Agreement shall be the sole and exclusive remedy available to the Purchaser with respect to this purchase. In the event of any alleged breach of any warranty or any legal action brought by the purchaser based on alleged negligence or other tortious conduct by Marzocchi S.p.A. the Purchaser's sole and exclusive remedy will be repair or replacement of defective materials as stated above. No dealer and no other agent or employee of Marzocchi S.p.A. is authorized to modify, extend or enlarge this warranty.

8. WARNING:

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

9. OTHER RIGHTS:

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

10. APPLICABLE LAW:

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

MARZOCCHI distributors and service centres

EUROPE

COUNTRY	COMPANY
AUSTRIA	**TRENDSPORT GmbH** Südtirolerstr., 1 - A6911 LOCHAU – Austria Contact: Mr. Klaus Froeis Tel.: +43 (0)5574 47147 • Fax: +43 (0)5574 52334 Info@trendsport.co.at
BELGIUM THE NETHERLANDS LUXEMBURG	**AUGUSTA BENELUX BV** Roosveltstraat 46 – NL 2321 BM LEIDEN – The Netherlands Contact: Mr. Koeman • Tel. +31 (0) 71 5791580 • Fax +31 (0) 71 5323201 Marzocchi@augustabenelux.nl
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FINLAND	**OY DUELL BIKE-CENTER AB** Porraskuja 3, - 01740 VANTAA – Finland Contact: Jussi Laurikainen Tel.: +358 (0)6 322 7500 • Fax: +358 (0)6 322 2231 info@duellbike.fi • www.duellbike.fi
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PORTUGAL	**TAVARES & TIMMERMANS, Lda. Bike Center** Condomínio Industrial de Alcolombal – Estrada de Alcolombal, Armazém 1 2705-833 TERRUGEM-SINTRA – Portugal Contact: Hans Timmermans Tel. +351 (0)21 961 06 21 • Fax +351 (0)21 961 06 38 bikecenter@mail.telepac.pt • www.bikecenter-pt.com
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