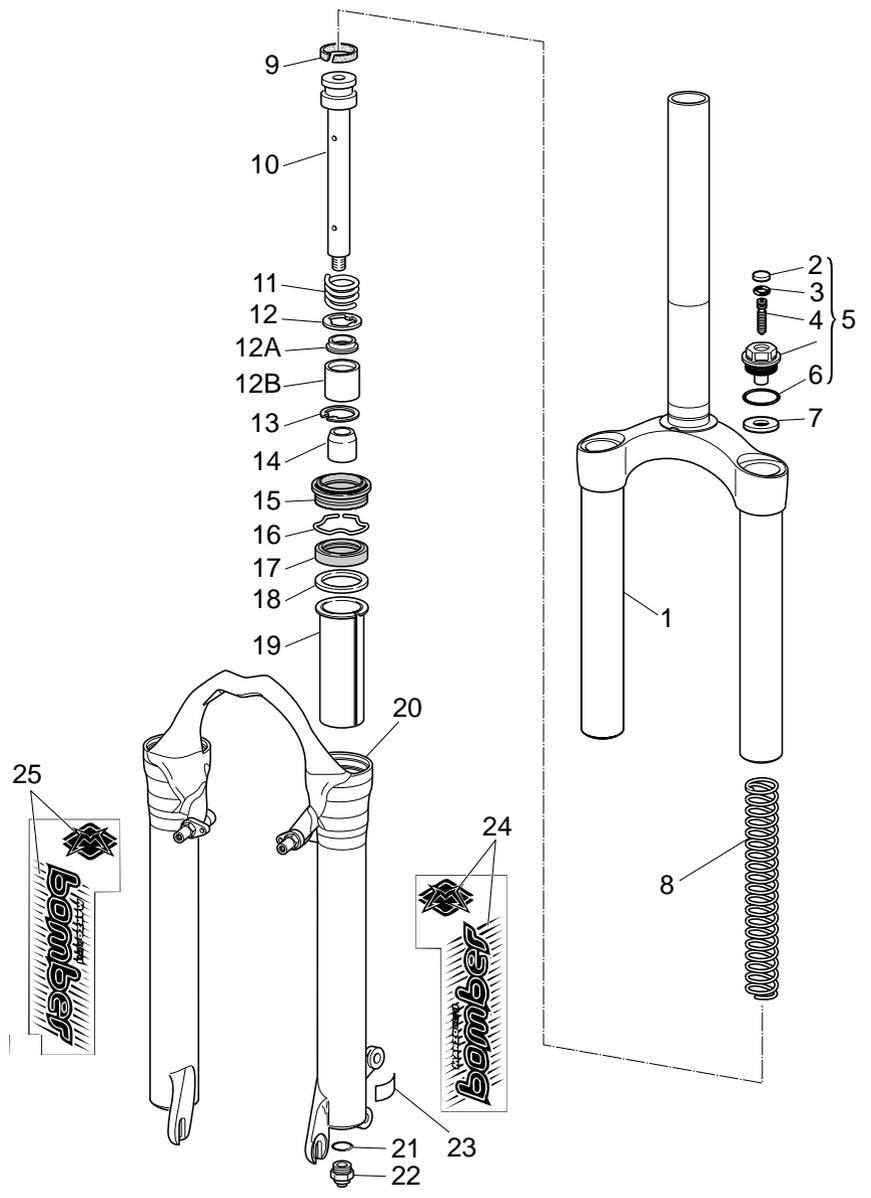
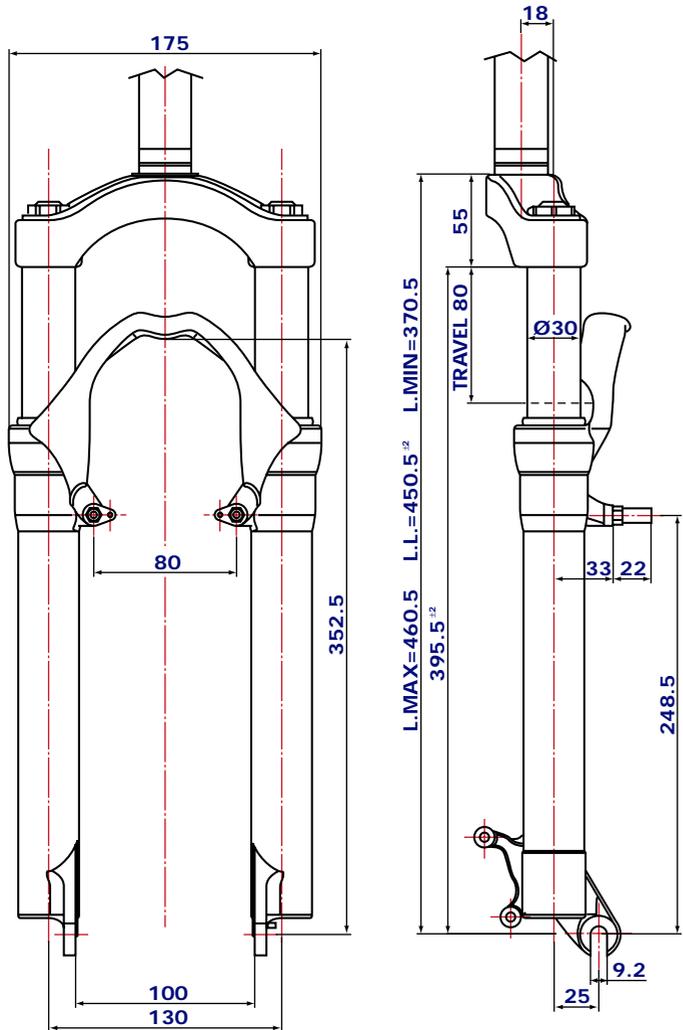


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GENERAL

- The fork is sprung by a mechanical coil system and uses hydraulic rebound damping.
- Spring pre-load adjustment controlled by outer adjuster.
- Stanchions fitted into steering crown by cryofit technique. Full length bushings guarantee superior rigidity.
- Sliders and arch are an integral assembly for reduced weight and improved rigidity.
- Parts subjected to friction are cooled and lubricated by a specially formulated oil.

Steer tube: in CrMo steel with variable butting. Several lengths available in threaded or non threaded 1 1/8" diameters.

Crown: Forged and CNC-machined BAM* aluminum alloy.

Arch: Cast magnesium alloy.

Stanchions: Anodized EASTON aluminum with variable butting.

Sliders: Cast and CNC-machined aluminum alloy. Left slider equipped with disc brake adapter.

Springs: Constant pitch springs.

Slider bushing: Full length guide bushings composed of a copper base and impregnated with an anti-friction coating.

Seals: Computer designed oil seals guarantee the highest quality seals available.

Oil: Specially formulated oil which eliminates foaming and viscosity breakdown while providing complete stiction-free performance.

Fork leg oil: 85 cc type EBH 16 - SAE 7.5.

* **BAM: Bomber Aerospace Material.**
Special alloy developed from aerospace material.

INSTRUCTIONS

GENERAL RULES FOR CORRECT OVERHAULING AND MAINTENANCE

1. *Where specified, assemble and disassemble the shock absorption system using the MARZOCCHI special tools only.*
2. *On reassembling the suspension system, always use new seals.*
3. *Clean all metal parts with a special, preferably biodegradable solvent, such as trichloroethane or trichloroethylene.*
4. *Before reassembling, lubricate all parts in contact with each other using silicone fat spray.*
5. *Always grease the conic seal rings before reassembling.*
6. *Use wrenches with metric size only. Wrenches with inch size might damage the fastening devices even when their size is similar to that of the wrenches in metric size.*

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FAILURES, CAUSES AND REMEDIES

This paragraph reports some failures that may occur when using the fork. It also indicates possible causes and suggests a remedy. Always refer to this table before doing any repair work.

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FAILURES

CAUSES

REMEDIES

Oil leaking though the top of slider

- 1. Slider oil seal is worn out*
- 2. Stanchion tube is scored*
- 3. Excessive dirt on slider oil seal*

- 1. Replace oil seal*
- 2. Replace crown and stanchions assembly and oil seals*
- 3. Clean the oil seal seat and replace oil seal*

Oil leaking through the bottom of slider

O-ring on the pumping rod nut is damaged

Replace the O-ring

Fork has not been used for some time and is locked out

Oil seals and dust seals tend to stick to stanchion tubes

Raise dust seal and lubricate stanchion tube, dust seal and oil seal

Excessive play of stanchions in the sliders

Pilot bushings are worn

Replace pilot bushings

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RECOMMENDATIONS FOR MAINTENANCE

MARZOCCHI forks are based on advanced technology, supported by year-long experience in the field of professional mountain biking. In order to achieve best results, we recommend to check and clean the area below the dust seal and the stanchion tube after each use and lubricate with silicone oil.

INSTALLATION

Installing the Z3 fork on a bicycle is a very delicate operation that should be carried out with extreme care.

The installation should always be checked by one of our Technical Service Centers.



WARNING: Steer tube/headset mounting and adjustment must be carried out in compliance with the headset manufacturer's instructions either when a threaded steer tube or an "A-Head Set" steer tube is installed. Improper installation may jeopardize the safety of the rider.

If you have the steer tube replaced, be sure to select the correct steer type (A-Head Set or threaded), diameter and length for the frame on which it should be fitted. Contact one of our Technical Service Centers to have steer tube installed.



WARNING: In case of improper installation of the steer tube into the crown, the rider could lose control of his/her bicycle, thus jeopardizing his/her safety.



WARNING: Brake supports feature fixing pins or - as an option - bolts. Never remove these pins (or bolts), as they help keep brake arch-sliders-assembly locked securely together.

DISC BRAKE SYSTEM ASSEMBLY

Assembling the brake caliper onto the slider is a very delicate operation that should be carried out with extreme care.

Improper assembly might overstress the caliper supports which might break.

When installing the disc brake system, be sure to properly follow the instructions given by the manufacturer.

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SPRING PRELOAD ADJUSTMENT

(Fig. A)

Take off the rubber protection (2).

To change preload, turn the screw (4) inside cap (5) using a 4 mm Allen wrench.

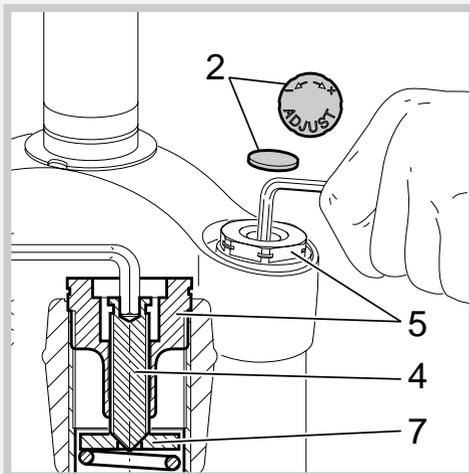
Turn out the screw (4) completely, then tighten it until it touches the upper washer (7). From this starting position, which corresponds to "0" preload, turn in as

many turns as the preload you want. Each turn corresponds to 1.25 mm (0.05 in.).

When supplied, Z3 is set with the minimum preload. However, spring is slightly preloaded to counteract static loads. By

turning the adjustment screw clockwise, the preload is increased up to the maximum value equal to 15 mm's/0.59 in. of

spring preload. This adjustment is essential in order to have the right Z3 response for the rider's weight and riding style.

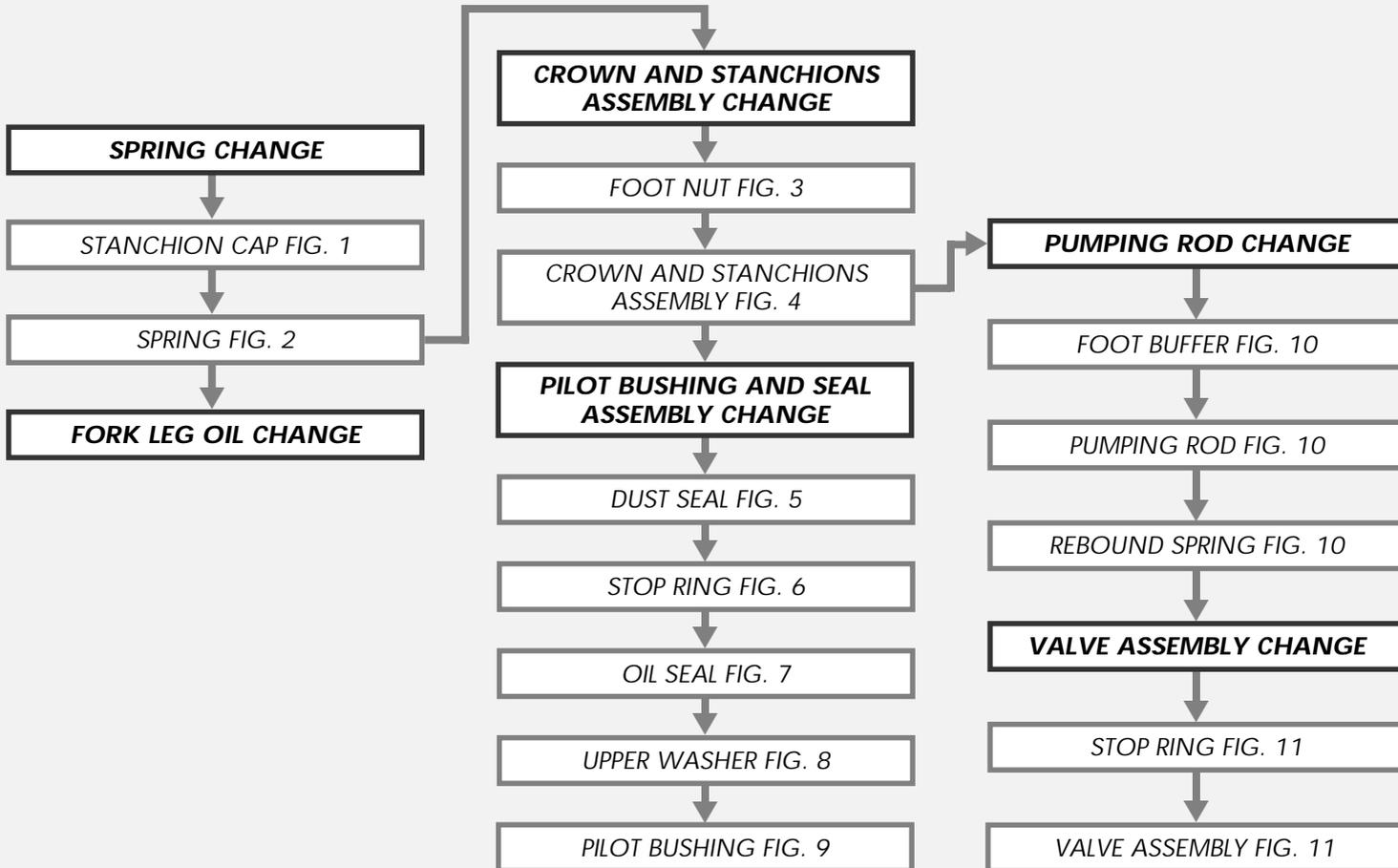


DISASSEMBLY

GENERAL

- The reference numbers given in this section relate to the components shown in the fork exploded view.
- Before starting any operation, please read the diagram below. It shows the quickest procedure and the exact disassembling sequence. Locate the part you need to remove in the diagram, then look at the arrows to determine which other parts you will need to remove first.

DISASSEMBLY DIAGRAM



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SPRING CHANGE

FIG. 1

Unscrew the caps (5) with a 21 mm socket wrench.

Remove the caps complete with O-ring (6) from the stanchion tubes.

FIG. 2

Push the stanchion tubes into the sliders and remove the spring (8).

Drain all oil from the fork legs.



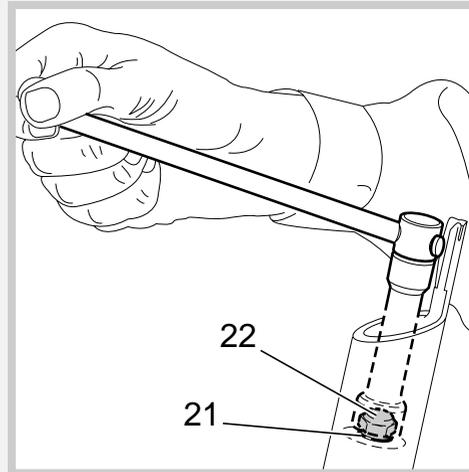
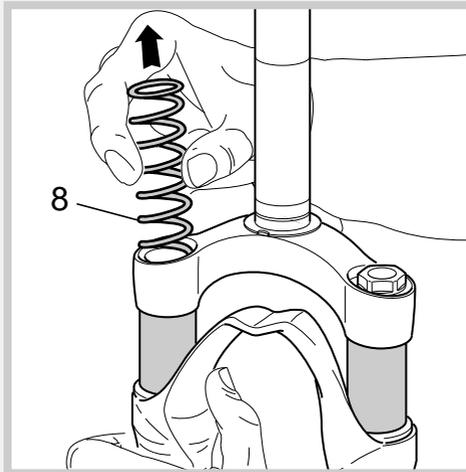
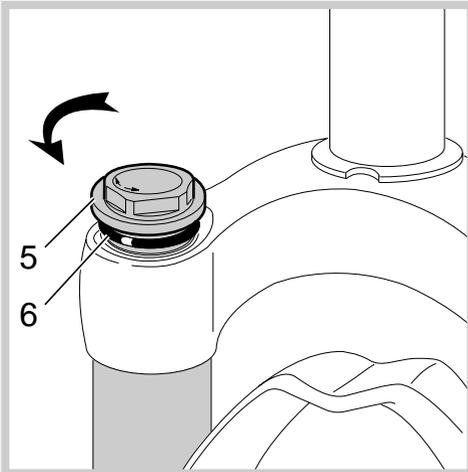
WARNING: Remember to always recycle any used oil.

To change the fork leg oil follow the procedure as described in section "REASSEMBLY" from Fig. 22 to Fig. 24.

REMOVING THE CROWN AND STANCHIONS ASSEMBLY

FIG. 3

Turn the fork legs upside-down and unscrew the foot nut (22) complete with O-ring (21) by the use of a 15 mm socket wrench.



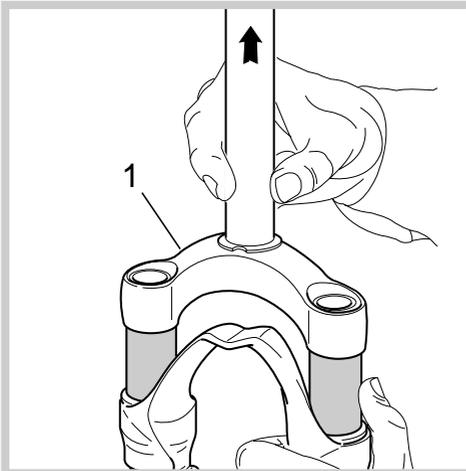
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FIG. 4

Withdraw the stanchions tubes and crown (1) from the sliders.



PILOT BUSHING AND SEAL ASSEMBLY CHANGE

FIG. 5

Remove the dust seal (15) from the top of the sliders using a small screwdriver.

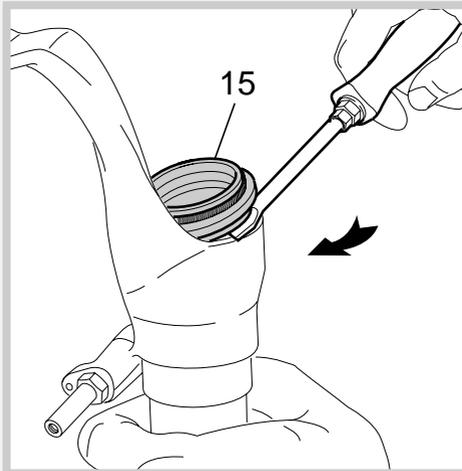
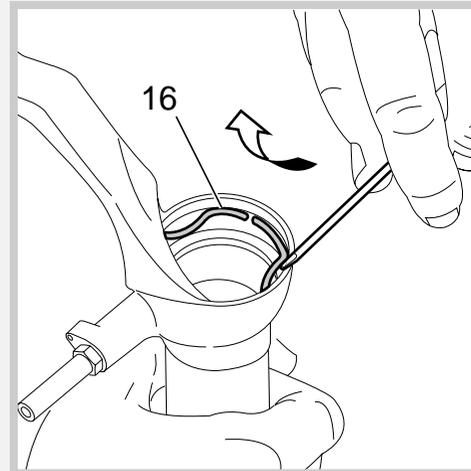


FIG. 6

Remove the stop ring (16) from the sliders by placing the screwdriver bit in one of the three openings on the stop ring.



IMPORTANT: when removing the stop ring, make sure not to damage its seat.



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FIG. 7

Fit the slider protector (A) onto the slider and remove the oil seal (17) with the help of a large screwdriver.



IMPORTANT: when removing the oil seal, make sure not to damage its seat. Once removed the oil seals should not be used again.

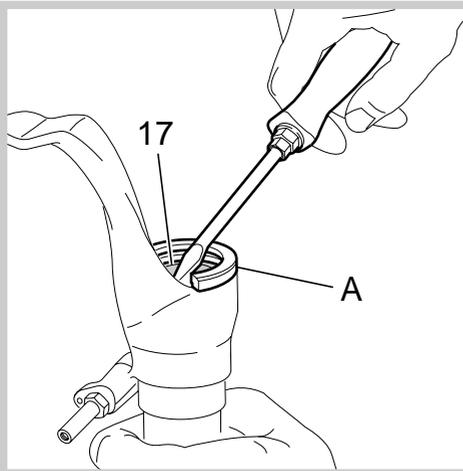


FIG. 8

Remove the upper washer (18) from the slider.

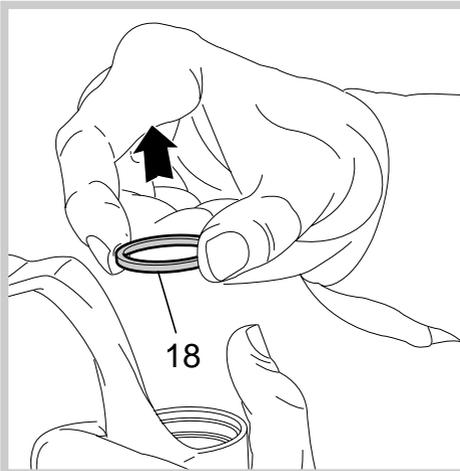
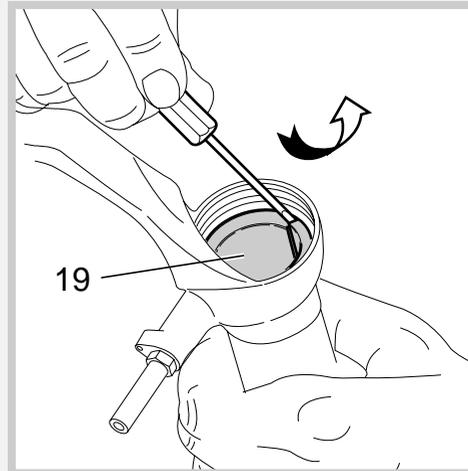


FIG. 9

Fit the bit of a small screwdriver into the upper edge slot of the pilot bushing (19) and lift gently. Pull the bushing out of the slider and make all necessary changes.



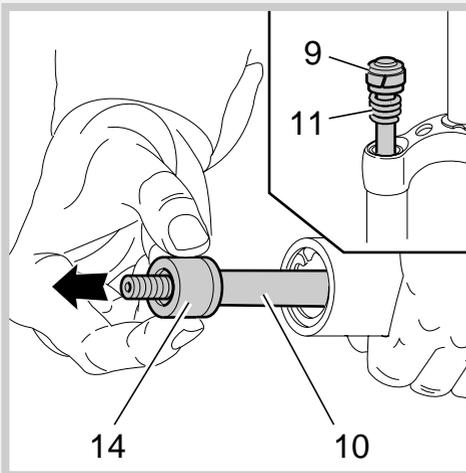
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PUMPING ROD CHANGE

FIG. 10

Remove the foot buffer (14) from the pumping rod (10) end.

Withdraw the pumping rod (10) and the rebound spring (11) from the stanchion tube opposite side. Replace the seal ring (9) if damaged or worn out.



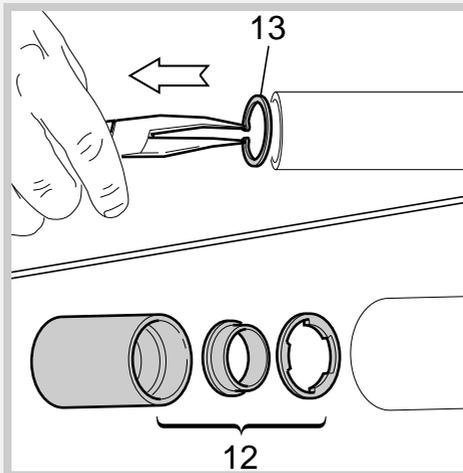
VALVE ASSEMBLY CHANGE

FIG. 11

To check that the valve unit is operating correctly, it is necessary to work on the inside of the stanchion tube.

Slip off the stop ring (13) first, using pointed pliers.

Pull the valve assembly (12) out of the tube with one finger in the same sequence as in the figure.



REASSEMBLY

⚠ CAUTION: before reassembling, all metal parts should be washed carefully with inflammable, preferably biodegradable, solvent and dried with compressed air.

PILOT BUSHING AND SEAL ASSEMBLY

FIG. 12

Check that no dirt or debris is between slider and bushing. Insert the pilot bushing (19) into place so that it adheres to the slider.

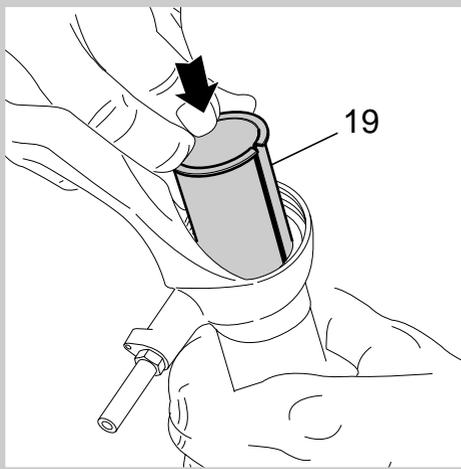


FIG. 13

Fit the upper washer (18) into the slider so that it touches the pilot bushing.

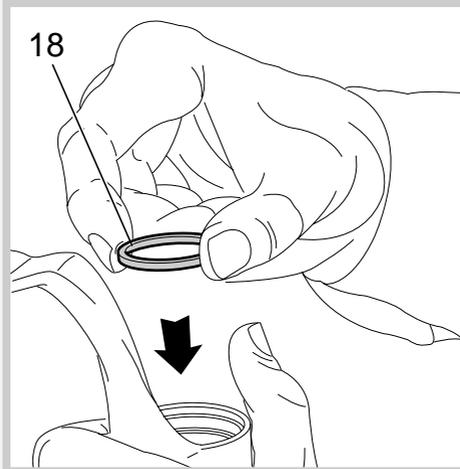
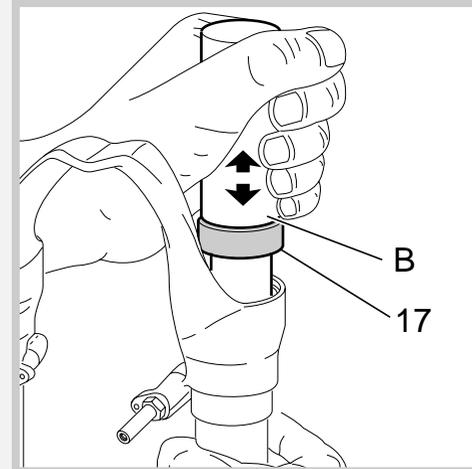


FIG. 14

Lubricate the oil seal (17) and fit it onto the seal press (B) with the hollow side toward the slider. Press the oil seal until it touches the upper washer by using the above seal press.



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FIG. 15

Insert the stop ring (16) making sure it is properly seated into place.

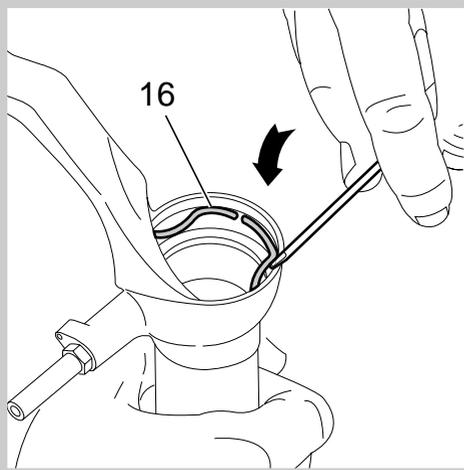
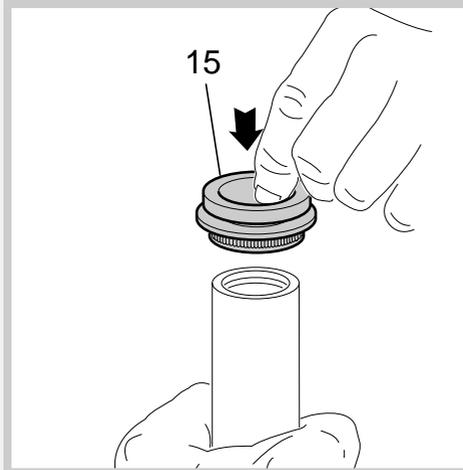


FIG. 16

Lubricate the dust seals (15) and fit them onto the spring end of the stanchions.

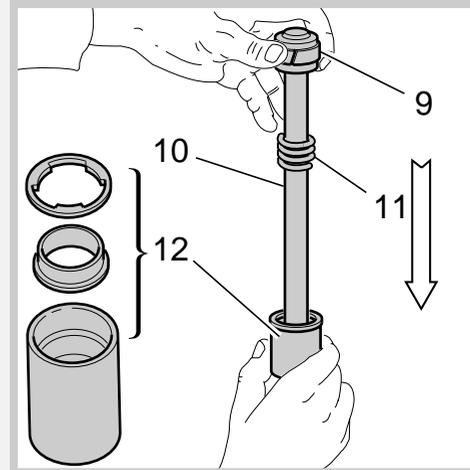


VALVE AND PUMPING ROD ASSEMBLY

FIG. 17

After having overhauled or replaced the valve assembly and after having cleaned the inside of the stanchion tubes, reassemble. Assemble valve components (12), in correct sequence.

Then fit pumping rod (10), seal ring (9) and rebound spring (11) into the valve assembly (12).



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FIG. 18

Reassemble the foot buffer (14) onto the end part of pumping rod (10).

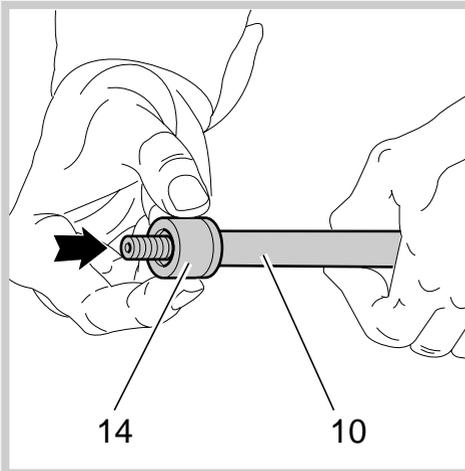
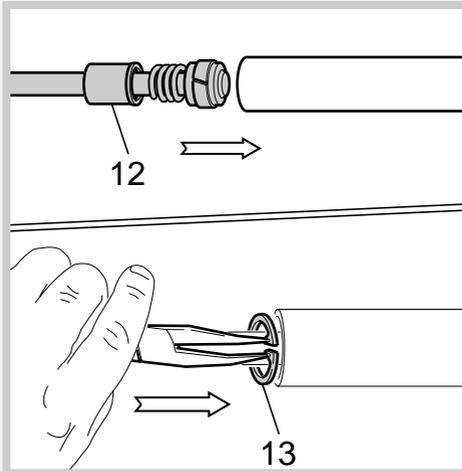


FIG. 19

Fit this assembly into the stanchion tube and properly seat the valve assembly (12).
Insert the stop ring (13).



CROWN AND STANCHIONS ASSEMBLY

FIG. 20

Fit the crown and stanchions assembly (1) with the dust seals (15) in place gently into the seals of sliders (20).

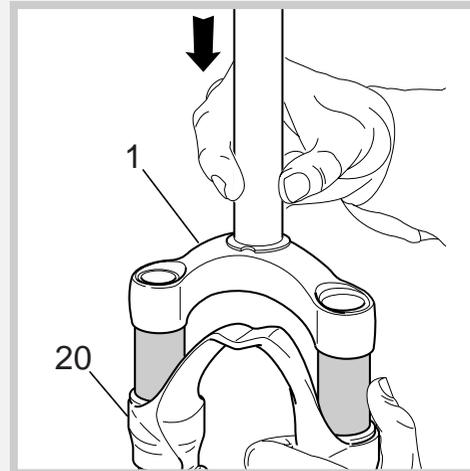


WARNING: Be sure to fit the stanchions squarely into the sliders or the sealing surfaces will damage.

Check to see that the stanchion tubes slide unrestricted by cycling the fork up and down several times.

The tube should slide freely inside the seal assembly without any side play. In the event it is too hard or too soft, repeat the previous steps described above and check components to ensure they are not damaged.

Place the dust seals (15) on top of the sliders.



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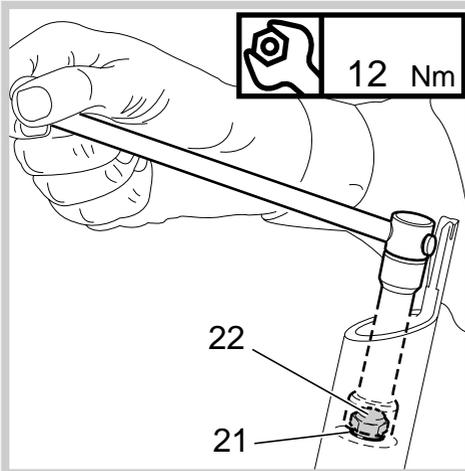
FIG. 21

Push the stanchions fully down into the sliders.

Grease the O-ring (21) on the foot nut (22) and screw the nut on the pumping rod thread.

Tighten to 12 Nm.

Check to verify that the stanchion tubes slide properly through the stroke by pumping them up and down several times.

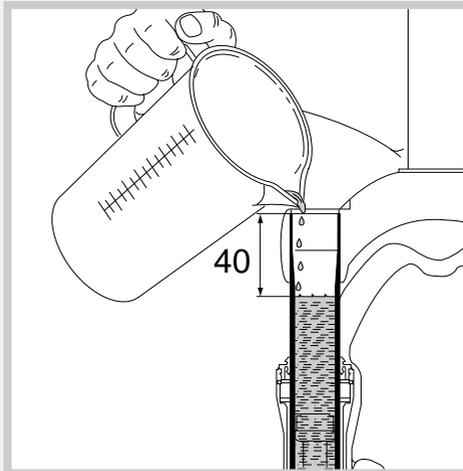


HOW TO FILL WITH OIL

FIG. 22

Pour the oil little by little when the stanchion tubes are fully down and then pump with the crown so as to have a better filling.

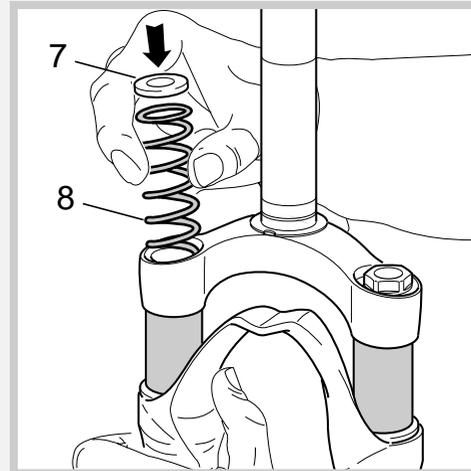
Check that the oil level is 40 mm/1.57 in. from the top of the stanchion tube, in both legs.



SPRING AND CAP ASSEMBLY

FIG. 23

Fit the spring (8) into the stanchion tubes. Install the upper washer (7).



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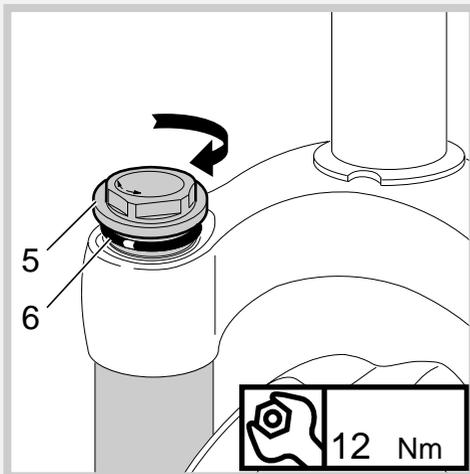
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FIG. 24

Lubricate the O-ring (6) on the cap (5).
Turn the preload adjuster (4) inside the cap until setting minimum preload (see Fig. A).

Start the complete cap assembly into the stanchion tube thread by hand. Tighten the cap (5) to 12 Nm.

Set spring preload as specified in section "SPRING PRELOAD ADJUSTMENT".



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SPECIFIC TOOLS

Ref.	Item.	Description and use
A	536003 AB	Slider protector: to remove the oil seal from the slider
B	R 5068	Oil seal press: to press oil seal into the slider

