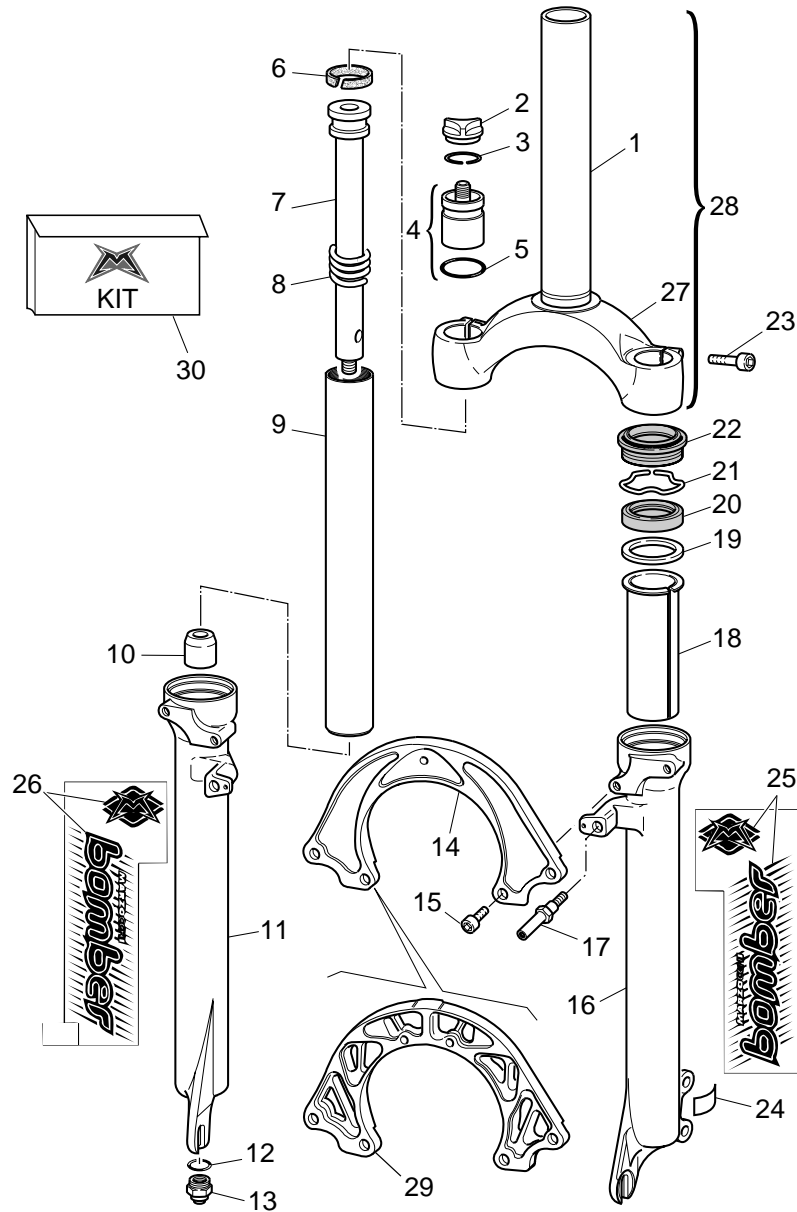


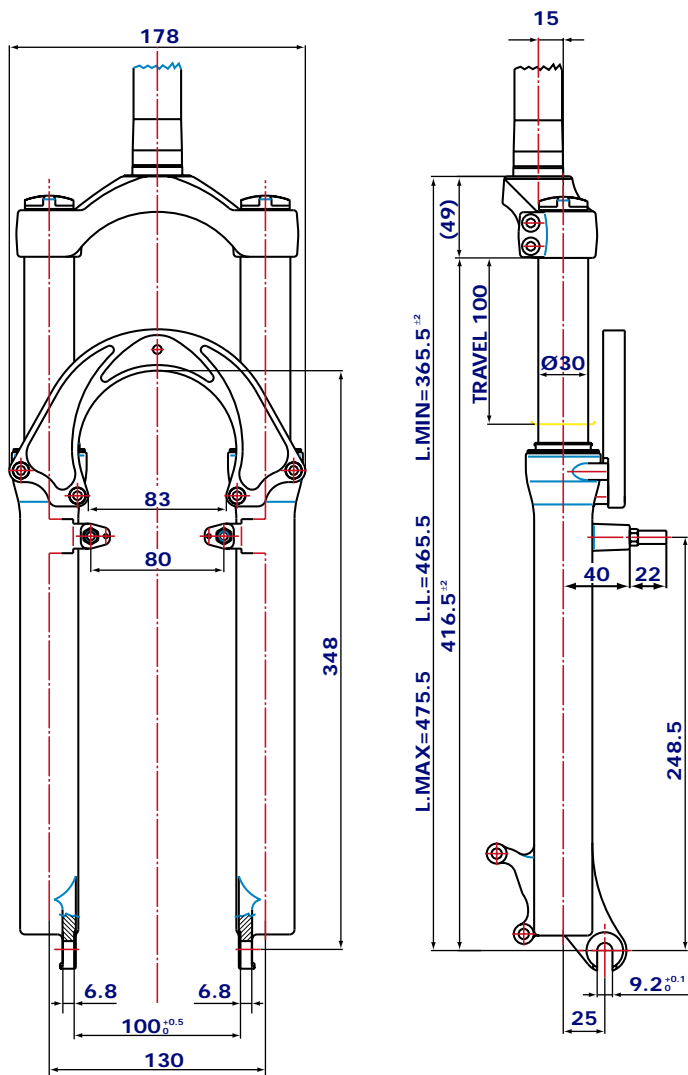
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FAIRLIGHT



GENERAL

- Air/oil damped fork with multi-valve system.
- Air pressure regulated by top mounted "Schraeder" valve.
- Stanchions and full length bushings for superior 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 aluminum alloy.

Stanchions: Special chrome-molybdenum steel, hard-chromated.

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

Air valve: "Schraeder" type with cap. Use Marzocchi pump to blow required air.

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.

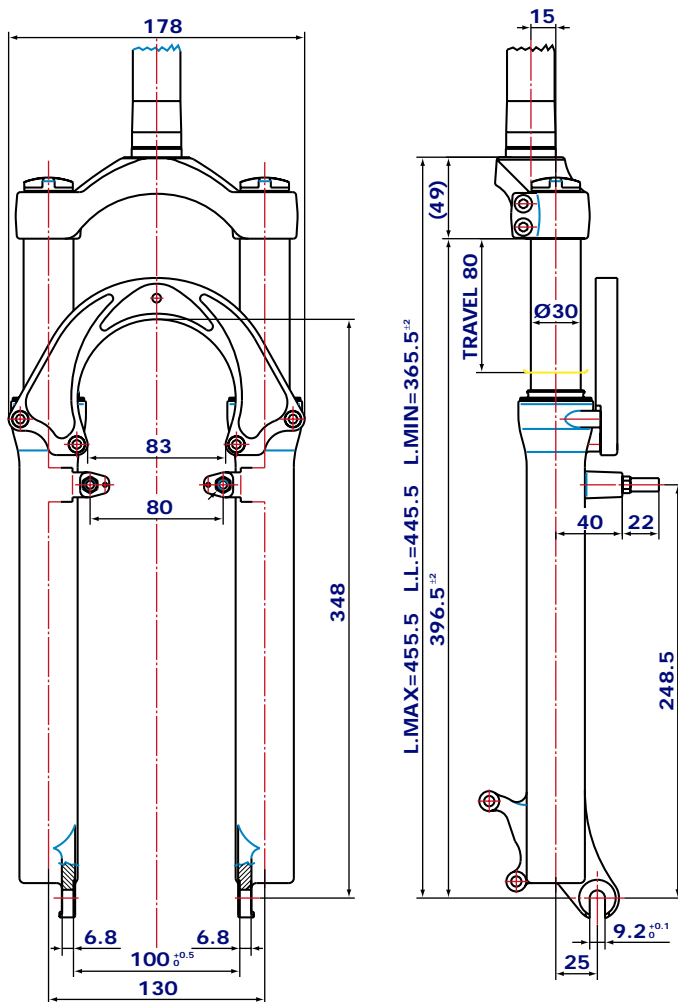
Fork leg oil: 110 cc type EBH 16 - SAE 7.5.

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

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FAIRLIGHT

KONA



GENERAL

- Air/oil damped fork with multi-valve system.
- Air pressure regulated by top mounted "Schraeder" valve.
- Stanchions and full length bushings for superior 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 aluminum alloy.

Stanchions: Special chrome-molybdenum steel, hard-chromated.

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

Air valve: "Schraeder" type with cap. Use Marzocchi pump to blow required air.

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: 95 cc type EBH 16 - SAE 7.5.

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

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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. *If two screws are close one to the other, always tighten using a 1-2-1 sequence. In short, screw the first screw just up to the point it is well tightened, then tighten the second screw and then go back to the first one and screw it tighter.*
4. *Clean all metal parts with a special, preferably biodegradable solvent, such as trichloroethane or trichloroethylene.*
5. *Before reassembling, lubricate all parts in contact with each other using silicone fat spray.*
6. *Always grease the conic seal rings before reassembling.*
7. *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.*

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
<i>Oil leaking through the top of the slider</i>	<ol style="list-style-type: none"><i>1. Oil seal is worn out</i><i>2. Stanchion tube is scored</i><i>3. Excessive dirt on oil seal</i>	<ol style="list-style-type: none"><i>1. Replace oil seal</i><i>2. Replace oil seal and stanchion tube</i><i>3. Clean the oil seal seat and replace oil seal</i>
<i>Oil leaking through the bottom of slider</i>	<i>O-ring on the pumping rod nut is damaged</i>	<i>Replace the O-ring</i>
<i>Fork has not been used for some time and is locked out</i>	<i>Oil seals and dust seals tend to stick to stanchion tubes</i>	<i>Raise dust seal and lubricate stanchion tube, dust seal and oil seal</i>
<i>Excessive play of stanchions in the sliders</i>	<i>Pilot bushings are worn</i>	<i>Replace pilot bushings</i>
<i>Pressure drop</i>	<ol style="list-style-type: none"><i>1. Cap valve is loose</i><i>2. Cap O-ring damaged</i>	<ol style="list-style-type: none"><i>1. Tighten or replace valve</i><i>2. Replace O-ring</i>

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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 Z5 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.

Steer tubes should be changed following installation instructions completely. Be sure to select correct steer type (A-Head Set or threaded), diameter and length for the frame on which it should be fitted. Have the steer tube installed at our Technical Service Centers.



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.

Check the torque of the bolts fastening the stanchions to the crown and attaching the brake arch to the sliders at regular intervals (11 Nm).

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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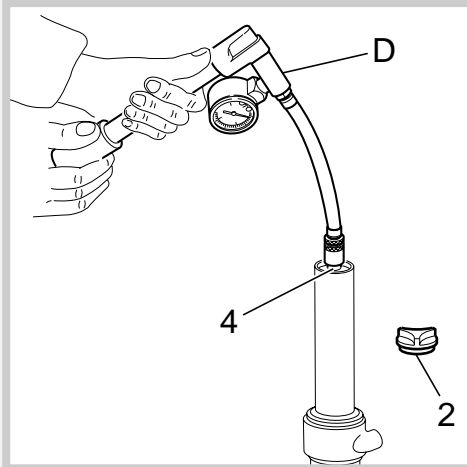
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ADJUSTMENTS

FORK LEG PRESSURIZATION

(Fig. A)

Blow pressurized air through the valves (4) located on the cap of each leg to set COMPRESSION damping. Z5 is set at the factory to a standard value of 3 bar. To change the pressure value, remove the protection cap (2) and depressurize each leg. Fully tighten the pump connection (D) on the valve and pressurize until the required value is reached. Unscrew the connection and refit the cap (2). This adjustment is essential in order to have the right Z5 response for the rider's weight and riding style.



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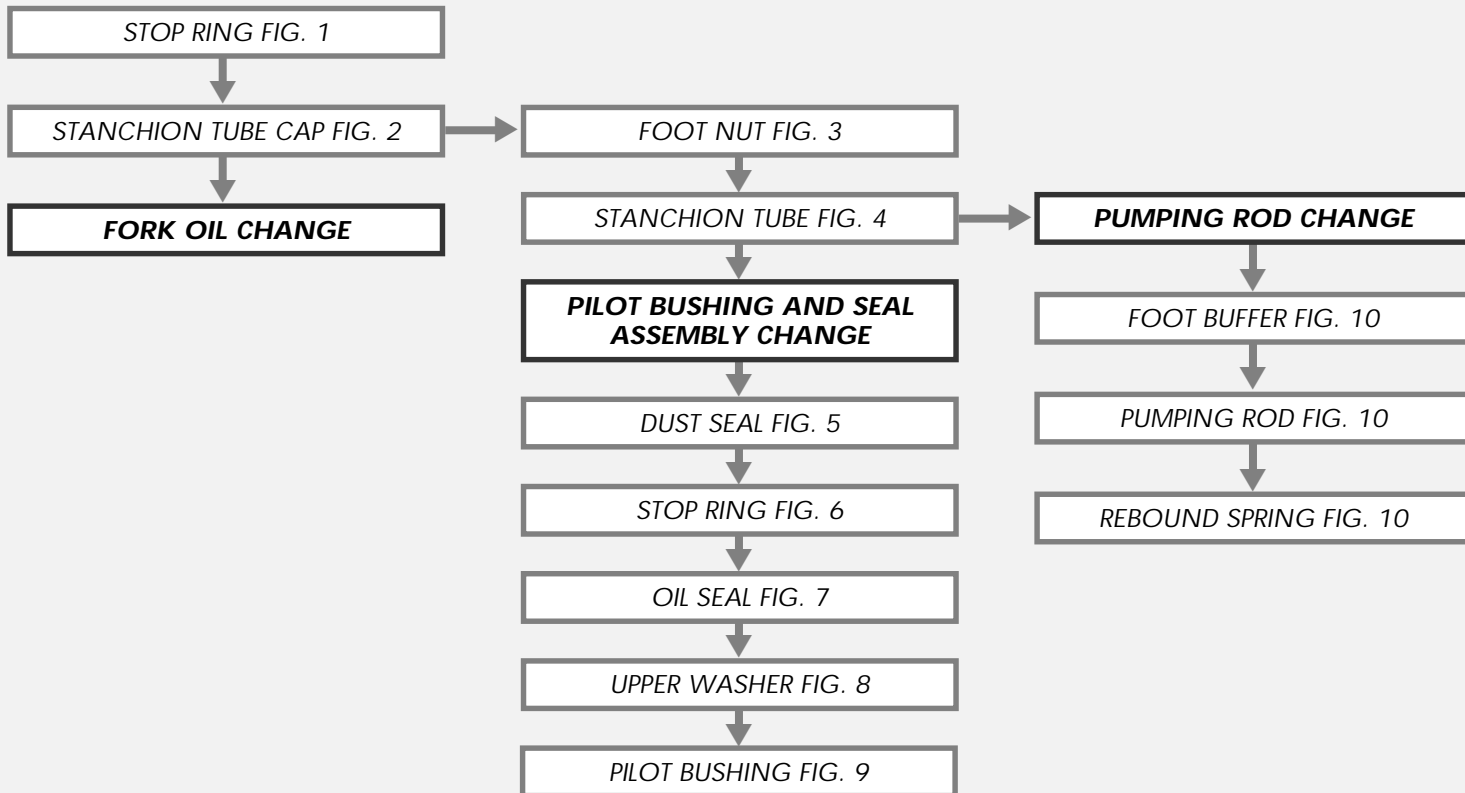
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DISASSEMBLY

GENERAL

- The reference numbers given in this section relate to the components shown in the fork exploded view.
- Operations refer to the fork legs already removed from the crown and disassembled from the brake arch.
- 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

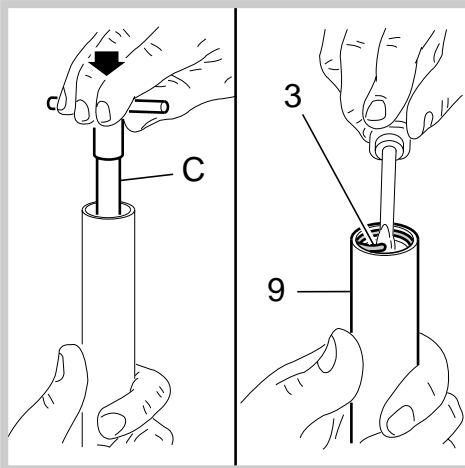


⚠ WARNING: Any maintenance or repair work may only be carried out with both fork legs depressurized. This is done by removing the protection caps (2) and opening the valves.

FIG. 1

Tighten the slider protector (C) onto the cap.

Push the cap (4) into the stanchion tube (9) just enough to expose the stop ring. Unscrew the protector and remove the upper stop ring (3) using a screwdriver.

**FIG. 2**

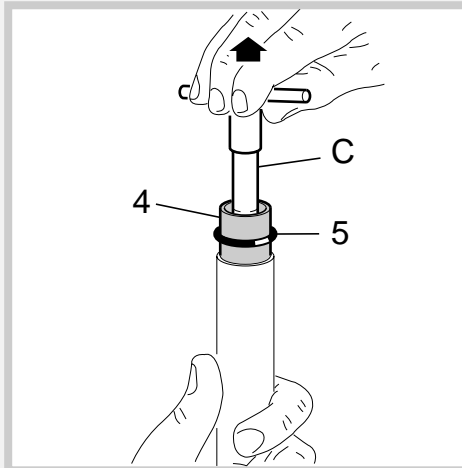
Tighten protector (C) in place again and extract the cap (4B) from the stanchion. Pull hard to overcome the resistance offered by the O-ring (5).

Drain all oil from the fork leg.

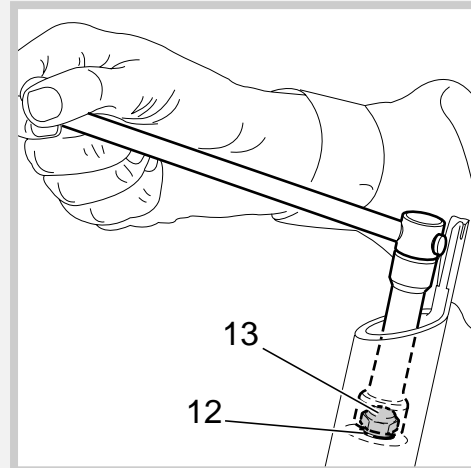


WARNING: Remember to always recycle any used oil.

To change the fork leg oil follow the procedure as described in section "REASSEMBLY" from Fig. 20 to Fig. 22.

**FIG. 3**

Turn the fork leg upside-down and unscrew the foot nut (13) complete with O-ring (12) by the use of a 15 mm socket wrench.

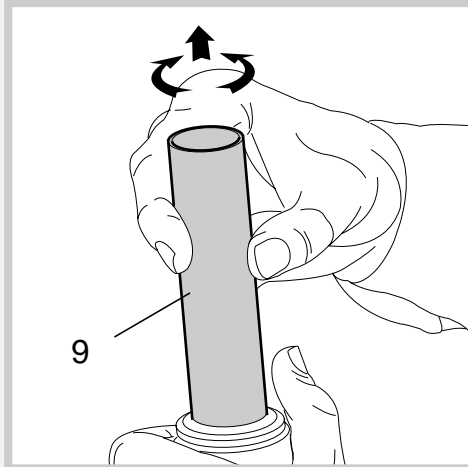


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FIG. 4

Withdraw the stanchion tube (9) from the slider.



**PILOT BUSHING AND SEAL
ASSEMBLY CHANGE**

FIG. 5

Remove the dust seal (22) from the top of the slider using a small screwdriver.

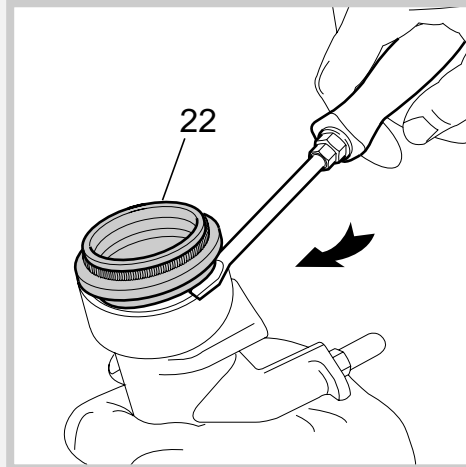
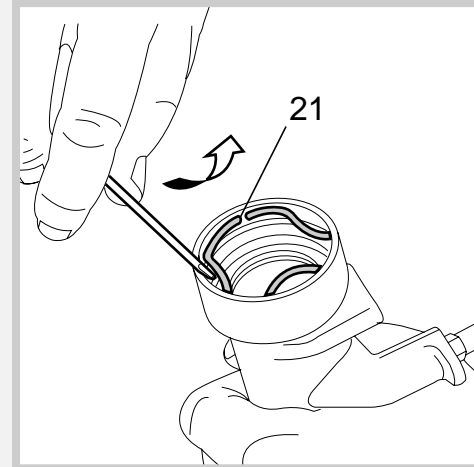


FIG. 6

Remove the stop ring (21) from the slider 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 (20) 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.

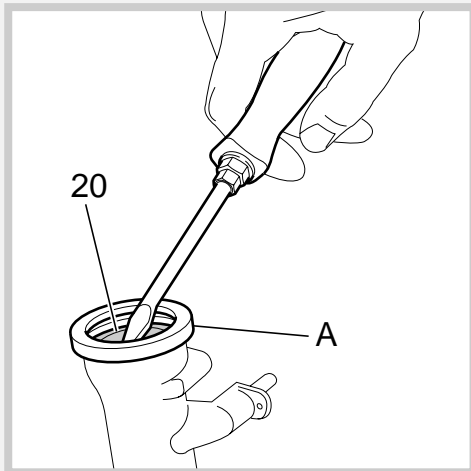


FIG. 8

Remove the upper washer (19) from the slider.

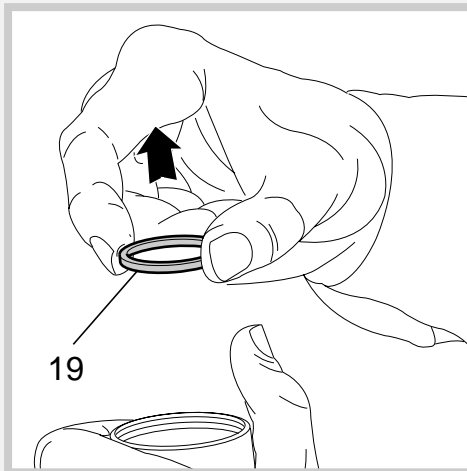
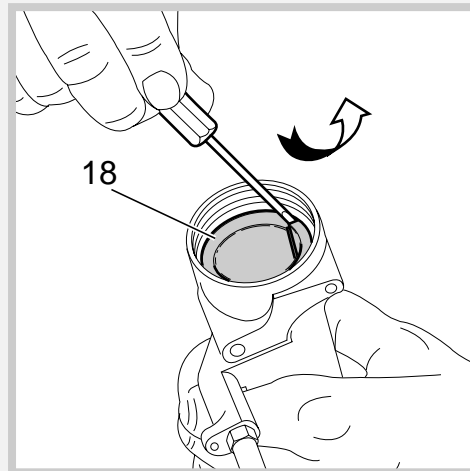


FIG. 9

Fit the bit of a small screwdriver into the upper edge slot of the pilot bushing (18) and lift gently. Pull the bushing out of the slider and make all necessary changes.



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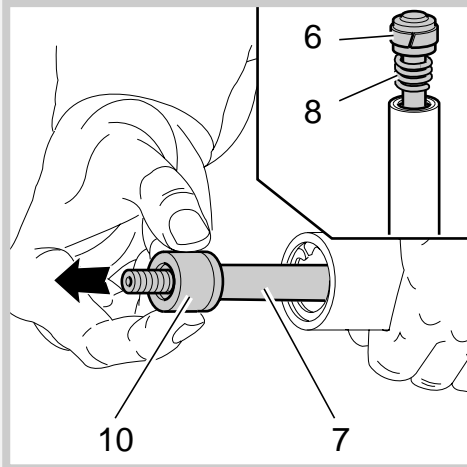
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PUMPING ROD CHANGE

FIG. 10

Remove the foot buffer (10) from the pumping rod (7) end.

Withdraw the pumping rod (7) and the rebound spring (8) from the stanchion tube opposite side. Replace the seal ring (6) if damaged or worn out.

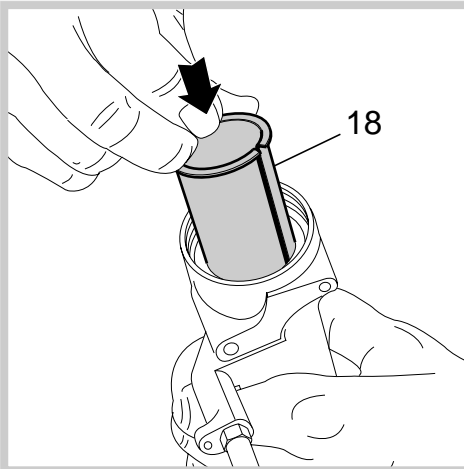


REASSEMBLY

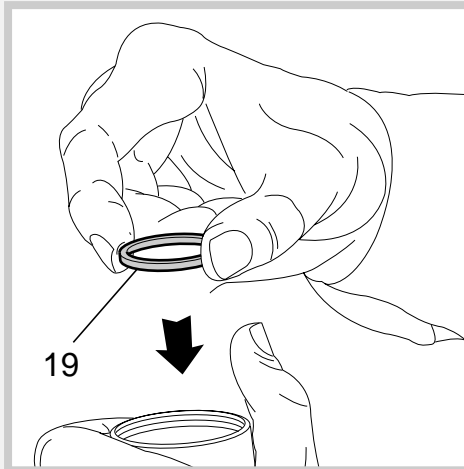
⚠ CAUTION: before reassembling, all metal parts should be washed carefully with inflammable, preferably biodegradable, solvent and dried with compressed air.

PILOT BUSHING AND SEAL ASSEMBLY**FIG. 11**

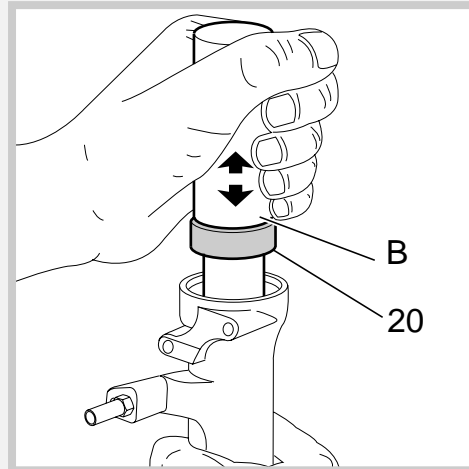
Check that no dirt or debris is between slider and bushing. Insert the pilot bushing (18) into place so that it adheres to the slider.

**FIG. 12**

Fit the upper washer (19) into the slider so that it touches the pilot bushing.

**FIG. 13**

Lubricate the oil seal (20) 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.

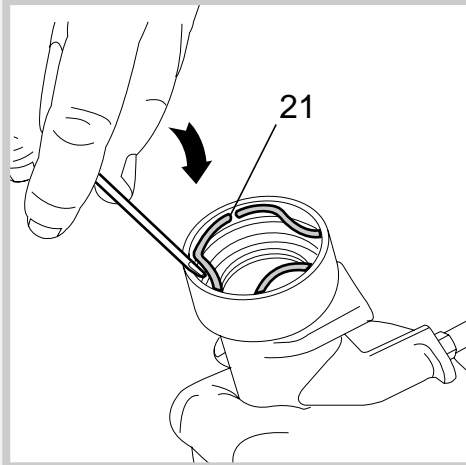


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FIG. 14

Insert the stop ring (21) into the slider making sure it is properly seated into place.



PUMPING ROD ASSEMBLY

FIG. 15

After having overhauled or replaced the pumping rod (7) and after having cleaned the inside of the stanchion tube, reassemble.

Fit pumping rod (7), seal ring (6) and rebound spring (8) into the stanchion tube (9) and push the rod until it comes out from the other end.

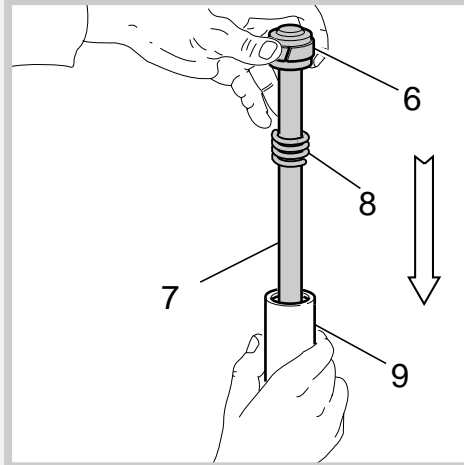
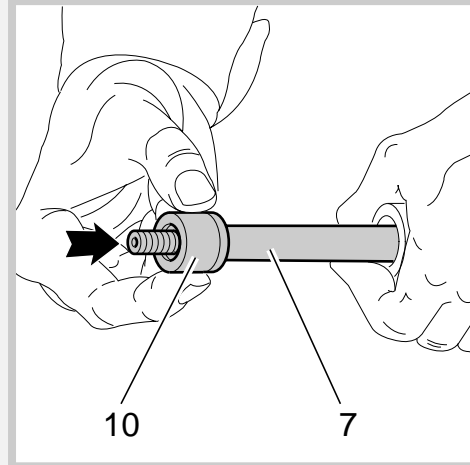


FIG. 16

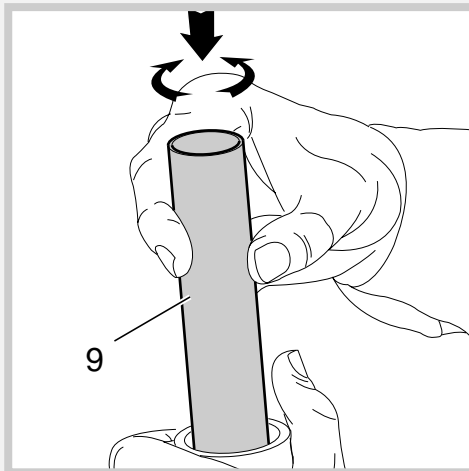
Reassemble the foot buffer (10) onto the pumping rod (7) end.



STANCHION TUBE ASSEMBLY**FIG. 17**

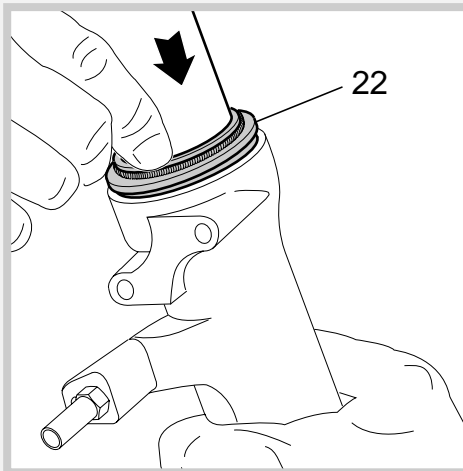
Fit the stanchion tube (9) gently into the oil seal (20).

Rotate the stanchion tube while inserting it into the seal to facilitate installation and reduce the chance of damaging the seals. Turn the slider over and check that the pumping rod thread is coming out from slider bottom.

**FIG. 18**

Lubricate the dust seal (22) and fit it into the stanchion.

Properly place the dust seal into its seat in the slider.

**FIG. 19**

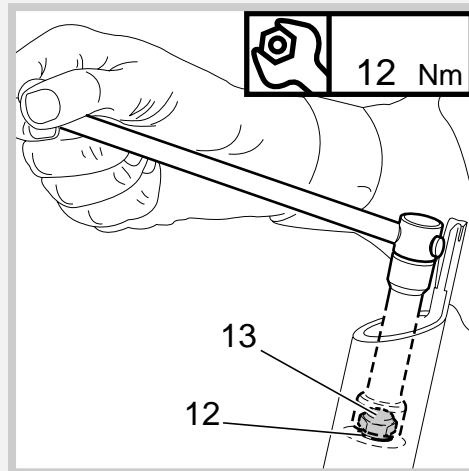
Grease the O-ring (12) on the foot nut (13) and screw the nut onto the pumping rod thread.

Tighten to 12 Nm.

Check to see that the stanchion tube slides 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 checking to ensure that components are not damaged.



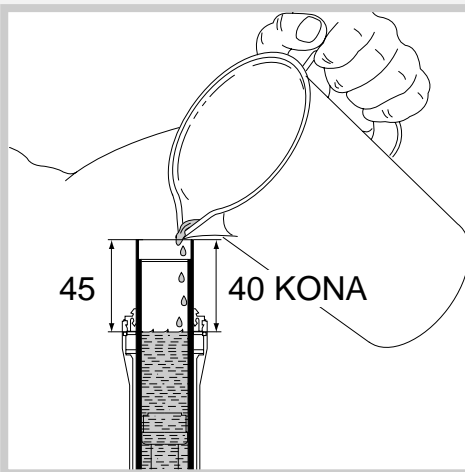
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HOW TO FILL WITH OIL

FIG. 20

Pour the oil little by little when the stanchion tube is fully down and then pump the stanchion tube so as to have a better filling. Check that the oil level is 45 mm/ 1.77 in. (40 mm/1.57 in. KONA) from the top of the stanchion tube, in both legs.



CAP ASSEMBLY

FIG. 21

Tighten the puller (C) on cap (4). Smear some grease on the O-ring (5) and refit the cap into the stanchion (9). Push the cap down below the stop ring seat.

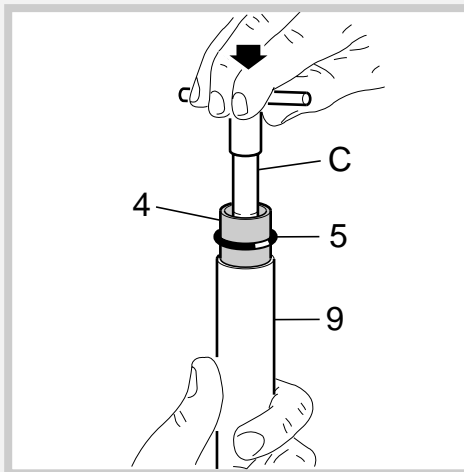
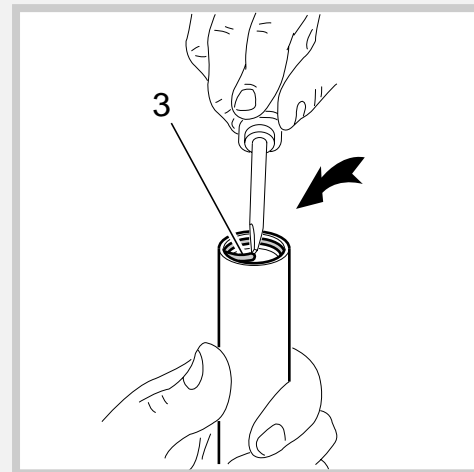


FIG. 22

Refit the upper stop ring (3) and pressurize using pump (D) (see section "ADJUSTMENTS").

Refit the protection cap (2).

The brake arch can now be installed on the fork leg, which should then be installed into the crown as specified in section "INSTALLATION".



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SPECIFIC MARZOCCHI 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
C	R 5008 BZ	Stanchion cap puller
D	R 4002	Inflating pump

