MARZOCCHI

PERFORMANCE IS AN ATTITUDE

Damien Spagnolo \ Photo: Ale Di Lullo

MODEL YEAR 2014

marzocchi
SUSPENSION PRODUCTS

Ilias Periklis \ Photo: Michele Mondini
Wade Simmons \ Photo: Ale Di Lullo
Pedro & Naz (Marzocchi Tech) \ Photo: Ale Di Lullo



PREMIUM TECH SUPPORT AT THE MAJOR EVENTS WORLD WIDE

Marzocchi always believed in the strong connection between racing and production excellence.
For this reason, our technicians travel all over the world to the most important events in order to guarantee the best service possible to all our customers from the pro racer to the enthusiast Sunday trekking rider: all of them are our privileged customers and get the same unmatched tech support. The Marzocchi truck is always welcoming, courtesy and competence are complementary. This commitment and dedication to the sport is a must, all the suspensions bearing the Marzocchi brand must perform at their best, no matter how many miles have been ridden, in order to keep the passion alive.

Geoff Gulevich & Tyler McCaul \ Photo: Ale Di Lullo

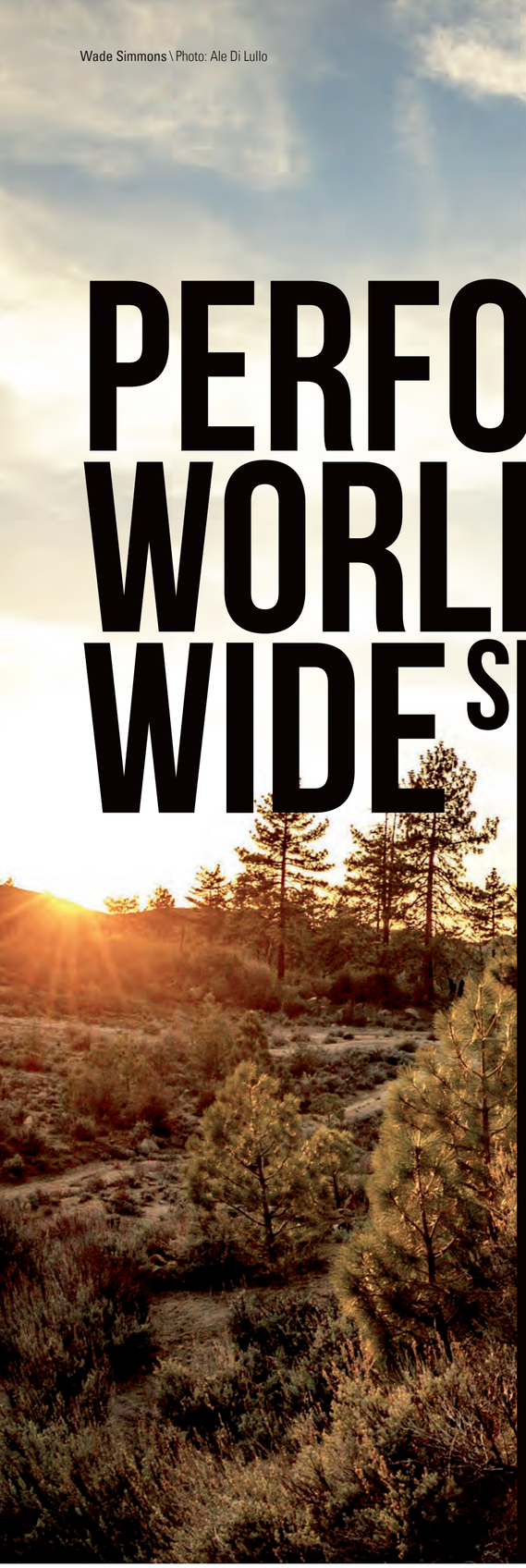
THE EVENTS



- TAIPEI CYCLE SHOW
- PRO GRT
- SEA OTTER CLASSIC
- SUPERENDURO PRO
- BIKE FESTIVAL
- UCI WORLD CUP XCO / XCE / DHI
- NA ENDURO TOUR
- ENDURO WORLD SERIES
- UCI MARATHON WORLD CHAMPS
- US MARATHON NATIONALS
- XC ITALIAN CHAMP
- GRAVITALIA
- CRANKWORX EU
- DH ITALIANS CHAMPS
- COLORADO FREESTYLE FESTIVAL
- US CROSS COUNTRY NATIONALS
- BIKE DEALER CAMP
- CRANKWORX
- UCI XCO/XCE/DHI/4X WORLD CHAMPS
- EUROBIKE
- OUTDOOR DEMO
- INTERBIKE
- EXPOBICI
- RED BULL RAMPAGE
- ROC D'AZUR
- TAICHUNG BIKE WEEK

Wade Simmons \ Photo: Ale Di Lullo

PERFORMING WORLD WIDE SINCE 1949



MARZOCCHI IS AN ITALIAN PREMIUM DESIGNER AND PRODUCER OF HIGH END FORKS AND SHOCKS FOR MOTORCYCLES AND MOUNTAIN BIKES AND IS BASED IN ZOLA PREDOSA NEAR BOLOGNA. STARTED BY GUGLIELMO MARZOCCHI AND HIS BROTHER STEFANO IN 1949, MARZOCCHI IS ONE OF THE OLDEST COMPANIES INVOLVED IN THE SUSPENSION BUSINESS. IN THE BEGINNING, THE PRODUCTION WAS LOCATED IN THE BASEMENT FLOOR OF THE FAMILY HOUSE IN BOLOGNA AND SINCE DAY ONE, RACE SUPPORT WAS CONSIDERED THE BEST TOOL TO DEVELOP AND PROMOTE THE PRODUCTS. AT THE BEGINNING OF THE 1950'S MANY COMPANIES ALREADY DECIDED TO USE MARZOCCHI COMPONENTS LIKE MONDIAL, DUCATI, MOTO CM AND MASERATI.

SINCE DAY ONE, MARZOCCHI NEVER STOPPED GROWING AND FOCUSED ALL RESOURCES IN COMPETITIONS, REACHING THE SUCCESS IN THE MAJOR CATEGORIES AND DISCIPLINE LIKE THE WORLD CHAMPION LEADERSHIP IN MOTOCROSS, ENDURO, TRIAL, SUPERMOTARD, PARIS-DAKAR, SPEED RECORDS AND TOURIST TROPHY, THANKS TO THE RIDING SKILLS OF MOTOR BIKERS LIKE GIACOMO AGOSTINI, JOEL ROBERT, GASTON RAHIER, EDI ORIOLI AND MANY OTHERS.

AT THE BEGINNING OF THE '80'S, MARZOCCHI WAS THE SUSPENSION SUPPLIER FOR THE F1 RACING CARS MADE BY FERRARI. LATER ON, AT THE END OF THE '80'S, MARZOCCHI STARTED TO BECOME A BIG NAME IN THE GROWING MOUNTAIN BIKE BUSINESS OFFERING SUSPENSION FORKS AND REAR SHOCKS FOR HIGH END BIKES AND SOON BECAME ONE OF THE MOST IMPORTANT COMPONENT SUPPLIERS WORLD-WIDE. THE LEGENDARY RELIABILITY AND THE UNMATCHED PERFORMANCE MADE SOME PRODUCTS ICONIC, LIKE THE ORIGINAL Z1 FOR THE FIRST FREE RIDERS, THE 888 FOR THE FASTEST DOWNHILLERS AND THE MORE RECENT 55, WHICH IS OUR TOP ENDURO FORK.

STARTING IN SEPTEMBER 2008, MARZOCCHI BECAME PART OF THE TENNECO GROUP, AN AMERICAN COMPANY WHO IS A WORLD LEADER IN PRODUCTION AND DISTRIBUTION OF RIDE AND EMISSION CONTROL COMPONENTS. THIS NEW COMPANY BUSINESS STRATEGY ALLOWED MARZOCCHI TO BE PART OF A STRONGER AND MORE EFFICIENT UNIT AND TO COMPETE IN THE MARKET WITH THE COMPLETE WORKING PROCEDURE: STARTING FROM THE DESIGN, THE PURCHASE OF THE RAW MATERIALS AND THE ASSEMBLY LINE METHODS.

THE KNOW-HOW OF THE AMERICAN GIANT MET THE MARZOCCHI MADE IN ITALY DESIGN. THE GOAL WAS TO DEVELOP A PRODUCTION OF HIGH PERFORMANCE REAR SHOCKS AND FORKS THAT CAN BE CONSIDERED A MILESTONE IN THE TWO WHEEL RIDING CONTROL SYSTEMS. THE EXPERIENCE OF MARZOCCHI IN USING LIGHTWEIGHT MATERIALS LIKE ALUMINUM, MAGNESIUM AND CARBON FIBER COMBINED WITH THE KNOW-HOW OF THE AUTOMOTIVE BUSINESS ALLOWED TO BUILD THE LIGHTEST, MOST ADVANCED, RELIABLE AND COMPLETE PRODUCT LINE AVAILABLE FOR THE MOST DEMANDING MOUNTAIN BIKERS. THE 2014 PRODUCTS LINE SHOWS THE POTENTIAL OF THIS STRONG RELATIONSHIP, INTRODUCING NEW REVOLUTIONARY DESIGNS THAT WILL CHANGE THE REFERENCE IN EACH CATEGORY FROM CROSS COUNTRY TO DOWNHILL.



OVERVIEW MY14/FORKS

TRAIL

44 MICRO STA
TRAVEL 140->110 mm / **WEIGHT** 2005 g / 4.42 lbs
WHEEL 29 / **AXLE** 15 mm QR
DAMPING (L) TST MICRO
DAMPING (R) SWITCH TA / **SPRING** AIR
STANCHIONS Ø32 mm ALUMINUM NICKEL TREATMENT
STEERER TAPERED ALUMINUM
BRAKE SYSTEM 6"POST MOUNT MAX DISC 203 mm
COLOR PURE WHITE

Tyler McCaul \ Photo: Ale Di Lullo

ENDURO

55 RC3 EVO V2 TITANIUM
TRAVEL 170 mm
WEIGHT 2422 g / 5.34 lbs or 2452 g / 5.41 lbs
WHEEL 26 / **AXLE** 20 mm QR
STANCHIONS Ø35 mm ALUMINUM NICKEL TREATMENT
DAMPING (L) TITANIUM SPRING k=6,9 N/mm
DAMPING (R) RC3 EVO V2 / **SPRING** COIL
STEERER TAPERED ALUMINUM or 1-1/8" ALUMINIUM
BRAKE SYSTEM 6"POST MOUNT MAX DISC 203 mm
COLOR PURE WHITE

55 MICRO STA
TRAVEL 160->120 mm
WEIGHT 2220 g / 4.89 lbs or 2250 g / 4.96 lbs
WHEEL 26 / **AXLE** 20 mm QR
STANCHIONS Ø35 mm ALUMINUM NICKEL TREATMENT
DAMPING (L) TST MICRO
DAMPING (R) SWITCH TA / **SPRING** AIR
STEERER TAPERED ALUMINUM or 1-1/8" ALUMINIUM
BRAKE SYSTEM 6"POST MOUNT MAX DISC 203 mm
COLOR PURE WHITE

55 CR
TRAVEL 170 (150) mm
WEIGHT 2205 g / 4.86 lbs or 2235 g 4.93 lbs
WHEEL 26 / **AXLE** 20 mm QR
STANCHIONS Ø35 mm ALUMINUM GOLD RACE COATING
DAMPING (L) AER
DAMPING (R) CR / **SPRING** AIR
STEERER TAPERED ALUMINUM or 1-1/8" ALUMINIUM
BRAKE SYSTEM 6"POST MOUNT MAX DISC 203 mm
COLOR FLAT BLACK

55 R
TRAVEL 160
WEIGHT 2479 g / 5.47 lbs
WHEEL 26 / **AXLE** 20 mm QR
STANCHIONS Ø35 mm ALUMINUM GOLD RACE COATING
DAMPING (L) COIL K=6,5 N/mm
DAMPING (R) R / **SPRING** COIL
STEERER 1-1/8" ALUMINIUM
BRAKE SYSTEM 6"POST MOUNT MAX DISC 203 mm
COLOR FLAT BLACK

CROSS COUNTRY 29

320 LCR CARBON
TRAVEL 100 (80-120) mm
WEIGHT 1660 g / 3.66 lbs
WHEEL 29 / **AXLE** 15 mm QR
DAMPING (L) LCR W/ NEW REMOTE
DAMPING (R) AER / **SPRING** AIR
STANCHIONS Ø32 mm ALUMINUM NICKEL TREATMENT
STEERER CARBON FIBER CROWN & TAPERED STEERER
BRAKE SYSTEM 6"POST MOUNT MAX DISC 185 mm
COLOR FLAT BLACK

320 LCR
TRAVEL 100 (80-120) mm
WEIGHT 1780 g / 3.92 lbs
WHEEL 29 / **AXLE** 15 mm QR
DAMPING (L) LCR W/ NEW REMOTE
DAMPING (R) AER / **SPRING** AIR
STANCHIONS Ø32 mm ALUMINUM NICKEL TREATMENT
STEERER TAPERED ALUMINUM
BRAKE SYSTEM 6"POST MOUNT MAX DISC 185 mm
COLOR PURE WHITE

320 LR
TRAVEL 100 (80-120) mm
WEIGHT 1880 g / 4.15 lbs
WHEEL 29 / **AXLE** 15 mm QR
DAMPING (L) AER
DAMPING (R) LR / **SPRING** AIR
STANCHIONS Ø32 mm ALUMINUM GOLD RACE COATING
STEERER TAPERED ALUMINUM
BRAKE SYSTEM 6"POST MOUNT MAX DISC 185 mm
COLOR FLAT BLACK

CROSS COUNTRY 26

CORSA LR
TRAVEL 100 (80-120) mm
WEIGHT 1600 g / 3.53 lbs
WHEEL 26 / **AXLE** 9 mm QR
DAMPING (L) AER
DAMPING (R) LR / **SPRING** AIR
STANCHIONS Ø32 mm ALUMINUM GOLD RACE COATING
STEERER 1-1/8" ALUMINIUM
BRAKE SYSTEM 6"POST MOUNT MAX DISC 185 mm
COLOR PURE WHITE

NOTE: weights taken at 165mm steerer lenght
(-35g for carbon, -50g for alloy, -112g for steel)

DOWNHILL

380 C2R2 TITANIUM
TRAVEL 200 mm
WEIGHT 2750 g / 6.06 lbs
WHEEL 26 - 27,5 / **AXLE** TAPERWALL 20 mm
STANCHIONS Ø38 mm ALUMINUM NICKEL TREATMENT
DAMPING (L) TITANIUM SPRING K=5,5 N/mm
DAMPING (R) C2R2 / **SPRING** COIL
STEERER TAPERED ALUMINUM or 1-1/8" ALUMINIUM
BRAKE SYSTEM 8"POST MOUNT MAX DISC 230 mm
COLOR FLAT BLACK MATCHING CROWN SET

888 RC3 EVO V2
TRAVEL 200 mm
WEIGHT 3310 g / 7.30 lbs
WHEEL 26 / **AXLE** 20 mm
STANCHIONS Ø38 mm ALUMINUM GOLD RACE COATING
DAMPING (L) COIL k=5,5 N/mm
DAMPING (R) RC3 EVO V2 / **SPRING** COIL
STEERER 1-1/8" ALUMINIUM
BRAKE SYSTEM 8"POST MOUNT MAX DISC 230 mm
COLOR PURE WHITE

888 CR
TRAVEL 200 mm
WEIGHT 3440 g / 7.58 lbs
WHEEL 26 / **AXLE** 20 mm
STANCHIONS Ø38 mm ALUMINUM GOLD RACE COATING
DAMPING (L) COIL k=5,5 N/mm
DAMPING (R) CR / **SPRING** COIL
STEERER 1-1/8" ALUMINIUM
BRAKE SYSTEM 8"POST MOUNT MAX DISC 230 mm
COLOR FLAT BLACK

DIRT JUMPER

DIRT JUMPER 1
TRAVEL 100 mm
WEIGHT 2250 g / 4.96 lbs or 2307 g / 5.09 lbs
WHEEL 26 / **AXLE** 20 mm
STANCHIONS Ø32 mm ALUMINUM BLACK ANODIZED
DAMPING (L) COIL k=9,5 N/mm
DAMPING (R) RV / **SPRING** COIL
STEERER TAPERED ALUMINUM or 1-1/8" ALUMINIUM
BRAKE SYSTEM 6"POST MOUNT MAX DISC 203 mm
COLOR PURE WHITE

DIRT JUMPER 3
TRAVEL 100 mm
WEIGHT 2690 g / 5.93 lbs
WHEEL 26 / **AXLE** 9 mm QR
STANCHIONS Ø32 mm STEEL CHROME
DAMPING (L) FIX R
DAMPING (R) COIL k=8,4 N/mm / **SPRING** COIL
STEERER 1-1/8" STEEL
BRAKE SYSTEM 6"POST MOUNT MAX DISC 203 mm
COLOR FLAT BLACK

COMBINING THE EXCELLENT DAMPING OF THE OPEN BATH TECHNOLOGY WITH THE LIGHT WEIGHT OF A CLOSED CARTRIDGE, THE DBC IS A UNIQUE FEATURE THAT YOU CAN ONLY FIND IN THE MARZOCCHI SYSTEMS:



C2R2

THE MARZOCCHI UNIQUE TOP OF THE EDGE DAMPING TECHNOLOGY.

With the C2R2 system, every rider will be able to find the perfect setting with the High and Low speed control for both compression and rebound with the option of self-tuning compression shims by easily removing the stack from the top of the right stanchion tube.

A revolutionary design that allows riders to customize the setting for their personal riding style and skills, controlling the mid compression speed without the need of disassembling the complete fork or to bleed the oil cartridge. This works thanks to a three way oil flow circuit in the compression unit: a main circuit for the low speed damping controlled by a needle, and two different concentric circuits on the piston controlled by the shim stack.

The first works on the mid speed compression and is managed by the flex of the shims, the second, for the high speed, moves the complete stack away allowing the oil to flow with minimum resistance.

High speed can be tuned with the outer knob on the top of the right stanchion, preloading the spring that keeps the stack in position. Mid compression speed is also tunable by changing the shim thickness and controlling the progression between high and low speed damping.



Morgane Charre \ Photo: Ale Di Lullo



LCR

It's the ideal combination between motorcycle technology and XC competition needs. Smooth damping, reliable and low maintenance as an open bath system but light weight as a sealed cartridge at the same time. Low speed compression and rebound can be adjusted by turning the knobs, both with a plus: the high speed rebound can be tuned by upgrading to a custom shim stack and the compression can be fully locked to challenge each climb! The internal blow-off valve will always keep the system safe also when you accidentally hit the trail forgetting to unlock the fork.



LR (lockout and rebound)

The perfect solution for all the riders that loves to climb. Low speed rebound control combined with an efficient compression lock out is the best choice for cross country and all mountain enthusiasts. The new redesigned remote, compatible as an optional upgrade, gives even more speed to you control.



CR (compression and rebound)

More than what the majority of the riders need, the CR cartridge offers the control of the rebound and compression low speed keeping the suspension smooth and the tiers glued to ground, no matter the riding style or the terrain you are riding on. Not enough? The high speed compression can be tuned by upgrading to a custom shim stack: pure motorcycle technology!



R (rebound)

Easy to set, real fun to ride, the R cartridge is the first step in to the high performing suspensions market. Controlling the low speed rebound ensures a constant riding control, increasing the feel of confidence with the bike and the trail.

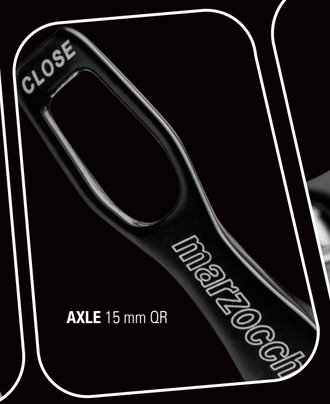


Gioele Bertolini \ Photo: Michele Mondini

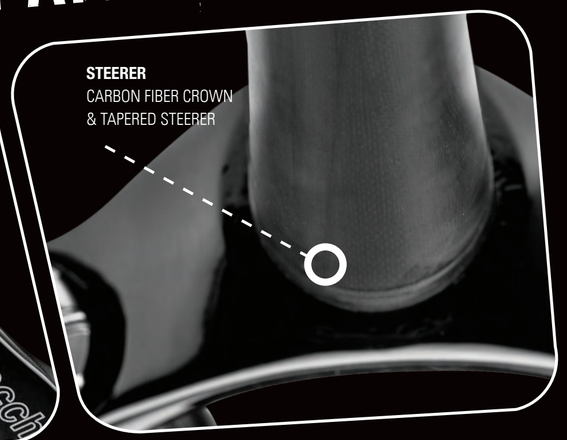
PERFORMANCE IS AN ATTITUDE



STANCHIONS
Ø32 mm ALUMINUM
NICKEL TREATMENT



AXLE 15 mm QR



STEERER
CARBON FIBER CROWN
& TAPERED STEERER

LCR
REMOTE CONTROL

Completely redesigned from the top to bottom, the new Remote Control is now compatible with the most popular cockpit layouts from Shimano or Sram, and can be positioned on both sides of the handlebar.

Lightweight and ergonomically designed, the new remote can be easily combined with all the cartridges featuring the lock out system by just replacing the knob.

320

LCR CARBON

"STOP THINKING ABOUT MARZOCCHI LIKE A GRAVITY ORIENTED BRAND. MARZOCCHI IS FOCUSED ON PURE PERFORMANCE, NO MATTER THE INTENDED USE. IN BOLOGNA WE CAN GO BIG ALSO WHEN WE RIDE A MARATHON OR AN XC RACE." WITH THESE WORDS THE PROJECT LEADER OF THE 320 PLATFORM LISA BASSI SHOWS HER STRONG COMMITMENT. "IN THE PAST FIVE YEARS WE ACHIEVED MORE AND MORE RESULTS IN THE LIGHTWEIGHT XC-MARATHON CATEGORY SHOWING THAT OUR RIDERS CAN GO FASTER THANKS TO THE COMBINATION OF LIGHTWEIGHT AND MOTORCYCLE TECHNOLOGY AND THE 320 LCR CARBON IS THE RESULT".

TRAVEL 100 (80-120) mm
WEIGHT 1660 g / 3.66 lbs
WHEEL 29 / **AXLE** 15 mm QR
DAMPING (L) LCR W/ NEW REMOTE
DAMPING (R) AER / **SPRING** AIR
STANCHIONS Ø32 mm ALUMINUM NICKEL TREATMENT
STEERER CARBON FIBER CROWN & TAPERED STEERER
BRAKE SYSTEM 6"POST MOUNT MAX DISC 185 mm
COLOR FLAT BLACK





DBC DYNAMIC BLEED CARTRIDGE

NATURAL EVOLUTION OF THE CORSA SUPERLEGGERA 29" THE 320 COMES WITH A ONE PIECE CARBON FIBER CROWN AND STEER TUBE COMBINED WITH THE **LCR TECHNOLOGY**, A BRAND NEW HYBRID CARTRIDGE BASED ON THE PROPRIETARY DBC SYSTEM FEATURING AN EASY ON-OFF LOCKOUT WITH INTERNAL BLOW OFF VALVE. COMBINED WITH THE NEW ERGONOMIC REMOTE CONTROL LEVER THE LOCK OUT CAN BE ACTIVATED KEEPING ALWAYS YOUR HANDS ON THE HANDLEBAR GIVING EVEN MORE SPEED TO YOUR CONTROL.

The compression can be adjusted with the dedicated knob to balance both high and low speed compression at the same time. This stunning technology offers a wider range of control especially in the rough or in the full braking situations avoiding the stanchions to sink in the lowers and keeping the riding position safe and the steering precise.

To keep the front tire glued to the ground, the rider can also adjust the low speed rebound with the external knob, while the high speed can be set by replacing the internal shim stack.

The new magnesium lowers design, the carbon crown and the super lite LCR cartridge combined with the new optional **XC RACING AXLE** brings the scale to stop at an astonishing weight of only 1,595 grams, a record if compared with the performance and the stiffness offered by the complete platform.



XC RACING AXLE



320 LCR

TRAVEL 100 (80-120) mm
WEIGHT 1780 g / 3.92 lbs
WHEEL 29 / **AXLE** 15 mm QR
DAMPING (L) LCR W/ NEW REMOTE
DAMPING (R) AER / **SPRING** AIR
STANCHIONS Ø32 mm ALUMINUM NICKEL TREATMENT
STEERER TAPERED ALUMINUM
BRAKE SYSTEM 6"POST MOUNT MAX DISC 185 mm
COLOR PURE WHITE

320 LR

TRAVEL 100 (80-120) mm
WEIGHT 1880 g / 4.15 lbs
WHEEL 29 / **AXLE** 15 mm QR
DAMPING (L) AER
DAMPING (R) LR / **SPRING** AIR
STANCHIONS Ø32 mm ALUMINUM GOLD RACE COATING
STEERER TAPERED ALUMINUM
BRAKE SYSTEM 6"POST MOUNT MAX DISC 185 mm
COLOR FLAT BLACK

CORSA LR



SOME XC RIDERS LOVE THE BIG WHEELS, SOME OTHER PREFER THE SIZE IN THE MIDDLE, 650B, BUT ALL THE OTHERS BEING TRUE TO THE ORIGINAL MOUNTAIN BIKE WHEEL SIZE THEY WILL LOVE THE SUPERLEGGERA.

THE SMOOTH STROKE IS CONTROLLED BY THE AER SPRING AND THE LR CARTRIDGE AND CAN BE CUSTOM TUNED IN THE TRAVEL BY SPACERS FROM 80 TO 120 MM. GOLD RACE COATED 32 MM STANCHION TUBES PROVIDE PLUSH DAMPING AND STEERING PRECISION AND THE LOCKOUT LEVER MAKES YOU FASTER ON THE CLIMB.

THE SUPERLIGHT CHASSIS WITH STANDARD DROPOUTS IS COMPATIBLE WITH 9MM AXEL HUBS AND CAN BE MATCHED WITH 6" OR 8" DISC BRAKE ROTORS THANKS TO THE POST MOUNT STANDARD.

Cécile Ravanel \ Photo: Team Skoda GT

TRAVEL 100 (80-120) mm
WEIGHT 1600 g / 3.53 lbs
WHEEL 26 / **AXLE** 9 mm QR
DAMPING (L) AER
DAMPING (R) LR / **SPRING** AIR
STANCHIONS Ø32 mm ALUMINUM GOLD RACE COATING
STEERER 1-1/8" ALUMINIUM
BRAKE SYSTEM 6"POST MOUNT MAX DISC 185 mm
COLOR PURE WHITE

GOLD RACE COATING

Gold Marzocchi Race Coating. Hard anodized, low friction race coating with teflon impregnation increases small bump sensitivity and overall durability of all sliding parts (stanchion surface, seals, bushings).



TRAIL

Wade Simmons \ Photo: Ale Di Lullo

AVAILABLE FOR 29” WHEEL SIZE, THIS MASTERPIECE IS THE CHOICE FOR ALL THE GUYS WHO WANT MORE FROM EVERY RIDE. THE FULL TRAVEL MODE, UP TO 140 MM, OFFERS THE PERFORMANCE YOU NEED DURING YOUR DESCENT AND CAN BE REDUCED TO 110 WITH THE SWITCH TA LEVER IN ORDER TO CHANGE YOUR RIDING POSITION ON THE BIKE WHEN YOU CLIMB. LIGHTWEIGHT NICKEL COATED 32 MM ALUMINUM STANCHION TUBES ARE THE BEST CHOICE FOR SUPER SMOOTH DAMPING AND THE TST MICRO CARTRIDGE CONTROLS REBOUND AND COMPRESSION FROM FULL OPEN TO LOCK OUT MODE. THE 44 OFFERS THE BEST PACKAGE EVER MADE FOR A 29” BIKE TO MAKE YOU CLIMB FASTER AND DESCENDING LIKE NO OTHER BEFORE.

44 MICRO STA

IF YOU LOVE THE BIG WHEELS AND WANT TO GO BIGGER YOU WILL LOVE THE 44.



44 MICRO STA

TRAVEL 140->110 mm
WEIGHT 2005 g / 4.42 lbs
WHEEL 29 / **AXLE** 15 mm QR
DAMPING (L) TST MICRO
DAMPING (R) SWITCH TA / **SPRING** AIR
STANCHIONS Ø32 mm ALUMINUM NICKEL TREATMENT
STEERER TAPERED ALUMINUM
BRAKE SYSTEM 6”POST MOUNT MAX DISC 203 mm
COLOR PURE WHITE

55

THE LEGENDARY MARZOCCHI DOWNHILL PERFORMANCE

IN A LIGHTWEIGHT PACKAGE

OUR PRO RIDERS SAY THAT THE 55 IS THE BEST ENDURO SUSPENSION PLATFORM EVER MADE. THE SOUL OF THE VERY FIRST Z1 WITH THE UNMATCHED BOMBER TECHNOLOGY LIVES IN THE 55 FORK LINE. A STRONG TRADITION OF EXCELLENCE THAT CHANGED THE WAY WE ALL UNDERSTAND THE SPORT, INTRODUCING, FOR THE FIRST TIME, THE CONCEPT OF FREE RIDING. AS IT HAPPENED IN THE EARLY '90S, ALSO TODAY MARZOCCHI IS AHEAD OF TIMES INTRODUCING THE 55, ALMOST A DECADE BEFORE ENDURO WORLD SERIES WAS BORN! AVAILABLE WITH FOUR DIFFERENT DAMPING TECHNOLOGIES, THE 55 IS THE MOST COMPLETE AND PERFORMING FRONT SUSPENSION LINE AVAILABLE ON THE MARKET, MATCHING THE RIDING NEEDS STARTING FROM THE ENTHUSIAST RIDER WITH THE REBOUND R CARTRIDGE OR THE CR CONTROLLING COMPRESSION AND REBOUND. BOTH COME WITH THE SUPER SMOOTH STANCHION TUBES WITH THE PREMIUM GOLD RACE COATING AND ARE DEDICATED TO THE RIDERS LOOKING FOR A LONG LASTING PERFORMANCE. MORE SKILLED AND DEMANDING RIDERS CAN PICK THE CHOICE BETWEEN AN AIR SYSTEM COMBINED WITH THE TRAVEL ADJUST, THE 55 MICRO SWITCH TA, OR THE SUPER SMOOTH 55 RC3 EVO V.2 TITANIUM COIL OPTION, WITH THE DOWNHILL DAMPING CARTRIDGE CONTROLLING COMPRESSION AND REBOUND IN THE HIGH AND THE LOW SPEED TROUGH THE COMPLETE STROKE. EXTREMELY LIGHTWEIGHT IN ALL FOUR DIFFERENT CONFIGURATIONS, THE 55 IS THE ABSOLUTE UPGRADING CHOICE THAT WILL MAKE YOU AND YOUR BIKE PERFORM AT THE BEST.

55 RC3 EVO V2 TITANIUM

TRAVEL 170 mm
WEIGHT 2422 g / 5.34 lbs or 2452 g / 5.41 lbs
WHEEL 26 / **AXLE** 20 mm QR
STANCHIONS Ø35 mm ALUMINUM NICKEL TREATMENT
DAMPING (L) TITANIUM SPRING k=6,9 N/mm
DAMPING (R) RC3 EVO V2
SPRING COIL
STEERER TAPERED ALUMINUM or 1-1/8" ALUMINIUM
BRAKE SYSTEM 6"POST MOUNT MAX DISC 203 mm
COLOR PURE WHITE



Andrea Bruno \ Photo: Matteo Ganora

55

SWITCH TA//
TECHNOLOGY







Switch TA, is the Marzocchi patented hydraulic travel adjust system available on the 55 and 44 mountain bike fork models. The travel change of 40mm (on the 55 series) or 30mm (on the 44 series), maximizes the comfort level on any terrain with a travel adjust system that does not affect the damping or the preload. The basic idea behind the system has been around for a while: in 2001, Marzocchi first developed ECC – "Extension Climb Control" which was later updated with the widely successful – ETA "Extension Travel Adjust". With the STA systems Marzocchi can boast to have been the first to offer climbing specific travel reduction systems that reduce axle to crown length making steep climbs much easier and more comfortable. The fork is optimized to smoothly adapt to any terrain without any effort from the rider. Based on the same focus that first had us develop the ECC system back in 2001, Marzocchi R&D have perfected the idea in the Switch TA and turned it into a hydraulic system. With one simple switch of a knob, you can fundamentally change the parameters of your mountain biking experience by the exact the change you expect – precise to the millimeter. Switch TA uniquely differs from other travel adjust systems because the mountain bike fork automatically re-extends without pulling back up on the bars. It's easy and simple while still ensuring buttery smooth travel in both the reduced or extended settings, right from the beginning of the stroke.

DAMPING (L)
TST MICRO

To ensure a fork's ideal performance, it is key to keep oil and air completely separate. Marzocchi was the first to introduce a bladder system on a mountain bike cartridge, a design taken from the motocross technology. The bladder can inflate to expand when the shaft goes inside avoiding air getting mixed with the oil. Slightly redesigned to reach perfection, the TST Micro is the latest step in a forward evolution of our closed cartridge hydraulic system. The knob on the lower part of the fork leg adjusts rebound; the lever on top activates the Micro adjuster controlling compression. The Micro knob, located at the top of the left stanchion sets the threshold valve in order to offer maximum traction and control on any terrain and riding style. Lockout can be easily and quickly activated when going uphill gets tough or on fast and smooth terrain in order to give you more speed and steering precision.

55 MICRO STA
TRAVEL 160->120 mm
WEIGHT 2220 g / 4.89 lbs or 2250 g / 4.96 lbs
WHEEL 26 / **AXLE** 20 mm QR
STANCHIONS Ø35 mm ALUMINUM
NICKEL TREATMENT
DAMPING (L) TST MICRO
DAMPING (R) SWITCH TA
SPRING AIR
STEERER TAPERED ALUMINUM
or 1-1/8" ALUMINIUM
BRAKE SYSTEM 6"POST MOUNT
MAX DISC 203 mm
COLOR PURE WHITE



STANCHIONS
Ø35 mm ALUMINUM
GOLD RACE COATING



AER//
TECHNOLOGY

Air that makes you fly. The AER cartridge performs better than any other system on the market. Countless reviews and tests prove that this is the way to go! The low pressure required keeps the seals sliding smoothly on the surface with no friction at all. The negative spring offers plushness you would expect from a coil system right from the beginning of the stroke. Furthermore, the fixed piston in the closed cartridge helps to reduce weight since less oil is needed in the entire system.

55 R
TRAVEL 160
WEIGHT 2479 g / 5.47 lbs
WHEEL 26 / **AXLE** 20 mm QR
STANCHIONS Ø35 mm ALUMINUM
GOLD RACE COATING
DAMPING (L) COIL K=6,5 N/mm
DAMPING (R) R
SPRING COIL
STEERER 1-1/8" ALUMINIUM
BRAKE SYSTEM 6"POST MOUNT
MAX DISC 203 mm
COLOR FLAT BLACK

55 CR
TRAVEL 170 (150) mm
WEIGHT 2205 g / 4.86 lbs or 2235 g 4.93 lbs
WHEEL 26 / **AXLE** 20 mm QR
STANCHIONS Ø35 mm ALUMINUM
GOLD RACE COATING
DAMPING (L) AER
DAMPING (R) CR
SPRING AIR
STEERER TAPERED ALUMINUM or
1-1/8" ALUMINIUM
BRAKE SYSTEM 6"POST MOUNT MAX DISC 203 mm
COLOR FLAT BLACK

DOWNHILL

Lorenzo Suding \ Photo: Alé Di Lullo

380

C2R2TITANIUM



After ten years of racing and breathtaking results, the most successful fork made by Marzocchi, the 888 is ready for a new evolution, the 380 C2R2 Titanium. Completely redesigned from crown to axle, this is the most advanced coil fork ever made.

380
C2R2TITANIUM
VS.
888 RC3 EVO

"EVERY SINGLE DETAIL SHOWS THE PASSION AND THE KNOWLEDGE OF THE ENGINEERING TEAM IN WORKING THE RAW MATERIALS TO CREATE THE LIGHTEST, STIFFEST AND MOST RELIABLE PLATFORM EVER DESIGNED FOR A DUAL CROWN FORK"

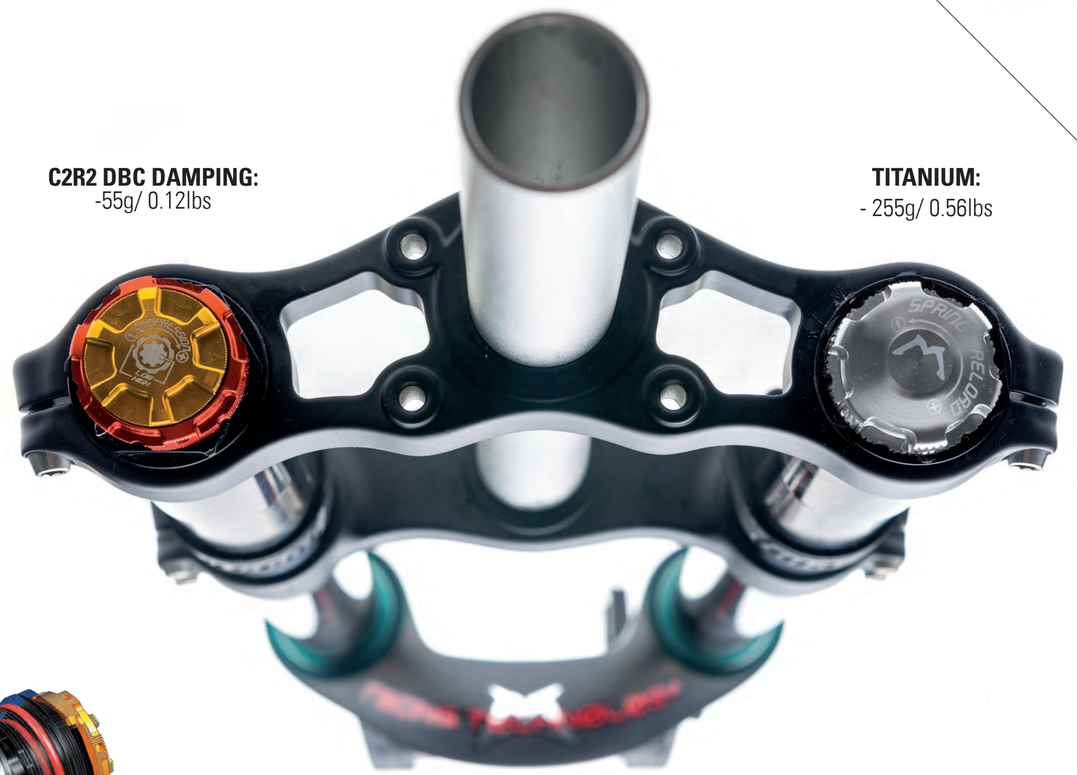
UMBERTO ORSINI
PROJECT LEADER OF THE 380 FORK.

On the inside, the 380 comes with a 5.5 N/mm titanium spring coil with external preload on the left, while located on the right is the revolutionary DBC damping system. The Dynamic Bleed Cartridge is the most efficient riding control solution which takes all the advantages of the most popular damping systems on the market: open bath and sealed cartridge. Based on a hybrid system inspired by the same technology we find on rear shocks, the DBC cartridge is a low pressure system with a compensation reservoir controlled by a coil spring instead of an air pressurized chamber. The oil will flow through two different circuits that in the case of extreme riding will allow to the fluid to rush out the cartridge when the system gets under too high pressure. The oil will then be sucked by the cartridge inside again through a one way seal avoiding air getting mixed with the fluid, keeping the sliders always lubricated and each single damping tuning step effective and consistent in the roughest riding sessions.

C2R2 TECHNOLOGY



C2R2 DBC DAMPING:
-55g/ 0.12lbs



NEW CHASSIS:
-100g/ 0.22lbs

TITANIUM:
- 255g/ 0.56lbs



HOLLOW LOWER CROWN:
-40g/ 0.08lbs

Thanks to the perfect balance of geometry and the flat arch design, the 380 C2R2 is the only fork on the market, yet, that is 100% compatible with both wheel sizes 26" and 27.5" making the switch as easy as changing the wheel. The lower crown features, for the first time on a Marzocchi, a hollow design in order to reduce 40g of weight, while increasing stiffness. As the market request, two steering tube sizes will be available: tapered 1-1/2" to 1-1/8" as standard and 1-1/8" as option. The thirty-eight millimeter light CNC tapered aluminum stanchion tubes are Nickel coated for a super smooth riding feel and a structural strength that before only steel tubes could have. The redesigned magnesium lowers are now 100 grams lighter compared to the one used for the 888.

TAPERED STEERER:
-30g/ 0.07

NEW DESIGN, NEW NAME, PLUSH AND TOP PERFORMING AS ONLY A MARZOCCHI CAN BE



To increase riding precision the bushing distance has been increased. Sliding performance has been increased thanks to a new seals compound specially developed for the Nickel coated tubes.

Every rider will be able to find the perfect setting with the High and Low speed control for both compression and rebound with the option of self-tuning the compression shims by easily removing the stack from the top of the right stanchion tube. This Marzocchi patented feature allows riders to customize the setting for their personal riding style and skills, controlling the mid compression speed without the need of disassembling the complete fork or to bleed the oil cartridge. This works thanks to a three way oil flow circuit in the compression unit; a main circuit for the low speed damping controlled by a needle, and two different concentric circuits on the piston controlled by the shim stack. The first, works on the mid speed compression and is managed by the flex of the shim, the second, for the high speed, moves the complete sack away allowing the oil to flow with minimum resistance. High speed can be tuned with the outer knob on the top of the right stanchion, preloading the spring that keeps the stack in position, mid speed is tunable by changing the shim thickness and controlling the progression between high and low speed damping.

The 380 is a World Cup ready, user friendly, high performance downhill fork. The most amazing coil spring race platform in a super lightweight package: 2,795 grams/ 6.16lbs, this is more than 200 gr. less weight compared with the previous top of the range fork, the 888 World cup RC3 Evo.

TRAVEL 200 mm
WEIGHT 2750 g / 6.06 lbs
WHEEL 26 - 27,5
AXLE TAPERWALL 20 mm
STANCHIONS Ø38 mm ALUMINUM
NICKEL TREATMENT
DAMPING (L) TITANIUM SPRING K=5,5 N/mm
DAMPING (R) C2R2 / **SPRING** COIL
STEERER TAPERED ALUMINUM
or 1-1/8" ALUMINIUM
BRAKE SYSTEM 8"POST MOUNT MAX DISC 230 mm
COLOR FLAT BLACK MATCHING CROWN SET



TAPERWALL 20mm AXLE:
-30g/ 0.07lbs

The lowers are matched with a new Taperwall axle that offers less wall thickness in the middle saving 30 more grams. The wheel mount is made easier, using only one hex key, the axle-dropout on the left side is keyed to match the axle, once tightened, it becomes one with the lowers thanks to the four titanium pinch bolts.



VOLUME ADJUSTER

Fork option: Tuning the preload, rebound and compression is not always enough. Some riders want to control the compression curve from the beginning to the end of the stroke. For the most skilled and demanding riders Marzocchi offers the Fork Volume Adjuster, the most efficient and easy-to-use feature to control the second half of the compression stroke keeping maximum control in the roughest riding conditions without sacrificing the legendary plushness and durability that made the Marzocchi brand so popular. All it takes is the turn of the knob without the need of any tool or changing the oil level.

TRAVEL 200 mm
WEIGHT 3310 g / 7.30 lbs
WHEEL 26 / **AXLE** 20 mm
STANCHIONS Ø38 mm ALUMINUM GOLD RACE COATING
DAMPING (L) COIL k=5,5 N/mm
DAMPING (R) RC3 EVO V2
SPRING COIL
STEERER 1-1/8" ALUMINIUM
BRAKE SYSTEM 8"POST MOUNT MAX DISC 230 mm
COLOR PURE WHITE



10th YEAR
2004 - 2014

888

RC3 EVO V2

THE MOST ADVANCED OPEN BATH TECHNOLOGY AVAILABLE ON THE MARKET. THE REVOLUTIONARY RC3 EVO V2 OFFERS INTERCHANGEABLE COMPRESSION SHIMS IN ORDER TO GIVE TO ALL THE BIKERS THE CHANCE TO CUSTOM FIT THEIR RIDE ACCORDING TO THE STYLE AND TERRAIN. THE V2 SYSTEM UPGRADES THE EVO WITH A HIGH PERFORMING REBOUND PISTON WITH BYPASS SHIM CIRCUIT OFFERING A WIDER REBOUND TUNING RANGE WITH A GREAT EFFICIENCY FOR EACH CLICK OF THE KNOB ALSO ON THE COMPRESSION CONTROL.



CR

TRAVEL 200 mm
WEIGHT 3440 g / 7.58 lbs
WHEEL 26 / **AXLE** 20 mm
STANCHIONS Ø38 mm ALUMINUM GOLD RACE COATING
DAMPING (L) COIL k=5,5 N/mm
DAMPING (R) CR / **SPRING** COIL
STEERER 1-1/8" ALUMINIUM
BRAKE SYSTEM 8"POST MOUNT MAX DISC 230 mm
COLOR FLAT BLACK

888 DIRECT MOUNT UPPER CROWN

Our DH flagship comes with a 4-bolts upper crown for direct mount on the bike and eliminates the need for a customized stem.



QR 12 REAR AXLE

The perfect match for your frame. A Marzocchi designed, engineered and branded rear axle to reduce weight, increase stiffness and giving to the complete bike a unique look. Three sizes available: 135x12, 142x12 and 150x12 mm to match almost any frame with the plus of the 360° positioning lightweight lock lever.



Tahnée Seagrave \ Photo: Ale Di Lullo

TRIPLE EIGHT 2014
10TH ANNIVERSARY

Time flies and our best ever selling fork and the most winning product celebrates the tenth anniversary. Updated and upgraded, this fork, became in the decade, the benchmark for all our competitors.
Available trough the years in different layouts and price levels but for all models with one thing in common: the smooth and buttery feeling right out of the box.
This great feature keeps the Triple Eight always desired by the consumers and respected by the competition. Two different layouts for 2014, the 888 RC3 Evo V.2 and the 888 CR: super performing RC3 Evo cartridge with V.2 rebound piston and Gold Race Coated stanchion tubes for the first; for the second DBC CR compression and rebound control cartridge, Gold Race Coating stanchion tubes and 200 mm stroke managed by a coil spring. Both are performing better then ever and ready to redefine the sensation of top speed.

Photo: Ale Di Lullo

DIRT JUMPING, NOT JUST A DISCIPLINE BUT A REAL LIFE STYLE.

Sam

PILGRIM

DJ

More than one decade ago Marzocchi defined the category and still dominates this market. No other brand ever had such deep penetration in the Dirt Jumpers soul. Reliability, performance and constant updating of the products showed a dedication of the brand to the most spectacular mountain bike discipline. Two performing levels, in order to match all the riders needs. Stiffness and steering precision are guaranteed by the up-side-crown design combined with the bolted trough axle on the DJ 1.

The top of the range DJ 1 offers a tapered aluminum steer tube that gives even more structural strength by reducing the total weight. The 100 mm of travel guarantee the needed shock absorption keeping the perfect riding control in the most severe and demanding competitions.





DIRT JUMPER 1

TRAVEL 100 mm
WEIGHT 2250 g / 4.96 lbs or 2307 g / 5.09 lbs
WHEEL 26 / **AXLE** 20 mm
STANCHIONS Ø32 mm ALUMINUM BLACK ANODIZED
DAMPING (L) COIL k=9,5 N/mm
DAMPING (R) RV / **SPRING** COIL
STEERER TAPERED ALUMINUM or 1-1/8" ALUMINIUM
BRAKE SYSTEM 6"POST MOUNT MAX DISC 203 mm
COLOR PURE WHITE

DIRT JUMPER 3

TRAVEL 100 mm
WEIGHT 2690 g / 5.93 lbs
WHEEL 26 / **AXLE** 9 mm QR
STANCHIONS Ø32 mm STEEL CHROME
DAMPING (L) FIX R
DAMPING (R) COIL k=8,4 N/mm / **SPRING** COIL
STEERER 1-1/8" STEEL
BRAKE SYSTEM 6"POST MOUNT MAX DISC 203 mm
COLOR FLAT BLACK



14mm shaft

LIGHT AS AIR, SMOOTH AS COIL

Starting from a blank sheet, the R&D department in Bologna, redefined the high end standard. Going from a 12.7mm shaft to a 14mm allowed increased damping efficiency making each single tuning click perform better and increasing the structural stiffness. Again, the goal was to reduce as much weight possible, so the eyelet-shaft assembly now comes as one single piece, the main body and the reservoir have been massively CNC machined like the spring plates and the main eyelet. Tunable in the rebound low speed, the new Moto offers precise compression control, in both High and Low speed.

one single piece
eyelet-shaft assembly



MOTO C2R

low speed compression
high speed compression

The shim stack is removable from the outside in order to fine tune the compression shims according to the racing track and riding style without the need to disassemble the complete shock or to bleed the system.





SIZE	267 x 89 mm	10.5 x 3.5"
	241 x 76 mm	9.5 x 3.0"
	222 x 70 mm	8.75 x 2.75"
COIL	COIL	
TYPE	PIGGYBACK	
WEIGHT	369 g / 0.81 lbs 9.5", no reducers or spring	
BODY	One piece design eyelet + shaft Ø14mm rod	
FEATURES	Spring Preload Low Speed Compression High Speed Compression Low Speed Rebound High Speed Rebound trough shim stack	

W/ PROGRESSION BOOSTER

FEATURES	Spring Preload Low Speed Compression High Speed Compression 4-positions Progression Booster Low Speed Rebound High Speed Rebound trough shim stack

More interesting features need to be mentioned, starting from the small screw with a Teflon edge in the upper spring plate that keeps the plate in position also with very little preload, the composite body protection to avoid friction with the coil, and the optional Progression Booster that can be fitted on the reservoir replacing the air valve and offering four volume positions to control the final stroke progression and operating through three different air chambers in order to be easily tuned on the go without tools.

Last but not least, the new design of the rebound knob offers a better sealing against mud and dirt. Not enough? Put the complete shock on the scale and you will get the astonishing weight of only 369 gr/0.81 lbs (without spring).
The Moto C2R is a World Cup ready, user friendly, high performing downhill shock. The most amazing coil spring rear race platform, in a super lightweight package, that performs at its best when coupled with the new 380 C2R2 Titanium Fork.



OWERVIEW MY14/SHOCKS

MOTO C2R
SIZE: 267 x 89 mm (10.5 x 3.5") 241 x 76 mm (9.5 x 3.0" - 222 x 70 mm / 8.75 x 2.75")
COIL:COIL / TYPE:PIGGYBACK
WEIGHT: 369 g / 0.81 lbs 9.5", NO REDUCERS OR SPRING
BODY: ONE PIECE DESIGN EYELET + SHAFT Ø14mm ROD

FEATURES: SPRING PRELOAD
LOW SPEED COMPRESSION
HIGH SPEED COMPRESSION
LOW SPEED REBOUND
HIGH SPEED REBOUND TROUGH SHIM STACK

ROCO TST R
SIZE 222 x 70 mm (8.75 x 2.75") - 216 x 63.5 mm (8.5 x 2.5")
COIL COIL
TYPE PIGGYBACK
WEIGHT 395 g / 0.87 lbs LENGTH 215
FEATURES
TRAIL SELECTION TECHNOLOGY (TST)
REBOUND
BOTTOM-OUT RESISTANCE VIA AIR VALVE
SPRING PRELOAD

ROCO LO
SIZE 216 x 63.5 mm / 8.5 x 2.5"
200 x 57 mm / 7.88 x 2.25"
COIL AIR
TYPE IN-LINE
WEIGHT 289 g / 0.64 lbs lenght 200
BODY Nickel coated air canister
Carbon fiber layer around external air chamber
FEATURES
LOCK OUT
REBOUND
ADJUSTABLE AIR SPRING

ROCO AIR RC
SIZE 241 x 76 mm (9.5 x 3.0") - 222 x 70 mm (8.75 x 2.75")
COIL AIR
TYPE PIGGYBACK
WEIGHT 517 g / 1.14 lbs LENGHT 241
BODY Nickel coated air canister
Carbon fiber layer around external air chamber
FEATURES
HIGH SPEED COMPRESSION
REBOUND
BOTTOM-OUT RESISTANCE VIA AIR VALVE
ADJUSTABLE AIR SPRING
HIGH VOLUME LINEAR AIR SPRING

ROCO LITE
SIZE 200 x 51 mm (7.88 x 2.0")
190.5 x 51 mm (7.5 x 2.0")
165 x 38 mm (6.5 x 1.5")
COIL AIR
TYPE IN-LINE
WEIGHT 198 g / 0.44 lbs lenght 165
BODY Gold Race Coating on air canister and main tube
FEATURES
LOCK OUT
REBOUND
ADJUSTABLE AIR SPRING

ROCO AIR TST R
SIZE 216 x 63.5 mm (8.5 x 2.5") - 200 x 57 mm (7.88 x 2.25")
COIL AIR
TYPE PIGGYBACK
WEIGHT 483 g / 1.06 lbs LENGHT 200
BODY Nickel coated air canister
Carbon fiber layer around external air chamber
FEATURES
TRAIL SELECTION TECHNOLOGY (TST)
REBOUND
BOTTOM-OUT RESISTANCE VIA AIR VALVE
ADJUSTABLE AIR SPRING
HIGH VOLUME LINEAR AIR SPRING

ROCO LITE
SIZE 190.5 x 51 mm (7.5 x 2.0") - 165 x 38 mm (6.5 x 1.5")
COIL AIR
TYPE IN-LINE
WEIGHT 198 g / 0.44 lbs lenght 165
BODY Black canister and main tube
FEATURES
LOCK OUT
REBOUND
ADJUSTABLE AIR SPRING

WEIGHT: no reducers or spring

ROCO COIL

THE ROCO COIL IS THE CHOICE FOR ALL THE RIDERS LOOKING FOR PERFORMANCE AND RELIABILITY. EASY TO MAINTAIN AND TO TUNE, IT'S THE MOST RIDDEN REAR SHOCK IN WHISTLER MOUNTAIN BIKE PARK. FREE RIDERS AND DOWNHILL PRO RACERS ALSO LOVE THE SIMPLICITY OF THIS PLATFORM, ALLOWING TO CUSTOM TUNE REBOUND, COMPRESSION AND PROGRESSION OF THE FULL STROKE WITH THE PLUS OF A PROVEN RELIABILITY IN ALL CONDITIONS OF USE AND ABUSE, COMBINED WITH THE LEGENDARY PERFORMANCE OF ALL THE PRODUCTS BRANDED BY MARZOCCHI.



ROCO TST R

SIZE 222 x 70 mm / 8.75 x 2.75"
216 x 63.5 mm / 8.5 x 2.5"
COIL COIL
TYPE PIGGYBACK
WEIGHT 395 g / 0.87 lbs length 215
FEATURES
TRAIL SELECTION TECHNOLOGY (TST)
REBOUND
BOTTOM-OUT RESISTANCE VIA AIR VALVE
SPRING PRELOAD

Lorenzo Suding \ Photo: Ale Di Lullo



Wade Simmons \ Photo: Ale Di Lullo

ROCO AIR

SAME LAYOUT AND TARGET WITH ONLY HALF THE WEIGHT. THE ROCO AIR OFFERS THE SAME PERFORMANCE, RELIABILITY, AND TUNING RANGE AS THE COIL VERSION WITHOUT THE EXTRA WEIGHT. USING A NICKEL COATED AIR CHAMBER FOR LOW FRICTION, AND A CARBON FIBER SECONDARY CHAMBER FOR WEIGHT REDUCTION, THE SHOCK OFFERS A COIL-LIKE COMPRESSION CURVE WITH ALMOST 50% OF WEIGHT REDUCTION. AVAILABLE AS WORLD CUP SETTING OPTION OR TST FOR A SUPERFAST COMPRESSION CONTROL, THE ROCO AIR IS A DREAM COME TRUE FOR ALL THE DEMANDING ENDURO RIDERS LOOKING FOR DH PERFORMANCE AND XC WEIGHT.

FEATURES
HIGH SPEED COMPRESSION
REBOUND
BOTTOM-OUT RESISTANCE VIA AIR VALVE
ADJUSTABLE AIR SPRING
HIGH VOLUME LINEAR AIR SPRING



ROCO AIR TST R

SIZE 216 x 63.5 mm / 8.5 x 2.5”
200 x 57 mm / 7.88 x 2.25”
COIL AIR
TYPE PIGGYBACK
WEIGHT 483 g / 1.06 lbs LENGHT 200
BODY NICKEL COATED AIR CANISTER
CARBON FIBER LAYER AROUND EXTERNAL AIR CHAMBER

FEATURES
TRAIL SELECTION TECHNOLOGY (TST)
REBOUND
BOTTOM-OUT RESISTANCE VIA AIR VALVE
ADJUSTABLE AIR SPRING
HIGH VOLUME LINEAR AIR SPRING



ROCO AIR RC

SIZE 241 x 76 mm / 9.5 x 3.0”
222 x 70 mm / 8.75 x 2.75”
COIL AIR
TYPE PIGGYBACK
WEIGHT 517 g / 1.14 lbs LENGHT 241
BODY NICKEL COATED AIR CANISTER
CARBON FIBER LAYER AROUND EXTERNAL AIR CHAMBER



ROCO LITE

LIGHTER THAN EVER BEFORE: ONLY 198G. EVERY DETAIL OF THE ROCO LITE HAVE BEEN DESIGNED AND MACHINED TO DELIVER PERFECT PERFORMANCE AND RELIABILITY GIVING YOU THE LIGHTEST MARZOCCHI REAR SHOCK POSSIBLE. REBOUND CONTROL AND LOCK OUT ARE INCLUDED IN THE TUNING OPTIONS, MATCHING DESIGN WITH A GREAT ERGONOMIC COMFORT. EXTREMELY COMPACT IN ORDER TO FIT INTO THE MAJORITY OF THE FRAME DESIGNS AND MATCH THE OVERALL LOOK OF YOUR XC BIKE. THE ROCO LITE IS A STATE OF THE ART SUSPENSION PLATFORM ENGINEERED TO PERFORM AS MARZOCCHI CUSTOMERS WOULD EXPECT.

SIZE 190.5 x 51 mm / 7.5 x 2.0”
165 x 38 mm / 6.5 x 1.5”
COIL AIR
TYPE IN-LINE
WEIGHT 198 g / 0.44 lbs lenght 165
BODY BLACK CANISTER AND MAIN TUBE

FEATURES
LOCK OUT
REBOUND
ADJUSTABLE AIR SPRING



SIZE 200 x 51 mm / 7.88 x 2.0”
190.5 x 51 mm / 7.5 x 2.0”
165 x 38 mm / 6.5 x 1.5”
COIL AIR
TYPE IN-LINE
WEIGHT 198 g / 0.44 lbs lenght 165
BODY GOLD RACE COATING
ON AIR CANISTER AND MAIN TUBE



FEATURES
LOCK OUT
REBOUND
ADJUSTABLE AIR SPRING

SIZE 216 x 63.5 mm / 8.5 x 2.5”
200 x 57 mm / 7.88 x 2.25”
COIL AIR
TYPE IN-LINE
WEIGHT 289 g / 0.64 lbs lenght 200
BODY NICKEL COATED AIR CANISTER
CARBON FIBER LAYER AROUND EXTERNAL AIR CHAMBER

ROCO LO

LONGER STROKE AIR SHOCKS NEED A BIGGER AIR CHAMBER TO KEEP THE COMPRESSION CURVE CONSTANT. FOR ALL FRAME DESIGNS THAT DON’T ALLOW THE USE OF OUR SHOCKS WITH THE EXTERNAL RESERVOIR, MARZOCCHI DESIGNED THE ROCO LO. SAME PERFORMANCE, SAME ENDLESS STROKE FEELING, SAME CONTROL IN A SUPER COMPACT DESIGN UPGRADED WITH THE EFFICIENCY OF THE COMPRESSION LOCK OUT THAT WILL MAKE YOU CLIMB FASTER ON ANY TERRAIN.



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