marzocchi

AM 17 / CATALOGUE

A FOX BRAND

CROSS COUNTRY

320 SERIES
023 SHOCKS



320 LCR

LOCKOUT COMPRESSION REBOUND

Color Flat Black

29”

Travel (mm) 100 (80-120)
Weight (g-lbs) 1600-3.53
Spring AIR
Damping (L) LCR W\REMOTE
Damping (R) AER

Color Flat Black

27,5”

Travel (mm) 100 (80-120)
Weight (g-lbs) 1580-3.48
Spring AIR
Damping (L) LCR W\REMOTE
Damping (R) AER

W/REMOTE

Stanchions
Ø 32mm
Coating
Black
Steerer
Tapered Aluminum
Brake system
6”Post mount max disc 185mm
Axle
15mm QR

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 others, and can be positioned on both sides of the handlebar.





320 LR

LOCKOUT REBOUND



The perfect solution for all the riders that love 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.

Travel (mm) 100 (80-120)
Weight (g-lbs) 1695-3.74
Spring AIR
Damping (L) AER
Damping (R) NEW LR

Color Flat Black

29”

Stanchions
Ø 32mm
Coating
Natural Anodizing
Steerer
Tapered Aluminum
Brake system
6"Post mount max disc 185mm
Axle
15mm QR

Travel (mm) 100 (80-120)
Weight (g-lbs) 1600-3.53
Spring AIR
Damping (L) AER
Damping (R) NEW LR

27,5”

Color Flat Black



023

WHEN GENIUS COMES TOGETHER WITH EXPERIENCE AND PASSION THE RESULT CAN BE REALLY SURPRISING.

Black Coating
on piggyback and main body
Weight (g-Lbs)
370 - 0.81 lenght 222
(no reducers or spring)
Coil
COIL
Type
PIGGYBACK



FEATURES
S3 3-POSITIONS TRAIL
SELECTOR URD (UP, RIDE, DOWN)
BLOW-OFF VALVE SETTING
LOW SPEED REBOUND
HIGH SPEED REBOUND VIA SHIM STACK

023 S3CR	
size	*(mm)*
7.87x2.25"	*200x57*
7,87x2.0"	*200x51*
7.5 x 2.0"	*190.5x 51*
7.25x1,73"	*184x44*
6.5x1.5"	*165x38*

Compression on shorter travel models is already pre-set for pure XC, to be less sensitive to the pedalling effect, while it is a bit softer for more of a trail/ enduro use. Beside that, while you tune the low speed compression with the adjuster, high speed control is automatically balanced.

AIR PRESSURE



The optimal range of air pressure for the 023 and the 053 is between 8-10 bar (115-145psi) in the main air chamber. In this range the external adjustments of compression and rebound are quite centered (compression 08/10, rebound 10/08 for the 023 – low speed compression 08/10 out, high speed compression 04/06 and rebound 09/07 of the 053).



This means that with a lower pressure of 08 bar (115psi) there will be need for more compression support and less rebound (for example low speed compression 08 out and rebound 10) But even this "rule is not set in stone, rather a good rule of thumb. Heavier or more aggressive riders may need 11bar(160psi), where a lighter rider might need only 7bar(100psi) The damping systems in these shocks are designed around these general guidelines for setup.

Compression and rebound settings are "inversely proportional" with a 2:1 ratio. This means that any change in rebound (if you want to keep the same compression setting) will vary the compression inversely by two adjustments. In fact, the rebound affects the compression greatly, so in setup the first thing to remember rebound and then adjust the compression accordingly.



MULTI- SPEED COMPRESSION



BLOW-OFF VALVE SETTING



DOUBLE DAMPING CIRCUIT

ENDURO

350 SERIES - 053 SHOCKS



350 NCR TITANIUM

ENDURO PEDAL ASSISTANCE
COMPRESSION
REBOUND

Based on the LCR technology, NCR is the ideal combination between motorcycle technology and enduro competition needs. smooth damping, reliable and low maintenance as an open bath system but light weight as a sealed cartridge at the same time.

Travel (mm) 170
Weight (g-lbs) 2150-4.74
Spring COIL
Damping (L) NCR
Damping (R) TI SPRING k=7 N/mm

Stanchions
Ø 35mm
Coating
Black
Steerer
Tapered Aluminum
Brake system
6"Post mount max disc 203mm
Axle
15mm QR

Color Flat Black

27,5”



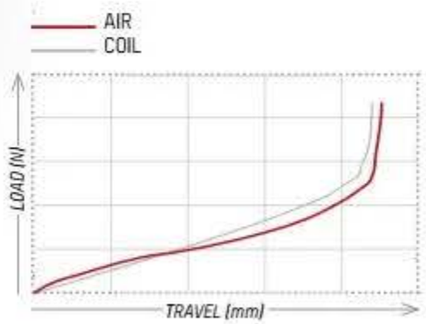


Color Flat Black

27,5”

W/REMOTE

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



350 NCR

ENDURO PEDAL ASSISTANCE
COMPRESSION
REBOUND

Travel (mm) 160 (170-150-140)
Weight (g-lbs) 1920 g - 4.23
Spring AIR
Damping (L) NCR W/REMOTE
Damping (R) AER

Stanchions
Ø 35mm
Coating
Black
Steerer
Tapered Aluminum
Brake system
6”Post mount max disc 203mm
Axle
15mm QR

AER TECHNOLOGY

Air that makes you fly. The AER cartridge performs better than any other system on the market. Countless reviews and tests can proof 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.





350 CR

COMPRESSION REBOUND



Based on the LCR technology, NCR is the ideal combination between motorcycle technology and enduro competition needs. smooth damping, reliable and low maintenance as an open bath system but light weight as a sealed cartridge at the same time.

Color Flat Black

27,5”

Travel (mm) 160 (170-150-140)
Weight (g-lbs) 2030 - 4.48
Spring AIR
Damping (L) AER
Damping (R) CR

Stanchions
Ø 35mm
Coating
Black
Steerer
Tapered Aluminum
Brake system
6”Post mount max disc 203mm
Axle
15mm QR

350 R

REBOUND



Easy to set, real fun to ride, the R cartridge is the first step into 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.

Color Gloss Black

27,5”

Travel (mm) 160
Weight (g-lbs) 2250 - 4.96
Spring COIL
Damping (L) AIR PL
Damping (R) R

Stanchions
Ø 35mm
Coating
Natural Anodizing
Steerer
Tapered Aluminum
Brake system
6”Post mount max disc 203mm
Axle
15mm QR



053

WHAT WOULD HAPPEN IF YOU TAKE THE COIL OFF THE MOTO SHOCK AND REPLACE IT WITH AN AIR CHAMBER?

Black Coating
on piggyback and main body
Weight (g-Lbs)
370 - 0.81 lenght 222
(no reducers or spring)
Coil
AIR
Type
PIGGYBACK



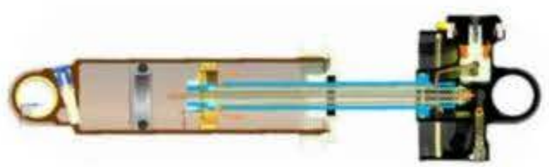
FEATURES
S3 3-POSITIONS TRAIL
SELECTOR URD (UP, RIDE, DOWN)
BLOW-OFF VALVE SETTING
LOW SPEED REBOUND
HIGH SPEED REBOUND VIA SHIM STACK

053 S3C2R	
size	*(mm)*
8.75x2.75"	*222x70*
8.50x2.50"	*216x63.5*
7.87x2.25"	*200x57*
7.88x2.00"	*200x51*
7.50x2.00"	*190.5x51*

CONSUMER SETUP NOTES

Have the rider sit on the bike to measure sag. Adjust air pressure in the main chamber to get approximately 20-25mm of static or stationary sag. Keeping in mind, there is no fixed rule for setting sag. It sometimes comes down to personal preference. Air pressure may have to be adjusted when we start looking at "dynamic sag". Once the bike is in motion, there are many other forces like rider weight, leg length, and speed of travel that can affect how a shock handles. Having the sag set properly from the start will give optimal range and function for the external adjustments of compression and rebound. Taking the time to set your sag means that your shock's hydraulic damping will not have to do extra or excessive work. This will keep the oil at a low operating temperature and chance of cavitation to a minimum. All of these are important steps to insure your ride is always controlled and as stable as possible.

OIL FLOW IS THE KEY TO A SMOOTH OPERATING HYDRAULIC SYSTEM.



The challenge of any hydraulic system is to keep air out of the oil system. Also there is always the need to decrease oil temperature, cavitation and the chance of hydro lock when in use. In the design of the 023 and the 053, we have followed calculated steps to ensure we have the optimal "range" of settings available with the external adjusters for any rider.

DOWNHILL
380 SERIES
MOTO SHOCKS



380 C2R2 TITANIUM

HILO SPEED COMPRESSION
HILO SPEED REBOUND

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.

Travel (mm) 200
Weight (g-lbs) 2810 - 6.19
Spring COIL
Damping (L) TI SPRING K=6.5 N/mm
Damping (R) C2R2

Stanchions
Ø 38mm
Coating
Black
Steerer
1-1/8" Aluminium / Tapered option
Brake system
8"Post mount max disc 230mm
Axle
Taperwall 20mm

Weights taken at 165mm steerer length (-50g for alloy), and are based on K6,5 spring rate. Product features may change during production timeline.

Color Flat Black

26"
27,5"





380 C2R2

HILO SPEED COMPRESSION
HILO SPEED REBOUND

DBC 3-STAGE DH

Color Flat Black

26”
27,5”

Travel (mm) 200
Weight (g-lbs) 2980- 6.57
Spring COIL
Damping (L) STEEL K= 6,5 N/mm
Damping (R) C2R2

Stanchions
Ø 38mm
Coating
Natural Anodizing
Steerer
1-1/8” Aluminium
Brake system
8”Post mount max disc 230mm
Axle
Taperwall 20mm

380 CR

COMPRESSION
REBOUND

Color Flat Black

26”
27,5”

Travel (mm) 200
Weight (g-lbs) 2920 - 6.44
Spring COIL
Damping (L) STEEL K= 6,5 N/mm
Damping (R) CR

Stanchions
Ø 38mm
Coating
Natural Anodizing
Steerer
1-1/8” Aluminium
Brake system
8”Post mount max disc 230mm
Axle
Taperwall 20mm



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 tyres 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!

MOTO C2R W/PB

LIGHT AS AIR,
SMOOTH AS COIL



Coating
on piggyback and main body
Weight (g-Lbs)
382 - 0.84 lenght 222
(no reducers or spring)
Coil
COIL
Type
PIGGYBACK

PROGRESSION
BOOSTER OPTION 4-POSITIONS
PROGRESSION BOOSTER

○○○ ○○● ○●● ●●●

FEATURES
SPRING PRELOAD
LOW SPEED COMPRESSION ADJUST HIGH SPEED COMPRESSION ADJUST LOW SPEED
REBOUND ADJUST
HIGH SPEED REBOUND VIA SHIM STACK
4-POSITIONS PROGRESSION BOOSTER

MOTO C2R W/PROGRESSION BOOSTER	
size	*(mm)*
10.5x3.5"	*267x89*
9.5x3.0"	*241x76*
8.75x2.75"	*222x70*

MOTO C2R

Coating
on piggyback and main body
Weight (g-Lbs)
370 - 0.81 lenght 222
(no reducers or spring)
Coil
COIL
Type
PIGGYBACK



FEATURES
SPRING PRELOAD
LOW SPEED COMPRESSION ADJUST HIGH SPEED COMPRESSION ADJUST LOW SPEED
REBOUND ADJUST
HIGH SPEED REBOUND VIA SHIM STACK

MOTO C2R	
size	*(mm)*
9.5x3.0"	*241x76*
8.75x2.75"	*222x70*

DIRT JUMPER

SLOPE CR

DJ SERIES

DIRT JUMPING NOT JUST A DISCIPLINE BUT A LIFE STYLE

SLOPE CR

COMPRESSION REBOUND

Based on the LCR technology, NCR is the ideal combination between motorcycle technology and enduro competition needs. smooth damping, reliable and low maintenance as an open bath system but light weight as a sealed cartridge at the same time.

Color Flat Black

26’

Travel (mm) 120 (110-100)
Weight (g-lbs) 2220 -4.89
Spring AIR
Damping (L) AER
Damping (R) CR

Stanchions
Ø 35mm
Coating
Natural
Steerer
Tapered Aluminum
Brake system
6”Post mount max disc 203mm
Axle
20mm QR







DJ1

Color Flat Black

26”

Travel (mm) 100
Weight (g-lbs) 2250-4.96
Spring COIL
Damping (L) STEEL k=9,5 N/mm
Damping (R) RV

Stanchions
Ø 32mm
Coating
Black Anodizing
Steerer
1-1/8” Aluminium
Brake system
6”Post mount max disc 203mm
Axle
20mm

DJ3

Color Gloss Black

26”

Travel (mm) 100
Weight (g-lbs) 2690-5.93
Spring COIL
Damping (L) FIX R New Damper
Damping (R) COIL K=8,4 N/mm

Stanchions
Ø 32mm
Coating
Steel Chrome
Steerer
1-1/8” Alluminium
Brake system
6”Post mount max disc 203mm
Axle
9mm QR (100mm travel only)

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 oversized crown design combined with the 20mm through axle on the DJ 1. The top of the range DJ 1 also offers a tapered aluminum steer tube that gives even more structural strength and reduces 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.

SEAT POST

HYDRAULIC, INFINITE ADJUST SEATPOST

EXTERNAL | INTERNAL

HYDRAULIC, INFINITE ADJUST SEATPOST



External cable route option



Color Black

30.9
31.6
Travel 5”
(125mm)

EXTERNAL SERIES
30.9 and 31.6
Cable route
External
Upper Post Finish
Black Ano

Color Black

30.9
31.6
Travel 5”
(125mm)

INTERNAL SERIES
30.9 and 31.6
Cable route
Internal
Upper Post Finish
Black Ano



REMOTE

Choose between two remote options:



below bar (1x optimized)



or on bar (left/right)

The all-new Transfer seatpost features an infinitely adjustable design with the choice of internal or external cable routing, three drop options, and two lever designs. Low lever force and great modulation make it easy to regulate return speed and make small height adjustments.

- *Cable actuated with tool-free quick disconnect for easier installation and removal*
- *Low lever force provides consistent actuation pressure even with saddle weighted or unweighted*
- *Easy to modulate return speed with lever*
- *Two remote options: left side below bar (for 1x) or left/right on bar (for 2x/3x)*
- *30.9 or 31.6 diameter*
- *Drop options: 4in (100 mm), 5in (125 mm), 6in (150 mm)*

A FOX BRAND

www.marzocchi.com