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Marzocchi 888 rv manual

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Posts: 10309 Joined: Nov. 20, 2002 take rebound knob off. release any air pressure. undo top caps. take out springs. dump out oil. undo footnuts. pull lowers off. remove pumping rods from stanchion tubes. clean stuff with alcohol. blow everything dry. put pumping rods back in. put some light grease on the seals to aid assembly. put lowers back on. do up footnuts. put in oil, springs, topcaps, rebound knob. bam. Posts: 0 Joined: March 3, 2011 Thanks FullMonty. whats google nouseforaname? haha, tried it but couldnt find anything, my mistake, thanks for the help, Much appreciated. Forum jump: The Inside Line Article Discussion The Shore - Whistler - Bike Parks Gear - Stolen Photos and Videos Trail Conditions Trail News and Maintenance Ride Planning and Tales - Race Forum - Ladies Only - Lycra - Commuting NBR - Not Biking Related - Snow - Health and Fitness Post Message The 888 has a lot of adjustments, here is a guide to what everything does. Every adjustment is relative to the spring rate, so get the spring correct and work from here. Spring options Titanium k=4.4 " 5141956 - soft k=5.5" 5141918 - med k=6.5" 5141957 - hard k=7.7" 5141958 - x hard Steel k=4.4 " 5141959 - soft k=5.4" 5141923 - med k=6.5" 5141960 - hard k=7.7" 5141961 – x hard preload Spring Preload Spring preload can be done with the external RH adjuster on top of the fork. Preloading the spring will compress them slightly and increase the initial force needed to compress the spring. Marzocchi forks can use the maximum amount of preload from the adjuster and the fork will still get full travel. Spring preload is used to fine-tune the spring rate to adjust for the proper sag measurement. Minimal spring preload is recommended for better performance and longer working life of the springs, so it is better to change to a stiffer spring rate than to add significant preload (10+ turns.) Sag refers to how much the fork compresses when the rider is in the normal riding position. Marzocchi recommends 20-30% of DH travel in sag to provide the best overall ride. The easiest way to measure sag is to put a zip tie around the stanchion and then measure how much the fork compresses when the rider is in the normal riding position. Keep in mind that the normal riding position on a DH bike may not be correct on level ground. rebound Rebound Damping Rebound damping controls the rate in which the fork is able to extend. All Marzocchi forks have adjustable rebound damping. Rebound damping should be set fairly fast, but without causing a sudden, harsh force back to the rider. This will allow the fork to comfortably extend to full travel as soon as possible after impact. The 888's damping adjuster located on the top of the left hand leg and is anodized red. Turning the adjuster clockwise will slow the rebound speed and therefore turning the adjuster counter-clockwise will speed up rebound. It is a good idea to get a feel for how the different rebound adjustments affect the fork. Try turning the adjuster all the way counter-clockwise to the fastest rebound setting and then quickly compress and release the suspension several times. Next test the fork with the adjuster turned all the way clockwise and then somewhere in between. This will demonstrate the differences between damping settings. compression Compression Damping Compression damping is the oil flow resistance felt when compressing the fork. Compression damping is categorized in two ways: low speed compression and high-speed compression. Low speed compression refers to when the fork is compressed slowly and gradually, for example during rolling impacts and rounded bumps. High-speed compression refers to the resistance felt during multiple, hard impacts and square-edged bumps. Too much compression damping creates a harsh ride because the suspension cannot compress rapidly enough to absorb large impacts. Compression damping is not a substitute for proper spring rate and should not be adjusted until the fork has the proper spring set-up for the rider. Low speed damping is typically used to dial out excessive fork dive or rider induced movement. High speed is typically used to make the forks action more progressive and resist bottoming out. The compression adjuster on the 888 is located at the base of the LH leg. The RC3 compression adjuster will affect both high and low speed damping, simply put if you set the adjuster all the way to "+" it will give you maximum low speed damping, set the adjuster all the way to "-" will give you maximum high speed damping. Both high and low speed damping curves cross in the middle so the adjusters neutral position is in the middle (count the clicks/ turns). Adjusting out from the middle with give you a varying combination of both high and low speed damping, so in theory you have all the combinations of damping you would normally have in two separate adjusters, but in one easy-to-use adjuster. ***graph for visualization purposes only Volume adj Volume Adjust Volume Adjust is a simple and effective way to control the second half of the compression stroke and is located underneath the rebound adjuter on the top of the LH leg. The VA works via lowering and raising the top of natural air chamber inside the fork. This gives the same effect as raising or lowering the oil volume; a tuning 'trick' often used to make the compression stroke more linear or progressive. The VA offers this with an easy to use external dial. The effect you 'feel' is to make the fork more progressive, ideal for larger drops without sacrificing small bump performance. Note: this following image does not relate to the above feature but relates to a question asked bellow. first of all clean the fork.1) turn the preload/rebound/compression fully counter-clockwise, release the air2) with 2mm allen key unscrew the screw that holds preload knob. Do not lose a ball and spring under it. 3) now you see a nut of topcap. Unscrew it with 26mm socket, pull the topcap out. You may see a black spacer coming out too. If not-get it with your finger. Get the spring too.4) drain all the oil. You may want to compress the fork few times to drain as much as you can. Stay sharp, the second spacer can fall out into the drain can.5) with the cassette removal tool unscrew the topcap from the other leg. Drain the oil.6) upside down your fork. Be careful, oil can leak.7) unscrew the screw from rebound knob with 2mm allen key. Remove the compression knob just pulling it, using the 12mm socket remove both of the footnuts.Unsecure image, only https images allowed: pull the legs out of the pants (here in Russia we call lower legs as "pants"))10) push both of the cartridges inside the leg, remove the C-clipsUnsecure image, only https images allowed: pull out the cartridges, remember which in what leg is placed.Unsecure image, only https images allowed: image, only https images allowed: clean the legs, pans and cartridges with old cloth, don't leave any threads.Unsecure image, only https images allowed: check your seal and dust wipers for damage. 14) you will find felt O-rings between seal and dust wiper. Take them out and impregnate with 10-15Wt fork oil (use usual 7.5, if you have no 10 or 15). Then lay them on paper and lightly press with your hands to remove excess of oil. Place them back in the fork. Unsecure image, only https images allowed: image, only https images allowed: image, only https images allowed: using Stendec easy glide fork grease or similar, grease the inner surface of seals and dust wipers. Don't be greedy, the excess will be pressed out during first minutes of fork work.16) now assemble the fork. Do it in reverse order. Insert the cartridges (hold it as on the photo, insert it, lean it and press. Align while pressing. That will cause the plastic ring to compress and let the cartridge get into the leg) . place the C-clips, insert legs into the pants. Place the footnuts. The cartridge can rotate while you're trying to tighten the footnut. To avoid it, place the black spacer in the leg (with wider protrusion up), insert the spring, screw the spring topcap. Now compress the fork as much as you can and tighten the footnut. Repeat the same for another footnut. Don't try to tighten it hard, there's no need in much tightening (like in RS forks). Place the rebound and compression knobsUnsecure image, only https images allowed: image, only https images allowed: now it's oil time. Use 7.5Wt fork oil. LEFT LEG 340cc, right leg 380cc (you can use 5Wt oil for the compression leg (right one) to get more soft work. This is actual if you weight 70-75Kg)Unsecure image, only https images allowed: Insert the spacers and the spring. Lower spacer must be inserted with WIDER PROTRUSION UP (you can just insert this protrusion in the spring ant insert the spring in the les carefully, the spacer will hold well), the upper spacer must be placed with WIDER PROTRUSION DOWN. Unsecure image, only https images allowed: sure that lower spacer placed right, screw the topcap. Also screw the air topcap. 19) wash the fork 20) Insert the axle in the fork, compress it 5-10 times, make sure you got no oil leakage from your footnuts. REMEMBER, pressing the fork, NEVER rest the fork on knobs. This will cause the damage of needles inside the cartridges! Put a block of wood or something else under inserted axle and ensure that knobs are not touching the floor.21) If everything is OK, pump some air in the fork (10-15PSI, do not exceed 15PSI level) and compress the fork a few times again. Check the oil leakage again. If no leakage found-grab some cold beer, you've done the work well. Congratulations! Go hit some trails.Unsecure image, only https images allowed: me if something is not clear.

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