

THE FUTURE IS NOW

# Marzocchi mania

Marzocchi decided to launch its '05 range of forks at the Whistler Mountain Bike Park, giving us plenty of chance to actually get some riding time with the forks in real testing conditions. Almost the entire range has been tweaked in some way or another, and there are some completely new models in the line-up as well.

As befits any new product launch, there were acronyms aplenty. TST is Terrain Sensitive Technology that allows you to adjust the compression damping, high and low speed, dependent on the riding you are doing at the time. It is adjustable on-the-fly using a dial atop the right-hand leg. TAS is a travel adjust system that means you can preset your travel in one of two positions, 20mm apart, to balance your bike front and rear.

As seen in our July issue, one of the new forks is a single-crown version of the 888, dubbed the 66. This will come in two guises, the RC, with rebound and compression damping, and the R, with just

rebound. The compression circuit features a floating valve to prevent harsh compression spikes. Available with six or seven inches of travel, this fork should become a firm favourite with the huckmeisters who have a penchant for style as well as size. X-up road gaps anyone?

The 888s also get a couple of new models. All share the same externals, 35mm stanchions, new bushings and dedicated clamp-on stem, but now there will be an RC version, an R, and a VF version



TST: adjusts travel on the go



WEIGHT-WATCHER: Marathon



BIG IMPROVEMENT: New bolt-through axle

for OEM only, so expect to see a lot more entry-level freeride rigs specced with the VF. The good news is that all internals can be added to the lower end forks as aftermarket hop-up kits.

The other big news is the addition of the All Mountain range. Consisting of four forks, the range features an air fork and three coil forks. The SL is a 4lb, 6in travel fork for the next generation of all-day XC machines. The AM1 is a coil fork featuring all the new bells and whistles of the '05 range and the AM2 and AM3 feature coil springs with less adjustability in terms of damping, ETA, and so on. See our separate piece on the All Mountain 1 for more details.

The Marathon series includes a super-light, air-sprung 80mm fork for the serious speed merchants as well as the SL, a long-travel air fork, and the XC, a long-travel coil affair. Budget fans can relax too, as the MX series is continued with the Pro and Comp both available in 85, 105 and 120mm versions.

Also, the somewhat confusing QR20 dropout on the Junior T and Z1 range has been discontinued in favour of a simple bolt-through axle design. The dirt jumper series has had some minor tweaks and some new simple colourways.

If the few days we spent pounding the forks at Whistler are anything to go by, the '05 range of bombers have something for everyone, and then some. It should be a good year.



888 s: get upgradeable internals