
2018
Formula

Formula

WHEN YOU TRUST YOUR FORK YOU CAN LET YOURSELF GO TO THE FLOW AND DISCOVER YOUR SPEED

At the beginning of the trail everything is ahead of you, right before your eyes. You set off from a moment's concentration and silence followed by the search for rhythm and consistency.

Over a succession of rocks, berms, hard accelerations, steep descents, and unexpected obstacles you reach your speed. That state in which everything is in complete harmony you need courage, determination, and above all trust. You must count on your bike, you must trust your fork. You must be sure that it will roll over roots effortlessly, rail through turns, encourage you to put air between your tires and the ground, and will never make you lose traction when accelerating.

In those moments, in the background before any motion, we are with you on the trail. When we design suspension, we have these moments set in our mind. In the workshop, we are 100% concentrated on the movement, on your speed. Our know-how, our technology, the years spent on the race track looking for the perfect setting all come together to provide you with maximum performance, because inherently we reach the trail end together.
This is the way we work on your fork. This is the way trust is created. All you need to add is your courage.

NERO R

PERFECTLY ADAPTABLE TO YOUR NEEDS

What does every downhill rider look for? The answer is simple: the perfect suspension. Unfortunately, however, that doesn't exist. The reason being that there is no perfect rider, because everyone has got his or her own riding style, different from all the others.

The perfect suspension doesn't exist because there is no such thing as a perfect trail. Trails vary from place to place and from run to run. Loose rocks, rain, mud, lines that develop from other riders – all these factors make the trail in front of you during your descent unpredictable. Instead of finding a setup that works quite well in most situations, instead the aim should be to find the most easily and quickly adaptable suspension for any situation.

The perfect fork doesn't exist, but what if you could have a fork that was easily adaptable to every situation? This was our goal when we decided to design our first downhill fork. Nero is the result of this journey.

3AIR

Nero R features a sealed damper with adjusters for high and low speed compression speed as well as rebound speed. On the air side, the fork is equipped with the 3Air system, the technological heart of the Nero R.
The fork features a three air chamber system: Gold (end-stroke progressivity), Silver (positive) and Bronze (negative). The use of this technology allows full customisation of the spring curve.
The big advantage is not only to be able to shape the fork's performance the finest amount, but also to do it quickly and easily.

Thanks to the 3Air system, you will be able to accurately adjust your fork without taking it of the bike, without using tools, without having to use internal air volume spacers: all you need is a shock pump.

Visit the following link to watch the tutorial on how to adjust the 3Air: **youtu.be/_YwXRwLgp5c**

3AIR
3Air System

IFT
Internal Floating Technology

HEX
Hexagon Design

FIRM
Locking System

SIZE	TRAVEL	GEOMETRY	OFFSET	STEERER	STANCHIONS	LOWERS	SPRING	DAMPING	ADJUSTMENTS	WEIGHT	COLOR
27,5"	200mm	580mm at 200mm	50mm or 56mm	1 1/8" straight or Tapered 1,5" (optional)	Ø 35mm 7075 Aluminum hard anodized black finish	DROPOUT: 20QR Boost AXLE: Firm Locking System COLOR: Black (matt) or Ultraviolet (matt)	TYPE: Air ADJUSTMENTS: Progressivity (Gold), Main (Silver), Sensitivity (Bronze)	Drop-in Cartridge with Internal Floating Technology	REBOUND: 21 Click adjustment COMPRESSION: Low speed with 12 Click adjustment High speed with 20 Click adjustment	2.610g	Matt Black
29"	200mm or 180mm and 190mm (optional)	593mm at 200mm	Max rotor 203mm							2.620g	Matt Ultraviolet

NERO C

PERFECTLY ADAPTABLE TO YOUR NEEDS

Nero C is a fork designed for those who love the feeling of a coil spring and want a fit-and-forget fork for their local bike park.

Nero C features the same damper as the Nero R (high and low speed compression speed, and rebound speed adjustment), while the spring side features a coil spring with adjustable preload.

Instead of the 3Air system, the Nero C employs a coil spring with tool-free preload adjustment. In order to set the fork for the rider's weight, there are three different spring rates available for the Nero C: soft, medium and firm.

If you love to smash bike park laps, if you ride more than 5000m of vertical in one day using the lift, if you love the feel of a coil spring but still want the best in damping quality and adjustability, then the Nero C is the fork for you.

IFT
Internal Floating Technology

HEX
Hexagon Design

FIRM
Locking System

SIZE	TRAVEL	GEOMETRY	OFFSET	STEERER	STANCHIONS	LOWERS	SPRING	DAMPING	ADJUSTMENTS	WEIGHT	COLOR
27,5"	200mm	580mm at 200mm	50mm or 56mm Max rotor 203mm	1 1/8" straight or Tapered 1,5" (optional)	Ø 35mm 7075 Aluminum hard anodized black finish	DROPOUT: 20QR Boost AXLE: Firm Locking System COLOR: Black (matt) or Ultraviolet (matt)	TYPE: Coil ADJUSTMENTS: Tool free external preload OPTIONS: Spring load (Soft, Medium, Firm)	Drop-in Cartridge with Internal Floating Technology	REBOUND: 21 Click adjustment COMPRESSION: Low speed with 12 Click adjustment High speed with 20 Click adjustment	2.840g	Matt Black Matt Ultraviolet
29"		593mm at 200mm								2.850g	

SELVA

THE PINNACLE
OF ENDURO IN
BOOST VERSION

The pinnacle of Enduro fork performance in Boost version. The exclusive Internal Floating Technology (IFT) gives the fork a previously unachievable level of smooth function while the Compression Tuning System (CTS) gives the rider a greater level of compression adjustment.

The Remote Cartridge Control (RCC) puts the high speed compression control on the handlebars with its 13 positions from completely open to fully locked.
The stanchions use the Hexagon Design making the Selva stiff and reactive, creating huge gains in riding precision and reliability.

A strong fork, unequalled in its sensitivity for even the smallest bumps is available in 27,5", 27,5" Plus and 29" with 120-180mm travel.

The Selva is the sum of all our suspension knowledge and your definitive weapon for Enduro.

IFT *Internal Floating Technology*

CTS *Compression Tuning System*

RCC *Remote Cartridge Control*

ILS *Integrated Locking System*

HEX *Hexagon Design*

SIZE	MODEL	TRAVEL	GEOMETRY	OFFSET	STEERER	DIAMETERS	SPRING TYPE	DAMPING	ADJUSTMENTS	WEIGHT	COLOR
27,5"	Standard	120-160mm	550mm at 160mm	46mm	Aluminum Tapered 1 1/8" - 1.5" Max Rotor Ø 203mm	STANCHIONS Ø 35mm THRU-AXLE Ø 15mm (Standard) Ø 20mm (Optional)	Internal Floating Technology SPRING: Air NEGATIVE: Steel (Dual Coil Technology)	Drop-in Cartridge with Internal Floating Technology	REBOUND: 21 Click adjustment COMPRESSION: High and Low speed 12 Click adjustment COMPRESSION CURVE: adjustable with Compression Tuning System (optional)	1.940g	Matt Black Matt White Matt Ultraviolet
	Extended	170-180mm	570mm at 180mm							1.940g	
27,5" Plus	Standard	120-160mm	565m at 160mm	51mm or 46mm						1.980g	
29"										1.980g	

35 / *Thirty-Five*

A STATE-OF-THE-ART ENDURO FORK

The 35 is the result of years of development focused on one aim, achieving a definitive enduro suspension fork. The 35mm stanchions give exceptional stiffness to the 35, although, at the same time, they do not compromise its weight, making the enduro fork the lightest on the market with 1.790g.

The innnovative Internal Floating Technology (IFT) gives the 35 a superb flow, which no stanchion treatment, alone, could ever equal. Thanks to the Compression Tuning System (CTS), this fork can be easily adjusted to personal preference, with extreme simplicity, for any rider. The Remote Cartridge Control (RCC) is not just a remote lockout, but also permits handlebar control of the fork compression, so it can adapt immediately to changes in riding terrain.

No other fork is as smooth as the 35, light like the 35, can be personalised like the 35 while at the same time reliable and resistant like the 35 is. With this fork we have achieved the definitive weapon for modern mountain biking.

IFT *Internal Floating Technology*

CTS *Compression Tuning System*

RCC *Remote Cartridge Control*

ILS *Integrated Locking System*

SIZE	MODEL	TRAVEL	GEOMETRY	OFFSET	STEERER	DIAMETERS	SPRING TYPE	DAMPING	ADJUSTMENTS	WEIGHT	COLOR
27,5"	Standard	120-160mm	550mm at 160mm	44mm	Aluminum Tapered 1 1/8" - 1.5" Max Rotor Ø 203mm	STANCHIONS Ø 35mm THRU-AXLE Ø 15mm	Internal Floating Technology SPRING: Air NEGATIVE: Steel (Dual Coil Technology)	Drop-in Cartridge with Internal Floating Technology	REBOUND: 21 Click adjustment COMPRESSION: High and Low speed 12 Click adjustment COMPRESSION CURVE: adjustable with Compression Tuning System (optional)	1.790g	Metal Black Glossy White Matt Ultraviolet
	Extended	170-180mm	566mm at 180mm							1.795g	
29"	Standard	120-140mm	546mm at 140mm	44mm or 51mm						1.855g	
	Extended	150-160mm	566mm at 160mm							1.860g	

33 / *Thirty-Three*

LEADS THE FIELD IN THE LIGHTWEIGHT XC FORKS

The 33 is a concentrated combination of technology, a suspension created for modern mountain bike needs. With its 1580g the 33 is an extremely light XC fork.

The Internal Floating technology (IFT) adds smooth flow unequalled by any other product in the same market sector.
Despite the extremely light weight, the 33 stanchions give it extraordinary strength, which permits it to excel even in all mountain riding, thanks to its 130 mm travel.
The Remote Cartridge Control (RCC) allow the rider to control fork compression straight from the handlebars and while in action.
The Compression Tuning System (CTS) permits, with extreme ease, to adapt the 33 to all riders' needs.

It does not matter if you are a cross country racer or a weekend warrior hungry for epic bike rides, the 33 will be your irreplaceable companion.

IFT *Internal Floating Technology*

CTS *Compression Tuning System*

RCC *Remote Cartridge Control*

ILS *Integrated Locking System*

SIZE	MODEL	TRAVEL	GEOMETRY	OFFSET	STEERER	DIAMETERS	SPRING TYPE	DAMPING	ADJUSTMENTS	WEIGHT	COLOR
27,5"	Standard	100-120mm	484mm at 100mm	40mm	Aluminum Tapered 1 1/8" - 1.5" Max Rotor Ø 180mm	STANCHIONS Ø 33mm THRU-AXLE Ø 15mm	Internal Floating Technology SPRING: Air NEGATIVE: Steel (Dual Coil Technology)	Drop-in Cartridge with Internal Floating Technology	REBOUND: 21 Click adjustment COMPRESSION: High and Low speed 12 Click adjustment COMPRESSION CURVE: adjustable with Compression Tuning System (optional)	1.580g	Metal Black Glossy White Matt Ultraviolet
	Extended	130mm	514mm at 130mm							1.585g	
29"	Standard	100-120mm	503mm at 100mm	40mm or 51mm						1.665g	
	Extended	130mm	533mm at 130mm							1.660g	

CTS

Compression Tuning System

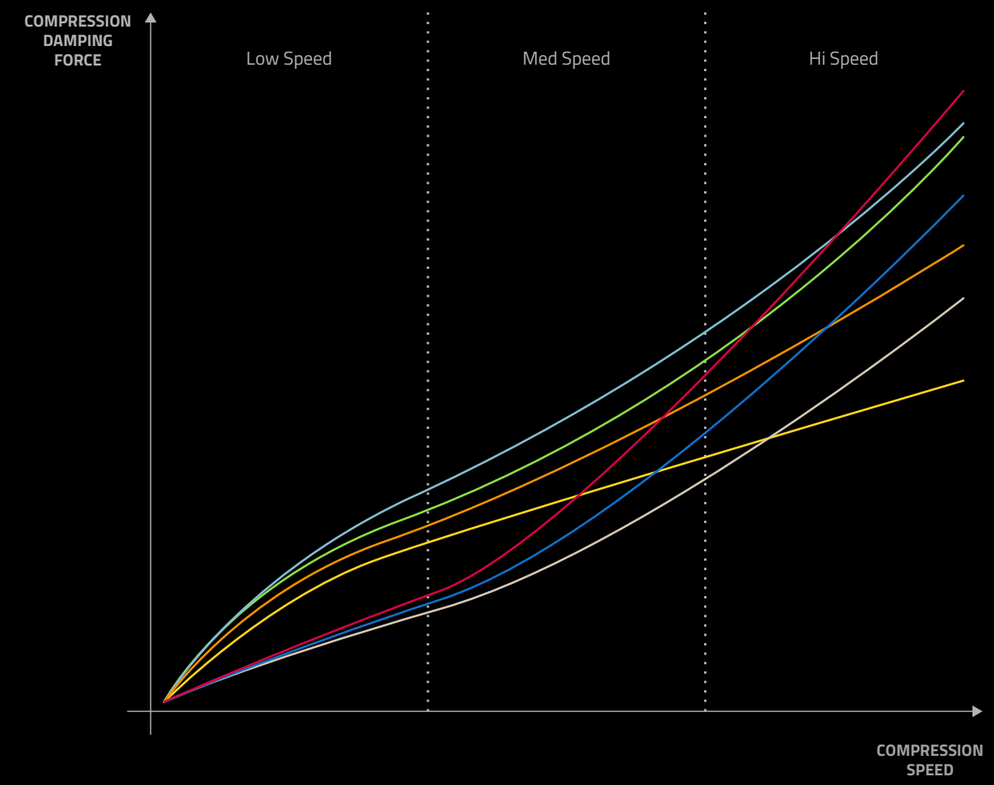
With CTS technology we've brought the evolution of mountain bike suspension to a new level of precision and reliability. Each time we work on the development of a new technology we follow two guidelines: 1) having maximum customization; 2) ease of use. With the Compression Tuning System we've achieved the perfect combination of both these requirements.

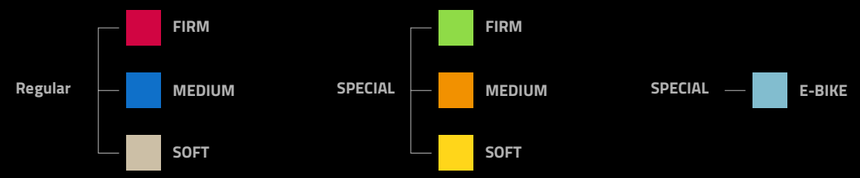
Normally, when you buy a new fork and you want a custom tuning to suit your riding style, you have to look to a third party for help. This often involves increased costs as well as a voiding of the guarantee in most cases. With the CTS we've managed to revolutionize how the customization of mountain bike forks is approached.

Thanks to a range of seven valves for customizing your fork, you too will be able to find the optimal setting for your riding requirements. An obvious advantage of this system is that using different valves is like having more than one forks, each one appropriate for different situations.

The CTS range consists of seven valves that transform the way your fork behaves. These are not modifications effected through the use of traditional external controls. The CTS valve is a fundamental structural part of the hydraulic cartridge, changing the valve means changing the cartridge itself, modifying fork's behaviour.

Tuning your fork has never been so straight-forward. With the Compression Tuning System (CTS) you can fine tune your suspension quickly with extreme accuracy. You decide what's the best setting for your fork and you set it up by yourself in five minutes, in your workshop. Freedom is now in you hands.

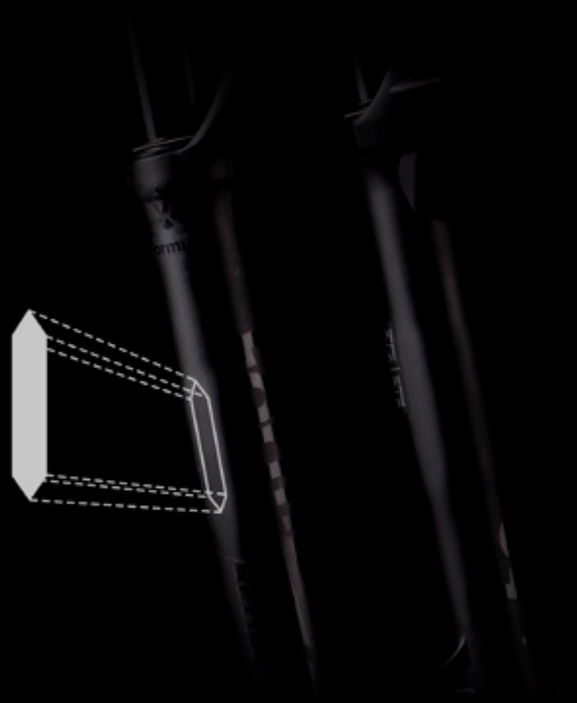




IFT *Internal Floating Technology*

The IFT (Internal Floating Technology) is what truly differentiates our forks from any other fork. Smoothness is very important in terms of suspension performance. After many tests on stanchion coatings, we now know that they have a minimal effect on reducing friction. With the IFT we wanted to approach this aspect from a very different point of view.

All forks, regardless of their stiffness, experience some kind of lateral stress while riding. This type of stress increases the friction of the internal parts. Thanks to Formula's design, our hydraulic cartridge is structurally merged with the stanchions and lower legs. In a riding situation, our internals compensate for the external stresses placed on the fork. This causes an incredible reduction of friction.



HEX *Hexagon Design*

The ability of a fork to resist flexing is a key factor for maximum riding precision. A fork that rebounds too fast may make riding unsafe with an overall lack of control, above all when braking and cornering.
In the same way, it is important that the fork is not too stiff, because it may make riding too tiring. Many riders are skeptical about using boost because they fear the forks have too much flex and added weight. When designing the Selva we had a fundamental aim in mind, finding the perfect balance point between stiffness and flex, this is the same as our standard forks.

Thanks to the Hexagon design, the natural flex of the fork has been dramatically decreased with this lightweight method. In this way, we have managed to combine the advantages of the standard boost with the stiffness of a traditional fork.

RCC *Remote Cartridge Control*

RCC (Remote Cartridge Control) is an on-the-fly sytem that finely tunes the overall compression. In most of the forks, tuning options must be done on the fork itself or remotely by a mechanical cable rotating a knob.

With our RCC, we took a completely different approach. RCC is a remote adjustment that becomes integrated into the cartridge. We give the riders the opportunity to adjust the overall compression on the trail, while riding, right from the cockpit.

With RCC, the fine tuning of overall compression is controlled by 13 different positions, from fully open to locked out.

ILS *Internal Locking System*

ILS (Integrated Locking System) completely improves the thru-axle design. The lever is easily removable for reinsertion at virtually any position. The ILS can be used on a rear axle that requires a tool for removal. On top of that, the ILS is designed to prevent overtightening of the front axle, making wheel removal quick and simple. For our weight freak friends, the ILS can be removed without affecting the functionality of the thru-axle.

FIRM *Locking System*

When designing this system, the aim was to make wheel changes quick and easy, getting rid of multiple screws on the lowers, and at the same time offering the maximum stiffness.

The Firm locking system centres on a 20mm thru-axle that is secured by a 'counter-knob' that is tightened after the axle is installed and prevents the axle from unscrewing. Firm provides maximum security and minimum weight.

Customize your fork with our Decals. The kits are available in two color versions: ULTRAVIOLET and STEALTH - compatible with all our forks.

Alternative colors are available for a higher customization. In addition to black, our forks are available in one additional color: ULTRAVIOLET.

SPEED IS A QUESTION OF BALANCE, NOW YOU ARE IN CONTROL.

During a descent your mind is focused on interpreting every slight challenge of the terrain. Reaching your limits often means maintaining speed. Exceeding your limits is a question of balance. Taking the wrong line through a turn, not maintaining the right momentum at the beginning of a technical section are elements that can reduce your speed instead of increasing it.
The search for speed is like a dance, a balance that allows you to reach your maximum and to maintain it during the descent.
When you reach this state, you have to keep it going. The component that controls this aspect and makes sure all the elements are in place and in perfect balance, your brakes, maybe the most important component. If you want to achieve your maximum performance, you must be able to control your speed. This is the aim of every brake design, and the result we want to achieve is very simple: to give you full control of your speed.

CURA

UNWAVERING
POWER AND GREAT
MODULATION

The Cura is a clean, simple, and great riding brake designed to fit all riders and their bikes. The lever, designed for the human factor, is our most ergonomic and intuitive yet. With how capable mountain bikes have become at conquering any trail our caliper is proficient in taming the bike to overcome the trail.

This new era of Formula disc brakes has given us the chance to change our status quo. The Cura is Formula's first brake to use mineral oil. Our brake performance standards have always been out of the range for the inclusion of mineral oil. We have finally found and use a mineral oil that complements the performance of our brakes.

The Cura has been designed from top to bottom with riders in mind. In our laboratory, and on the race track, we have confirmed that the Cura is an extremely powerful, wide range brake that feels comfortable from weekend warriors and enduro riders to World Cup Downhill racers. We believe that brakes are one of the most personal and intimate parts of the bike, this is why we have simplicity and efficiency in mind when we design it.

SPEED LOCK | MIX MASTER

MASTER CYLINDER	LEVER BLADE	CALIPER	SPEED LOCK	OIL	MIXMASTER	BRAKE PADS	ROTORS	COLOR	SYSTEM WEIGHT
Axial Forged Aluminum Flip-flop design	Forged Aluminum	Two-piece PM6 with 24mm pistons	Standard (caliper side only)	Mineral	SRAM and Shimano I-Spec B compatible (optional)	All Compatible	All Compatible (6H & Center Lock)	Glossy Black or Polished	359g (with 85cm hose, 160mm 1-piece rotor and mounting hardware)

ROR

THE DOWNHILL BRAKE DEVELOPED BY THE PRO'S

The ROR is the next level downhill racing brake. When we designed the pull-style master cylinder, the idea was to keep the power of our radial master cylinder but allow the lever to be adjusted closer to the bar.

The ROR features a unique master cylinder design which creates a light lever action by reducing friction and wear for a better lever feel over the life of the brake.
On top of that, the ROR also features our patent pending oval piston technology. This simple idea creates a brake with more power than four pistons brakes while maintaining the reliability and weight of a two piston brake.
With the matt black finish the ROR is the replica of what Formula athletes use to achieve their goals in the extremely competitive field of professional downhill racing.

Not only designed to be a "Downhill World Cup" level brake, the ROR is the perfect tool for any mountain bike discipline where lightweight, brake power and reliability are key elements.

FCS *Feeling Control System* | PULL MASTER CYLINDER | MIX MASTER | OVAL PISTON

MASTER CYLINDER	LEVER BLADE	CALIPER	FCS	OIL	MIXMASTER	BRAKE PADS	ROTORS	COLOR	SYSTEM WEIGHT
Forged radial Pull Style Aluminum Flip-flop design	Forged Aluminum	One-piece PM6 forged with oval pistons (Ø25.4mm eq.)	Compatible (optional)	DOT 4	SRAM compatible (optional)	All Compatible	All Compatible (6H & Center Lock)	Matt Black	337g (with 85cm hose, 160mm 1-piece rotor and mounting hardware)

R1R

OUR PREMIERE CROSS COUNTRY RACE BRAKE

R1R is the lightest brake on the market. Amazing power in a lightweight package, only 267 grams with 22mm pistons for the caliper. Titanium hardware and kevlar hose.

When we designed the pull-style master cylinder, the idea was to keep the power of our radial master cylinder but allow the lever to be adjusted closer to the bar. This is the only master cylinder of its kind, creating a light lever action by reducing friction and wear for a better lever feel over the life of the brake.

The R1R features the same caliper as the R1 for confidence and reliability.

FCS *Feeling Control System* | PULL MASTER CYLINDER | MIX MASTER

MASTER CYLINDER	LEVER BLADE	CALIPER	FCS	OIL	MIXMASTER	BRAKE PADS	ROTORS	COLOR	SYSTEM WEIGHT
Axial Forged Aluminum Flip-flop design	Forged Aluminum	One-piece PM6 with 22mm pistons	Compatible (optional)	DOT 4	SRAM compatible (optional)	All Compatible	All Compatible (6H & Center Lock)	Polished	267g (with 85cm hose, 160mm 1-piece rotor and mounting hardware)

CURA-E

A BRAKE DESIGNED
WITH E-BIKE
IN MIND

In recent years, e-bikes have become a mountain bike phenomenon with great market interest and growth. A discipline that demands a different approach to the design of components, a way of riding that requires specific technology. The stress placed on brakes by e-bikes is the same as a downhill bike, if not greater. Heavier bikes going on long descents, for epic long rides. The fact that you are able to maintain higher average speeds may even mean braking on climbs. An e-bike brake must out perform all others in terms of power and reliability.

The Cura-E has been designed with all of these aspects in mind. Based on a platform used specifically for gravity riding, the Cura-E is equipped with the latest generation of brake pads designed for very hard and prolonged use, exactly like what is found in e-biking. The Cura-E has been designed to accept all major e-bike brake sensors making it a universal e-bike brake. Thanks to this, the Cura-E is ready to use with all existing motors on the market, ones that require a brake sensor and those that are automatic.

For every specific bike, you need a specific brake. Do not use an e-bike with a standard brake, give your bike what it really needs. The new Cura-E, the first specific brake for e-bikes.

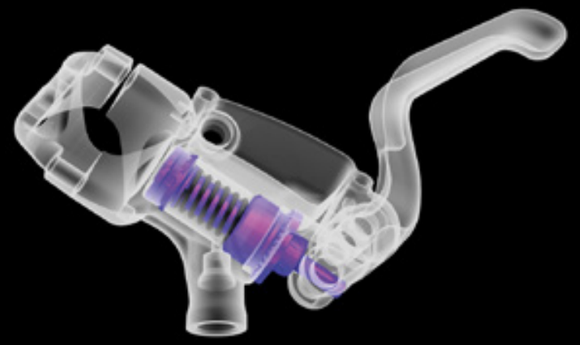
SPEED LOCK | MIX MASTER

MASTER CYLINDER	LEVER BLADE	CALIPER	SPEED LOCK	OIL	MIXMASTER	BRAKE PADS	ROTORS	COLOR	SYSTEM WEIGHT
Axial Forged Aluminum Flip-flop design	Forged Aluminum	Two-piece PM6 with 24mm pistons	Standard (caliper side only)	Mineral	SRAM and Shimano I-Spec B compatible (optional)	All Compatible	All Compatible (6H & Center Lock)	Electric Blue	359g (with 85cm hose, 160mm 1-piece rotor and mounting hardware)

SPEED LOCK

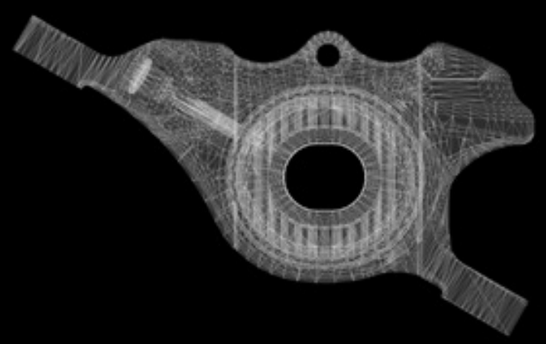
Speed Lock technology allows for the disconnection and connection of the hose multiple times without losing fluid or introducing air into the brake.
The Speed Lock hose is the best option for internally routed frames, the traveler who packs their bike, or anyone who is constantly assembling/disassembling their bike.

PULL MASTER CYLINDER



When we designed the Pull-Style master cylinder, the idea was to keep the power of our radial master cylinder but allow the lever to be adjusted closer to the bar. This is the only master cylinder of its kind, creating a light lever action by reducing friction and wear for a better lever feel over the life of the brake.

OVAL PISTON



Our patent pending Oval Piston technology is what truly set a new benchmark in mountain bike disk brakes. This simple idea creates a brake with more power than a four pistons brake while maintaining the reliability and weight of a two piston brake.

FCS *Feeling Control System*

FCS is a device that adjusts the brake bite point of the lever separate from the reach adjustment and does not adjust the caliper. This easy to use dial allows for the adjustment of the lever from the minimum to the maximum lever throw to suit the rider's personal preference and ergonomic needs.

MIX MASTER

The Mix Master handlebar clamp is an option for all Formula brakes. This simple upgrade allows for the direct attachment of Shimano and SRAM shifters on your Formula brake, giving the bike a clean look. Perfect to help de-clutter handlebars busy with the many clamps today's bikes employ.

ROTORS

1-Piece rotor is our standard for all riding styles. It features the same aggressive braking surface as the 2-piece rotor. The vent design increases lateral stiffness by 40% reducing noise and vibration. 2-Piece rotor features an aluminum carrier that does more than look great. The aluminum core acts as a heat sink, pulling heat away from the caliper increasing performance by keeping the pads and the brake fluid cool. The carrier also increases laterally rigidity and allows for the expansion and contraction of the steel braking surface to be directed 90° from the hub.


FOX
Red Bull
UCI
33
Scotland
The Perfect Stage

EVERY RIDER HAS HIS OWN LINE, YOU CHOOSE YOURS AND STICK TO IT.

Stay high on the outside to outguess the others, cut the curve on the inside to keep speed or stay composed and fluid to follow the main trajectory. There is no single answer that will work for every biker. You have your strategy and you have your line: once you have chosen it, you need to follow it in the best possible way, the most productive way.

Linea wheels are designed specifically to keep you glued to your trajectory. After three years of research, we came up with a wheel hub like no other. The aluminium rims are the best that technology can offer today. Weight is very limited. Solidity and quality match our usual standards, with no compromise. Maximum smoothness, extremely reliable, minimum wear on the bearings and no maintenance. These are just a few of the characteristics that make Linea wheels the right wheels to excel in every discipline.

With the option to choose between Boost or standard hubs, wheel diameters of 29", 27,5" 27,5" Plus, and three rim widths (27,2, 30 and 40mm), no rider will fail to find his ideal wheel in the Linea range.
It does not matter if you do cross-country, all-mountain, enduro or downhill: starting today Linea wheels will set rails under your bike and will keep you glued to your trajectory. On Linea wheels, turning will be like turning on a new path right behind a local expert, you'll feel like you have known your trajectories all your life.

ROCK SOLID CHOICE FOR GRAVITY

The fastest line is a line without compromises. If you have to corner at high speed or if you have to land on rock after a jump, you have no choice, you have to do it. Linea G are designed for facing up to the most extreme situations and for taking the hardest knocks.

In gravity disciplines, wheels are one of the most important components. Often people concentrate on suspension setting, on tyre pressure or brake position – all important factors – but sometimes we forget that if our wheel won't stand up to the impact, to the rough treatment, to the rocks, the roots, then all effort expended in finding the right set up for the bike will be useless. When your wheels aren't up to the level of stress you put them under, your run is over.

Linea G have been tested under extreme conditions. It doesn't matter how hard the rock is, or how fast you're riding, Linea G will do what they've been created for – allowing you to keep enjoy your run under any condition. Resistance, stability, reliability, these are all factors where Linea G accepts no compromises. Choose your line, stay focused, Linea G wheels let you follow it to the end.

EMS *Easy Maintenance System*

WPD *Wide Position Design*

FCT *Full Contact Technology*

SIZE	HUB	FRONT	REAR	FREE HUB	RIM	SPOKES	INTENDED USE	RECOMMENDED TYRE SIZE	WEIGHT
27,5"	CNC machined alloy Anodized black	20x110	12x142 12x150	Shimano and SRAM XD available	Interior: 30mm Exterior: 35mm Height: 21,6mm Dynamal alloy *	32 Straight Pull Double Butted Laced 2-Cross	Enduro Race Downhill	From 2,25" to 2,8"	Front: 921g Rear: 1069g
27,5" Boost		20x110	12x148						Front: 926g Rear: 1074g
29"		20x110	12x142 12x150						Front: 1007g Rear: 1155g
29" Boost		20x110	12x148						Front: 1003g Rear: 1154g

(*) Dynamal alloy: yeld strenght: 50% stronger than 6061T6, 20% stronger than 6066T6 - ultimate tensile: 45% stronger than 6061T6, 18% stronger than 6066T6)

LINEA 3

IMPROVE YOUR ENDURO EXPERIENCE

Enduro is undoubtedly a discipline that puts component design to the hardest test. Light weight must be associated with the performance and reliability that are typical of downhill products. Linea 3 wheels have been designed to satisfy the requirements of next generation enduro riding.
The aluminium rim with a width of 30mm is ideal for the most aggressive endurance riding.
The rear hub represents the best of what today's technology can produce. The incredible smoothness of the wheel made possible by the Wide Position Design (WPD), sets a new bar on solidity to the rear hub that was unthinkable previously. Full Contact Technology (FCT) protects the bearings from water and mud infiltrations, ensuring long-lasting performance.
With the Easy Maintenance System, you will have no difficulty performing ordinary maintenance.
The standard sizes of 29" and 27,5", together with the availability of both boost and standard hubs, make Linea 3 wheels right for all types of riding. A must for Enduro, Linea 3 wheels will become your riding partner.

EMS *Easy Maintenance System*

WPD *Wide Position Design*

FCT *Full Contact Technology*

SIZE	HUB	FRONT	REAR	FREE HUB	RIM	SPOKES	INTENDED USE	RECOMMENDED TYRE SIZE	WEIGHT
27,5"	CNC machined alloy Anodized black	15x100	12x142	Shimano and SRAM XD available	Interior: 30mm Exterior: 33mm Height: 20mm Hook-less profile 6082 T6 Alloy Anodized black	28 Straight Pull Double Butted Laced 2-Cross	Enduro Trail	From 2,25" to 2,8"	Front: 731g Rear: 905g
27,5" Boost		15x110	12x148						Front: 736g Rear: 910g
29"		15x100	12x142						Front: 817g Rear: 991g
29" Boost		15x110	12x148						Front: 813g Rear: 990g

LINEA 2

RIDE FASTER,
BE LIGHTER,
STAY SAFER

With weight of 1.356g and rim width of 27mm, the Linea 2 wheelset covers a vast range of uses from cross country/marathon to trail/all mountain. With an innovative hub, designed for the highest performance in terms of smoothness thanks to Wide Position Design (WPD), Linea 2 will give you a new, advanced riding experience. The special Full Contact Technology (FCT) drastically reduces wear and tear on the bearings and protects them from the infiltration of water and dirt. Thanks to the special design of the Easy Maintenance System (EMS) standard hub maintenance is made easy. The ordinary maintenance of a component like the rear hub, often a complicated undertaking, is significantly improved. The hookless rim design guarantees the best tire seating with tubeless systems. Available with boost or standard hubs and in 29" and 27,5" rims, Linea 2 wheelset was designed to be the go-to wheels for all riders who do not intend to compromise on a component as fundamental as wheels.

EMS *Easy Maintenance System*

WPD *Wide Position Design*

FCT *Full Contact Technology*

SIZE	HUB	FRONT	REAR	FREE HUB	RIM	SPOKES	INTENDED USE	RECOMMENDED TYRE SIZE	WEIGHT
27,5"	CNC machined alloy Anodized black	15x100	12x142	Shimano and SRAM XD available	Interior: 27mm Exterior: 30mm Height: 18mm Hook-less profile 6082 T6 Alloy Anodized black	28 Straight Pull Double Butted Laced 2-Cross	Cross Country All-Mountain Marathon	From 2" to 2,5"	Front: 591g Rear: 765g
27,5" Boost		15x110	12x148						Front: 596g Rear: 770g
29"		15x100	12x142						Front: 672g Rear: 846g
29" Boost		15x110	12x148						Front: 672g Rear: 851g

LINEA 4

ALL THE SMOOTHNESS YOU NEED FOR 27,5+

The 27,5" Plus is winning more and more preference in the world of mountain biking. Today, this size offers the greatest possible comfort from the larger tires with greater air volume.
Linea 4 wheels, with their 40mm wide rim, represent the ideal choice for those who ride the 27,5" Plus. The hookless aluminium rim guarantees the best adhesion for the tire.
The next generation rear hub supplies the highest level of performance. The Wide Position Design (WPD) provides the best smoothness and stability. Bearing life is doubled by the exclusive Full Contact Technology (FCT).
Ordinary maintenance is even simpler to carry out with the Easy Maintenance System (EMS).
Linea 4 wheels provide a concentration of technology dedicated to the new standard that is already very popular with riders.
If you want the greatest comfort together with the highest level of performance, Linea 4 wheels for 27,5" Plus are the wheels designed for you.

EMS *Easy Maintenance System*

WPD *Wide Position Design*

FCT *Full Contact Technology*

SIZE	HUB	FRONT	REAR	FREE HUB	RIM	SPOKES	INTENDED USE	RECOMMENDED TYRE SIZE	WEIGHT
27,5" Plus	CNC machined alloy Anodized black	15x110	12x148	Shimano and SRAM XD available	Interior: 40mm Exterior: 43mm Height: 20mm Hook-less profile 6082 T6 Alloy Anodized black	28 Straight Pull Double Butted Laced 2-Cross	Enduro Trail	From 2,8" to 3,7"	Front: 910g Rear: 1.084g

Three years of research and development went into designing a hub like no other, with exceptional characteristics.

The innovative Wide Position Design (WPD) offers unequalled smoothness and reliability. The standard distance between the two internal bearings in a rear wheel hub is normally 63mm. In our case, this distance has been increased to 94mm.
This special design places the axial forces of the wheel that put the greatest stress on the hub, on a wider surface area of contact making it more stable, resistant and solid. This design radically limits wear and tear on the bearings, resulting in increased smoothness and dramatically reduces maintenance.

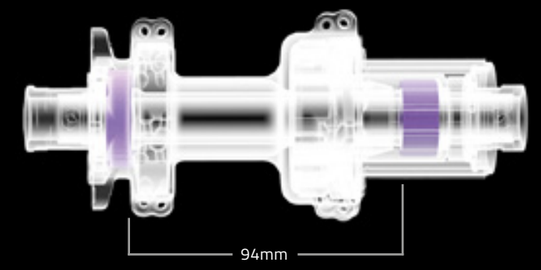
To ensure even greater smoothness and reliability, we use a roller bearing in place of a traditional bearing inside the freehub. This provides additional support surface to the axle and improves the overall stability and solidity of the entire system. Thanks to the special Full Contact Technology (FCT), the bearings are encompassed in the structure of the hub itself. This reduces lateral movements of the bearings to zero, again producing beneficial traits of smoothness and wear. This technology also protects the bearings from all types of contaminates, whether water or dirt in general.

However, we did not only create a technologically advanced and extremely reliable hub, we also made hub maintenance a possibility for anyone. Thanks to our Easy Maintenance System (EMS), the internal parts of the hub are easily extracted by removing a single hub sealing bolt for ordinary maintenance.

Maximum smoothness, absolute reliability, and zero maintenance are the characteristics that make our new hubs the cutting edge of today's technology. This is progressive technology, crafted in Italy from start to finish.

WPD *Wide Position Design*

Thanks to the distance between the hub bearings we have greatly increased hub performance and durability, compared with a traditional hub. The general stability of the axle, whose flex places the most stress on the bearings, is specifically increased due to the wider bearing platform. This more stable and sturdy bearing platform leads to a consistent reduction of axle flex, with a successive improvement in rotation.
WPD also improves the durability of the bearings making a longer lasting and smoother spinning hub.

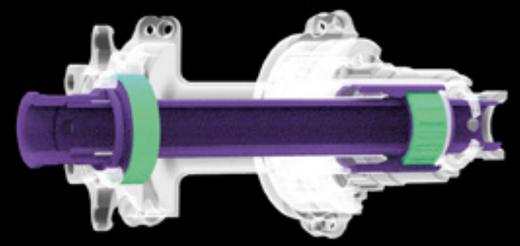


EMS *Easy Maintenance System*

Has it happened to you when attempting to perform regular maintenance on your hubs, you discover it is one of the most difficult parts of your bike to service? Whether in your personal workshop or your favorite local bike shop, the design of our hubs allows for quick service and maintenance.
Thanks to Easy Maintenance System, ordinary maintenance is no longer a problem.

FCT *Full Contact Technology*

With this special design, the bearings are more enclosed with better protected by the hub. All of the internal parts of the hub are in direct contact with the bearings. This design creates a protective structure with the added advantage of reducing the lateral movements of the bearings and eliminating the infiltration of water and dirt. FCT has been imagined not only to improve the performance of the hubs, but also to make the bearings last longer while reducing maintenance to a minimum.

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