TITEC®

Ultra-techno mountain bike gadgetry





Our parts are designed for performance. But they're
standard
not disposable. They're inspired by our collective rid-
ing and racing experience. When you're out on the trail
your bike has to work no matter what you go through.
So we test our parts with a bunch of machinery that
looks like it came out of some sci-fi horror flick. When
it survives that we give it to some really sick guys
who ride downhill insanely fast and crash frequently.
If it's good enough for them (and some really fast
pros) then we know it'll hold up for about a zillion
miles on the trail.

Mostly though, we try to make things that will help
you collect the same kind of memories we've got. The
kind that help you survive Monday to Friday. Parts with
all the best performance features of our ultra-techno
stuff but that'll leave you with enough change take
some real time off and go on one of those life-sustain-
ing epic rides that we all dream about.

So if you're not looking for hype, just some really
good parts, put TITEC on your bike and get back out
there and ride.

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Titec parts are really strong, durable and work really well.



Higher speeds demand stability and steering control. Larger impact forces require damping, high yield strengths, and active weight transfer. Our designers have brought years of experience and testing to a complete line of downhill parts that are so strong and durable, we guarantee them for life!

our 7075 AL T6 bar is the strongest bar you can buy.

IMPACT STRENGTH:

Our 7075 AL T6 bar is the strongest bar you can buy. Popular 2014 bars (even cold forged) are no match for our Hell Bent DH bar in yield, impact, or fatigue strength. A little extra material in the right places gives you a lot of confidence for extreme downhill riding. (See yield strength & impact strength in our tech. section)

STABILITY & STEERING CONTROL:

Hell Bent™ DH bars & Fat Head™ stems are stiff under steering loads. Extra width and torsional stiffness increase tracking stability and steering control at high speed. (See modulus of elasticity in our tech. section)

SHOCK ABSORPTION & VIBRATION DAMPING:

Butted/tapered designs and titanium's resilience give our Hell Bent DH bars excellent vibration damping. The extra padding of our Berserkr™ DH saddles and the compliance of our C191 & C222 carbon seat posts provide shock absorption even when big hits use up all your suspension travel.

ACTIVE WEIGHT TRANSFER:

Berserkr saddles have a larger seating area, and DH bars have a 9 degree back and 5 degree up sweep allowing the rider to shift weight more quickly.

HELL BENT X-BRACE

hell-bent x-brace

- oversize tubular cross brace
- fits all Hell Bent and most other DH bars



hell-bent ti

- 3Al/2.5V aerospace grade titanium
- 300 grams
- 640 mm wide (25")
- 9° bend
- 38 mm rise (1.5")

HELL BENT TITANIUM

hell-bent enduro

- super strong 7075 heat treated aluminum
- 315 grams
- 640 mm wide (25")
- 9° bend
- 38 mm rise (1.5")

HELL BENT ENDURO

HELL BENT ENDURO ALSO AVAILABLE IN:

TITEC HELL-BENT TITANIUM DOWNHILL BAR

Specially cold worked 3Al/2.5V titanium gives this Hell Bent bar durability & shock absorption that is unsurpassed by any other DH bar. The Hell-Bent Ti bar is drawn with a constant wall thickness for maximum stiffness & impact strength.

TITEC HELL-BENT X-BRACE

For that "on the rails" feel, add our tubular section cross brace. The oversize cross tube and beefy clamps provide maximum rigidity.

TITEC HELL-BENT ENDURO™ DOWNHILL BAR

This bar is made of our super strong custom butted 7075 aluminum for ultimate strength and torsional stiffness. This is flat out the strongest alloy DH bar you can buy. Popular 2014 bars (even cold forged) are no match for our Hell Bent DH bar in yield or impact strength, and our Enduro process makes this bar more fatigue resistant as well. There's only one way to get down - Hell Bent!

TITEC FAT HEAD™ DH AHEAD® STEM

STEEL is real! Our new Fat Head DH stem uses a beefy oversize Cro-Mo extension tube for extra strength and rigidity. We've added a removable bar clamp for quick installation and stem changes. Our canted clamp slot gives the stem more torsional stiffness while preserving the fatigue life of your handlebar.



FAT HEAD DH AHEAD

fat head dh ahead stem

- oversize 4130 cro-mo tubing
- removable canted bar clamp
- 90,100,110, or 120 mm extensions
- 10° or 25° rise
- 1-1/8"

*AHEAD® IS A REGISTERED TRADEMARK OF DIA-COMPE

berserkr dh-kti, & dh-cx

- deeper, bigger profile
- extra padding
- wider/longer mid-section for active weight shifts
- kti - red leather w/kevlar edges & ti rail
- cx - black leather w/ cro-mo rail



BERSERKR
DH-CX



BERSERKR
DH-KTI

TITEC
BERSERKR DH
DOWNHILL SADDLE

The Berserkr DH has a deeper, bigger profile and extra padding for shock absorption. The larger profile provides a bigger base of support for stabilizing the rear end. The saddle is also longer and wider in the mid section to allow for effective weight transfer. Get the support you need for total control on the most difficult terrain.

C191 CARBON FIBER
See Cross Country Seat Post section.



AL235 ALUMINUM
See Cross Country Seat Post section.



GO-GO GRIPS
See Cross Country Saddle & Grips section.



Big climbs demand reduced weight and efficient power transfer.
Tight single track requires quick handling. Extreme terrain
changes need active weight transfer, and Extended time in the
saddle makes shock absorption & vibration damping critical for
peak performance.

TITEC parts have consistently proven themselves in NORBA, world cup and world championship cross country racing.

X-Country

REDUCED WEIGHT & QUICK HANDLING:

Light weight TITEC titanium bars, stems and magnesium bar ends let you climb faster and make it easier to flick the bike around underneath you in tight single track. Stiff stems, bars, and bar ends provide immediate steering response, and offset bar end clamps ensure plenty of room for components even on quick handling narrow bars.

EFFICIENT POWER TRANSFER:

Stiff stems like the new Fat Head Ti Ahead stem won't waste your energy when climbing out of the saddle (see modulus of elasticity in our tech. section) and anatomically molded carbon fiber bar ends give extra leverage for getting the most out of your efforts. A wide variety of stem sizes for a perfect fit, and more room to move on a larger saddle allows bio-mechanical efficiency and maximum power transfer.

SHOCK ABSORPTION & VIBRATION DAMPING:

Butted/tapered designs and titanium's inherent vibration damping give both our Titanium and Enduro bars excellent damping and superior fatigue resistance (see fatigue strength in our tech. section). The larger size and longer rails of our Berserkr saddles and the compliance of our ultra-strong [19] & [22] carbon seat posts provide increased shock absorption and damping for a long day in the saddle.

ACTIVE WEIGHT TRANSFER:

L-Bend bar ends provide multiple hand positions, and Berserkr saddles have a larger seating area for shifting weight when climbing and descending.

Butted/tapered designs and titanium's inherent vibration damping give both our Titanium and Enduro bars **excellent damping and superior fatigue resistance.**

TITEC 118 BAR

This bar provides strength for the weight conscious rider. Our proprietary production process yields a butted bar that has a lively feel and incredible strength yet tips the scales at only 118 grams! Exceptionally fatigue resistant, the legendary Titec 118 bar is the bar of choice for cross country riding & racing.

TITEC PG BAR

The Titec PG Bar is the standard by which all high-performance handlebars are measured. No other bar on the market offers this combination of yield strength and fatigue resistance. Titanium's natural resilience also helps to take the edge off the nastiest terrain, providing excellent control in even the roughest conditions. The PG bar is a great upgrade at a great price.

pg bar

- 3Al/2.5v aerospace grade titanium
- 150 grams
- 555 mm wide
- 5 degree bend



118 bar

- custom butted 3Al/2.5v aerospace grade titanium
- 118 grams
- 555 mm wide
- competition 3 degree bend
- BERTS included



enduro 141

- custom butted 2014 heat treated aluminum
- enduro high-fatigue resistance process
- 141 grams
- 560 mm wide with 5 degree bend
- BERTS available



enduro 155

- triple butted bar end reinforcement
- custom butted 2014 heat treated aluminum
- enduro high-fatigue resistance process
- 155 grams
- 560 mm wide with 5 degree bend

TITEC ENDURO 141 BAR

The Enduro 141 is one of the lightest race-proven aluminum handlebars available. Made from 2014 aluminum, it incorporates our exclusive Enduro process for exceptional fatigue resistance. The Enduro 141 is compatible with Bar-End-Reinforcement-Things (BERTS) for additional resistance to bar-end related handlebar damage.

TITEC ENDURO 155 BAR

The Enduro 155 is our strongest aluminum x-country bar. Made from 2014 aluminum and incorporating our exclusive Enduro process, it is more fatigue resistant than EA70 bars of comparable weight. The extra butting provides added beef at the ends for additional protection against bar-end related damage. Think of it as a bomb-proof Enduro 141 with the BERTS built right in.

TITEC FAT HEAD TI AHEAD STEM

The ultimate Ahead stem! Ultra-stiff, super-durable, and incredibly light. The new Fat Head™ Ti Ahead stem uses oversize tubing and machined bosses for extra strength and rigidity. It features our T-Slot clamp for extra stiffness at the steerer tube, and we've added a removable bar clamp for quick stem changes. Our canted clamp slot gives the stem even more torsional stiffness while preserving the fatigue life of your handlebar.

fat head ti ahead stem

- oversize 3/2.5 titanium with 6/4 Ti bosses
- removable canted bar clamp
- 155 grams
- 90,105,120, 135 or 150 mm extensions
- 0° or 15° rise
- 1-1/8"

FAT HEAD TI AHEAD



FAT HEAD DH AHEAD

853 t-slot ahead stem

- Reynolds 853 Air Hardened tubing
- "T-slot" clamp design w/ single bolt clamp
- 190 grams
- 1-1/8" w/ 90, 110, 120, 130, 140, or 150 mm extensions*
- 0, 10, or 25 degree rise

FAT HEAD DH AHEAD STEM
See Downhill section.



TITEC 853 T-SLOT AHEAD STEM

STEEL is real and Reynolds' 853 Air Hardened tubing makes these stems stiffer and lighter than alloy stems with increased durability. The revolutionary T-slot clamp provides extra stiffness at the steerer tube, and optimal boss placement preserves the fatigue life of your handlebar.

853 T-SLOT AHEAD

REYNOLDS 853



CRO-MO QUILL

TITEC CRO-MO QUILL STEM

Our Cro-Mo quill stems embody Titec's commitment to lightweight performance with the most durable designs possible. The stems feature proven gusset technology and custom butted extensions for stiffness and durability unmatched by other quill stems of any material. Available in a wide variety of stock and custom* sizes.

cro-mo quill stem

- custom butted 4130 cro-mo tubing w/ reinforcing gussets
- 260 grams
- 1" or 1-1/8" w/ 90, 110, 120, 130, 140, or 150 mm extensions
- 0, 10, or 25 degree rise

TITANIUM & 853 ROAD STEMS
See Road & Cyclocross section.

TI ROAD



853 ROAD



*custom sizing option available at additional charge, check with your titec dealer for more details

magnesium 99s & 130s

- ultra-light magnesium extensions
- 6061 cold forged aluminum clamp
- textured powder coat
- shorty: 99 grams
- L-bend: 130 grams

MAGNESIUM 130S



TITEC MAGNESIUM BAR ENDS 99S & 130S

mple , ultra-light, and bomb-proof. With a ld-forged aluminum clamp, precise machin- g tolerances, and a narrow slot to prevent ndlebar crimping, these magnesium exten- on bar ends are among the lightest on the arket. Choose the "shorty" 99 gm. bar ends r feather-weight performance or the L-bend 30 gm. bar ends for more hand positions.



MAGNESIUM 99S

carbon mid 100s

- mid-length anatomic shape
- Kestrel carbon composite extensions
- 6061 cold forged aluminum clamp
- 100 grams



CARBON MID 100S

TITEC CARBON MID 100 BAR ENDS

These anatomically shaped carbon composite works of art give you tons of leverage for efficient climbing at only 100 grams per pair. Titec has joined forces with Kestrel, the industry leader in composites technology, to produce these light weight and indestructible bar ends.

aluminum shorty & L-bend

- Aluminum extensions
- 6061 cold forged aluminum clamp
- textured powder coat
- shorty: 120 grams
- L-bend: 155 grams

L-BEND





SHORTY

TITEC ALUMINUM BAR ENDS SHORTY & L-BEND

Titec aluminum bar ends are built with the same attention to detail as our breakthrough magnesium bar ends. Using the same unique clamp design as the Mags, the alloy bar ends are also available in two versions. Both models give riders on a budget the same high quality that the pros have come to depend on.

TITEC C191 CARBON FIBER SEAT POST

arbon fiber gives this post incredi-le strength with resilience and nock absorption you just can't get an aluminum post. The experts at estrel have helped us create a seat ost that weighs only 191 grams and ffers the uncompromising strength eeded to take the punishment shed out by even the toughest ORBA courses.

TITEC C222 CARBON FIBER SEAT POST

The C222 carbon post provides all the advantages of the C191 post using a more economical filament wound carbon fiber shaft. At 222 grams, the different lay-up allows us to offer the post in both 350 mm and an extra long 390 mm length, a great choice for a wide range of riders.

TITEC AL-235 ALUMINUM SEAT POST

The AL-235 establishes the standard for strength and durability among lightweight alloy seat posts. The butted quill tube and our proprietary Enduro process combine to make an exceptionally strong and fatigue resistant seat post that's still ultra-light. Best of all, the Al-235 carries on the Titec tradition of spare-no-expense features at a wallet friend-ly price.

C222-390

C222-350



c222 carbon

- Filament wound carbon fiber
- cold-forged, micro adjustable clamp
- 222 grams
- 350 mm & 390 mm
- Available in 26.6, 26.8, 27.0, 27.2 mm dia.

LOOK FOR OUR NEW TITANIUM SEAT POSTS COMING MID '97

c191 carbon

- Roll-wrapped carbon fiber
- cold-forged, micro adjustable clamp
- 191 grams
- 350 mm
- Available in 26.6, 26.8, 27.0 or 27.2 mm dia.

C191

AL235



al-235 aluminum

- 2014 heat treated aluminum
- cold-forged, micro adj. clamp
- 235 grams
- 350 mm
- Available in 26.6, 26.8, 27.0, 27.2 mm dia.

CARBON & ALUMINUM ROAD POST

See Road & Cyclocross section.

CARBON & ALUMINUM ROAD



TITEC BERSERKR ST, CX, TI & KTI SADDLES

Featuring a sleek new profile that lets you get off the saddle on gravity defying descents, and a raised rear section that stabilizes the rider when hammering up a tough climb, these new saddles provide the edge you'll need to stay ahead of the competition. The saddle is slightly longer and wider in the mid section to allow for effective pedaling even when terrain requires shifting weight fore and aft. Choose from titanium, hollow Cro-Mo, or Steel rails, with Vinyl, Leather, or Kevlar coverings.

TC'S PORK RINDS (ULTRA LIGHT FOAM GRIPS)

At only 22 grams, including end plugs, a pair of these unbelievably lightweight and comfortable grips will be the best value in weight savings you'll ever get.

TITEC GO-GO GRIPS

GO-GO grips are made of sticky Kraton rubber for durability and a super-sure grip. These grips feature raised TITEC logos for traction under the fingers and ribbed fins under the palm for shock absorption and vibration damping.



berserkr st, cx, ti, & kti

- sleek profile for easy on-off transitions
- wider /longer mid-section for active weight shifts
- raised rear section for climbing efficiency
- titanium, cro-mo, or steel rails
- kevlar, leather, or tough vinyl cover



go-go grips

- sticky kraton rubber
- raised titec logos for grip
- ribbed fins for shock absorption



tc's pork rinds

- ultra light high density polypropylene foam
- 22 grams per pair including end plugs





BERSERKR DH-KTI
See Downhill section.

We confess. Some of us at TITEC started out as Roadies and still get a kick out of being in a hard charging pack at about 35 mph. Road and Cyclocross bikes may look a lot different than mountain bikes, but the lessons learned in making high performance components are the same.

TITEC offers road & cyclocross parts that set new performance standards for strength, light weight, and durability.

road & cyclo-X

ROAD & CYCLOCROSS RIDING BOTH DEMAND REDUCED WEIGHT AND EFFICIENT POWER TRANSFER.

High speed descending and pack riding requires predictable handling & quick steering response. Extended time in the saddle makes shock absorption & fatigue strength critical for reliable performance. Now TITEC offers road & cyclocross parts that set new performance standards for strength, light weight, and durability.



TITEC TITANIUM ROAD STEMS

These stems are hand made with 3Al/2.5V titanium tubing for fatigue resistance and 6Al/4V machined titanium bosses for extra strength and rigidity. Both quill and Ahead stems feature aero bar clamps for speed and aesthetics. The Ahead stem features an internal T-slot binder for aero-dynamics and reliable clamping.

titanium road stem

- 3/2.5 titanium with 6/4 Ti bosses
- Aero bar clamp
- 185 grams
- 90, 100, 110, 120, or 130 mm
- 0° or minus 17° rise



TITANIUM ROAD

titanium road ahead stem

- 3/2.5 titanium with 6/4 Ti bosses
- Internal T-slot binder with aero bar clamp
- 115 grams
- 90, 100, 110, 120 or 130 mm
- 0° or minus 17° rise



853 ROAD

TITEC 853 ROAD STEM

STEEL is real, and Reynolds 853 Air Hardened tubing makes these stems stiffer and lighter than alloy stems with increased durability. Aero bar clamp for speed and aesthetics.

853 road stem

- Reynolds 853 Air Hardened tubing
- Aero bar clamp
- 250 grams
- 90, 100, 110, 120, or 130 mm
- 0° or minus 17° rise



TITANIUM ROAD AHEAD



CARBON FIBER ROAD

TITEC CARBON FIBER ROAD POST

Carbon fiber gives this post incredible strength with resilience and shock absorption you just can't get in an aluminum post. At only 182 grams, this lightweight road post is a full 270 mm.

carbon road post

- Roll-wrapped carbon fiber
- cold-forged, micro adjustable clamp
- 184 grams
- 270 mm
- Available in 26.8, 27.0 or 27.2 mm dia.



7075 ALUMINUM ROAD

TITEC 7075 ALUMINUM ROAD POST

The new 7075 road post establishes the standard for strength and durability among lightweight alloy seat posts. The butted quill tube and our proprietary Enduro process combine to make an exceptionally strong and fatigue resistant seat post that's still ultra-light at 205 grams.

7075 aluminum road post

- 7075 Al T6 heat treated aluminum
- cold-forged, micro adjustable clamp
- 205 grams
- 270 mm
- Available in 26.8, 27.0, or 27.2 mm dia.

FATIGUE STRENGTH:

The endurance limit of a structure in which the material has undergone repeated loading until failure. *The fatigue resistance of a part is dependent on the design of the product, the processes used in its construction, and the material. Fatigue failures are characterized by a sudden catastrophic failure preceded by little or no warning. The actual load that causes the final sudden failure may be extremely minimal.*

OUR PHILOSOPHY:

Due to the endless abuse of mountain bikes and their components, fatigue resistance has been a paramount concern in the design of all Titec components. We design our parts with the goal of achieving infinite fatigue strength for the practical application of the product. However, this is not always possible and in these cases we will inform the consumer through the included product literature as to the useful life span of the part. Rider safety is of the utmost concern.

YIELD STRENGTH:

The stress at which a material under load begins to permanently deform. *One of the most important measures considered for a design. It reflects the ability of a material to withstand peak loads.*

OUR PHILOSOPHY:

Mountain bike riding becomes more extreme every year. Yield strength characterizes the material's ability to survive the extreme loads endured in the rigorous world of off road riding. Components must be designed to exceed some defined yield strength requirement. However, impact strength and the mode of failure are even more important. See below.

IMPACT STRENGTH:

A relative measurement of the maximum load that a structure can support during sudden deceleration. *Impact strength is essentially a modification of yield strength. It incorporates structural design as well as material properties by mimicking the dynamics of peak loads experienced by a part in the field.*

OUR PHILOSOPHY:

Many Titec riders challenge the boundaries of sanity as well as the laws of physics. As a result, Titec has always weighed heavily the importance of impact strength. For '96 we'll bring this more into focus with our new Hell Bent™ series of downhill bars. These products put a higher emphasis on impact strength to withstand the repeated jumps and crashes common in downhill and dual slalom racing.

MODE OF FAILURE:

The way in which a structure fails; bending, cracking, shearing, etc. *Almost any structure, no matter how strong or durable, will fail if it is subjected to a sufficient number of loads or a large enough single impact. It is important to consider how a structure will fail and to engineer that failure mode so that it will occur in the safest manner possible. This consideration includes choice of materials, joining methods, and design.*

OUR PHILOSOPHY:

Did you hear that? We said that almost everything will break if you try hard enough! By acknowledging this, Titec tries to control the ways in which our products might fail to ensure that the mode of failure will offer the maximum margin of safety for the rider. We always try to design our parts to last forever. But many different considerations must be addressed in making a part strong and safe, so absolute permanence is not always possible. Which boils down to this — <u>it is better to bend than to break!</u> We choose our materials and designs carefully, so that in the unlikely event that you damage a part, it will be bent and not broken. We also realize that a bent part sucks about as much as one that is broken in two. That's why we have a no fault replacement policy. For a reasonable service charge Titec will repair or replace a part no matter how you screw it up!

TOUGHNESS:

A property of a material that describes its tendency to propagate a crack under load to failure. *This is a very important design consideration and is all too often ignored by designers and engineers.*

OUR PHILOSOPHY:

Every month the cycling media seems to herald the arrival of some new wonder material. But more often than not, the strengths attributed to this new unrealium material are obtained while it is in some ideal state. Tell me honestly as a mountain bike rider, would you describe the way you use your bike as an ideal state? By considering the toughness of a material, we engineer our parts to survive in your less than ideal world.

MODULUS OF ELASTICITY:

A material property that describes its flexibility, used to determine its deflection under load. *Another critical design consideration. Range is dictated by application.*

OUR PHILOSOPHY:

This falls under the category of "sometimes it's good to be stiff — sometimes it's not." Certain aspects of a bicycle's overall make-up demand that a particular element of the design be very rigid, moderately stiff, or resilient for optimal performance. Titec designers are not committed to using only one material based upon our corporate identity. Instead we seek to find the most appropriate material for a given application and the modulus of elasticity is an important factor in making this decision.

HARDNESS:

A material's resistance to penetration. Hardness has a good correlation with yield strength. *Testing for hardness is a good way to verify proper heat treatment, cold-working, or other strengthening processes.*

OUR PHILOSOPHY:

At Titec we define the strength characteristics that are critical to a particular design based upon its intended use. We may emphasize fatigue resistance, yield strength, or impact resistance. By specifying hardness and the strengthening method employed, we are often able to dramatically increase the most desirable strength characteristics.





1997 DEALER PRICE LIST

Rev.1/28/97

HANDLEBARS

		Wh. Price	Sug. Retail
	• ***118 Bar***- 118gm, 3°, Butted Ti	$59.95	$109.95
	• ***PG Bar*** - 150gm, 5°, Straight Gauge Ti	$34.95	$ 64.95
	• ***Enduro 141 Bar*** - 140gm, 5°, Butted 2014, BERTS	$21.95	$ 42.95
	• ***Enduro 155 Bar*** - 155gm, 5°, Butted 2014, with bar end reinforcement	$18.95	$ 37.95
	• ***Hell Bent Titanium Bar (DH)*** - 300gm, 9°, 1.5" rise, Reinforced Ti	$59.95	$109.95
New!	• ***Hell Bent Enduro Bar (DH)*** - 315gm, 9°, 1.5" rise, Butted 7075, avail. Blk,Sil,Blu,Red.Yel	$28.95	$ 54.95
New!	• ***Hell Bent X-Brace (DH)*** - 91 gm, Adjustable Clamps	$10.95	$ 21.95

BAR ENDS

New!	• ***Carbon Mid 100s*** - 100gm, Mid-length	$59.95	$109.95
	• ***Mag 130s*** - 130gm, L-Bend Magnesium	$25.95	$ 49.95
	• ***Mag 99s*** - 99gm, Shorty Magnesium	$25.95	$ 49.95
	• ***L-Bend Alu*** - 155gm, L-Bend, 6061 Aluminum	$11.95	$ 24.95
	• ***S-Bend Alu*** - 155gm, Short Bend, 6061 Aluminum	$11.95	$ 24.95

STEMS

Off-Road Stems

New!	• ***Fat Head Ti Ahead Stem*** - 155gm, "T-Slot", 3/2.5 Ti with 6/4 bosses, (1-1/8)	$79.95	$149.95
New!	• ***Fat Head (DH) Ahead Stem*** - 195gm, "T-Slot",4130 Cr-Mo with Removable clamp, (1-1/8)	$33.95	$ 64.95
	• ***T-Slot Ahead Stem*** - 190gm, "T-Slot", Butted/Gusseted, (1-1/8)	$25.95	$ 49.95
	• ***Cr-Mo Quill Stem*** - 235gm, Butted/Gusseted, (1",1-1/8")	$22.95	$ 44.95

Road Stems (all new product for 1997)

	• ***Ti Ahead Stem*** - 145gm, "T-Slot", 3/2.5 Ti with 6/4 bosses & internal "T-Slot" binder, (1")	$79.95	$149.95
	• ***Ti Quill Stem*** - 175gm, 3/2.5 Ti with 6/4 bosses & Aero bar clamp, (1")	$79.95	$149.95
	• ***Cro-Mo Quill Stem*** - 250gm,853 Air Hardened Cro-Mo, (1")	$24.95	$ 49.95

SEAT POSTS

Off-Road Posts

• ***C-191 Carbon*** - 191gm, 350mm, Carbon	Black	$59.95	$109.95
• ***C-222 Carbon*** - 222gm, 350mm, Carbon	Black	$49.95	$ 89.95
• ***Titec AL-235 Post*** - 235gm, 350mm, Butted 2014	Silver	$22.95	$ 44.95

Road Posts

• ***Carbon Road*** - 184gm, 270mm, Carbon	Black	$59.95	$109.95
New! • ***Alloy Road*** - 215gm, 270mm, Butted 7075	Silver	$24.95	$ 49.95

GRIPS

• ***Pork Rind Grips*** - 22gm w/plugs, Ultra-light foam	$4.95	$9.95
• ***Go-Go Grips*** - sticky Kraton Rubber 72 gm w/plugs (New Design)	$4.95	$9.95

SADDLES

• ***Berserkr – ST***	Blk	Vinyl	Steel	324gm	$12.95	$24.95
• ***Berserkr – CX***	Blk	Leather	Cro-Mo	296gm	$24.95	$49.95
• ***Berserkr – TI***	Blk	Leather	Titanium	260gm	$34.95	$69.95
• ***Berserkr – KTI***	Blk	Kev/Leather	Titanium	257gm	$37.95	$74.95
• ***Berserkr – DH-KTI***	Blk,Red	Kevl/Leather	Titanium	302gm	$42.95	$84.95

SOFT GOODS

• ***T-Shirts*** - 100% cotton, Lg, XL, Blk,Burg,Grn	$ 8.50	$16.95
• ***Titec Banner***	$30.00	

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