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ITM

Champs' Bars & Stems

Road & Atb racing line

n.27



ITM

Champs' Bars & Stems



Technology, design and production innovations.

I prodotti ITM sono sinonimo di qualità, affidabilità ed innovazione, raggiunti con il costante impegno nella ricerca e nella progettazione finalizzata a dare soluzioni tecnico-funzionali e, allo stesso tempo, garantire tramite processi F.E.A. (Finite Element Analysis) l'assoluta affidabilità e qualità strutturale del componente.

With many of commitment to research and design, ITM is synonymous with quality, reliability, and innovation. ITM products have been ridden to victories in the world's most prestigious cycling events and we use the world's top riders to help bring new products to market. We target function and form in developing each product and introduce items to the cycling world by focusing on technical solutions that benefit the customer.
Our F.E.A. (Finite Element Analysis) component design process uses stringent lab testing to determine maximum tensile strengths, yield points, and the proper performance characteristics that the top riders demand. Choose ITM.

n.27

Coast to coast, the best way to test our products.

Fabio Biasiolo ha partecipato a numerose edizioni della RAAM: quelle che vanno dal 1996 al 2003 e quelle del 2005 e 2006. È uno dei pochi atleti partecipanti ad aver concluso la RAAM in soli 9 giorni, e l'unico italiano ad essere salito sul podio in ben tre edizioni: nel 2000, nel 2005 e quest'anno classificandosi al terzo posto.

Fabio Biasiolo has participated in the RAAM of 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2005 and 2006. He is one of an elite group of athletes who have completed RAAM in less than 9 days and only Italian to have won a place on the podium of the Race Across America (2000, 2005 and 2006).

Fabio Biasiolo

ITM Testman & RAAM Champion

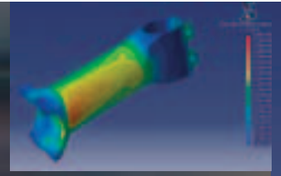
Politecnico di Milano - Test nella Galleria del vento

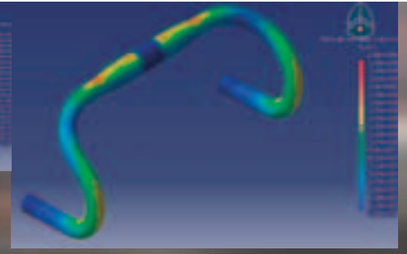
Maguns Backstedt

Team Liquigas

I'm ITM

Champs' Bars & Stems





FEA: cosa c'e' dietro la nostra progettazione.

FEA (Finite Element Analysis); una tecnica di calcolo teorizzata fin dagli anni '50, ma diventata effettivamente operativa solo nell'ultimo decennio, grazie alla diffusione di computer in grado di svolgere milioni di operazioni al secondo.
In pratica, l'analisi agli elementi finiti è una tecnica di simulazione computerizzata che scompone il componente in progettazione in un modello costituito da migliaia e migliaia di "mattoncini", ciascuno dei quali interagente con tutti gli altri. Una volta realizzato il modello, non resta che applicare l'assieme dei carichi e delle sollecitazioni precedentemente misurate sperimentalmente, per ricavare con ottima precisione gli sforzi e le deformazioni nei singoli punti del componente.
Questo permette un dimensionamento del componente veramente mirato e personalizzato: si elimina materiale dove non c'è sforzo, si aggiunge dove invece lo sforzo si concentra.

FEA: what's behind ITM's success in design engineering.

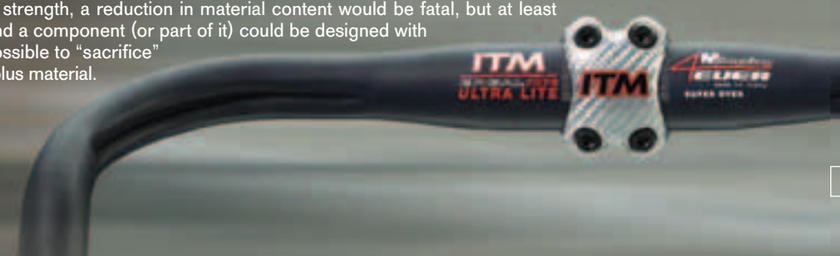
FEA - Finite Element Analysis. The theory of this calculation method was proposed as far back as in the Fifties, but was actually only put into effect in the past decade thanks to the appearance of computers large enough to process thousands of operations a second.
In practice, finite element analysis is a computer simulation method that breaks down the engineering design of a component into a model made up of thousands and thousands of "blocks", each interacting with all the others. Once the model has been created, you just have to apply the series of loads and stresses obtained through experimentation and you have a very precise prediction of the stresses and deformations in specific points of the component.This permits a highly targeted and customised sizing of the component, eliminating surplus material where there is no stress and adding material where the stress is concentrated.

Oversize: come e perche'.

Oversize è un termine inglese, il cui significato letterale è "sovra misura", ed è un termine utilizzato per indicare componenti realizzati con strutture tubolari di grande diametro. Nell'oversize, in pratica si passa da tubazioni di diametro ridotto e spessore elevato a tubazioni di diametro elevato ma spessore ridotto, cosi da avere alla fine componenti "più grandi" ma con il peso invariato.
Ma se il peso non cambia, allora dove stà il vantaggio? Il vantaggio stà nel fatto che aumentando il diametro di una tubazione, aumenta la sua rigidità. Quindi, se nel dimensionamento del componente quello che aveva guidato era la resisistenza a rottura, in questo caso non è possibile diminuire il materiale, ma in ogni caso si incrementa la rigidità. Se invece il componente (o la sua parte) era stato progettato in funzione della rigidità allora è possibile "spendere" parte dell'aumento della rigidità per eliminare materiale.

Oversize: how and why.

Oversize is one of those English terms that has entered the international cycling vocabulary to mean components made with a large diameter tubular construction. In practice, oversize defines the passage from thicker, small diameter tubular sections to larger diameters but thinner in thickness, thereby obtaining "bigger" components while leaving their weight unchanged.
But if there is no change in weight, why bother? The advantage is that, by increasing the tube diameter, its rigidity is also increased. So, if the priority in sizing a component was its tensile strength, a reduction in material content would be fatal, but at least
rigidity could be improved. If on the other hand a component (or part of it) could be designed with
rigidity as a priority factor, then it would be possible to "sacrifice"
part of this increase in rigidity to eliminate surplus material.





Strada/Shallow | Anatomica/Anatomic | Pista | STI

Dall'anatomico all'Ergonomico.

All'inizio, i componenti ciclistici sono stati progettati tenendo in considerazione quella che doveva essere la loro funzionalità meccanica, era l'atleta a doversi adattare al mezzo, e non viceversa. Con gli anni '80 nasce però una nuova sensibilità, e si impone il concetto di "componente anatomico", ossia disegnato tenendo conto di quella che è la conformazione del corpo umano. Un grosso balzo in avanti, con l'atleta che finalmente diventa uno degli elementi che contribuisce alla definizione del progetto.
Ma questa è ancora una visione limitata, una visione che è ancora "statica": l'atleta compare come una serie di misure geometriche più che come un utilizzatore. Il passo successivo è stato quindi quello di "vedere" e progettare i componenti non solo in relazione al corpo dell'atleta, ma anche in funzione dell'utilizzo che l'atleta dovrà fare di essi; siamo entrati nell'era dei "componenti ergonomici".
Usabilità, comfort, facilità di utilizzo sono elementi che acquistano una importanza pari alla funzionalità meccanica, alla resistenza o alla adattabiltà.
Un concetto che ITM applica in mille modi e ad ogni livello. Un concetto da cui nascono la piega K-Sword, con il raffinato design in grado d ottimizzare la presa in ogni condizone agonistica, la piega "Elle", il cui design e' stato concepito tenendo in considerazione la conformazione della mano femminile e le sue esigenze durante la frenata.

From anatomic to Ergonomic.

In the beginning, cycling components were designed to meet the requirements of their actual mechanical function, the athlete had to adapt himself to the bike, not vice-versa. The Eighties saw the arrival of a new awareness as the concept of "anatomic components" took a stand, in other words design engineering also accounted for the structure of the human body. This was an enormous leap forward, with the athlete finally becoming one of the factors contributing towards the definition of a design. However this still had its limits, the viewpoint was still "static". The athlete was seen more as a series of geometrical measurements that as a user. The next step was to then "view" and design components not merely in relation to the athlete's body, but also according to the use the athlete would make of them. This is the dawn of the age of "ergonomic components". Usability, comfort, ease of use acquire equal priority as mechanical function, strength or adaptability. A concept that ITM has applied in thousands of ways and at each level of design. A concept that has given rise to the K-Sword bar with its sophisticated design capable of optimising the rider's grip in any competitive situation, and the "Elle" bar, with its design conceived to suit the structure of a woman's hand and its particular requirements when braking.

Piega K-Sword

Team Cofidis

I'm ITM

Champs' Bars & Stems



Team Lampre Fondital

Team Euskatel Euskadi

Teams 2006

Per ITM il mondo del ciclismo professionistico rappresenta uno dei punti di riferimento, un test continuo, condotto sul campo, per tradurre le esigenze dei professionisti del pedale, prima in performance di assoluto rilievo e per traslare poi la qualità e la funzionalità dei suoi componenti a tutti gli appassionati del ciclismo.

For ITM professional cycling is one of the reference points, a continuous field test to translate the needs of cycle professionals first into state-of-the-art performance and then to transform quality and functionality into components destined for the huge number of amateur cyclists and those with a passion for cycles and cycling.

Pro Tour

Ag2r Prevoyance
Cofidis
Euskatel Euskadi
Lampre Fondital
Liquigas

Continental Tour

Amore & Vita McDonald's
Bretagne Jean Floc'h
Endeka
Jelly Belly CT
Drapac Porsche
Orbea
South Australia.com-AIS

Professional Tour

Androni Giocattoli 3C
Ceramiche Flaminia
Comunidad Valenciana
Miche
Naturino Sapore di Mare
Panaria Navigare



Team Liquigas

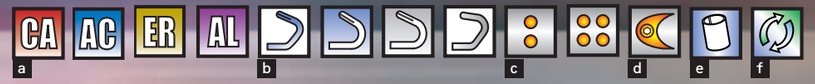


Team Cofidis



Team Ag2r Prevoyance

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Champs' Bars & Stems



a Materiali/Materials: Carbon - Alu-Carbon - Ergal - Alloy
b Piega/Bar: Strada/Shallow - Anatomica/Anatomic - Pista - STI
c 2 4 viti/bolts
d Sistema di bloccaggio G.W.S./G.W.S. clamping device system
e Bussola di riduzione/Reduction bushing
f Attacco reversibile/Reversible stem

Road racing line

101		
K-Sword integral	11	10
Millennium carbon		
Alu carbon	13	12
Visia Alu carbon		
Wing Shape carbon	15	14
Millennium 4 Ever		
Visia	17	16
Wing Shape ITM ergal		
Wing Shape Lite Luxe	19	18
Road 300 racer		
Super Europa luxe	21	20
Elle		22



Doppia canalina anteriore e posteriore/Front and rear groove
Doppia canalina inferiore/Double lower groove
Passaggio interno dei cavi/Hidden cables



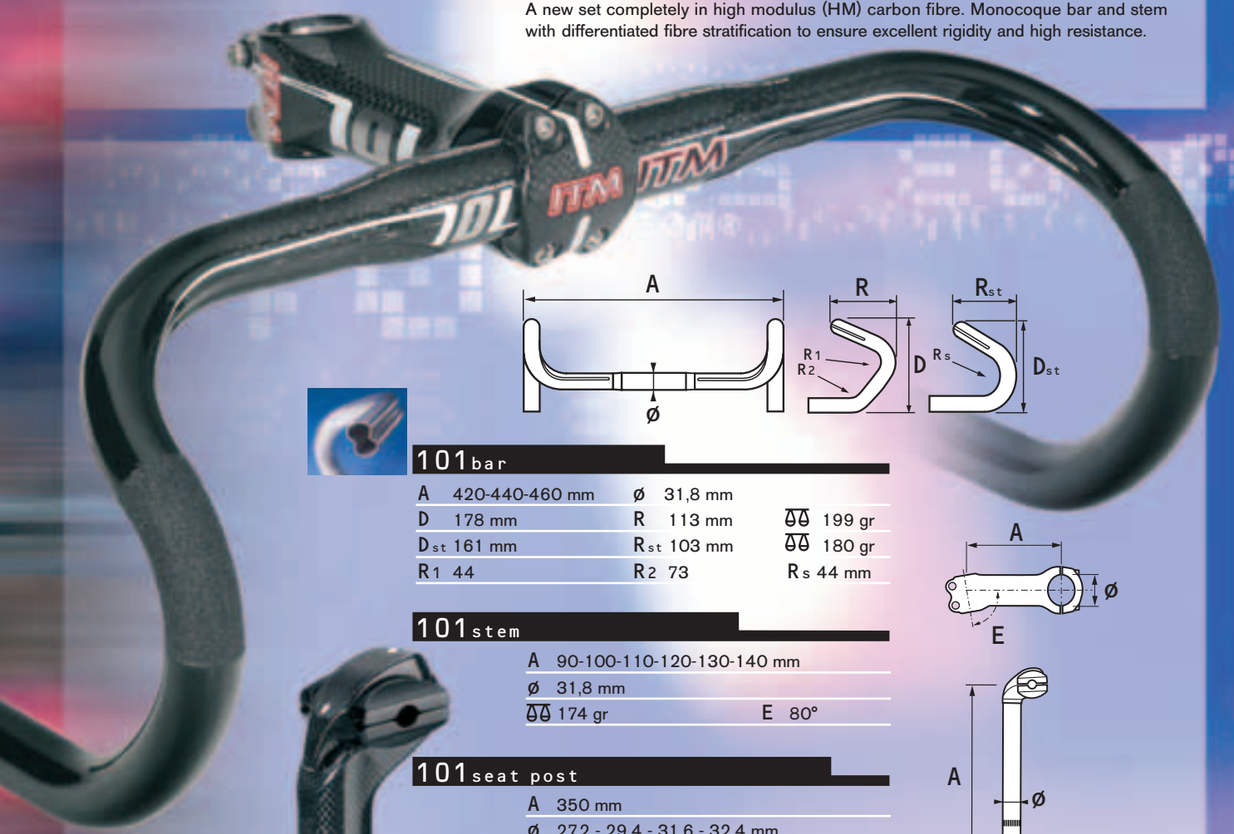
Damiano Cunego
Team Lampre Fondital

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Champs' Bars & Stems

101 New

Nuovo set realizzato integralmente in fibra di carbonio “alto modulo” (HM). Piega ed attacco monoscocca con stratificazione differenziata della fibra assicurano ottima rigidità ed elevata resistenza.

A new set completely in high modulus (HM) carbon fibre. Monocoque bar and stem with differentiated fibre stratification to ensure excellent rigidity and high resistance.



101 bar

A	420-440-460 mm	ø	31,8 mm		
D	178 mm	R	113 mm	⚖	199 gr
Dst	161 mm	Rst	103 mm	⚖	180 gr
R1	44	R2	73	Rs	44 mm

101 stem

A	90-100-110-120-130-140 mm		
ø	31,8 mm		
⚖	174 gr	E	80°

101 seat post

A	350 mm		
ø	27,2 - 29,4 - 31,6 - 32,4 mm		
⚖	228 gr		

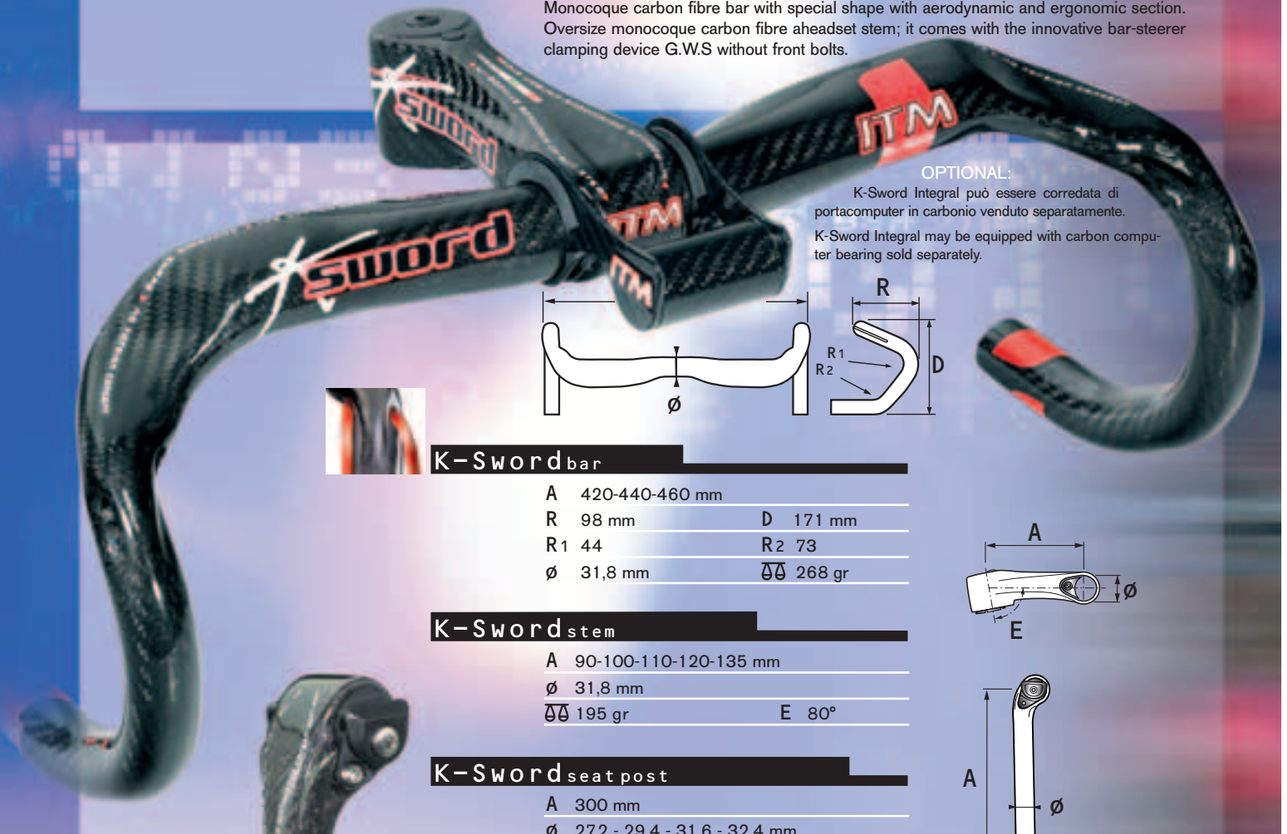




K-Sword integral

Manubrio in carbonio monoscocca con impugnatura alta a sezione ergonomica e aerodinamica. Attacco monoscocca in fibra di carbonio alto modulo a stratificazione differenziata dotato di sistema G.W.S. per il bloccaggio anteriore e posteriore.

Monocoque carbon fibre bar with special shape with aerodynamic and ergonomic section. Oversize monocoque carbon fibre aheadset stem; it comes with the innovative bar-steerer clamping device G.W.S without front bolts.



OPTIONAL:

K-Sword Integral può essere corredata di portacomputer in carbonio venduto separatamente.

K-Sword Integral may be equipped with carbon computer bearing sold separately.

K-Sword bar

A	420-440-460 mm		
R	98 mm	D	171 mm
R1	44	R2	73
ø	31,8 mm	⚖	268 gr

K-Sword stem

A	90-100-110-120-135 mm		
ø	31,8 mm		
⚖	195 gr	E	80°

K-Sword seat post

A	300 mm		
ø	27,2 - 29,4 - 31,6 - 32,4 mm		
⚖	260 gr		



Esclusivo sistema di bloccaggio brevettato a cunei contrapposti G.W.S.

Patented opposed wedge blocking system G.W.S.





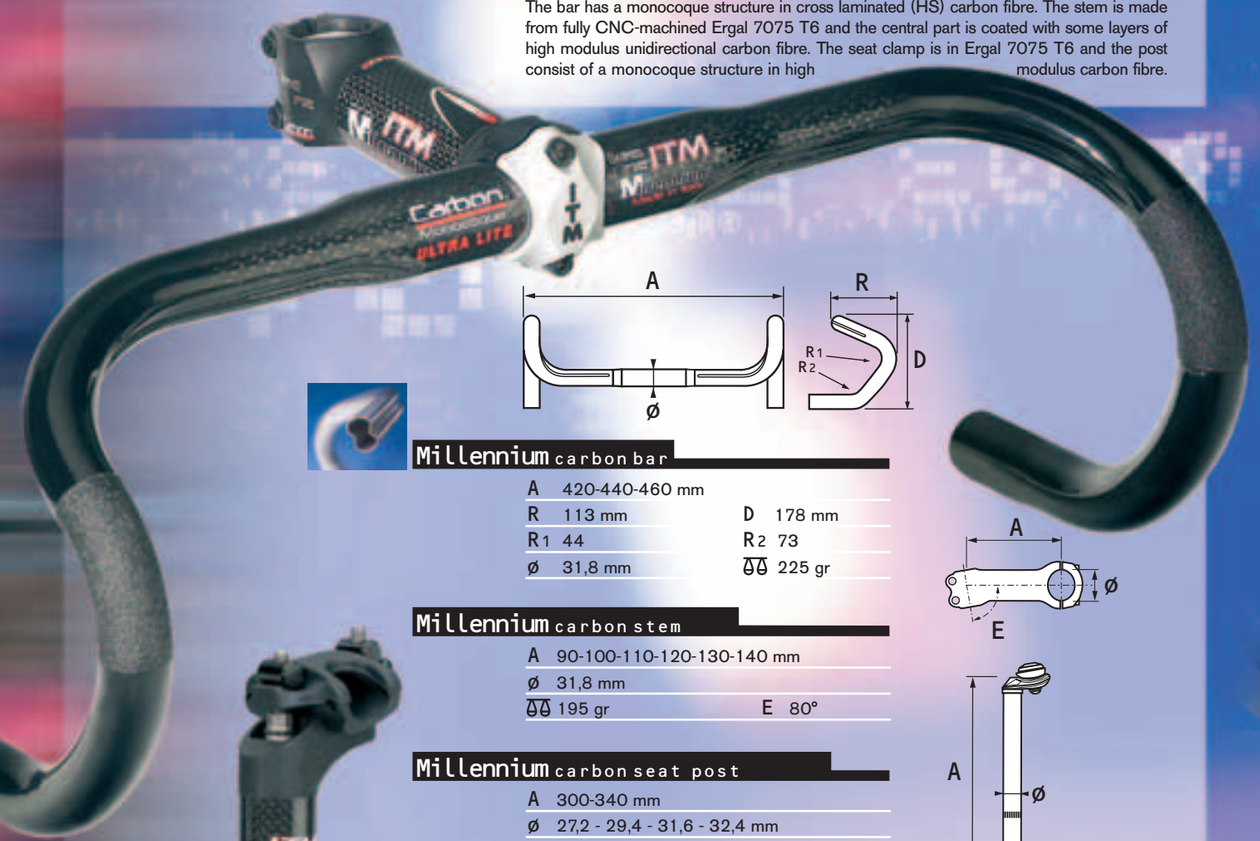




Millennium carbon

Piega con struttura monoscocca di carbonio (HS) con stratificazione differenziata. Attacco in Ergal 7075 T6 rivestito con strati di fibra di carbonio alto modulo. Reggisella con testa in Ergal 7075 T6 e cannotto full carbon.

The bar has a monocoque structure in cross laminated (HS) carbon fibre. The stem is made from fully CNC-machined Ergal 7075 T6 and the central part is coated with some layers of high modulus unidirectional carbon fibre. The seat clamp is in Ergal 7075 T6 and the post consist of a monocoque structure in high modulus carbon fibre.



Millennium carbon bar

A	420-440-460 mm		
R	113 mm	D	178 mm
R1	44	R2	73
ø	31,8 mm	⚖	225 gr

Millennium carbon stem

A	90-100-110-120-130-140 mm		
ø	31,8 mm		
⚖	195 gr	E	80°

Millennium carbon seat post

A	300-340 mm		
ø	27,2 - 29,4 - 31,6 - 32,4 mm		
⚖	225 gr		



Set disponibile anche in versione white carbon.

Set available also in white carbon version.



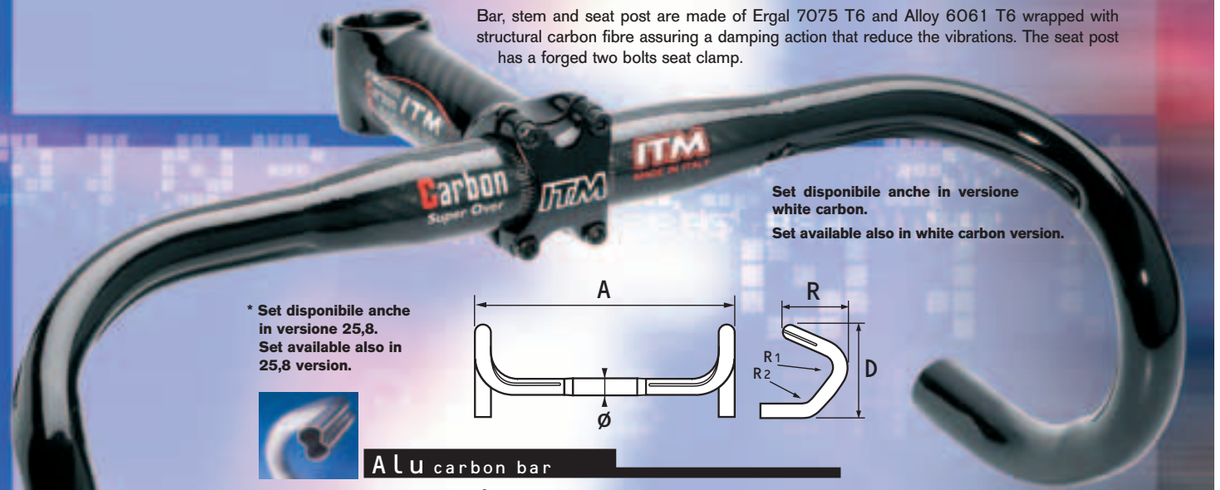




Alu carbon

Piega, attacco e reggisella rivestiti con strati di fibra di carbonio che conferisce ai componenti una perfetta distribuzione della rigidezza e massimo assorbimento delle vibrazioni. Reggisella con testa forgiata a due viti.

Bar, stem and seat post are made of Ergal 7075 T6 and Alloy 6061 T6 wrapped with structural carbon fibre assuring a damping action that reduce the vibrations. The seat post has a forged two bolts seat clamp.



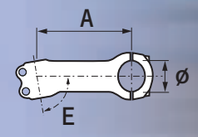
Set disponibile anche in versione white carbon.

Set available also in white carbon version.

*** Set disponibile anche in versione 25,8. Set available also in 25,8 version.**

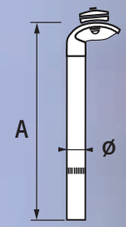
Alu carbon bar

A	420-440-460 mm		
R	103 mm	D	181 mm
R1	* 33-44 (s.o.)	R2	* 74-73 (s.o.)
ø	* 25,8-31,8 (s.o.) mm	⚖	* 315-292 (s.o.) gr



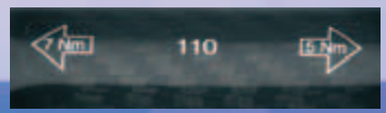
Forged Lite carbon stem

A	90-100-110-120-130 mm		
ø	* 25,8-31,8 (s.o.) mm		
⚖	* 152-166 (s.o.) gr	E	80°-100°



Forged Lite alu carbon seat post

A	300-350 mm		
ø	27,2 - 29,4 - 31,6 - 32,4 mm		
⚖	256-275 gr		





Visia alu carbon

New

Piega e attacco rivestiti con strati di fibra di carbonio che conferisce ai componenti una perfetta distribuzione della rigidezza e massimo assorbimento delle vibrazioni. Reggisella con testa forgiata a due viti e cannotto in carbonio.

Bar and stem are made of Ergal 7075 T6 and Alloy 6061 T6 wrapped with structural carbon fibre assuring a damping action that reduce the vibrations. The seat post has a forged two bolts seat clamp and carbon-fibre fork.



Visia alu carbon bar

A	400-420-440-460 mm		
R	103 mm	D	181 mm
R1	44	R2	73
ø	31,8 mm	⚖	292 gr

Visia alu carbon stem

A	90-100-110-120-135 mm		
ø	31,8 mm		
⚖	174 gr	E	80°

Visia seat post

A	350 mm
ø	27,2 - 29,4 - 31,4 - 31,6 - 32,4 mm
⚖	316 gr



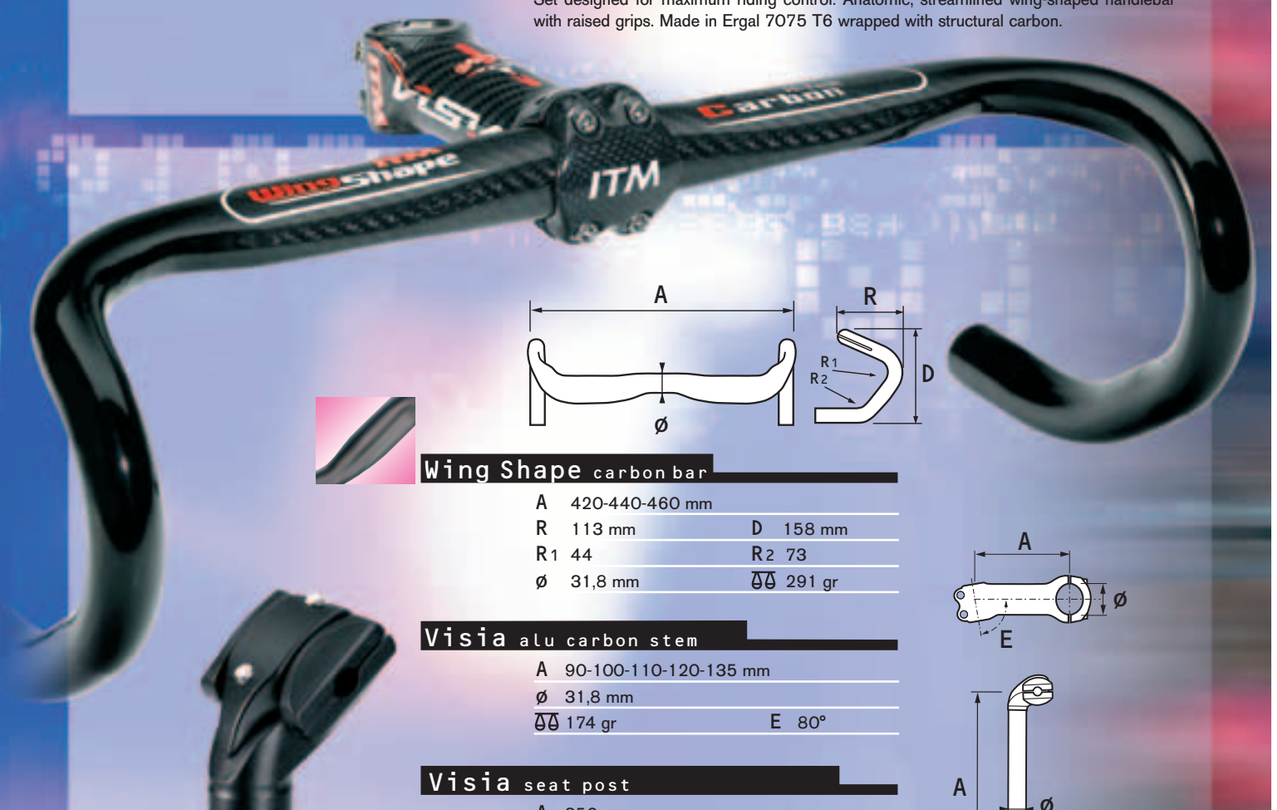
Attacco disponibile con piastrina frontale in carbonio.

Stem available with carbon front plate.

Wing Shape carbon

Set studiato per consentire il massimo controllo di guida. La piega a sezione alare in Ergal 7075 T6 è rivestita in carbonio ed ha un'impugnatura ergonomica.

Set designed for maximum riding control. Anatomic, streamlined wing-shaped handlebar with raised grips. Made in Ergal 7075 T6 wrapped with structural carbon.



Wing Shape carbon bar

A	420-440-460 mm		
R	113 mm	D	158 mm
R1	44	R2	73
ø	31,8 mm	⚖	291 gr

Visia alu carbon stem

A	90-100-110-120-135 mm		
ø	31,8 mm		
⚖	174 gr	E	80°

Visia seat post

A	350 mm
ø	27,2 - 29,4 - 31,4 - 31,6 - 32,4 mm
⚖	316 gr

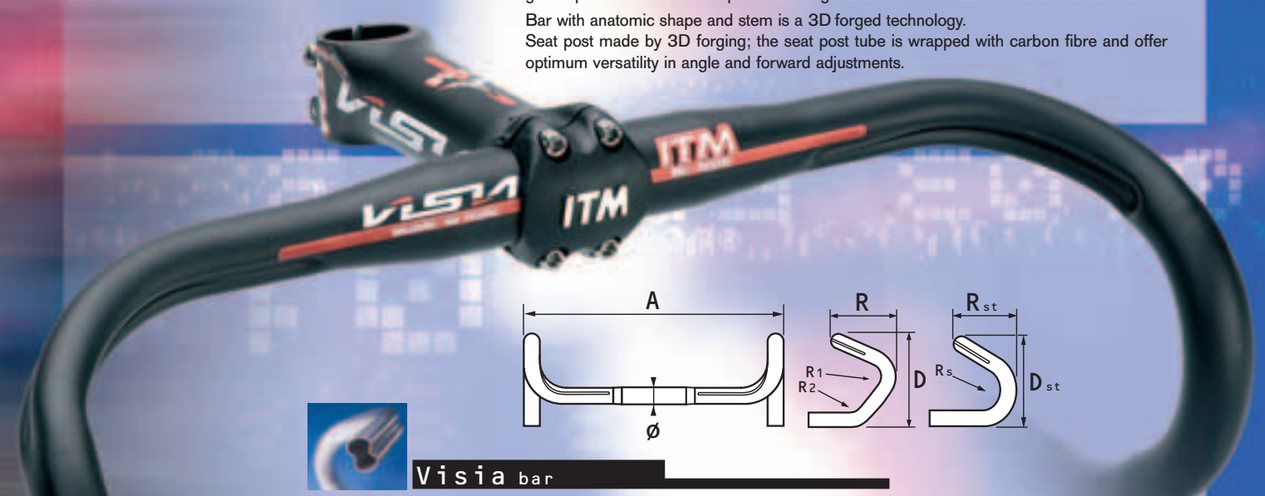




Visia

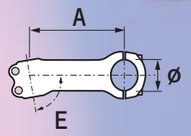
Piega anatomica e attacco lavorato con tecnologia 3D Forged.
Reggisella ottenuto mediante forgiatura 3D con cannotto rivestito in fibra di carbonio. Il reggisella presenta versatilità e praticità di regolazione dell'inclinazione e dell'avanzamento.

Bar with anatomic shape and stem is a 3D forged technology.
Seat post made by 3D forging; the seat post tube is wrapped with carbon fibre and offer optimum versatility in angle and forward adjustments.



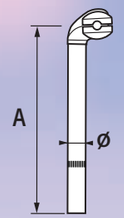
Visia bar

A	400-420-440-460 mm	ø	31,8 mm		
D	180 mm	R	110 mm	ΔΔ	255 gr
Dst	162 mm	Rst	103 mm	ΔΔ	249 gr
R1	44	R2	73	Rs	44 mm



Visia stem

A	90-100-110-120-135 mm		
ø	31,8 mm		
ΔΔ	159 gr	E	80°



Visia seat post

A	350 mm		
ø	27,2 - 29,4 - 31,4 - 31,6 - 32,4 mm		
ΔΔ	350 gr		

Attacco disponibile con piastrina frontale in carbonio.

Stem available with carbon front plate.



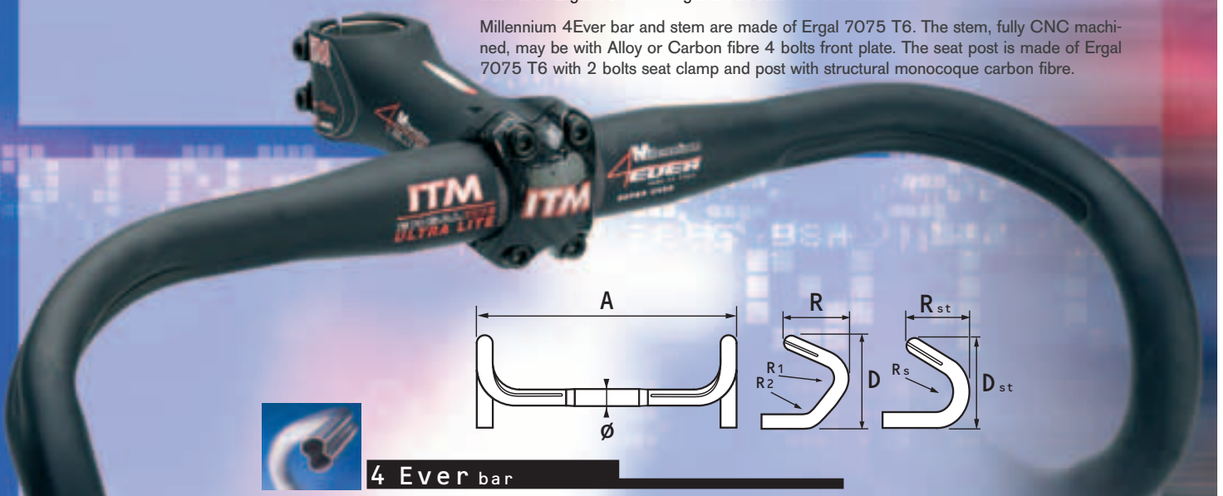




Millennium 4 Ever

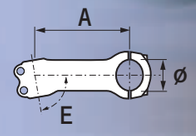
Piega ed attacco Millennium 4Ever sono in Ergal 7075 T6. Attacco completamente lavorato con tecnologia CNC con testa a 4 viti in Alloy o in Carbonio. Reggisella con testa a due viti in Ergal 7075 T6 e gambo in carbonio monoscocca.

Millennium 4Ever bar and stem are made of Ergal 7075 T6. The stem, fully CNC machined, may be with Alloy or Carbon fibre 4 bolts front plate. The seat post is made of Ergal 7075 T6 with 2 bolts seat clamp and post with structural monocoque carbon fibre.



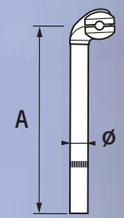
4 Ever bar

A	420-440-460 mm	ø	31,8 mm		
D	180 mm	R	110 mm	ΔΔ	255 gr
Dst	162 mm	Rst	103 mm	ΔΔ	249 gr
R1	44	R2	73	Rs	44 mm



4 Ever stem

A	90-100-110-120-130-140 mm		
ø	31,8 mm		
ΔΔ	151 gr	E	80°



4 Ever seat post

A	350 mm		
ø	27,2 - 29,4 - 31,4 - 31,6 - 32,4 mm		
ΔΔ	350 gr		

Attacco disponibile con piastrina frontale in carbonio, ergal o white carbon.

Stem available with carbon, ergal or white carbon front plate.



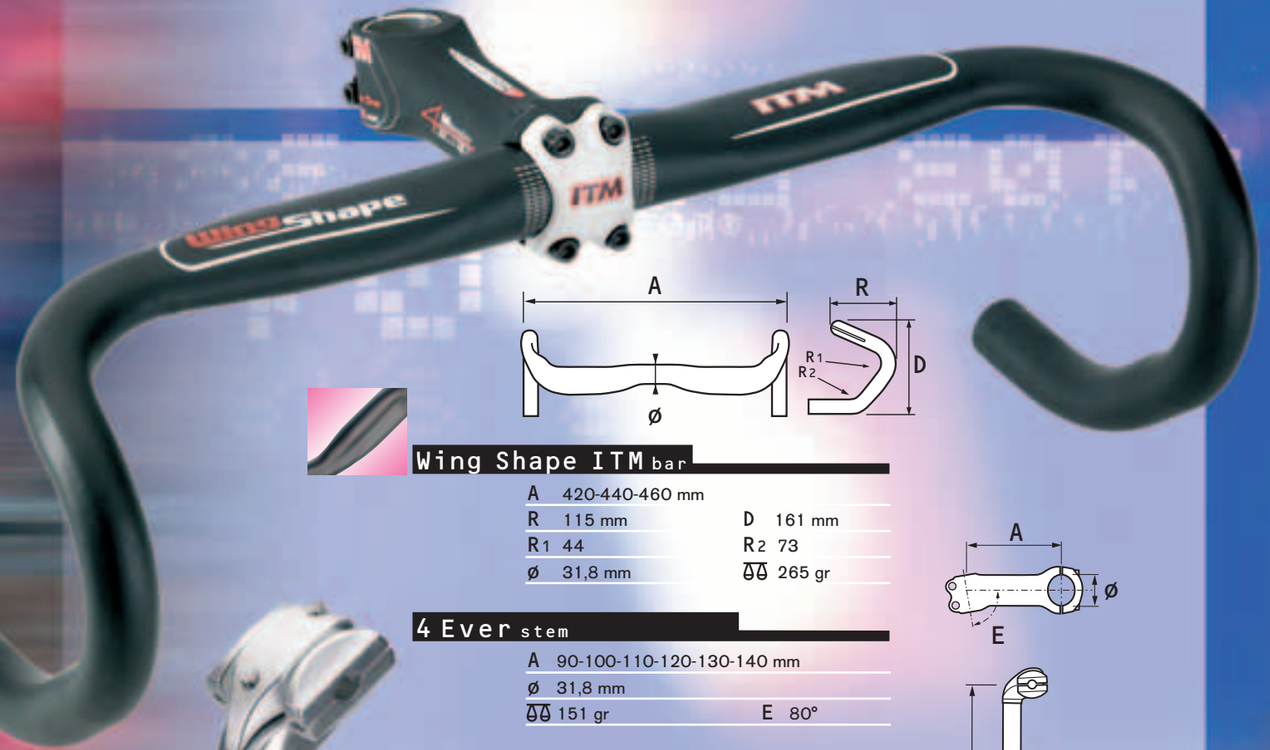




Wing Shape ITM ergal

Piega con impugnatura alta a sezione alare ergonomica, realizzata in Ergal 7075 T6 con impugnatura anatomica.

Anatomic, stramlined wing shape-bar made of Ergal 7075 T6 with raised grips.

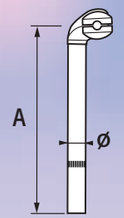


Wing Shape ITM bar

A	420-440-460 mm		
R	115 mm	D	161 mm
R1	44	R2	73
ø	31,8 mm	⚖	265 gr

4 Ever stem

A	90-100-110-120-130-140 mm		
ø	31,8 mm		
⚖	151 gr	E	80°



4 Ever seat post

A	350 mm		
ø	27,2 - 29,4 - 31,4 - 31,6 - 32,4 mm		
⚖	300 gr		



Attacco disponibile con piastrina frontale in carbonio, ergal o white carbon.

Stem available with carbon, ergal or white carbon front plate.

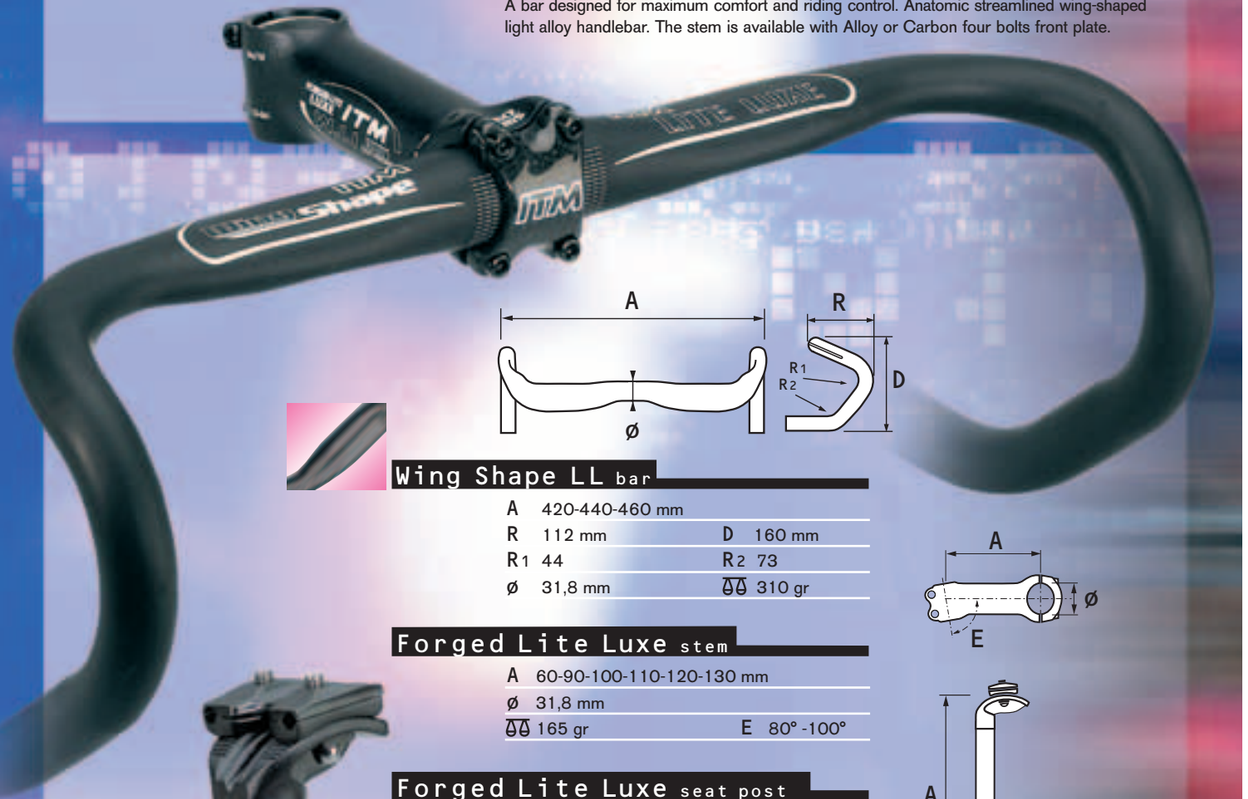




Wing Shape lite luxe

Piega con impugnatura alta a sezione alare ergonomica che garantisce massimo comfort e controllo di guida. Attacco disponibile con piastrina frontale a 4 viti in Alloy o in Carbonio.

A bar designed for maximum comfort and riding control. Anatomic streamlined wing-shaped light alloy handlebar. The stem is available with Alloy or Carbon four bolts front plate.



Wing Shape LL bar

A	420-440-460 mm		
R	112 mm	D	160 mm
R1	44	R2	73
ø	31,8 mm	⚖	310 gr

Forged Lite Luxe stem

A	60-90-100-110-120-130 mm		
ø	31,8 mm		
⚖	165 gr	E	80° -100°

Forged Lite Luxe seat post

A	300 mm		
ø	27,2 - 29,4 - 31,6 - 32,4 mm		
⚖	280 gr		



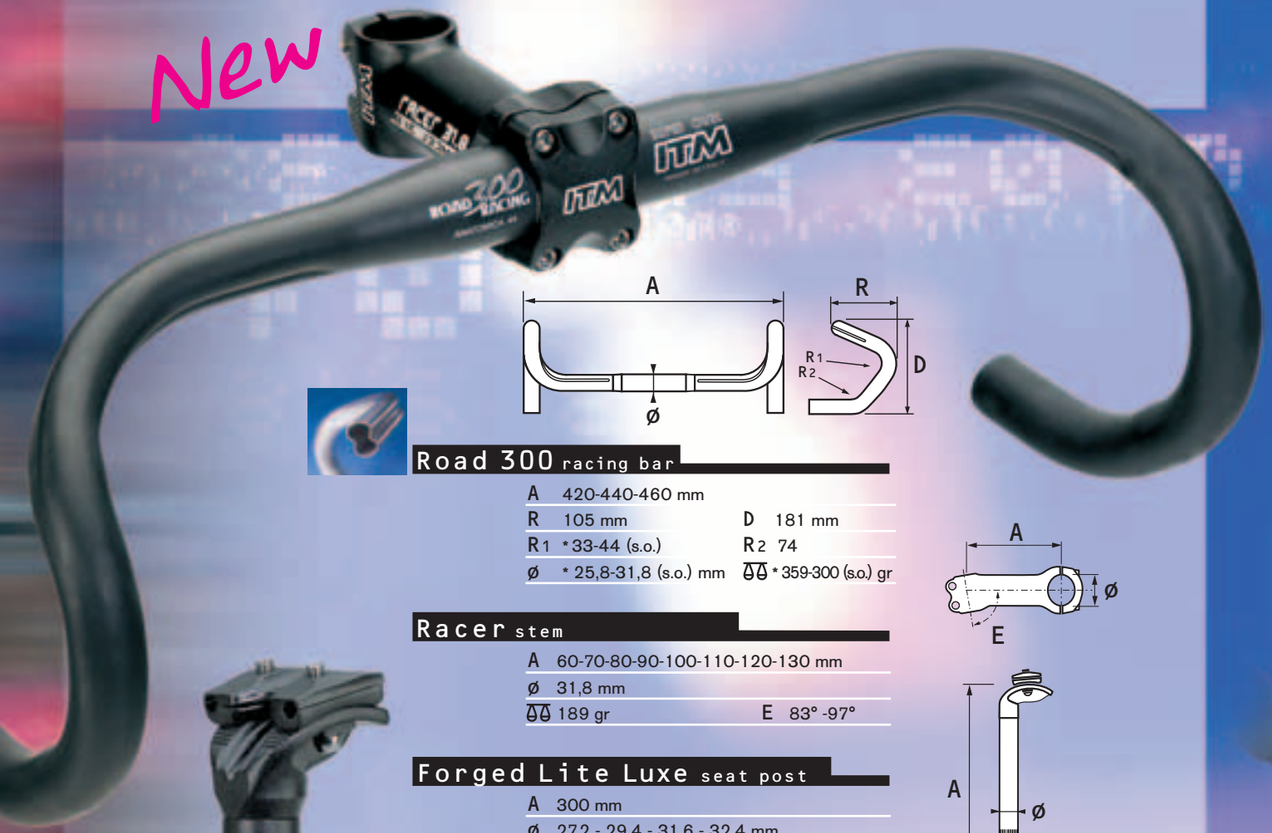






Road 300 racer

New



Road 300 racing bar

A	420-440-460 mm		
R	105 mm	D	181 mm
R1	*33-44 (s.o.)	R2	74
ø	* 25,8-31,8 (s.o.) mm	⚖	* 359-300 (s.o.) gr

Racer stem

A	60-70-80-90-100-110-120-130 mm		
ø	31,8 mm		
⚖	189 gr	E	83° -97°

Forged Lite Luxe seat post

A	300 mm
ø	27,2 - 29,4 - 31,6 - 32,4 mm
⚖	280 gr

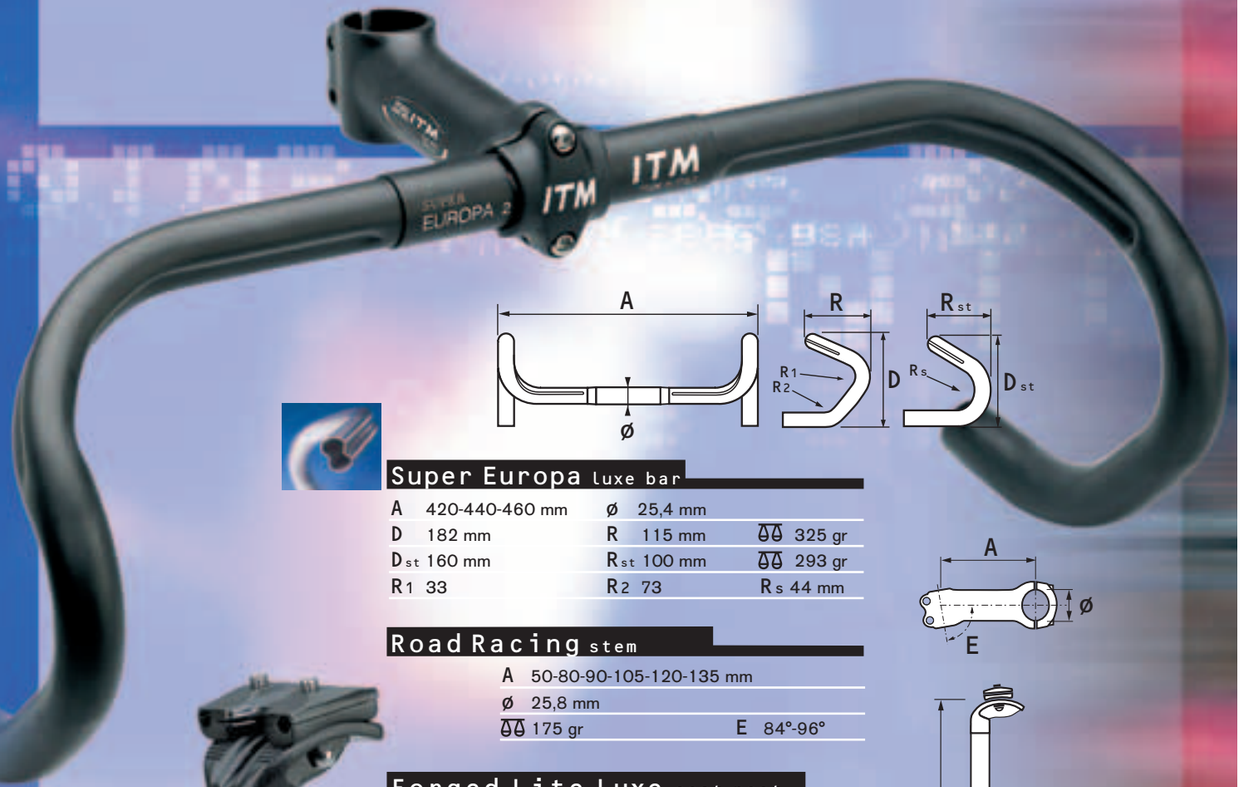


*** Piega disponibile anche in versione 25,8. Bar available also in 25,8 version.**





Super Europa luxe

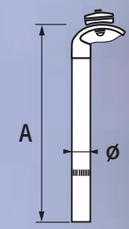


Super Europa luxe bar

A	420-440-460 mm	ø	25,4 mm		
D	182 mm	R	115 mm	⚖	325 gr
Dst	160 mm	Rst	100 mm	⚖	293 gr
R1	33	R2	73	Rs	44 mm

Road Racing stem

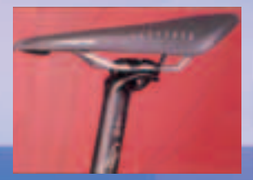
A	50-80-90-105-120-135 mm		
ø	25,8 mm		
⚖	175 gr	E	84°-96°



Forged Lite Luxe seat post

A	300 mm
ø	27,2 - 29,4 - 31,6 - 32,4 mm
⚖	280 gr







Elle

Set di assoluta affidabilità studiato in termini strutturali, ergonomici e dimensionali per soddisfare le esigenze specifiche di assetto ed impugnatura del ciclismo femminile.

This set consist of Forged Lite Luxe stem and seat post and the bar Elle designed specifically for women cycling.



*** Set disponibile anche in versione 25,8. Set available also in 25,8 version.**

Elle bar

A	400-420 mm		
R	110 mm	D	178 mm
R1	33	R2	40
ø	* 25,8-31,8 (s.o.) mm	⚖	* 255-255 (s.o.) gr

Forged Lite Luxe stem

A	60-90-100-110-120-130 mm		
ø	31,8 mm		
⚖	165 gr	E	80°-100°

Forged Lite Luxe seat post

A	300 mm
ø	27,2 - 29,4 - 31,6 - 32,4 mm
⚖	280 gr

Attacco disponibile con piastrina frontale in carbonio.

Stem available with carbon front plate.

Dorina Vaccaroni

Imke Schiersch

Vera Carrara

I'm ITM

a Materiali/Materials: Carbon - Alu-Carbon - Ergal - Alloy
b Bussola di riduzione/Reduction bushing
c Prodotto per le prove crono (Time Trial)/Time Trial product
d Prodotto per le prove Triathlon/Triathlon product

Time Trial triathlon

Nivola 26
Cx2 alloy 27
UltraVip alu carbon & alloy 28
CDB Wing 29
Olympus 30
CronoVip alloy 31

La sezione "wing inclinata" di Cx2 è particolarmente adatta per i ciclisti che preferiscono un assetto abbassato ed una posizione più performante impugnando le estremità del manubrio.
The Cx2 "sloping wing" is best for riders who prefer a low and powerful position when riding on the bar ends.





La sezione "wing piana" di Nivola è studiata per quei corridori che preferiscono un assetto più neutrale in fase di sprint e di arrampicata in salita.
The Nivola "flat wing" is great for riders who prefer a more neutral position when climbing or sprinting.

Marzio Bruseghin

Team Lampre Fondital

I'm ITM

Champs' Bars & Stems

Nivola

CA

Manubrio alare per TT monoscocca “full carbon” con passaggio cavi freno interno. Appendici in carbonio con passaggio cavi shifter interni. Appoggia gomiti in Technogel antiscivolo antisudore. Perfetto assetto aerodinamico.

Full carbon monocoque wing-shaped handlebar for TT’s with internally run brake cables. Carbon fibre handlebar ends with internally run shifter cables. Sweat-proof armrest pads in anti.slip Technogel. Perfect aerodynamic riding position.

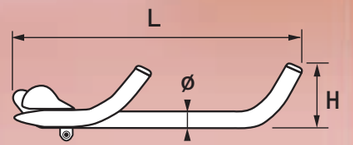






Nivola aerobar

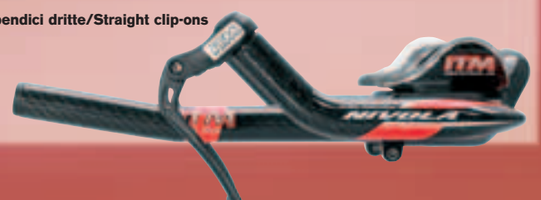
ø	23,8 mm		
H	35 mm (straight) - 95 mm (bent)		
L	385 mm		
M	410 mm	⚖	730 gr



Appendici curve/Bent clip-ons



Appendici dritte/Straight clip-ons



Cx2 alloy

AL

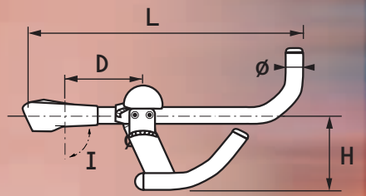
Cx2 alloy è un sistema manubrio “Aero” dotato di una bussola eccentrica che consente una variazione dell’inclinazione di +/-5°.

Cx2 alloy is the “Aero” handlebar system which can be provided with an eccentric bushing permitting a variation of the angle of +/-5°.



Cx2 alloy aerobar

D	90÷140 mm	H	125 mm
I	74°-69°/79° (bussola/bushing)		
L	470 mm	M	400 mm
⚖	900 gr	ø	22mm





+5° Bussola eccentrica rovesciata
Eccentric upside-down bushing
-5° Bussola eccentrica
Eccentric bushing

CDB wing

ER

Piega realizzata in Ergal 7075T6 a “corna di bue” ideale per le prove crono (Time Trial).

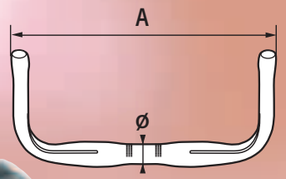
Ergal 7075T6 Time Trial "bull-horn shaped" bar.





CDB wing bar

A	420-440-460 mm
B	31,8 mm
⚖	220 gr





Le appendici UltraVip sono dotate di morsetti idonei all’applicazione su manubri con sezione alare Wing.

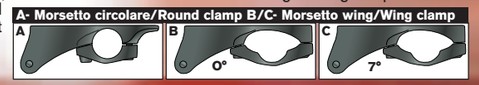
The UltraVip clip-ons are suitable for bars having a wing shape section.

UltraVip alu carbon & alloy

AC AL

Appendici triathlon in Alu Carbon e Alloy con morsetti forgiati in Alloy 6082 per manubri 25,8 mm, idonei anche all’applicazione su manubri con sezione alare ("Wing"). Appoggiabraccia in spugna o Technogel a struttura anatomica, antisudore ed antiscivolo.

Triathlon clip-ons made of Alu Carbon or Alloy with forged clamps made of Alloy 6082 suitable for 25,8 bars diameter and for bars having a wing shape section. Ergonomic anti-slip and anti-perspiration arm rest pads.





Appendici diritte alloy.
Alloy straight clip-ons.

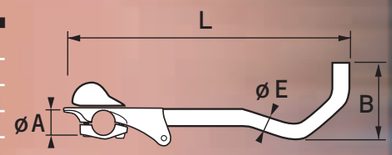
Appendici dritte alu carbon.
Alu carbon straight clip-ons.

UltraVip alu carbon bent

A	23,8 mm - wing		
B	120 mm		
E	23,8 mm	L	410 mm
⚖	670-680 gr		

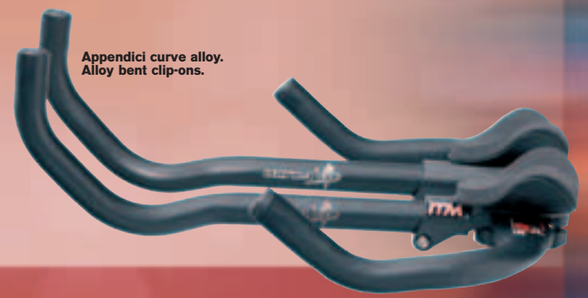
UltraVip alu carbon straight

A	23,8 mm - wing		
B	35 mm		
E	23,8 mm	L	430 mm
⚖	540-590 gr		





Appendici curve alu carbon.
Alu carbon bent clip-ons.



Appendici curve alloy.
Alloy bent clip-ons.

Olympus

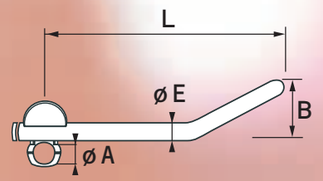
Appendice per triathlon in Alloy 5754T6 con appoggiabraccia in Alloy 6082 T6 e cuscinetti in spugna EPDM100. L'appendice è adatta a qualsiasi manubrio ø 25,8 o 31,8 mm di sezione circolare. La struttura monoblocco consente il fissaggio del supporto appoggiabraccia su tre differenti posizioni con correlata riduzione dell'appendice.

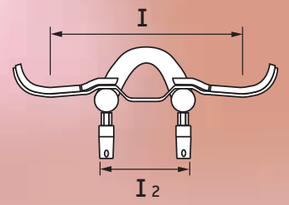
Clip-on bar made of Alloy 5754T6 with Alloy 6082 T6 armrest and EDPM100 sponge pads. Olympus clip-on bar is suitable for any handlebar ø 25,8 o 31,8 mm with a circular section. The special single-piece structure allows the armrest support to be fixed in three different positions with an associated reduction of the extension.



Olympus clip ons

A	25,8-31,8 mm	B	85 mm
E	23,5 mm	⚖	470 gr
I	170 mm	I 2	80 mm
L	240-280-320 mm		





Fissaggio poggiabraccia su tre differenti posizioni.
Armrest support clamping in three different positions.





CronoVip alloy

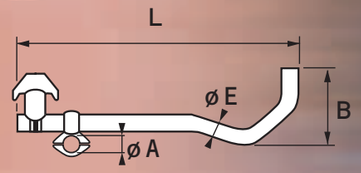
Appendici separate, completamente regolabili, in Alloy 6062.

Double separate extensions, totally adjustable, made of Alloy 6062.



CronoVip alloy clip ons

A	23,5-23,8 mm		
B	115 mm		
E	23,5 mm	L	600 mm
⚖	450 gr		



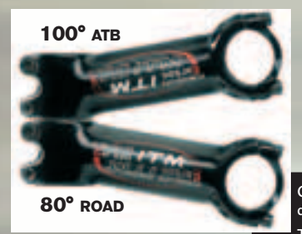


Fissaggio appendici.
Clip-ons fixing.

a Materiali/Materials: Carbon - Alu-Carbon - Ergal - Alloy
b 2 4 viti/bolts
c Bussola di riduzione/Reduction bushing
d Attacco reversibile/Reversible stem

Atb racing line

Over 5 carbon 34
Over 5 35
Lite Luxe 36



Gli attacchi reversibili ITM vengono utilizzati con l'inclinazione di 100° per il settore Atb e di 80° per il settore Strada.

The ITM reversible stems: 100° for Atb cycling and 80° for Road cycling.

Marzio Deho

Team Olympia

I'm ITM

Champs' Bars & Stems

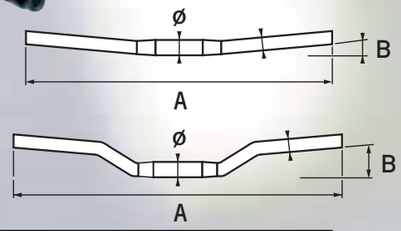
Over 5 carbon

CA AC

Un set ATB in grado di esaudire le esigenze più differenziate: due versioni di piega in carbonio monoscocca, straight e semiraised per downhill, freeride e cross country, ed un attacco Forged Lite Carbon s.o.

An ATB set which offer a wide range of components: two type of monocoque carbon fiber bars; straight and semiraised, and a Forged Lite Carbon s.o. stem, for downhill/freeride and cross country races.

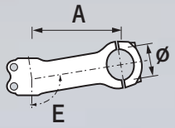




Over 5 carbon bar	straight	semiraised
A	610 mm	670 mm
B	30 mm	45 mm
ø	31,8 mm	31,8 mm
⚖	150 gr	175 gr

Forged Lite carbon stem

A	90-100-110-120-130 mm	
ø	31,8 (s.o.) mm	
⚖	175 gr	E 100°-80°

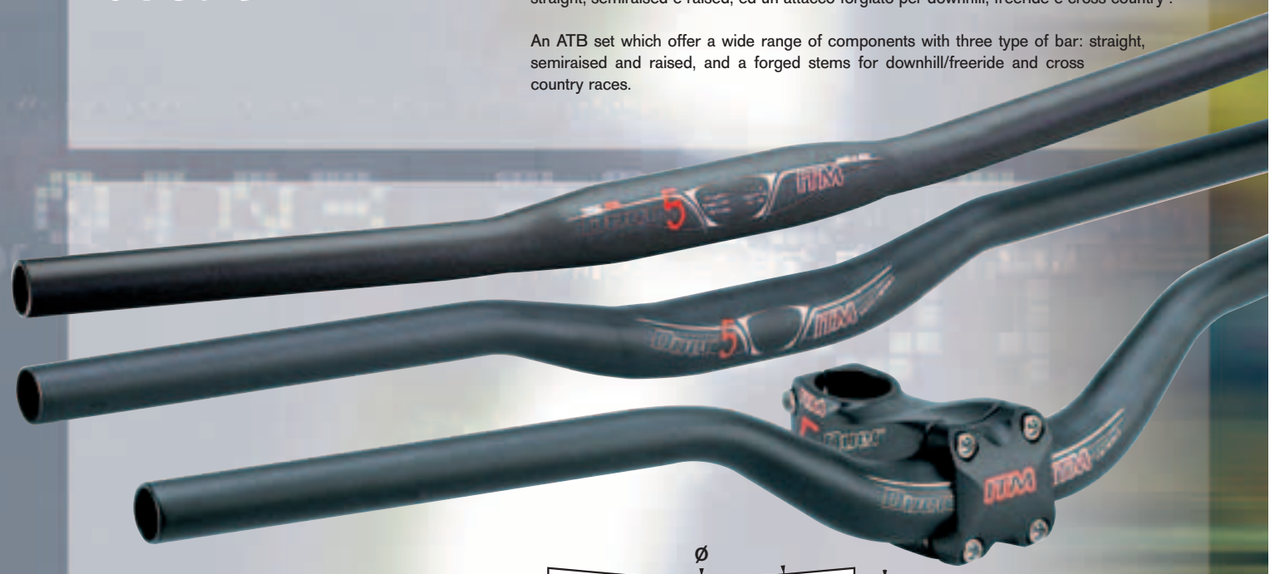


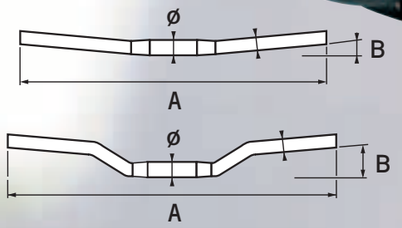
Over 5

ER AL AL

Un set ATB in grado di esaudire le esigenze più differenziate con tre versioni di piega: straight, semiraised e raised, ed un attacco forgiato per downhill, freeride e cross country .

An ATB set which offer a wide range of components with three type of bar: straight, semiraised and raised, and a forged stems for downhill/freeride and cross country races.



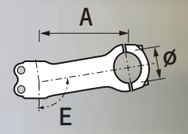


Over 5 bar	straight	semiraised	raised
A	560 mm	630 mm	680 mm
B	25 mm	47 mm	73 mm
ø	31,8 mm	31,8 mm	31,8 mm
⚖	195 gr	240 gr	325 gr



Over 5 DH-FR stem

A	60-80 mm	
ø	31,8 mm	
⚖	366 gr	E 100°

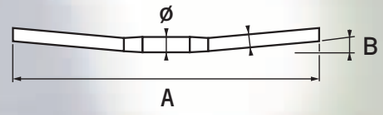


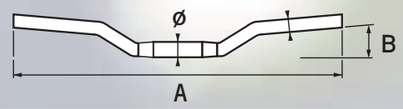
Lite Luxe

Un set con pieghe straight e semiraised in versione Super Over (31,8 mm) e 25,4 mm abbinate all'attacco Forged Lite Luxe.

A straight and a semiraised bar diameter 25,4 and Over Size 31,8 mm combined with Forged Lite Luxe stem.



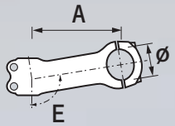




*** Sets disponibili anche in versione 25,8.**
Sets available also in 25,8 version.

Lite Luxe bar	straight	semiraised
A	560 mm	620 mm
B	25 mm	30 mm
ø	*25,4-31,8 (s.o.) mm	*25,4-31,8 (s.o.) mm
⚖	*230-165 (s.o.) gr	*225-240 (s.o.) gr

Forged Lite Luxe stem		
A	60-90-100-110-120-130 mm	
ø	*25,8-31,8 (s.o.) mm	
⚖	*150-165 (s.o.) gr	E 100°-80°



Forcelle forks →

Danilo Di Luca

Team Liquigas

I'm ITM

Champs' Bars & Stems

Forcelle forks

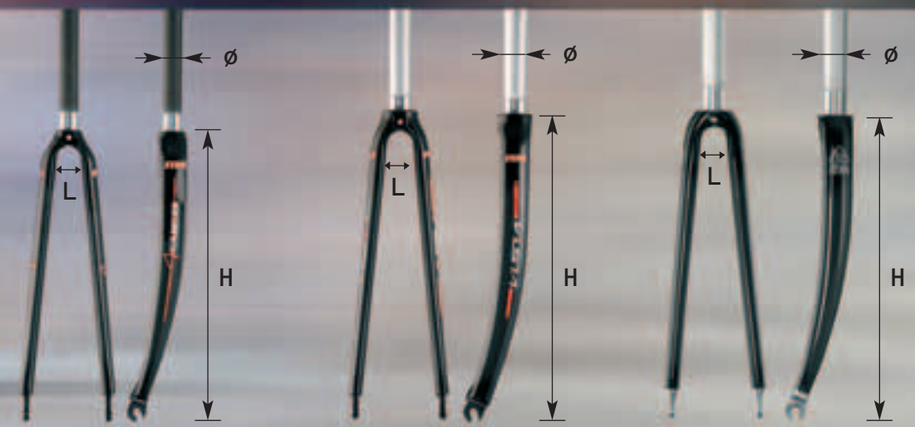
4Ever
Visia
Basic

CA CA CA AL CA AL

4Ever: forcella “full carbon” monoscocca con tubo sterzo integrato in carbonio; forcella disponibile anche in versione “Winter” (con occhielli) ed “Aero”.
Monocoque full carbon fork with full carbon steerer; also available in “Winter” (with eyelets) and “Aero” version.

Visia: forcella monoscocca in fibra di carbonio con tubo sterzo in alluminio integrato disponibile anche in versione “Winter” (con occhielli) e “Cross”.
Monocoque full carbon fork with alloy steerer ITG, also available in “Winter” (with eyelets) and “Cross” version.

Basic: forcella monoscocca in fibra di carbonio con tubo sterzo in alluminio integrato.
Monocoque full carbon fork with alloy steerer ITG.





standard winter aero

4Ever	standard	winter	aero
ø	1” 1/8 (28,6 mm)		
H	367 mm	382 mm	362 mm
L	33 mm	40 mm	36 mm
⚖	445 gr	530 gr	563 gr



standard winter cross

Visia	standard	winter	cross
ø	1” (25,4 mm) -1” 1/8 (28,6 mm)		
H	367 mm	382 mm	380 mm
L	33 mm	40 mm	50 mm
⚖	580 gr	620 gr	690 gr



standard

Basic	standard		
ø	1” 1/8 (28,6 mm)		
H	367 mm	L 33 mm	⚖ 580 gr



4Ever aero

Visia cross

Visia standard

Basic standard

4Ever standard



A



B

A particolare 4Ever aero
4Ever aero particular
B particolare Visia cross
Visia cross particular

Serie sterzo head set



Forged Lite integrata/integrated

Serie Sterzo in Light Alloy 1" 1/8 con cuscinetti ermetici a carico obliquo 45° e 36° con Star Nut.

Light Alloy headset 1"1/8 equipped with bidirectional contact sealed bearings 45° and 36° with Star Nut.



Millennium integrata/integrated

Serie Sterzo integrata da 1"1/8
in Ergal 7075 T6, lavorazione CNC con cuscinetti ermetici a carico obliquo 45° e 36°. Dotata di expander.

Integrated headset 1"1/8 in Ergal 7075 T6 total CNC made. Equipped with bidirectional contact sealed bearings 45° and 36° with expander.



Millennium

Serie Sterzo silver o nera in Ergal 7075 T6, lavorata CNC disponibile in 1" e 1"1/8 con cuscinetti ermetici. Dotata di expander.

Black or silver headset in Ergal 7075 T6 available 1" and 1"1/8. Equipped with sealed bearings and expander.



Millennium 4Ever

Serie Sterzo anodizzata nera in Ergal 7075 T6, lavorata CNC, con cuscinetti ermetici a carico obliquo 36x36°. Disponibile in 1" e 1"1/8 - Integrata 45°.

Black anodized headset in Ergal 7075 T6 total CNC made. Equipped with bidirectional contact sealed bearings 36x36°. Available 1" - 1"1/8 - Integrated 45°.



Forged

Serie Sterzo in Light Alloy con cuscinetti a rullini da 1" (solo black) con Star Nut.

Light Alloy headset 1" (only black) with needle bearings system.



Star Nut

Accessori accessories



Supporter è un portacomputer installabile direttamente sull'attacco. Principali caratteristiche:
- Realizzato in tecnopolimero, leggero e resistente - Compatibile con i cycling computer Polar CS100, CS200, CS400 e CS600 su attacchi Visia, 4Ever ITM, Forged Lite Carbon e Forged Lite Luxe - Minime dimensioni d'ingombro - Sicuro sistema di bloccaggio del computer - Buon assorbimento delle vibrazioni - La posizione sull'attacco non crea alcun disturbo alla trasmissione dei dati - Facile e pratico da montare - Peso 6 gr.

Supporter is a bike mount installable on the stem. Key features: Compatible with Polar CS100, CS200, CS400 & CS600 and ITM stems Visia, 4Ever, Forged Lite Carbon & Forged Lite Luxe - Minimum overall dimensions - Light and sturdy techno polymer cycling computer holder - Safe computer lock system - Excellent vibration damping - The position on the stem prevents any disturbance to data transmission - Easy and practical to fit - Weight 6 grams.





Visia
4 Ever

Supporter/ITM stems

Forged L.Luxe
Forged L.Carbon



Supporter portacomputer/bike mount

Accessori accessories

Millennium Grip. Gusci realizzati in polipropilene modificato, un materiale opaco antiscivolo, con inserti in gomma SEBS soft-touch antisudore. Sono dotati di passaggio per i cavi freno e deragliatore, sono leggeri, ergonomici, di facile applicazione e consentono una più confortevole impugnatura del manubrio.
Sono applicabili a tutti i manubri anatomici ITM.

Millennium Grip. A pair of coverings made of modified polypropylene which is an opaque anti-slip material with SEBS soft-touch anti-perspiration rubber insets. The Millennium Grip coverings have a way for the brake and the derailleur cables; they are light, ergonomic and easy and quick to assemble and allow a comfortable grip of the bar. Millennium Grip can be used with all ITM anatomic bars.



Millennium Grip



Leve freno brake levers

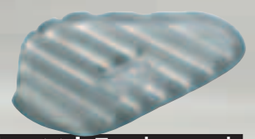
Portacomputer in carbonio
carbon computer bearing

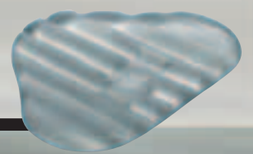












Cuscinetti Technogel
arm rests technogel pad

Accessori accessories

Chiave dinamometrica. ITM propone questo indispensabile strumento munito di scala graduata per un ottimale serraggio delle viti.

Torque wrench. ITM propose this indispensable tool, which has a graduate scale, for tightening screws.

IN COLLABORAZIONE CON:
IN COLLABORATION WITH: Beta



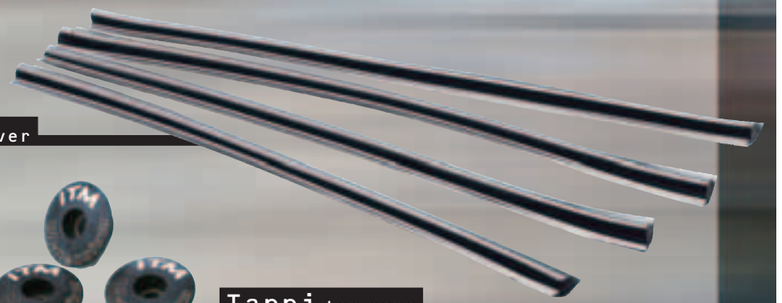
Chiave dinamometrica torque wrench



Anelli spacers



Distanziatori in carbonio
carbon spacers



Copricanalina groove cover

Tappi top caps



Expander

Expander CNC in Ergal 7075 T6 per forcelle in carbonio.

Ergal 7075 T6 Expander, total CNC made for carbon forks steerer.



Gambi quill adaptor

22,2 x 25,4
22,2 x 28,6

Accessori accessories

Nastri per rivestimento manubrio ed appendici manubrio realizzati in materiale antiscivolo ed antisudore che assicura un ottimo "grip". I nastri ITM sono disponibili nei colori bianco, nero, rosso, giallo e blu ed anche in finitura carbonio bianco e nero.

Tapes. Professional handlebar ribbon. Great grip comes from the anti-perspiration and anti-slip features of the ribbon surface. ITM ribbons can cover any kind of handlebar or extensions.
ITM ribbons are available in white. black, red, yellow and blue colours and with black and white carbon fibre surface also.



Nastri tapes

P.O.P.

New

Espositore 2006
2006 floor stand



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