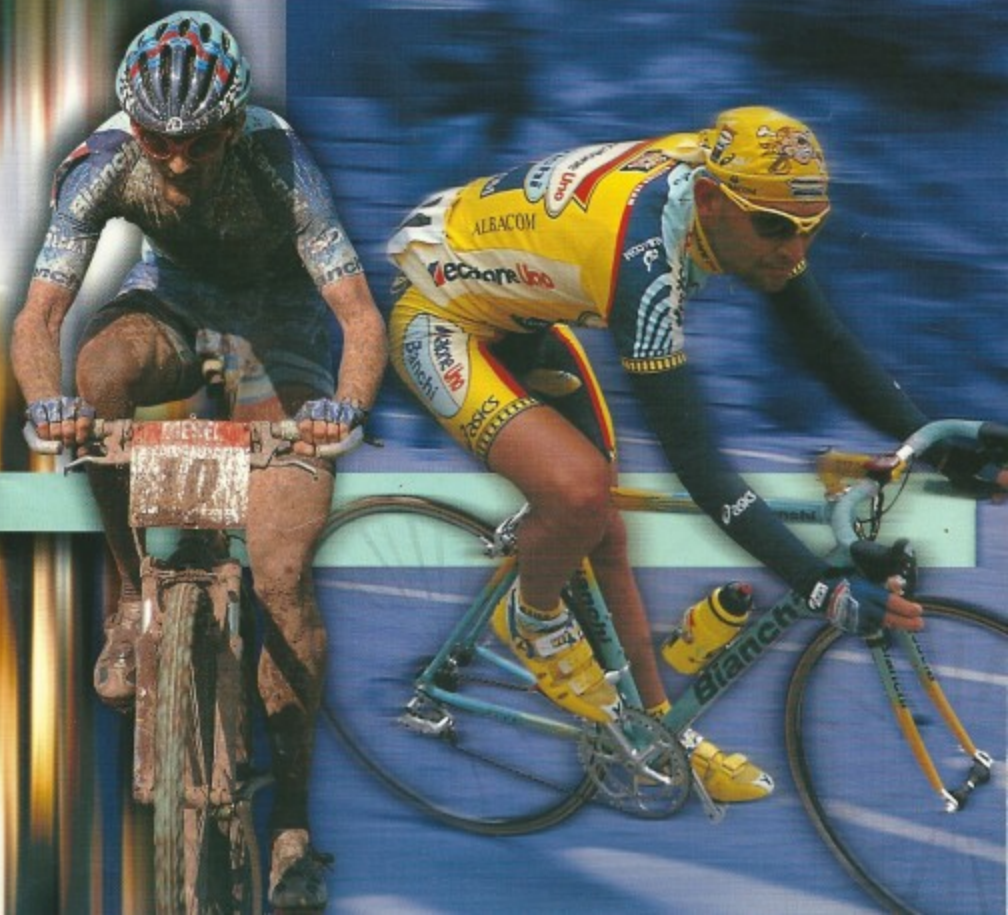




Bianchi

2000



Bianchi

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Bianchi

Bianchi: the Legend

[100 years of victories]

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The dream. The desire. The idea. The result. For the past 100 years, Bianchi has been represented all of this, with its bicycles and riders that have made the brand name known all over the world. One hundred years of victories, riders and bikes to write the most important pages of cycling history and to contribute to the creation of a legend. The Bianchi Legend to be precise.

Edoardo Bianchi started it back in 1885, by adding the first small wheels to the big wooden structure which Michaux, fifteen years before, equipped with pedals. And in 1888, thanks to the talent of the Factory's founder, the first pneumatic tyres were invented. Just one year later, the first success in the world of competition, thanks to Tomaselli, who won the Grand Prix de la Ville in Paris, the most important race in the world at that time. It was the beginning of an athlete-bicycle identification that has always characterised the industrial and competitive history of the Bianchi.

Thus, while on one hand Bianchi technology at the beginning of the century was continuously innovating bicycle products, introducing the chain-transmission, the front brake, the frame



designed for the "bersagliere", soldiers of the First World War, for a bike considered to be the ancestor of the modern mountain bike, on the other hand victories in stage and on-line races with Galetti, Olmo, Girardengo and Belloni were succeeding one another. Going right up to recent times: the event of the "big tube", the flexible, the "Ragno" – the first real MTB characterised by a frame designed for cross-country – the "Hybrid" – a hybrid between the mtb and the city bike from which the famous "Spillo" was born – these bikes matched the triumphs of Coppi and Magni, Gimondi and De Muyndck, Argentin and Bugno, up to today's Marco



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Above, from left,
Lucien Petit-
Breton, Gaetano
Belloni, Fausto
Coppi, Felice
Gimondi
and Moreno
Argentin

Pantani - An extraordinary golden list: 11 Giro d'Italia, 3 Tour de France, 19 Milano-Sanremo, 6 Paris-Roubaix, 2 Vuelta de Spain, 4 World Championship on road. And more, among others, the World Track Championship, 16 Tour of Lombardy, 4 Liège-Bastogne-Liège, Flanders, Freccia Vallone, all classic national races. There's no competition which Bianchi hasn't won at some point or another in its history, and this thanks to its strength: the ability to transform men and objects into legends.

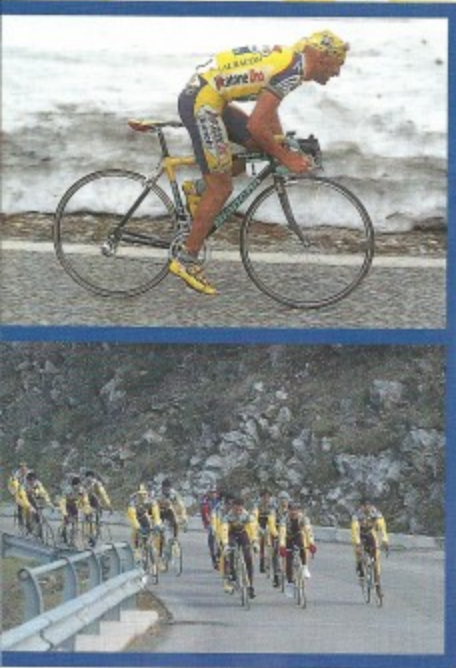
Mercatone Uno - Bianchi, the power of the group

The undisputed and indisputable team captain. Around him a tightknit group, motivated by strong team spirit and a sense of sacrifice. This is the Mercatone Uno-Bianchi, a team built around Marco Pantani, who is not only leader of the team but also of the



Corsa

international cycling world. A team that recognises each individual's dignity and importance, so that any single victory represents a success for the entire team, and this is precisely the philosophy of Bianchi based in Treviglio. Garzelli, Velo, Podenzana, Borgheresi and all the other athletes are ready to put aside their personal ambitions and support the Pirate. They know that their professional and human skills also contributed to lift Pantani to the top of the cycling world.



MTB

Massive investment to strengthen the team, consolidate prestige and gain an international role: this is the philosophy inspiring Bianchi at the start of the season, when the competitive mountain biking goals had to be set. The company wanted to put together an international team: the purchase of the French biker Gregory Vollet paid off in full; a first and third place at the Cross Country Cup in



Bianchi Martini Racing, no limit to success

Sidney and Napa respectively, confirmed him as the new star of the world-wide cross-country circuit. In addition to Vollet's success, Dario Acquaroli and Nadia De Negri once again established their leading roles by giving magnificent performances and gaining important results.



Bianchi technology: evolution in continuity

The phrase "evolution in continuity", which summarises the philosophy behind Bianchi's work and development, is the reason for the company's investment in the production processes of its racing and MTB frames. The main aspect of this investment is research into materials such as aluminium, titanium, steel and carbon.

Each of them is treated and used in such a way as to bring out their best qualities and characteristics, in order to obtain a frame which combines lighter weight, resistance and elasticity and is capable of reaching the highest efficiency level. Evolution, then, in the working phase of the tubes, as well as in welding, heat treatment and painting. But above all, determined emphasis on safety — which is why, during the past months, major tests have been carried out on the frame, and on the headset and pivot areas, two of the most stressful points on bikes. These tests, carried out with special equipment designed and manufactured in our factory, contributed to the improvement of the frame itself. For example, reinforcement plates on the outside triple the working life of the frame, increasing rigidity and reducing deformation without changing the load or material. Innovations resulting from tradition combined with modern ideas: Bianchi's philosophy is to develop the bike as a set of parts which fit in to each other and are compatible with the frame, following a theoretical and practical pattern. The care and passion for this type of work remain the same as in the past when craftsmen ran their workshops, but have the advantage of today's new technology and equipment, an essential requirement for offering an up-to-date, high-quality product.



Checking technological processes

Oxidation of tubing is one of the main problems that arise during welding: oxide, being harder than aluminium, doesn't melt at the same temperature and can contaminate the welding baths. Considerable investments have been made for the purpose of getting clean edges, which is essential. Welding and heat treatments are extremely important treatments for obtaining extremely light frames. Heat treatments in particular, are carried out in special furnaces run by computers that allow them to check the temperature gradient in the furnace in order to obtain a constant process.

As for the painting, a lot has been invested in the cataphoresis, a chemical process that's useful both from an aesthetic point of view, being lighter than painting itself, and as a surface protection, inside and outside the steel and aluminium frames.

Celeste Bianchi, the colour of success

The weight, all right. Rigidity, certainly. Manoeuvrability, without a doubt. But at first glance a bike stands out primarily for its design, colours and graphics and care for detail. It is necessary to gather information, to travel, to study colours and graphics of other industrial products and to find inspiration in fashion trends. And speaking of trends, Bianchi has a history of teaching Europe how to set them: the first matt colours, the fluorescent ones and, first to use water transfers already two years ago.

After the preliminary research and design phases are completed, computer graphics are created by a team of professionals, followed by the colour proofs. The sketch is then analysed and evaluated by a selected sales-network, supported by market researches in order to obtain clear responses and information from the final customer.

Eventually the real job starts. The choice of colours is truly a delicate phase. The cycling world is a traditional one. Before choosing a new colour it needs time and reference to the fashion world or other sectors. Bianchi does not limit itself to gathering information from the outside world, but instead it proposes and sets new trends. It is no surprise then that the company is part of specialised teams who study evolution and trends in fashion, while never forgetting tradition. Celeste remains the classic colour in Bianchi's production: a colour which we cannot and certainly do not want to stop using, so as not to confuse our customers. Celeste is this family's colour and a classic one around the world, it is the colour of past and future successes.

Bianchi Family 2000

	FRAME		BIKE		RANGE
	XL	L	TI CARBON TITANIUM BORON ALUMINIUM EV2	TI CARBON TITANIUM BORON ALUMINIUM EV2	CORSA
MEGA PRO CONCEPT	L	L	LIGHT ALLOY CROMOLITE	LIGHT ALLOY CROMOLITE	
	M	M	ALLOY PRO	ALLOY PRO	
			TITANIUM PERFORMANCE ALLOY BORON	TITANIUM ALUMINIUM BORON	5000
FULL CONCEPT			LITE ALLOY	ASSET	LITE ALLOY 3000
			CARBON BOX ALLOY	BLACK WIDOW NEXT	5000 4000 2000
			FY	FY	MTB CROSS COUNTRY FULL

The "Bianchi Family 2000" table summarises the results of investments, technologies and competitive successes of the 2000 range, relative to frames, bikes and use typologies.



Cutting
The first working phase consists in the size cutting of tubing previously shaped.

Milling
The milling process is required to match perfectly the frame tubing.

Turning
Turning is the operation carried out on special parts to remove some material (see the headset tubing of a XL aluminium frame in the picture)

Brazing
Welding of aluminium parts. It is a very sensitive phase as the melting point of the welding material is close to the one of the aluminium itself.

Rear stays welding
First phase of assembly by TIG welding (Inert Gas) of the frame rear stays.

Spot-welding
Pre-assembly of the frame by a TIG point-welding on a template with variable geometry. This phase precedes the final welding of the frame.

Cleaning
Cleaning of the areas to be welded.

Alignment
After welding and a first heat treatment, the frame is aligned to check its symmetry.

Furnace
Frames, placed on special supports, undergo a final heat treatment, which is different according to the material.

Seat post
First work process consisting in the perfect assembly of the seat post and tubing



Bianchi Research and Development has designed a set of new high-technology products. Among these, for instance, are two types of forks, one featuring carbon blades, a steel steerer, and an aluminium crown, while the other is made entirely from carbon. Weight reduction was one of the main goals in the development of these new products and it met with great success, especially for the carbon version, which is one of the lightest forks on the market at the present time, with a total weight of approximately 300 gms. To obtain this weight, the technical staff studied a special variable section of the blades, which optimises thickness and mechanical features. At Bianchi, lightness is combined with safety: the two forks underwent a series of stress tests and brilliantly passed the safety limits of regulations presently in force, as well as the strictest internal standards.

Bianchi MegaPro Concept, quality design

We already stated that Bianchi, with its prestige Racing Dept., is always evolving. This means that year after year our factory in Treviglio always strives to offer something more to the end customer, whether he's a professional or a cycling fan. A natural technological progression that cannot afford to stray too far from its principles. In recent times, the most important one has been the MegaPro, the Bianchi design which traces out the basic guide-lines followed by technicians when making each single frame, either racing or mtb. The MegaPro shape characterises the XL frames, the most outstanding expression of the "Celeste" technology. At Bianchi's Factory everything is home made, even the choice of tubes, which are selected and checked with the suppliers so that they meet company requirements. From here on, many tests and

checks are carried out during each working phase, until the product is completely finished. Long and meticulous research concerning the properties of the materials used. All the frames, from the most

extreme to the ones that meet the usual design standards, share the same philosophy: the choice of the correct product application for its intended purpose. Tubing dimensions and thickness are designed

accordingly. Differences between the top range frames and those for the public are in the weight, sections and type of welding of the tubes. But all Bianchi bikes answer the same basic concept of shapes and have, for example, the same finishing for the forks and brake bridges. They are part of a common design, regardless of whether the frames are made in aluminium, steel, carbon or titanium. This is the MegaPro Concept.



All the frame tubes undergo heat treatment, in order to restore the original features of the materials which are stressed and made weak by forced deformations and the TIG welding process.

The upper side of the downtube has a half-circle section, the lower one is a rounded truncated-cone, which gradually enlarges as it goes down to the bottom bracket, until it achieves its maximum dimension at the distance of about 20 cm. from it. At this point it starts to shrink in order to change into an elliptical shape, thus inserting itself into the bottom bracket shell.



Aluminium

The most outstanding qualities of this material are: a remarkable lightness, roughdrawing and its special ductility after annealing.

Titanium

Remarkable stress resistance, high ratio between breakage and weight, high melting point, no heat treatment required after welding: these are the top qualities of titanium.

Steel

Qualities of the boron-steel are: a tensile strength higher than aluminium and titanium, its performance in tough conditions and an easy weldability.

Carbon

Bianchi is concentrating important resources on this material which combines with titanium in a lighter material but more resistant, ideal for Racing frames. Its application in the full suspended frames for MTB gives extraordinary lightness results, rather unusual for this type of bikes.

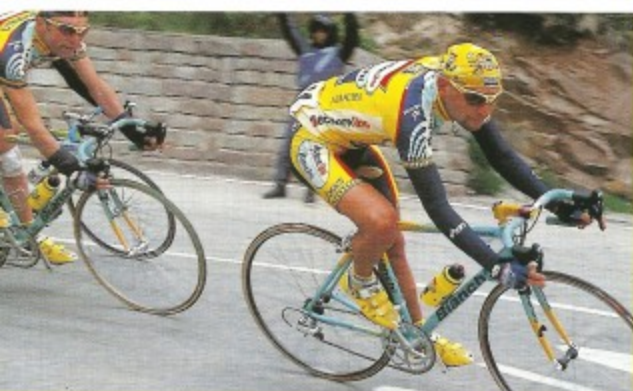
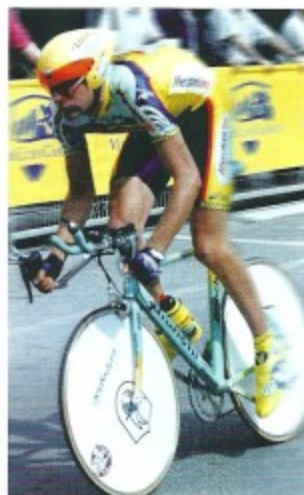




Mercatone Uno-Bianchi: stronger than fate



There are dreams that keep forming in our heads. Dreams that, broken on waking up, reassemble themselves into a thousand sweet images. Dreams that we would like to relive with our eyes open, dreams that become a reality. Marco Pantani did all this: he turned into something positive, concrete and true; all the fantasies he had during his youth and those that were with him during the darkest moments of his career, through accidents, injuries and pain. In other words, Pantani climbed to where he always thought he could: the top of the rankings in the most important and prestigious races and in the stage competitions that made cycling history. He did this last year by winning both the Giro and the Tour, something that only the greatest champions of the past had managed to do. He was already halfway there this year, with the victories in Gran Sasso, Ormpa, Alpe di Pamego and Madonna di Campiglio, on those same mountains that have always seen him as the undisputed champion and that allowed Pantani to fire up the fans and wear a pink jersey that nobody, on the eve of the second-to-last stage, thought could be taken



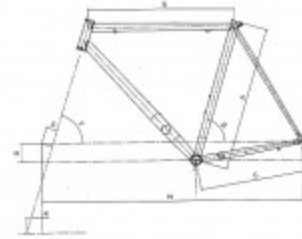
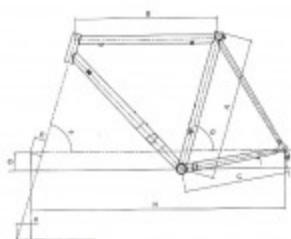
away from him. Then the unimaginable happened, and Pantani saw the dream fade away, a cherished dream that seemed to come closer and closer each day, for twenty long stages. Pantani ended up on the covers of newspapers and magazines in a way he would never have wanted: he found himself in the position of having to decide whether it was worth it or not to continue his career. In the end he decided that, yes, it was still worth it: helped in making the decision by his determination and belief in himself, but also by the love of the people around him and by the trust shown by his sponsors, Bianchi and Mercatone Uno. And so Pantani returned to competition, aware that nothing and no one will be able to wipe out his actions during this past unlucky Giro.

- A Center to top
- B Top tube length
- C Chain stay
- D B. B. height
- E Fork rake
- F Head angle
- G Seat angle
- H Wheel base
- K Trail



Bike per bike, technical features of each model

Just as each individual material has an intended purpose, so do the bikes constructed from the same material. For this reason the MegaPro concept is divided into three large families: XL, L and M, each of which includes a certain number of frames and models that the Bianchi company wanted to identify for the most part with the name of the material that makes up the bike. Here are the new stars of Bianchi then, for the next season. A wide selection, from which you will be able to choose the bicycle of your dreams.



Titanium, Ti-Carbon

A	B	C	D	E	F	G	H	K
480	520	480	58	45	72°	34.8°	971	55
500	520	480	58	45	72°	34.8°	972	55
520	520	480	58	45	72°	34.8°	973	55
540	520	480	58	45	72°	34.8°	974	55
560	520	480	58	45	72°	34.8°	975	55
580	520	480	58	45	72°	34.8°	976	55
600	520	480	58	45	72°	34.8°	977	55
620	520	480	58	45	72°	34.8°	978	55
640	520	480	58	45	72°	34.8°	979	55
660	520	480	58	45	72°	34.8°	980	55

Aluminium

A	B	C	D	E	F	G	H	K
480	517	387	58	45	72°	34.5°	971	55
500	520	387	58	45	72°	34.5°	972	55
520	524	387	58	45	72°	34.5°	973	55
540	530	480	63	45	72°	34.5°	974	55
560	536	482	68	45	72°	34.5°	975	55
580	540	482	68	45	72°	34.5°	976	55
600	540	482	68	45	72°	34.5°	977	55
620	540	482	68	45	72°	34.5°	978	55
640	540	482	68	45	72°	34.5°	979	55
660	540	482	68	45	72°	34.5°	980	55

Steel

A	B	C	D	E	F	G	H	K
480	518	387	58	45	72°	34.5°	971	55
500	520	387	58	45	72°	34.5°	972	55
520	525	387	58	45	72°	34.5°	973	55
540	530	480	63	45	72°	34.5°	974	55
560	536	481	68	45	72°	34.5°	975	55
580	540	481	68	45	72°	34.5°	976	55
600	540	481	68	45	72°	34.5°	977	55
620	540	481	68	45	72°	34.5°	978	55
640	540	481	68	45	72°	34.5°	979	55
660	540	481	68	45	72°	34.5°	980	55

Attention: in BV2 sloping version, size A is reduced of 3 mm.



FRAME: Aluminium XL Evolution Sloping. XL generation, exclusive Bianchi Reparto Corse design, new set of tubing in EV2 aluminium alloy Bianchi exclusive. New SWG treatment and ageing heat treatment. Components are forged and CNC machined. The head set features an eccentric section.

FORK: Full carbon, entirely in carbon fibre with aerodynamic blades, carbon crown, double-butted carbon steerer without thread, forged aluminium forkends; exclusive Bianchi Reparto Corse design.

SIZES: 49-63 x 1 cm + custom, c/f

COLOURS: U6 (Team Replica Corsa) - CK (Celeste Bianchi)

FRAME: Class 7005 aluminium. L generation, the down tube features variable sections. Double-butted tubing. The TIG welded frame undergoes an ageing heat treatment. Components are forged and CNC machined. 2PS high-efficiency rear stays. Geometry is the same as the XL generation.

FORK: In carbon fibre with aerodynamic blades, double-butted steel steerer without thread, forged aluminium forkends and crown; Exclusive Bianchi Reparto Corse design.

SIZES: 49-63 x 2 cm, c/f

COLOURS: U6 (Team Replica Corsa) - CK (Celeste Bianchi)



FRAME: Boron XL Evolution. XL generation, exclusive Bianchi Reparto Corse design, boron steel alloy tubing, pulse TIG welded; stress-relieving heat treatment of the welded frame; components are microcasted and the down tube features variable sections. Triple-butted tubing and seat tube with outside reinforcement. 2PS high-efficiency rear stays. Road professional team geometry.

FORK: Full carbon, entirely in carbon fibre with aerodynamic blades, carbon crown, double-butted carbon steerer without thread, forged aluminium forkends; exclusive Bianchi Reparto Corse design.

SIZES: 49-63 x 1 cm + custom, c/f

COLOURS: U6 (Team Replica Corsa) - CK (Celeste Bianchi)

FRAME: Class 7000 aluminium. M generation, the down tube features variable sections. The TIG welded frame undergoes an ageing heat treatment. 2PS high-efficiency rear stays, geometry is the same as the XL generation.

FORK: In carbon fibre with aerodynamic blades, double-butted steel steerer without thread, forged aluminium forkends and crown.

SIZES: 49-63 x 2 cm, c/f

COLOURS: U6 (Team Replica Corsa) - CK (Celeste Bianchi)



FRAME: Aluminium XL, Evolution Sloping, XL generation, exclusive Bianchi Reparto Corse design, new set of tubing in EV2 aluminium alloy Bianchi exclusive. New SMO treatment and ageing heat treatment. Components are forged and CNC machined. The head set features an eccentric section.

FORKS: Full carbon, entirely in carbon fibre with aerodynamic blades, carbon fibre crown, double-buffed carbon steerer without thread, forged aluminium forkends; exclusive Bianchi Reparto Corse design.

STEM: ITM Big One s-head

HANDLEBAR: ITM Pro 260 double grooved

BRAKES: Campagnolo Chorus

CHAIN SET: Campagnolo Record 39/53

REAR DERAILLEUR: Campagnolo Record

FRONT DERAILLEUR: Campagnolo Chorus

SHIFTERS: Campagnolo Record

SPROCKETS: Campagnolo Chorus 13/26

HUBS: Campagnolo Chorus, 32 holes

RIMS: Mavic Open Pro 32 holes

TYRES: Vittoria Tecno Pro 20-622, 220 tpi

SEAT POST: Bianchi Titanium diam. 27,2mm

SEAT: Selle Italia Flite Titanium Pantani model

PEDALS: not included

SIZES: 49-63 x 1 cm, c/f + custom

COLOUR: U9 (Team Replica Pirata)



FRAME: Class 7005 aluminium, L generation. The down tube features variable sections. Double-butted tubing. The TIG welded frame undergoes an ageing heat treatment. Components are forged and CNC machined. ZFS high-efficiency rear stays, geometry is the same as the XL generation.

FORK: In carbon fibre with aerodynamic blades, double-butted steel steerer without thread, forged aluminium forkends and crown; exclusive Bianchi Reparto Corse design.

STEM: Bianchi by ITM Alutig a-head

HANDLEBAR: Bianchi by ITM 330

BRAKES: Shimano Ultegra

CHAIN SET: Shimano Dura Ace 39/53

REAR DERAILLEUR: Shimano Dura Ace 9v.

FRONT DERAILLEUR: Shimano Ultegra, braze-on

SHIFTERS: Shimano Dura Ace, Flight Deck compatible

SPROCKETS: Shimano Ultegra, 12/25 9v.

HUBS: Shimano Ultegra, 32 holes

RIMS: Bianchi by FIR L Tech Race model

TYRES: Vittoria Tecnico Pro 20-622, 220 tpi

SEAT POST: Bianchi SP-348 diam. 27.2

SEAT: Bianchi by Selle Italia Trimatic Gel model, Kevlar

PEDALS: Look 236 celeste Bianchi

SIZES: 49-63 x 2 cm, c/f

COLOUR: U6 (Team Replica Corsa)



FRAME: Alloy 7005 double butted - heat treated - Mega Pro L - Generation L - exclusive Bianchi Reparto Corse design; Mega Pro oblique tube with variable section; double butted; ZFS high-efficiency rear stay; professional team geometry; tubing in aluminium alloy 7005, with TIG welding; stress relieving heat treatment of welded frame; forged and CNC-machined components.

FORK: Advanced carbon threadless, A-Head. Blades in carbon fibre with aerodynamic linings, butted steel steerer, forged aluminium forkends.

STEM: ITM Big One a-head 73° black

HANDLEBAR: ITM Super Europa 2, anatomical shape, laser logo, anodized black.

BRAKES: Campagnolo Veloce.

LEVERS/SHIFTERS: Campagnolo Chorus Ergopower.

CRANK SET: Campagnolo Veloce 39/53.

REAR DERAILLEUR: Campagnolo Chorus 9v.

FRONT DERAILLEUR: Campagnolo Veloce braze-on.

SPROCKETS: Campagnolo Mirage 9v 13/23.

HUBS: Campagnolo Veloce 32 holes.

RIMS: NTH 420 front, NTH 520 rear; machined sides 32 holes.

TYRES: Vittoria Action HSD Twin Thread, yellow/black 700x20c

SEAT POST: Kalleys SP-258 ø 27,2x220 mm anodized silver

SEAT: Selle Italia Trimatic yellow-blue marked Bianchi.

PEDALS: Look 130 clipless.

SIZES: 49-51-53-54-55-56-57-58-59-61-63 cm, center to top

COLOUR: L3 (mango)



FRAME: Class 7005 aluminium, L generation. The down tube features variable sections. Double-buttet tubing. The TIG welded frame undergoes an ageing heat treatment. Components are forged and CNC machined. ZFS high-efficiency rear stays, geometry is the same as the XL generation.

FORK: In carbon fibre with aerodynamic blades, double-buttet steel steerer without thread, forged aluminium forkends and crown; exclusive Bianchi Reparto Corse design.

STEM: Bianchi by ITM Alutig a-head

HANDLEBAR: Bianchi by ITM 330

BRAKES: Campagnolo Daytona

CHAIN SET: Campagnolo Daytona 39/53

REAR DERAILLEUR: Campagnolo Daytona

FRONT DERAILLEUR: Campagnolo

Daytona, braze on

SHIFTERS: Campagnolo Daytona

SPROCKETS: Campagnolo Daytona,

12/23 9v.

HUBS: Campagnolo Daytona, 32 holes

RIMS: Mavic Open Pro 32 holes

TYRES: Vittoria New Action Sport 23-622, 60 tpi

SEAT POST: Bianchi SP-348 diam. 27,2

SEAT: Bianchi by Selle Italia Trimatic Gel model, Kevlar

PEDALS: Look 236 calaste Bianchi

SIZES: 49-63 x 2 cm, c/f

COLOUR: U6 (Team Replica Corsa)



FRAME: Class 7005 aluminium, L generation. The down tube features variable sections. Double-buttet tubing. The TIG welded frame undergoes an ageing heat treatment. Components are forged and CNC machined. ZFS high-efficiency rear stays, geometry is the same as the XL generation.

FORK: In carbon fibre with aerodynamic blades, double-buttet steel steerer without thread, forged aluminium forkends and crown exclusive Bianchi Reparto Corse design.

STEM: Bianchi by ITM Alutig a-head

HANDLEBAR: Bianchi by ITM 330

BRAKES: Bianchi CMP-1 in forged aluminium, dual pivot

CHAIN SET: Shimano 105, 39/53

REAR DERAILLEUR: Shimano 105 9v.

FRONT DERAILLEUR: Shimano Tiagra, braze on

SHIFTERS: Shimano 105, Flight Deck compatible

SPROCKETS: Shimano Tiagra, 12/25 9v.

HUBS: Shimano 105, 32 holes

RIMS: Bianchi by FIR L Tech Race model

TYRES: Vittoria New Action Sport Kevlar 20-622, 60 tpi

SEAT POST: Bianchi SP-348 diam. 27,2

SEAT: Bianchi by Selle Italia Trimatic Gel model, Kevlar

PEDALS: Look 206

SIZES: 49-63 x 2 cm, c/f

COLOUR: F2 (Ferrari Red/Yellow)



FRAME: Class 7005 aluminium, L generation, the down tube features variable sections. Double-butted tubing. The TIG welded frame undergoes an ageing heat treatment.

COMPONENTS: Components are forged and CNC machined. ZFS high-efficiency rear stays, geometry is the same as the XL generation.

FORK: In carbon fibre with aerodynamic blades, double-butted steel steerer without thread, forged aluminium forkends and crown exclusive Bianchi Reparto Corse design.

STEM: Bianchi by ITM Aluting a-head

HANDLEBAR: Bianchi by ITM 330

BRAKES: Campagnolo Veloce

CHAIN SET: Campagnolo Veloce, 39/53

REAR DERAILLEUR: Campagnolo Veloce 9v.

FRONT DERAILLEUR: Campagnolo Daytona, braze on

SHIFTERS: Campagnolo Veloce 9v.

SPROCKETS: Campagnolo Veloce, 13/26 9v.

HUBS: Campagnolo Veloce, 32 holes

RIMS: Bianchi by FIR L Tech Race model

TYRES: Vittoria New Action Sport Kevlar 20-622, 60 tpi

SEAT POST: Kallay SP-258 diam. 27,2

SEAT: Bianchi by Bassano Selle, Vuelta sky model

PEDALS: Look 206

SIZES: 49-63 x 2 cm, c/f

COLOUR: CK (Celeste Bianchi)



FRAME: Class 7000 aluminium, M generation, the down tube features variable sections. The TIG welded frame undergoes an ageing heat treatment. 27,5

FORK: In carbon fibre with aerodynamic blades, double-butted steel steerer without thread, forged aluminium forkends and crown.

STEM: Bianchi by ITM Aluting a-head

HANDLEBAR: Bianchi by ITM 330

BRAKES: Bianchi CMP-1 in forged

aluminium, dual pivot

CHAIN SET: Campagnolo Veloce 39/53

REAR DERAILLEUR: Campagnolo Veloce 9v.

FRONT DERAILLEUR: Campagnolo Mirage braze on

SHIFTERS: Campagnolo Mirage Ergopower 9v.

SPROCKETS: Campagnolo Veloce, 13/26 9v.

HUBS: Campagnolo Mirage, 32 holes

RIMS: Mavic CXF21 32 holes

TYRES: Vittoria New Action Sport Kevlar

20-622, 60 tpi

SEAT POST: Kallay SP-258 diam. 27,2

SEAT: Bianchi by Bassano Selle, Vuelta sky model

PEDALS: Look 206

SIZES: 49-63 x 2 cm, c/f

COLOUR: U6 (Team Replica Corsa)



FRAME: Class 7000 aluminium, M generation, the down tube features variable sections. The TIG welded frame undergoes an ageing heat treatment. ZFS high-efficiency rear stays, geometry is the same as the XL generation.

FORK: Class 6061 aluminium, Aerodynamic design. Threaded Cr-Mo steerer.

STEM: Bianchi by ITM Alutig

HANDLEBAR: Bianchi Dual

BRAKES: Bianchi CMP-1 in forged aluminium, dual pivot

CHAIN SET: Campagnolo Veloce 39/53

REAR DERAILLEUR: Campagnolo Mirage 9v.

FRONT DERAILLEUR: Campagnolo Mirage

brazo on

SHIFTERS: Campagnolo Mirage Ergopower 9v.

SPROCKETS: Campagnolo Veloce 13/26 9v.

HUBS: Campagnolo Mirage, 32 holes

RIMS: Mavic CXP21 32 holes

TYRES: Vittoria New Zefir 22-622, yellow/black

SEAT POST: Bianchi SP-353 diam. 27,2

SEAT: Isca Sella Nitrec

PEDALS: Look 206

SIZES: 49-63 x 2cm, c/f

COLOUR: N2 (Ferrari Red)



FRAME: Generation Mega Pro - exclusive Bianchi Reporto Corse design - Mega Pro down tube with variable section, double butted - ZFS high efficiency rear stays - racing team geometry - full 25CrMo4 tubing, with TIG welding - Precision cast components.

FORK: 25CrMo4 double butted. Unicrown, TIG welded.

STEM: ITM Big One A-head 73° black.

HANDLEBAR: ITM Super Europa 2, anatomic shape, laser logo, anodized black.

BRAKES: Campagnolo Mirage.

SHIFTERS: Campagnolo Mirage Ergopower.

CRANK SET: Campagnolo Mirage 39/53.

REAR DERAILLEUR: Campagnolo Mirage 9v.

FRONT DERAILLEUR: Campagnolo Mirage brazo-on

SPROCKETS: Campagnolo Mirage 9v 13/26.

HUBS: Campagnolo Mirage 36 holes.

RIMS: FIR Net 2000.

TYRES: Vittoria Roma, black tread, 19-622.

SEAT POST: Selcof 14 ø 27,2x220 mm.

SEAT: Isca Sella Nitrec, Bianchi Celeste.

PEDALS: Look 136 clipless.

SIZES: 51-53-55-57-59-61-63

cm, center to top.

COLOURS: L1 (Racing Blue) - CK (Celeste Bianchi) - U6 (Team Replica 99)



FRAME: Dedacciai 25CrMo4 with Megastiff down tube. Exclusive Bianchi Reporto Corse design ZFS high-efficiency rear stays, precision cast components. Geometry is the same as the XL generation.

FORK: 25CrMo4, Unicrown, TIG welded

STEM: Bianchi by ITM Alutig

HANDLEBAR: Bianchi Dual

BRAKES: Bianchi CMP-1 in forged aluminium, dual pivot

CHAIN SET: Tracer 212RD forged alloy 42/52

REAR DERAILLEUR: Shimano Sora 8v.

FRONT DERAILLEUR: Shimano Sora

SHIFTERS: Shimano Sora STI 8v.

SPROCKETS: Miche 12-25 8v.

HUBS: Bianchi FM30, Shimano compatible, 32 holes

RIMS: Mavic CXP21 32 holes

TYRES: Vittoria Zefir 22-622, yellow/black

SEAT POST: Bianchi SP-353 diam. 27,2

SEAT: Isca Sella Nitrec

PEDALS: Look 206

SIZES: 49-63 x 2cm, c/f

COLOUR: ED (Nero Bronzante)



FRAME: Bianchi L Chromo Lite, Mega Pro design, TIG welded Dedacciai 25CrMo4 double-butted with Megastiff down tube. Horizontal dropouts, triple bottle mounts and eyelets. Exclusive Bianchi Reparto Corse design, precision cast components.

FORK: Double-butted 25CrMo4, Cast semi-sloping fork crown, forged dropouts and eyelets.

STEM: Bianchi by ITM Alutig 90 degree.

HANDLEBAR: Bianchi by ITM 330.

BRAKES: Avid Digit 15C cantilevers.

CHAIN SET: Campagnolo Veloce 30/42/52.

REAR DERAILLEUR: Campagnolo Mirage triple 9v.

FRONT DERAILLEUR: Campagnolo Mirage triple.

SHIFTERS: Campagnolo Mirage Ergopower 9v.

SPROCKETS: Campagnolo Veloce 13/26 9v.

HUBS: Campagnolo Mirage, 36 holes.

RIMS: Mavic MA3 36 holes.

TYRES: Vittoria Roma 28-622, Kevlar 30 Compound.

SEAT POST: Bianchi SP-353 diam. 27,2.

SEAT: Sella Royal Looking Gel 2004.

PEDALS: Ritchey Logic Comp V2.

SIZES: 49-53-56-62cm, c/f.

COLOUR: CK (Celeste Bianchi).



FRAME: Class 7005 aluminium café racer style, TIG welded, single bottle mounts and eyelets.

FORK: Double-butted 25CrMo4, Unicrown and eyelets.

STEM: Kallay alloy.

HANDLEBAR: Arc alloy.

BRAKES: Shimano C-series V-brake w/power modulator front.

SHIMANO NEXUS INTERNAL REAR

CHAIN SET: Cyclone 36T alloy w/chainguard.

REAR DERAILLEUR: Shimano Auto-D.

SPROCKETS: Shimano Nexus 23T.

HUBS: Shimano Acera-X front. Shimano Nexus Auto-D roller hub rear.

RIMS: Mavic X221.

TYRES: Kenda Kwest 26x1.5.

SEAT POST: Kallay diam. 27,2.

SEAT: Velo Flash, leather, w/built in LED light.

PEDALS: VP composite.

SIZES: 41-46-50 cm, c/f.

COLOUR: CK (Celeste Bianchi).

The Auto-Milano comes with real automatic shifting-Shimano's Nexus Auto-D transmission. The Auto-D motor selects the best of four gears based on your speed and cadence. With that taken care of, you can comfortably focus on the rest of the ride. And what a ride it is, with the swoopy aluminium frame putting you in the (up) right position for fun short and medium rides. We call the Milano a "café racer", partly an in-joke, partly because the bike is a modern take on the stylish but utilitarian city bikes of lore. While you can ride quickly on the Milano, the bike shines at taking the hassle out of rides. Nexus keeps things simple, accurate and out of sight, leaving you with the joy of pedalling a bike that's graceful and fun.





Bianchi-Martini Racing, the future is European

Many years may go by, but Bianchi-Martini Racing is always a reference point for the international off-road movement. Thanks to the talents and skills of its riders, from the outstanding Dario Acquaroli and Nadia De Negri to the young acquisitions, especially the French athlete Gregory Vollet who, under the guidance of Felice Gimondi and Fabrizio Bontempi (Team President and Technical Director respectively) has proved himself in a short time to be one of last season's best newcomers.

As a matter of fact, Vollet stood out in the Cross Country version of the MTB World Cup, first taking third place at the Napa trial, in California, and then winning on the Fairfield City Farm circuit, near Sydney, the same circuit that will host the MTB events at the 2000 Olympics. Vollet's victory on this course seems to be a good omen not only for himself and the French National Team, but also for Bianchi-Martini Racing, who has received the final confirmation that Vollet is the right man for the future.



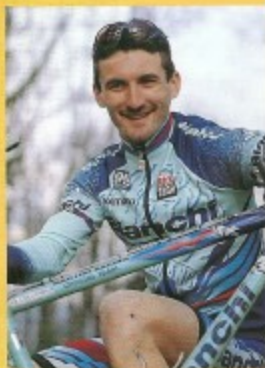
Above, Cecile Rade, young eighteen-year-old promise, without a doubt the most interesting athlete in the international world of competitions, 1998-'99 European and World champion



Bianchi Transalp Challenge 1999

"Transalp-challenge" is one of the most selective mountain bike competitions in the world, winding along a 595-km route. A competition that puts both athletes and their bikes to a harsh test. And it is precisely for this reason that Bianchi decided to take part in this race, to subject its mountain bikes to a test trial. Of course the test confirmed the resistance, lightness and reliability qualities that distinguish Bianchi products.

Gregory Vollet, winner of the 2nd World Cup trial on the Olympic course in Sidney and 1999 European vice-champion 1999



Dario Acquaroli, two-time world champion, in 1993 for the Junior category and in 1996 for the Under 23 category



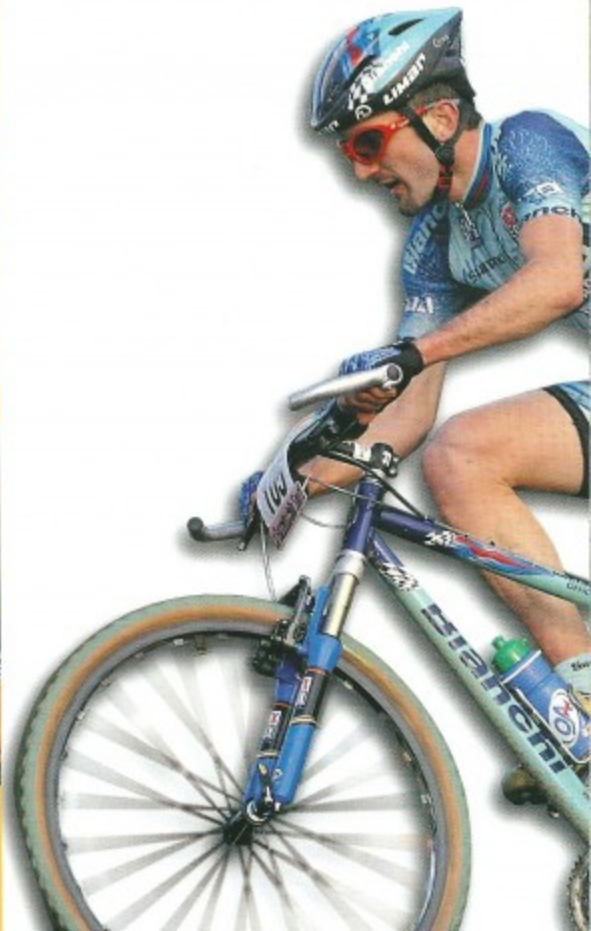
Nadia De Negri, the 1997 Italian Champion and runner-up in the World Championship, also in 1997



A future that will still speak Italian though, because of Acquaroli and De Negri's success in competitions: the two champions are always upfront when it counts. De Negri, in particular, took the title of Italian Winter Champion for the team, beating her opponents in Ragusa, Sicily. A niggling knee injury then kept her out of competition for quite a while, but has not prevented her from showing up for the crucial appointments of the season, above all the World Championship.

Bianchi
MARTINI RACING

together with:
Shimano, Elite, Columbus, Michelin,
Santini, Biko, Uimar, Mavic,
Rock Shox, Selle Italia, Sidi





Mtb technology: creations in carbon fibre and 6000 series aluminium



EV2 aluminium and carbon-titanium are considered true creations in terms of materials used for Racing bikes. While for MTB frames the first choice falls with **carbon fibre**, for fully-suspended bikes. These feature a very light front single-body, weighing one kilo and 50 grams. The rear part in aluminium weighs another kilo: all within the weight limits of full suspension bikes. The travel at the wheels is 100 mm both front and rear. The frame geometry is the classical cross-country design. An aluminium insert can be found in the bottom bracket shell, in the head set and in the bearing and bronze bushing seats.

The aluminium frame, named Performance, is also completely new and one of a kind. As mentioned above, the aluminium used is 6000 series, subjected to solution water quenching (SWQ) and ageing treatments. The shapes are somewhat unusual: the rear stays are different from the standard geometry, anti-torsional sections replace the "S" sections which have been enlarged at the brakes pivots, an eccentric head set and a thicker down tube in the lower part (NTS, No Torsion System). The material adopted is always aluminium, but in 6000 series aluminium instead of 7000, like the one used for the Road bikes. The tube diameters and thickness are also different. Other materials used to manufacture cross-country frames are titanium and boron steel.

The titanium has been improved in comparison to last year: thickness has been reduced by externally shaping the tubes. The boron steel follows the former philosophy: a consolidated geometry and very light weight thanks to the kind of material used.

The titanium has been improved in comparison to last year: thickness has been reduced by externally shaping the tubes. The boron steel follows the former philosophy: a consolidated geometry and very light weight thanks to the kind of material used.



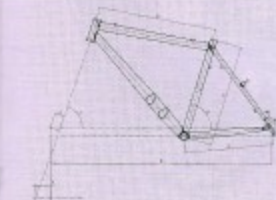
- A Center to top
- B Top tube length
- C Chain stay
- D B. L. height
- E Fork rake
- F Head angle
- G Seat angle
- H Wheel base
- K Trail



MTB: the pleasure of riding a bike outdoors

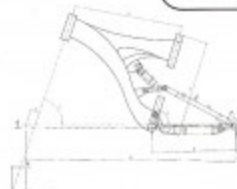
The pleasure of riding a bike outdoors, in direct contact with nature and on any type of terrain, in complete safety and peacefulness. That's essentially the secret of the success enjoyed by mountain bikes. A success that Bianchi, thanks to its team and its competitive bikers, has carried over to its production range, thanks to a constant evolutionary process under a technological profile developed precisely during the most selective and prestigious competitions, in a technical-competitive confrontation that is constantly beyond measure and at an extremely high level.

Front suspension



A	B	C	D	E	F	G	H	K
331	514	425	40	45	73°	73°	1003	68
330	523	425	40	45	73°	73°	1009	68
406A	535	425	40	45	73°	73°	1005	68
445	645	425	40	45	73°	73°	1005	68
495	678	425	40	45	73°	73°	1000	68
555A	990	425	40	45	73°	73°	1002	68

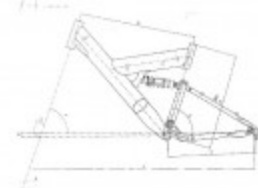
Full suspension



A	B	C	D	E	F	G	H	K
429	526	425	32	45	73°	73°	1003	68
490	558	425	32	45	73°	73°	1004	68



A	B	C	D	E	F	G	H	K
429	526	425	32	45	73°	73°	1003	68
490	558	425	32	45	73°	73°	1004	68
512	580	425	32	45	73°	73°	1004	68



A	B	C	D	E	F	G	H	K
429	526	425	32	45	73°	73.5°	1004	74
490	558	425	32	45	73°	73.5°	1003	74
512	580	425	32	45	73°	73.5°	1004	74

FRAME: Carbon fibre monocoque frame, exclusive Bianchi Reparto Corse design. Aluminium rear stays. Cross-country specific geometry and new active rear shock system. Rear wheel travel is 100mm. Frame designed with disc brake mounts. Geometry for 460mm front fork.

REAR SHOCK ABS: Rock Shox SID, travel 38,1 L 365 mm

FORK: Rock Shox SID SL, 1 1/8, travel 80 mm

STEM: Bianchi AS-6026, a-head

HANDLEBAR: Bianchi AL-007

BRAKES: Bianchi Vbrake P93.0

LEVER: Shimano XTR

CHAIN SET: Shimano XT, 44/32/22

REAR DERAILLEUR: Shimano XTR

FRONT DERAILLEUR: Shimano XTR

SHIFTERS: Shimano XTR

SPROCKETS: Shimano XTR, 12/34 9v

HUBS: Bianchi LW91, LW 32, 32 holes

RIMS: Mavic XS17, 32 holes

TYRES: Michelin Comp S, 127tpi - 26x1,95

SEAT POST: Bianchi Titano diam.

27,2x320 mm

SEAT: Selle Italia Flite Titano model

PEDALS: Ritchey Comp V2

SIZES: 43-49

COLOUR: E1 (Carbonio naturale)



FRAME: Carbon fibre monocoque frame, exclusive Bianchi Reparto Corse design. Aluminium rear stays. Cross-country specific geometry with a new active rear shock system. Rear travel 100 mm. The frame is equipped with disc brake mounts. Geometry for 460mm front fork.

REAR SHOCK ABS.: Rock Shox SID, travel 38,1 L 165 mm

FORK: Rock Shox Judy XC, 11/8 travel 100 mm

STEM: Bianchi AS-6026, a-head

HANDLEBAR: Bianchi AL-027 W

BRAKES: disc - semi-hydraulic - Bianchi

LEVERS: Bianchi DLAB0

CHAIN SET: Bianchi CF-349A, 44/32/22

REAR DERAILLEUR: Shimano XT

FRONT DERAILLEUR: Shimano LX

SHIFTERS: Shimano LX

SPROCKETS: Shimano LX, 11/32 9v

HUBS: Bianchi for disc brakes, 32 holes

RIMS: Mavic X223 Disc 32 holes

TYRES: Ritchey Z-Max Millennium 26x1,95 Kevlar 60tpi

SEAT POST: Bianchi SP248 - diam. 27,2x300 mm

SEAT: Selle Italia Trifatic Renna model

PEDALS: Ritchey Comp Y2

SIZES: 43-49

COLOUR: E1 (Carbonio naturale)



Bianchi Full Concept, the new frontier for MTB's

Bianchi wanted to give a new, more definite image to the full suspension mountain bikes. Intended for competitive and off-road use, these bikes were designed and manufactured by working on the weight and shock systems, so as to allow exceptional use on all types of terrain.

The three new models — Black Widow, Next and Fy — all have cross-country geometry, with a 71° head angle and a 73° seat angle, with 100 mm of front and rear travel — in other words, the maximum travel allowed by cross-country shock systems. The frames of these three models are built with different types of material: Black Widow, the top of the range, has a frame with a carbon fibre front section, while the rear section is in aluminium with full bearings. The frame surface finishing identifies the corresponding Carbon is a composite material obtained by braiding and overlaying carbon fibres, Kevlar and other materials, saturated with special resins. This material presents many advantages: a low specific weight, but above all, the possibility of positioning the fibres of each tube in the most suitable direction and quantity in order to withstand high stress. This model offers an extremely light and active shock absorbing system.

The air rear shock is a Rock Shox Sid. The basic idea was to create a full-suspension bike which would be extremely light in comparison with standard models. The rear stays of the Black Widow are made from 7000 series aluminium, CNC-processed in order to eliminate any excess

material. In addition, sealed bearings are fitted to the bottom bracket area to avoid unwanted clearances. This model is disc brake compatible, as is the second model, Next.

Next is made from box alloy 6000 series aluminium and subjected to solution heat treatment and ageing. This model is also equipped with Rock Shox Sid, which permits active travel.



FRAME: Tig welded and heat treated 7005 series aluminium. Y Box Alloy generation with exclusive Bianchi Reparto Corse design. Box frame with more torsional strength. CNC-machined and forged components. Fully active suspension with a pivot system, designed with disc brake mounts, allows a rear travel of 100mm. Geometry for 460mm front fork.

REAR SHOCK ABS: Rock Shox SID, travel 38,1 L 165 mm

FORK: Rock Shox Judy XC, 11/8 travel 100 mm

STEM: Bianchi AS-6026, a-head

HANDLEBAR: Bianchi AL-027 W

BRAKES: Bianchi Vbrake PK3.0

LEVERS: Bianchi JTA32-2

CHAIN SET: Bianchi CF-349A, 44/32/22

REAR DERAILLEUR: Shimano XT

FRONT DERAILLEUR: Shimano LX

SHIFTERS: Shimano LX

SPROCKETS: Shimano LX, 11/32 9v.

HUBS: Bianchi FM32, 32 holes

RIMS: Mavic X221N, 32 holes

TYRES: Ritchey Z-Max Millennium 26x1,95

Kevlar 601pi

SEAT POST: Bianchi SP248 - diam. 27,2x300 mm

SEAT: Bianchi by Bassano Sella, Vuelta sky model

PEDALS: Ritchey Comp V2

SIZES: 42-46-51

COLOUR: U7 (Team Replica MTB)

FRAME: Tig welded and heat treated 7005 series aluminium. Y Box Alloy generation with exclusive Bianchi Reparto Corse design. Box frame with more torsional strength. CNC-machined and forged components. Fully active suspension with a pivot system, designed with disc brake mounts, allows a rear travel of 100mm. Geometry for 460mm front fork.

REAR SHOCK ABS: Rock Shox SID, travel 38,1 L 165 mm

FORK: SYNC 568, 11/8 72mm

STEM: Bianchi AS-6026, a-head

HANDLEBAR: Bianchi AL-027 T

BRAKES: Front disc - semi-hydraulic - Bianchi Rear Mh Vbrake TM67

LEVERS: Bianchi JTA32-2

CHAIN SET: Bianchi Mh Rodeo 300 44/32/22

REAR DERAILLEUR: Shimano LT

FRONT DERAILLEUR: Shimano Alivio

SHIFTERS: Shimano Deore

SPROCKETS: Shimano Deore, 11/32 9v.

HUBS: Bianchi FM32, 32 holes

RIMS: Front Mavic X223 disc Rear Mavic X221N

TYRES: Bianchi GEAX 26x2,00-27tpi

SEAT POST: Bianchi SP248 - diam. 27,2x300 mm

SEAT: Bianchi Nitrec sky

PEDALS: Ritchey Comp V2

SIZES: 42-46-51

COLOUR: U7 (Team Replica MTB)



FRAME: Tig welded and heat treated 7005 series aluminium, FY generation with exclusive Bianchi Reparto Corse design.

Ovalized front triangle, with saving arms and fully active suspension and a rear travel of 90 mm. Geometry for 460mm front fork.

REAR SHOCK ABS: oil Shockworks - adjustable spring

FORK: Suntour MGB030 regolabile - 11/8

STEM: NTH AS 6023

HANDLEBAR: NTH AL-0271, 2-head

BRAKES: NTH VBrake TX67

LEVERS: NTH BL74

CHAIN SET: NTH Rodeo 300, 44/32/22

REAR DERAILLEUR: Shimano LX

FRONT DERAILLEUR: Shimano LX

SHIFTERS: Shimano Deore

SPROCKETS: Shimano Deore, 11/32 9v.

HUBS: Bianchi FM32, 36 holes

RIMS: Rigid - Phoenix model w/ double wall, 36 holes

TYRES: Bianchi GEAX 26x2,00 - 27 top

SEAT POST: NTH SP339 - diam. 27,2x300 mm

SEAT: Bianchi Nitro sky

PEDALS: Wellgo D2-1

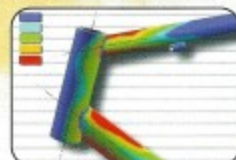
SIZES: 41-46-51

COLOUR: U7 (Team Replica MTB)



A continuous technological research carried out by Reparto Corse has led to the realisation of the MegaPro Concept design, which traces guidelines in building frames and bikes belonging to the Tycoon family for off-road competitions.

As a matter of fact Tycoon, the highest and most technologically advanced evolution, was completed after a series of selective tests carried out in the competitive field, during the most important international competitions and on any type of terrain. In Tycoon's innovative design, to a larger tube section corresponds, in fact, a greater rigidity of the same, necessary since the frame is coupled to a fork that acts as a shock-absorber, absorbing the vibrations produced by the ground and preventing them from reaching the biker. Thanks to Tycoon, the Bianchi-Martini Racing team member Gregory Vollet conquered a prestigious success in the international world by winning the second trial of the Cross Country World Cup, held on the Olympic course in Sydney and in second position at the European Championship.



The stresses which the frame undergoes during use are highlighted by the chromatographic: the blue areas are less stressed, the orange areas indicate medium stresses and the red areas are the most highly stressed.

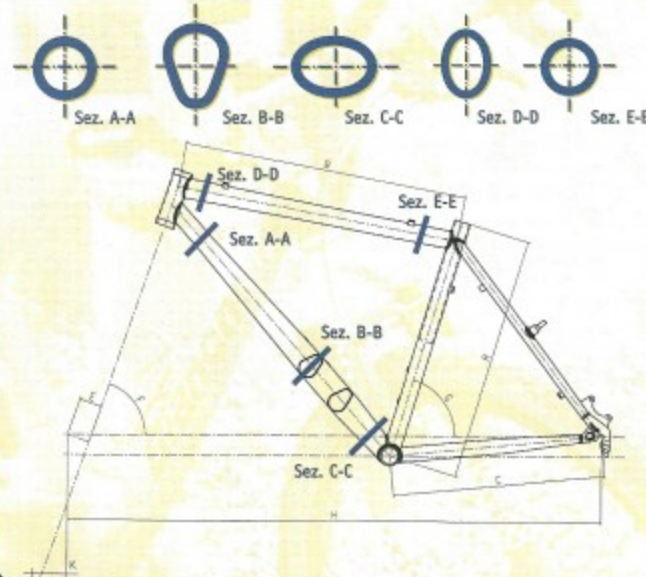


The joining point between the bottom bracket, the down tube, the seat tube and the chain stay is the most critical point in a tube frame. In the Bianchi Mega Pro the most stressed areas in red are reduced of over 50% compared to a conventional frame.



An example to understand the studies done for the cataloguing of the forces which act upon racing frames. The red arrows show the main vertical components; the yellow ones the torsion flexion components of the down and top tubes.

Bianchi Mega Pro Concept



FRAME: Exclusive Bianchi Reparto Corse design, new triple butted tubing in 6000 series aluminium - pulse Tig welding. Now SMO treatment and ageing heat-treatment. The down tube features a variable section. ZFS high efficiency wing shaped rear stays. Geometry for 445 mm front fork.

REAR SHOCK ABS.: √

FORK: Rock Shox Sid Race model, 1 1/8, travel 63mm

STEM: 3T Grommo, 1 1/8, a-head

HANDLEBAR: 3T 02 Pro Bar

BRAKES: Shimano XTR

LEVERS: Shimano XTR

CHAIN SET: Shimano XTR, 46/34/24

REAR DERAILLEUR: Shimano XTR

FRONT DERAILLEUR: Shimano XTR

SHIFTERS: Shimano XTR

SPROCKETS: Shimano XTR, 12/34 9v.

HUBS: Shimano XTR, 32 holes

RIMS: Mavic X517, 32 holes

TYRES: Michelin Comp S, 127tpi - 26x1,95

SEAT POST: Bianchi Titania diam.

27,2x320 mm

SEAT: Sella Italia Flite Titania
Racing model
PEDALS: Shimano PD-M858
SIZES: 37-41-45-49-53
COLOUR: U7 (Team Replica MTB)



FRAME: 7005 series aluminium. Double-butted tubing. The down tube features variable sections. The TIG welded frame undergoes an ageing heat treatment. The head set is machined to reduce weight. 275 high-efficiency rear stays. Square section chain stays with machined and CNC turned yoke. Geometry for 445mm front fork.

REAR SHOCK ABS.: \\\

FORK: Manitou SX-R 1 1/8 model, travel 80 mm

STEM: Bianchi AS-6026, a-head

HANDLEBAR: Bianchi AL-007

BRAKES: Bianchi Brake PK3.0

LEVERS: Bianchi JTA32-2

CHAIN SET: Shimano XT, 44/32/22

REAR DERAILLEUR: Shimano XTR

FRONT DERAILLEUR: Shimano XT

SHIFTERS: Shimano XT

SPROCKETS: Shimano XT, 11/32 9v.

HUBS: Bianchi LW91, LW32, 32 holes

RIMS: Mavic X225N, 32 holes

TYRES: Ritchey Z-Max Millennium 26x1.95

Kevlar 60tpi

SEAT POST: Bianchi SP248 - diam. 27,2x300 mm

SEAT: Selle Italia Flite Gel Titano model

PEDALS: Ritchey Comp V2

SIZES: 37-41-45-49-53

COLOUR: U7 (Team Replica MTB)



FRAME: 7005 series aluminium. Double-butted tubing. The down tube features variable sections. The TIG welded frame undergoes an ageing heat treatment. The head tube is machined to reduce the weight. 275 high-efficiency rear stays. Square section chain stays with machined and CNC turned yoke. Geometry for 445mm front fork.

REAR SHOCK ABS.: \\\

FORK: Manitou SX 1 1/8 model, travel 80 mm

STEM: Bianchi AS-6026, a-head

HANDLEBAR: Bianchi AL-007

BRAKES: Disc - semi-hydraulic - Bianchi

LEVERS: Bianchi JTA32-2

CHAIN SET: Shimano XT, 44/32/22

REAR DERAILLEUR: Shimano XT

FRONT DERAILLEUR: Shimano LX

SHIFTERS: Shimano LX

SPROCKETS: Shimano LX, 11/32 9v.

HUBS: Bianchi for disc-brakes, 32 holes

RIMS: Mavic X223 Disc, 32 holes

TYRES: Ritchey Z-Max Millennium 26x1.95

Kevlar 60tpi

SEAT POST: Bianchi SP248 - diam. 27,2x300 mm

SEAT: Selle Italia "Ergonomic" model

PEDALS: Ritchey Comp V2

SIZES: 37-41-45-49-53

COLOUR: U7 (Team Replica MTB)



FRAME: 7005 series aluminium. Double-butted tubing. The down tube features variable sections. The TIG welded frame undergoes an ageing heat treatment. The head tube is machined to reduce the weight. 275 high-efficiency rear stays. Square section chain stays with machined and CNC turned yoke. Geometry for 445 mm front fork.

REAR SHOCK ABS.: \\\

FORK: Rock Shox Jet Race model, 1 1/8, travel 63 mm

STEM: Bianchi AS-6026, a-head

HANDLEBAR: Bianchi AL-007

BRAKES: Bianchi Brake 1007

LEVERS: Bianchi JTA32-2

CHAIN SET: Shimano XT, 44/32/22

REAR DERAILLEUR: Shimano XT

FRONT DERAILLEUR: Shimano LX

SHIFTERS: Shimano LX

SPROCKETS: Shimano LX, 11/32 9v.

HUBS: Bianchi FH51, FH52, 32 holes

RIMS: Mavic X221N, 32 holes

TYRES: Ritchey Z-Max Millennium 26x1.95

Kevlar 60tpi

SEAT POST: Bianchi SP248 - diam. 27,2x300 mm

SEAT: Selle Italia "Ergonomic" model

PEDALS: Ritchey Comp V2

SIZES: 37-41-45-49-53

COLOUR: U7 (Team Replica MTB)





FRAME: 7005 series aluminium. The down features variable sections. The TIG welded frame undergoes an aging heat treatment, 25% high-efficiency rear stays, equipped with disc brake mounts. Geometry for 445 mm front fork.

REAR SHOCK ABS.: V1
 FORK: SYNC 54R, 11/8 72mm
 STEM: Bianchi AS-8026, a-head
 HANDLEBARS: Bianchi AL 110PP
 BRAKES: disc - semi-hydraulic - Bianchi
 LEVERS: Bianchi D440
 CHAIN SET: Bianchi CF-34A, 44/32/22
 REAR DERAILLEUR: Shimano LX
 FRONT DERAILLEUR: Shimano Deore
 SHIFTERS: Shimano Deore
 SPROCKETS: Shimano Deore, 11/32 9v
 HUBS: Bianchi for disc-brakes, 32 holes
 RIMS: Bianchi 4271, 32 holes
 TYRES: Bianchi GEAR 26x2.0 - 27psi
 SEAT POST: Bianchi SP339 -
 diam. 27,2x300 mm
 SEAT: Bianchi by Bassano Sella, Ruetta sky
 model
 PEDALS: Ritchey Comp V2
 SIZES: IT-43-45-48-53
 COLOUR: LT (Team Replica MTB)

Among very few companies, Bianchi supplies to its Customers an instruction and maintenance bike manual. It is a very useful handbook to be consulted especially by beginners but also by those who are very well acquainted with bikes. The booklet can be read easily and provides with useful advice about all the operations to be carried out before and after riding a bike.



FRAME: 7005 series aluminium. The down features variable sections. The TIG welded frame undergoes an aging heat treatment, 25% high-efficiency rear stays, equipped with disc brake mounts. Geometry for 445 mm front fork.

REAR SHOCK ABS.: V1
 FORK: Rock Shox Jet, 11/8 72mm
 STEM: Bianchi AS-8026, a-head
 HANDLEBARS: Bianchi AL 130PP
 BRAKES: Bianchi Roadie DS7
 LEVERS: Bianchi BL74
 CHAIN SET: Bianchi RB Rodeo 380,
 44/32/22
 REAR DERAILLEUR: Shimano LX
 FRONT DERAILLEUR: Shimano Alivio
 SHIFTERS: Shimano Deore
 SPROCKETS: Shimano Deore, 11/32 9v
 HUBS: Bianchi FH32, 32 holes
 RIMS: Bianchi 4136, 32 holes
 TYRES: Bianchi GEAR 26x2.0 - 27psi
 SEAT POST: Bianchi SP339 -
 diam. 27,2x300 mm
 SEAT: Bianchi by Bassano Sella, Ruetta sky
 model
 PEDALS: Ritchey Comp V2
 SIZES: IT-43-45-48-53
 COLOUR: LT (Team Replica MTB)

	Check tyre pressure	Make sure tyres are not worn. If so replace them	Check the spokes, tension and adjust balance	Check the hub, clearance	Check the hold of wheel nuts	Check the hold of the wheels quick-release	Adjust chain tension and check to see if it is loose	Check the free wheel mechanism, chain, gears and shifters, and change gear	Make sure the change gear and gears are properly adjusted and not worn	Check the steering clearance and adjust it
Within 48 days (first servicing, etc)		X	X	X	X	X	X	X	X	X
Every time you use your bicycle	X					X				
Every 200 km or 10 riding hours			X					X		X
At least once a year		X		X	X		X		X	

	Make sure the brakes surface is not worn. If more replace it	Check and adjust the cable tension and brake cables. Replace them if necessary	Check and adjust brake controls	Check and adjust the clearance and timing of the control, movement and pedal cables. Make sure they are not worn	Verify that the seat post is locked, adjusted to the frame and the seat is in the seat post	Make sure the handlebars are not bent	Check the operation of accessories (bells, lights, mudguards, etc.)	Make sure the lights system works and clean the reflectors	Thoroughly maintain the frame and fork for any possible cracks	Check of the possible damaged fork, shock absorber
Within 48 days (first servicing, etc)	X	X	X	X	X	X	X	X	X	X
Every time you use your bicycle								X		
Every 200 km or 10 riding hours	X	X	X		X				X	X
At least once a year				X			X			

Bianchi is one step ahead even with regards to insurance. As a part of "12-months Integral Guarantee" program, Bianchi will issue a certification for the purchaser and the Dealer, covering the bikes, as well as spare parts and components, from construction and assembly faults.





New 99 leather Flite
Pantani tit. saddle

Road team short-sleeve
jersey

Bianchi long-sleeve jersey



Elite team
bottle

F16 helmet
CK/Yellow

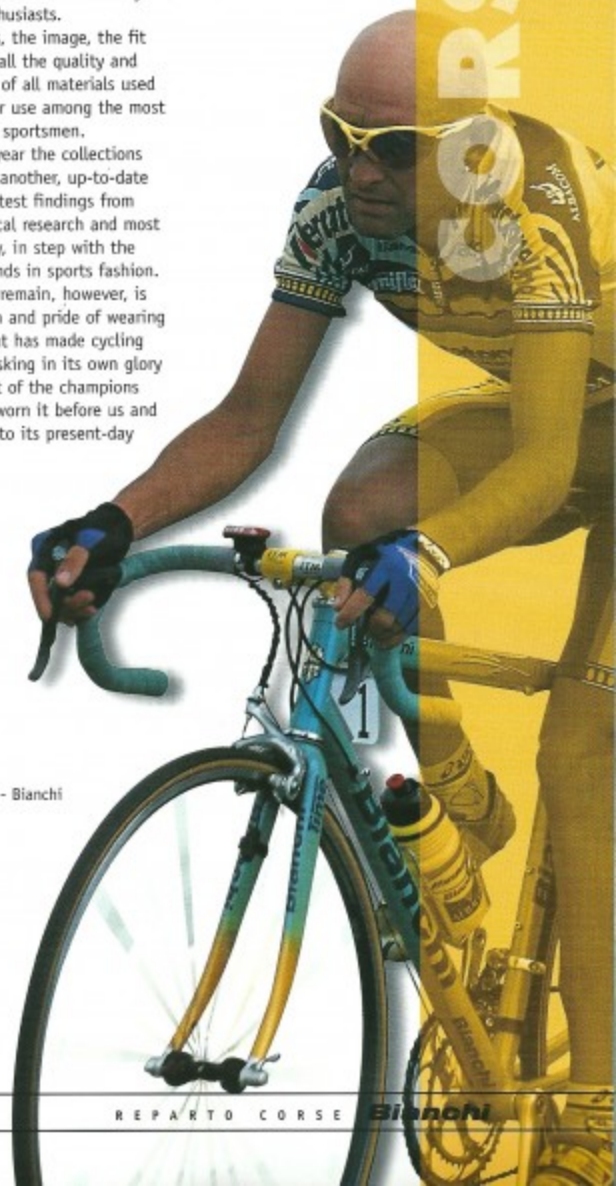


The sense of belonging to the Bianchi trademark as well as to the professional teams, make the road clothing one of the most requested accessories by bicycle enthusiasts.

The colours, the image, the fit and above all the quality and refinement of all materials used ensure their use among the most demanding sportsmen.

Year after year the collections follow one another, up-to-date with the latest findings from technological research and most importantly, in step with the newest trends in sports fashion. What does remain, however, is the passion and pride of wearing a name that has made cycling history, basking in its own glory and in that of the champions who have worn it before us and brought it to its present-day success.

Marco Pantani,
Team Mercatone Uno - Bianchi





Martini baseball cap



Martini leather
Flûte tit saddle



Sleeveless Windstopper

What animates the cycling fan is the wish to be part of nature, in close contact with its colours, images and sense of freedom.

When equipping a free spirit, colours, technology and originality represent the main ingredients. The same ones used by the prestigious "Bianchi-Martini Racing" team which, thanks to its success, brought the name Bianchi to competition and to affirm, with great dignity, the technology "Made in Italy" of the Bianchi name on dirt tracks all over the world.

Martini F107 helmet



MTB 851 backpack

Gregory Vollet
Team Bianchi - Martini Racing



Bianchi Polo-shirt



Bianchi baseball cap

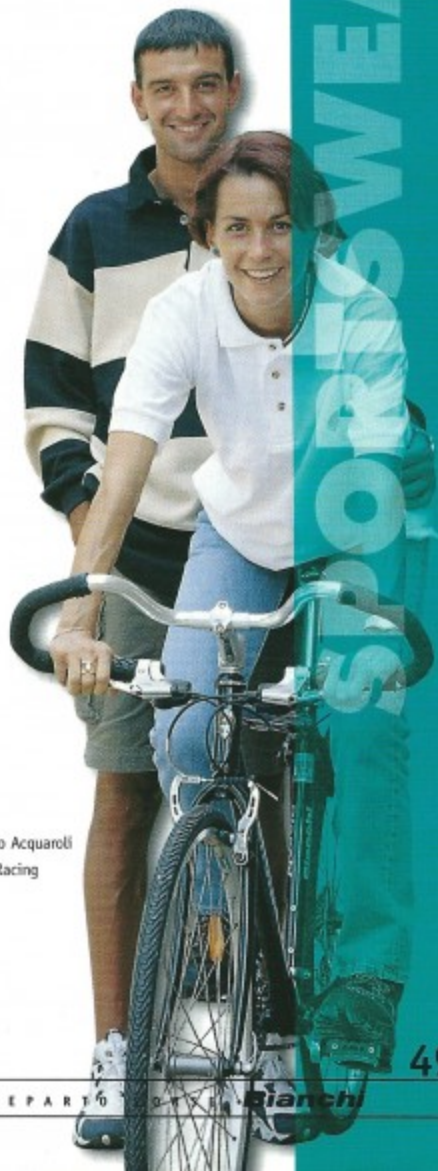
Long-sleeve Fashion
Rugby
Shirt581 Giramondo
suitcase

When you ride a bike to work in the city, or during the weekend, alone or with others, taking great pleasure in being outdoors, at the seashore or in the mountains, you need suitable clothes.

Bianchi has also thought about those who enjoy riding in their spare time, offering them a special range of accessories characterised by refined design and materials of the highest quality. Fashionable articles of clothing, bags and rucksacks that are practical and unmistakable in their style, materials and use. Designed for all those who want the pleasures of cycling and the comfort of accessories strictly guaranteed and designed by Bianchi.

Bianchi
multi-pocketed vestNadia De Negri and Dario Acquaroli
Team Bianchi - Martini Racing

Cordura pouch



Mini pump with clips

CK/Red cork
handlebar tape

Technology, know-how and tradition are the elements that distinguish all Bianchi components.

By working with the best manufacturers in the world, Bianchi wants to present itself to the most demanding fan as the company that guarantees and puts its name to the most important components that make up its very famous bicycles. Great news in the design, in the use of technologically-advanced materials, without ever losing sight of the great tradition of quality that has always characterised the world of Bianchi.

Giacomo Mauri,
Bianchi racing dept.,
the wiz of custom-made bikes

Full Carbon fork

421 rigid under-seat bag

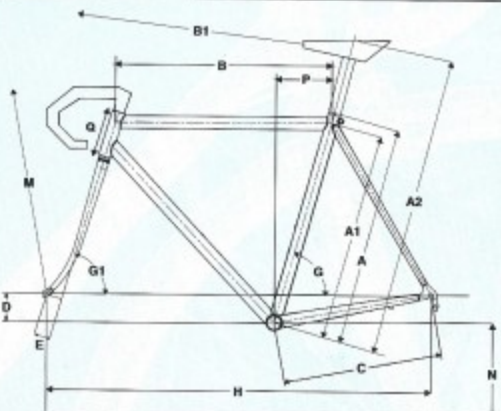
CK thermal bottle

100 bike-carrier bag



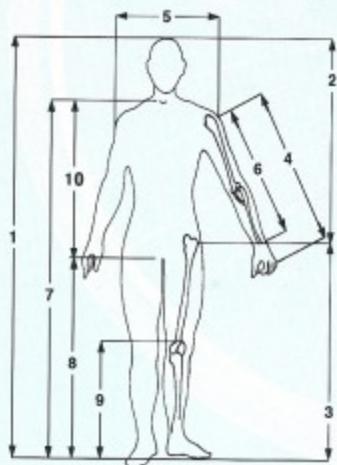

Bianchi
 Reparto Corse

 Mr. _____ Ph. _____
 Address _____ nr. _____ City _____
 Dealer _____ Date _____

 Frame - Fork _____ Group _____
 Colour _____ code _____ code _____


TECHNICAL SPECS							
HANDLEBAR	38	40	42	43	44	45	46
STEM	8	9	10	11	12	13	14
CRANKSET	length	165	170	172.5	175	177.5	180
	1° ratio	50	51	52	53	54	55
	2° ratio	39	40	41	42	43	44
	3° ratio	30	32	40	42	50	52
REAR	ex. holes		model				
FREEWHEEL	11 x 23		11 x 23		12 x 21		12 x 23
	13 x 23		13 x 26				

A	A1	A2	B	B1	C	D	E	G	H	I	L	M	N	P	Q



1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

N.B. To take measurements 8 and 10 correctly use a rod approximately 1 m long and 3 cm wide. Position it under the groin area parallel to the ground (verify this by using a level). The correct measure of the mount (8) will be the one that reaches the upper portion of the rod from the ground. Measure from this last point to the sternum to obtain the trunk measurement (10).

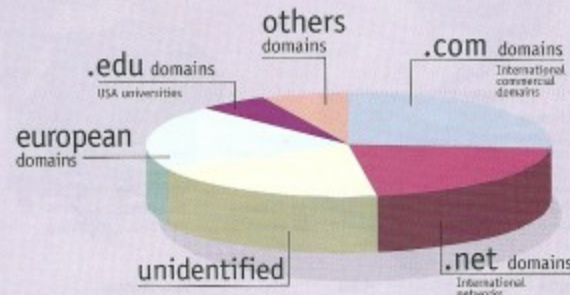
NOTES

Bianchi REPARTO CORSE

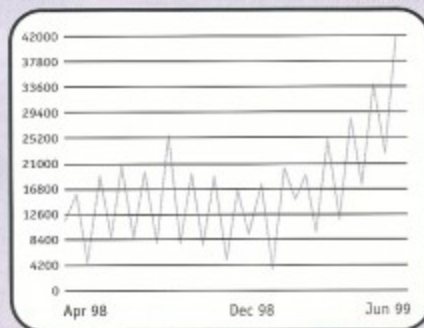
Leaders on the net since five years

How to talk about Internet, without appearing banal. Nowadays being on the web is a true necessity for every company and a way to communicate in the new millennium, especially when a company is dynamically involved in the technological field, in the fiery moments of sport performances or has editorials and headlines in the press around the world. This is nothing new to Bianchi, on the web since 1995: five years of communication, products, reports and history. Five years

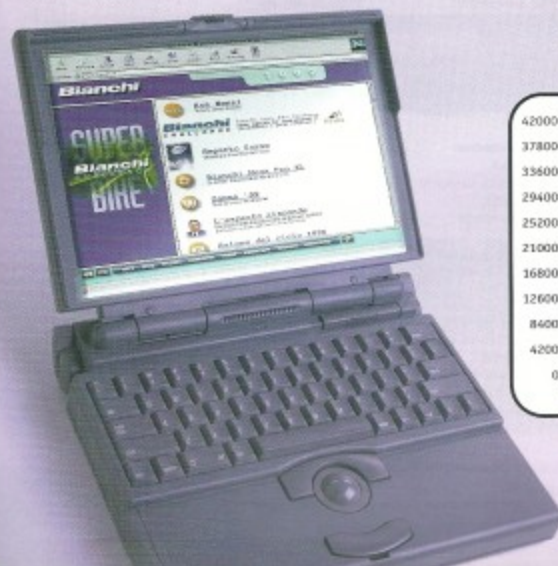
of contacts: ten millions of them, and constantly growing. Five years of e-mails from all over the world: requests, information, advice, complimentary remarks. Five years of constant and organised engagement, an editorial staff who updates the pages of Bianchi news, read by millions of people in Italy and abroad, and outlines the most exciting moments of competitive events ("peaks" of requests are visible in the graphs). Beside www.bianchi.it site a new web address www.bianchi.com starting from this year, to enhance the international dimension of our engagement on the mother of all nets.



Our web pages are reached from all over the world



A steady growing up site


Bianchi



Bianchi

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CK
Celeste
Bianchi



ED
Nero
Bronzante



N2
Rosso
Ferrari



F2
Rosso Ciliegia/
Giallo



F1
Blu Madras/
Giallo



L1
Blu Racing
metallizzato



U6
Team replica 99



D8
Verde Neon/
grafica Nera



L3
Mango
perlato



E2
Titanio
Polish



E1
Carbonio
Naturale



U6
Team
Replica
Corsa

The colour samples shown
in this page are purely
indicative. Please refer to
actual bicycle colours.



U7
Team
Replica
MTB



U9
Team
Replica
'Pirata'