



# MTB FLEXY FS



The Flexy mtb fs has been created to meet the needs of every biker. The 100 mm rear suspension travel ensures incredible driving safety on any terrain, maintaining a high degree of reactivity and driving agility. The concept of the full suspension frame is based on the new rear triangle, entirely made of carbon. The main technical feature, which can be seen immediately, is the abolition of the rear junction on the low chainstay in order to drastically reduce weight and improve dynamics.

Thanks to this solution, the functioning of the frame is particularly appreciated, especially in the race field. The attitude of the carbon and the shape of the chainstays contribute to compensate very well the work done by the junction. The frame is reactive uphill and during the pushing phase, while it is very fluid downhill or on a particularly rough terrain. The rear triangle consists of two halves produced monocoque in autoclave in order to obtain continuity of the carbon fiber in all areas of the back triangle, making it solid and very stable. The chainstay section, compared to the previous model, has been revised and modified to get a more solid and rigid structure, especially in the transversal sense.

The new rocker arm is made from a single piece of autoclave-molded multilayer carbon which is then milled to obtain the correct dimensions; it is characterized by a high structural solidity, very important to ensure rigidity, security and movement precision of the linkage system. A hidden but very innovative feature is the replacement of all ball bearings with the new self-lubricating bushings of iglidur®; this solution brings many advantages: less weight, easy maintenance, long life and no lubrication. These bushings are made of special polymers and resist in case of water and mud, always maximum fluidity of suspension. The new FELXY MTB FS has been developed to house the new rear shock absorbers with TRUNNION standard, a new fixing system in which the screws are directly allocated in the shock absorber head. This new standard makes the frame / shock absorber system structurally more rigid. The FELXY MTB FS frame is the only full suspension frame that can be made to measure: the choice to install the shock absorber on the seat tube, allows the geometry of the triangle to be released from the shock absorber system and to have a frame with height, length and steering angle according to the customers' requests. Also in the FELXY MTB FS the PAT technology is applied on the top tube: this system gives the frame an incomparable driving comfort even in conditions of "hard" setting of the shock absorbers. The rear disc brake frame connection still remains on the horizontal sheath to ensure greater stiffness during the braking. The M2R geometry, Made 2 Race has been developed by TITICI since its first experiments on the 29" frames with angles and lengths aimed at making the 29" frames very agile and speedy

## F-FS02

- **FRAME:** 29"
- **MATERIAL:** Multilayer carbon fiber
- **CONSTRUCTION METHOD:** PBW (Progressive Bandage Workmanship)
- **STEERING:** Tapered
- **THRU AXLE:** Boost 12x148 mm
- **SHOCK ABSORBER:** Trunnion standard
- **SHOCK ABSORBER MEASURE:** 165 x 45 mm
- **REAR CURSE:** 100 mm
- **ROCKER ARM:** Monocoque multilayer carbon
- **BUSHINGS:** Iglidur®
- **SEAT TUBE:** Ø 27,2 mm
- **BOTTOM BRACKET:** Press Fit 92
- **CABLES:** Internal

**CUSTOMIZATION ON REQUEST:** Monoring, double, Di2, Internal cable for telescopic

**SIZE:** XS, S, M, L, XL or custom

**COLORS:** Custom





#### **PAT** PLATE ABSORBER TECHNOLOGY

Horizontal tube manufacturing technology, an exclusive patent that allows huge benefits in terms of cycling comfort and safety, while still maintaining a high responsiveness and incredible performance.

*La tecnologia costruttiva del tubo orizzontale, brevetto esclusivo TITICI, fornisce enormi vantaggi in termini di comfort e sicurezza di guida, mantenendo allo stesso tempo un'elevata reattività ed un incredibile rendimento.*

#### **TCT** TAP CONNECATION ECHNOLOGY

The technology that uses radio frequencies to allow the bicycle to communicate with modern computer systems and access a range of innovative digital services dedicated to the cyclist.

*La tecnologia che si serve delle radiofrequenze per permettere alla bicicletta di comunicare con i moderni sistemi informatici ed accedere ad una serie di servizi digitali innovativi dedicati al ciclista.*

#### **PBW** PROGRESSIVE BANDAGE WORKMANSHIP

The exclusive progressive wrapping method allows for the creation of a custom frame for every body type making the bike individual to the riders need.

*L'esclusivo metodo di fasciatura progressiva che permette di creare un telaio su misura per ogni corporatura e per ogni esigenza specifica del ciclista.*



#### **M2R** MADE 2 RACE

Geometry designed for racing. Because it's not just the materials and components that give the right feeling for cycling. It's the correct frame geometry that completes the ride.

*La geometria studiata per uso agonistico. Perché non sono solo i materiali ed i componenti a far trovare il giusto feeling di guida, ma è soprattutto la corretta geometria del telaio.*

#### **RCF** REAL CUSTOM FIT

The design and subsequent fabrication of the frame comes alive from the cyclist's complete anthropometric data. This construction with extreme attention to detail, allows bringing significant advantages in terms of comfort and performance not accessible by frames with stock production sizes.

*La progettazione e successiva realizzazione del telaio prende vita partendo dai dati antropometrici completi del ciclista. Questa costruzione dettagliata nei minimi particolari, permette di portare sensibili vantaggi in termini di comfort e di prestazioni, non raggiungibile con i telai con misure standard.*

#### **NBB** NO BALL BEARINGS

Frame design houses special self-lubricating iglidur® bushings instead of traditional ball bearings. These bushings, made with special polymers, are not afraid of water and mud and allow replacement of traditional ball bearings with added benefits like: weight reduction, increased durability, easy maintenance, elimination of lubrication and smooth cushioning.

*Progettazione del telaio per l'alloggiamento di speciali boccole autolubrificanti iglidur® al posto dei tradizionali cuscinetti a sfera. Queste boccole, realizzate con particolari polimeri, non temono acqua e fango, permettendo di sostituire i tradizionali cuscinetti a sfera, con elevati benefici quali: la riduzione del peso, l'aumento della durata, la manutenzione semplificata, l'eliminazione della lubrificazione e la massima fluidità di ammortizzazione.*