MERAK
DE ROSA

“There are stars that never stop shining”

6 → 799 – 162
3 → 630 – 395
850,390
870,470
1 → 489 – 598
1 → 1005 – 770
490,909
12 → 195 – 830
437,963
242,1158
11 → 670 – 1205
670,1330
650,1390
630,1450
13 → 401 – 1448
81392

# A NEW EVOLUTIONARY STAGE

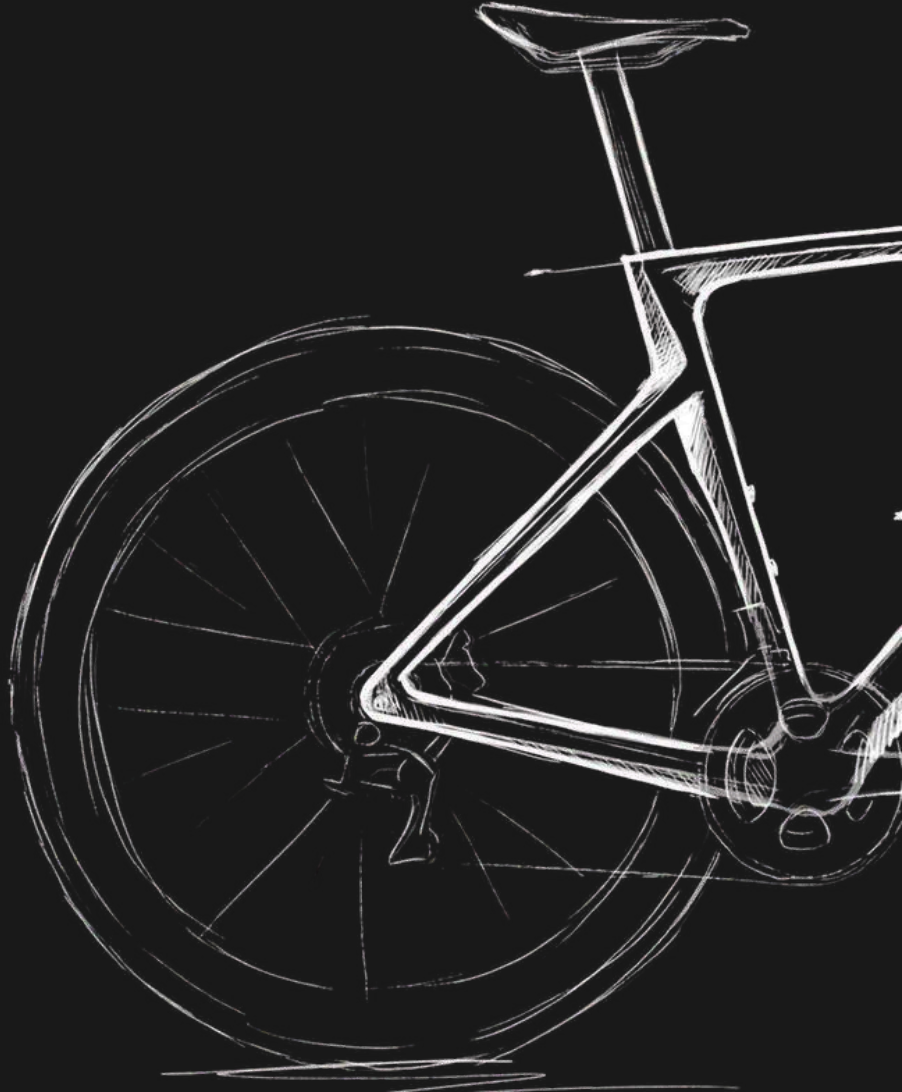
There are stars that never stop shining.
Lighter.
More stable.
More precise.
Merak changes again.
And Merak remains.

There are models that belong to a material, a technology or a specific moment in history.
Not Merak.
For over twenty-five years, it has evolved in shape, construction, materials, and language. And each time, it returns with the same promise: to be fast when the road and riders demand it.
It was born in the era of light alloys.
It explored hydroforming.
It went through a hybrid phase between aluminum and carbon.
It has become entirely carbon.
It adopted disk brakes and full integration.
And today it changes again.
The new Merak is a completely redesigned road bike around a precise balance of weight, response, control, precision, aerodynamics and speed.
It's not a return to the past.
It's the next chapter.

*The new Merak looks to its own luminous history without reproducing it.*
*De Rosa chooses an aesthetic territory that it defines as retrofuturistic*
*in which memory and contemporaneity coexist.*

# 5th generation

Few models tell the story of De Rosa's technological evolution like Merak.
Its history spans profoundly different eras of cycling. And each time, the project has adapted to the tools and knowledge available at the time.
At the end of the nineties, light alloys and TIG welding were introduced.
In the early 2000s, hydroforming arrived and tubes acquired larger cross-sections and increasingly complex shapes.
A hybrid phase follows, in which aluminum and carbon coexist.
Then Merak becomes completely carbon.
In 2020 it returns as a modern high-modulus carbon platform, with disc brakes and full integration.
Radically different technologies.
A surprisingly consistent function.
Merak has always remained a complete, responsive and precise race bike, designed to respond when the pace and intensity increase.
Its element of continuity is therefore not a particular fibre, an alloy or a shape.
It is the dynamic promise.



DE ROSA

campione del mondo 2000

static version

macromedia flash

# Since 1999

On October 15, 2000, in Plouay, Romāns Vainšteins won the professional road cycling World Championship.
Below him is a Merak.
A newly born bicycle becomes a World Champion.
It's not a simple sporting coincidence or an archive photograph.
That victory defined the character of the model from the very beginning: Merak was born within professional cycling and was immediately put to the test at the highest point of the competition.
The rainbow jersey remains one of the strongest symbols of its history to this day.
In the same year, Francesco Casagrande took Merak to the roads of the Giro d'Italia, winning the ninth stage from Prato to Abetone, finishing the Giro in second place overall and conquering the climbers' classification.

In the following period, the Merak name continued to be associated with the De Rosa professional teams and the Giro d'Italia.
Pietro Caucchioli won two stages at the 2001 Giro and in 2002 he climbed to the third step of the final podium.
It is the era of the Vini Caldirola and Alessio teams, of the great stage races and of De Rosa, which used professional racing as a platform for development.

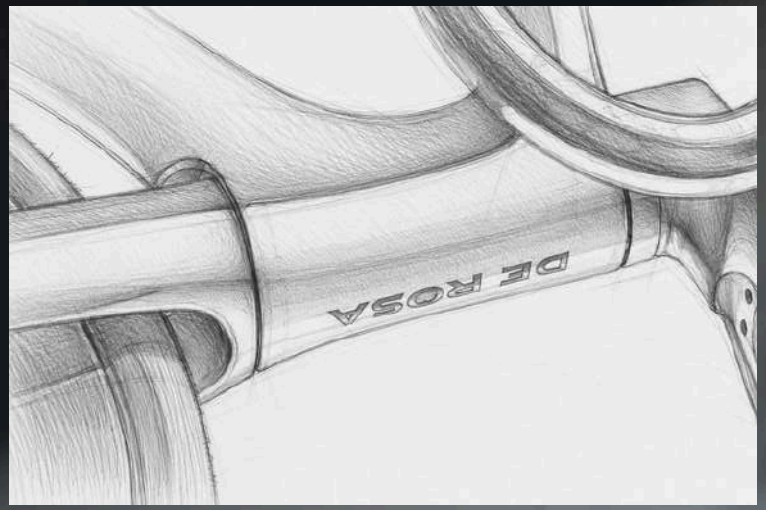
Merak proves competitive in one-day races, on climbs and in the general classification of a Grand Tour.
A complete road and racing bike.
From the very beginning.

# 2026. THE SHAPE TELLS THE PROJECT.

After two years of development, Merak changes again.
The project doesn't just start from weight.
It starts with what happens when speed increases.
The new frame weighs 700 grams and the fork 280.
The complete bike weighs between 6.9 and 7.1 kg, depending on the configuration.
But stopping at the scale tells only half the story. This time, lightness was developed alongside stability.

The rear triangle and fork acquire more generous sections and a greater visual presence.
The new Merak aims to be lighter without becoming more nervous.
Faster without requiring less control.
Performance and safety meet at the same point.

The new Merak has a clean, taut silhouette.
In profile it looks almost essential.
The horizontal tube runs continuously towards a compact front end.
Then we move on.
Viewed from the rear, the bicycle changes character.
The frame and fork gain volume.
The sections become more evident.
The spaces between the wheel and the structure bring out the new architecture.
This is where the stability work becomes immediately legible even without knowing a single number from the technical data sheet.
This dual personality is one of the strongest elements of the project.
Clean from the side.
Muscular from the rear.
Removing weight without compromising the riding experience.

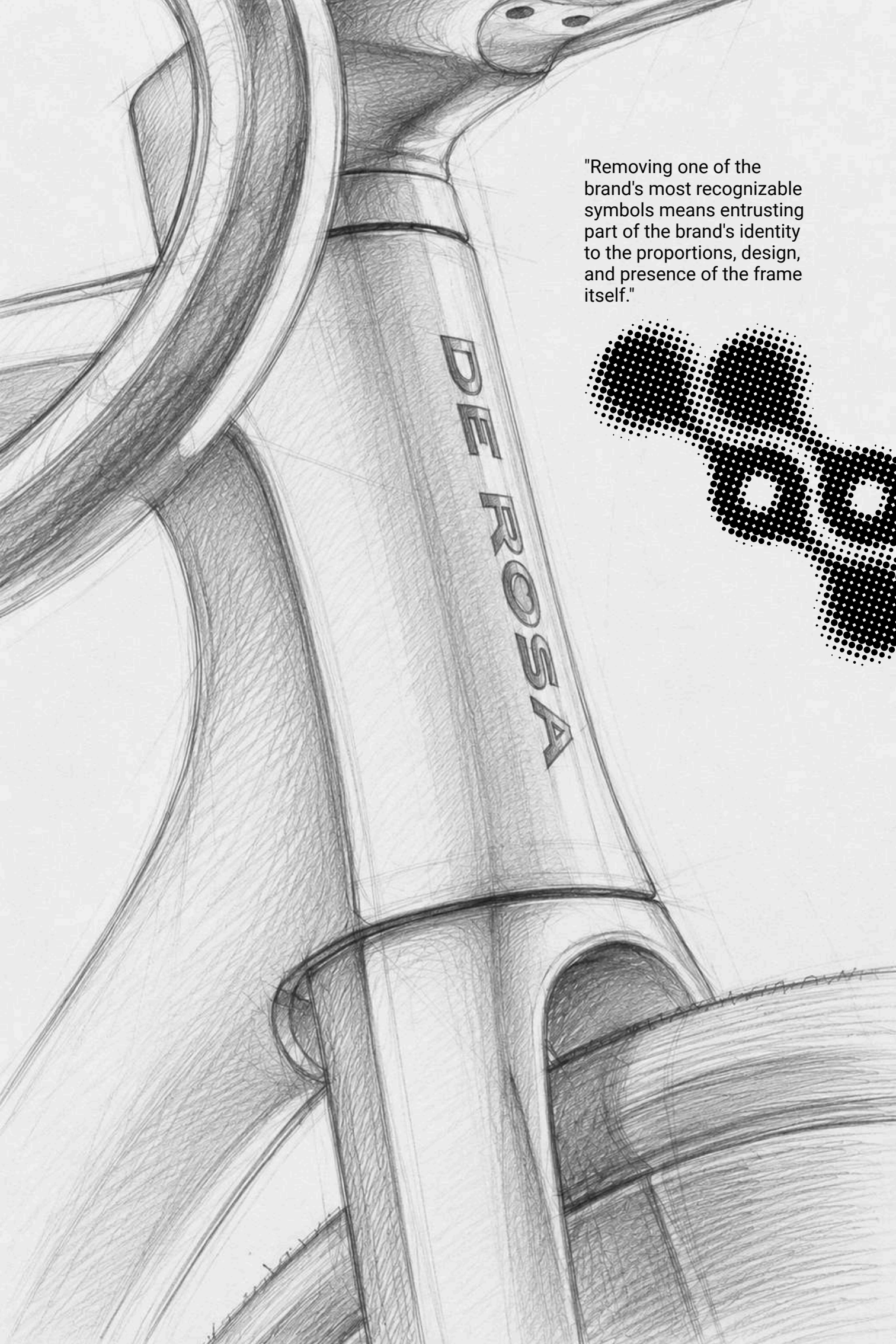

DE ROSA

# RETROFUTURISM

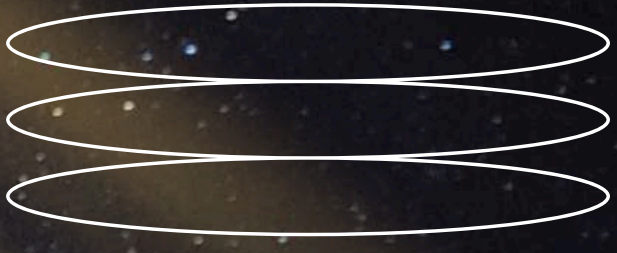
Visual language changes.
The new Merak looks to its own luminous history without reproducing it.
De Rosa chooses an aesthetic territory that he defines as retrofuturistic: memory and contemporary design coexist, but without transforming the project into a heritage exercise.
The logo becomes smaller. The frame surfaces take on greater prominence.
And, for the first time in many years, the De Rosa heart disappears from the head tube.
A seemingly minimal choice, but one that was much discussed during the two years of development.

*"Removing one of the brand's most recognizable symbols means entrusting part of the brand's identity to the proportions, design, and presence of the frame itself."*

*The new Merak will be offered in three graphic lines: three exclusively aesthetic interpretations of the same technical project.*
*Classic: pure and essential, it lets the geometry speak for itself.*
*Dynamic: the longitudinal lines seem to follow and almost "accelerate" the surfaces of the frame, with a more dynamic and contemporary graphic language.*
*Race: direct, tense and without distractions, it is the most explicitly competitive reading of the model.*




"Removing one of the brand's most recognizable symbols means entrusting part of the brand's identity to the proportions, design, and presence of the frame itself."



# THREE SOULS. ONE MERAK.

The technical project is unique

The language and interpretation change.

CLASSIC
Pure. Essential.
DE ROSA
Geometry takes center stage.
Reduced graphic signs.
No distractions.
The version that lets the shape of the frame itself speak most.

BLUE

# DYNAMIC

Movement even when stationary.

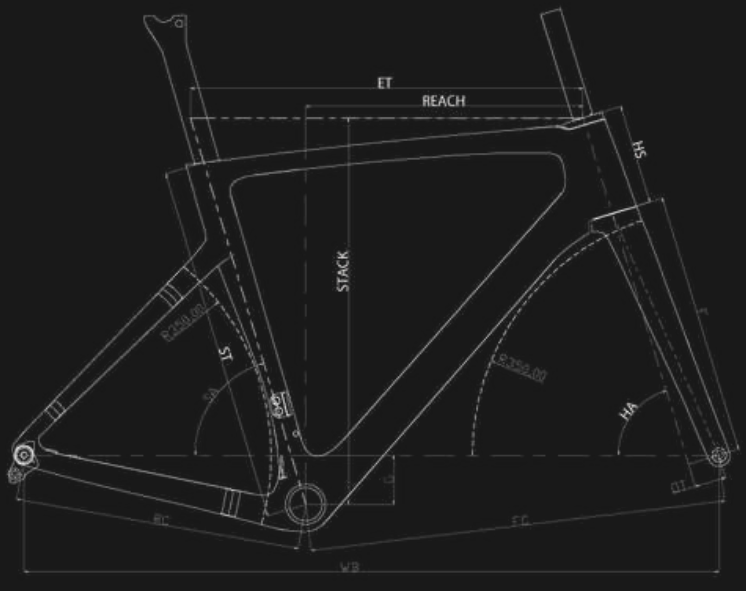
Longitudinal lines run across the surfaces and appear to accelerate them. A more dynamic and contemporary reading of the same architecture.

GOLD

RACE
Direct. Tense. Competitive.
DE ROSA
The most explicitly race-oriented expression of the new Merak.
Clear lines and graphics focused on the sensation of speed.

SILVER

DE ROSA




## **specifiche tecniche** | technical specifications

| *Size* | *ET* | *HS* | *SA* | *HA* | *G* | *RC* | *WB* | *FC* | *F* | *OT* | *STACK* | *REACH* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 425 | 508 | 107 | 74.9 | 70.7 | 70 | 405 | 970.6 | 576 | 371 | 45 | 507 | 371 |
| 445 | 518 | 110.6 | 74.5 | 71.4 | 70 | 405 | 971.6 | 577 | 371 | 45 | 513 | 376 |
| 465 | 529 | 120 | 74.1 | 72 | 70 | 405 | 973.7 | 579 | 371 | 45 | 524 | 380 |
| 480 | 540 | 131.6 | 73.9 | 72.6 | 70 | 405 | 977.7 | 583 | 371 | 45 | 537 | 385 |
| 505 | 551 | 141.5 | 73.9 | 73 | 70 | 405 | 984.7 | 590 | 371 | 45 | 548 | 393 |
| 525 | 563 | 154.7 | 73.7 | 73.1 | 70 | 405 | 993.8 | 599 | 371 | 45 | 561 | 399 |
| 545 | 576 | 167.6 | 73.5 | 73.3 | 70 | 405 | 1002.9 | 608 | 371 | 45 | 574 | 406 |
| 565 | 589 | 185 | 73.1 | 73.4 | 70 | 405 | 1009.9 | 615 | 371 | 45 | 591 | 409 |

## **tipo di carbonio** | type of carbon

| *24T(T700)* | *30T(T800)* | *SP-30T(M30SC)* | *40T(M40J)* | *33T(T1100)* | *60T* |
|---|---|---|---|---|---|
| *0.0%* | *20.4%* | *9.3%* | *28.9%* | *34.3%* | *7.1%* |

| | |
|---|---|
| **Frame** | 700g UDH |
| **Fork** | 280 g |
| **Headset Size** | 1-1/2" to 1-1/2" |
| **BB Size** | 85.5 T47 |
| **Seatpost** | Zero Offset |
| **Optional Offset** | 12mm - 25mm |
| **Seatpost Closure** | 6Nm |
| **Tyre clearance** | 34c |

DER-R966 UCI FRAMESET • 45929

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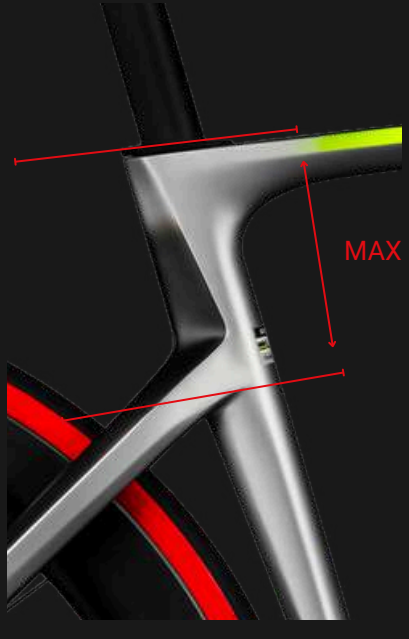
MERAK

## Seatpost Installation

| *Size* | *minimum insertion* | *maximum insertion* |
|---|---|---|
| 42.5 | 80 mm | 90 mm |
| 44.5 | 80 mm | 110 mm |
| 46.5 | 90 mm | 120 mm |
| 48 | 90 mm | 120 mm |
| 50.5 | 90 mm | 120 mm |
| 52.5 | 90 mm | 140 mm |
| 54.5 | 90 mm | 135 mm |
| 56.5 | 90 mm | 140 mm |




## Seatpost tightening max 6 Nm

**Consider the rider's measurements plus the maximum and minimum insertion based on the frame size, and then cut the seatpost to size before installing it.**

DE ROSA

# WHAT YOU WILL LOVE ABOUT MERAK

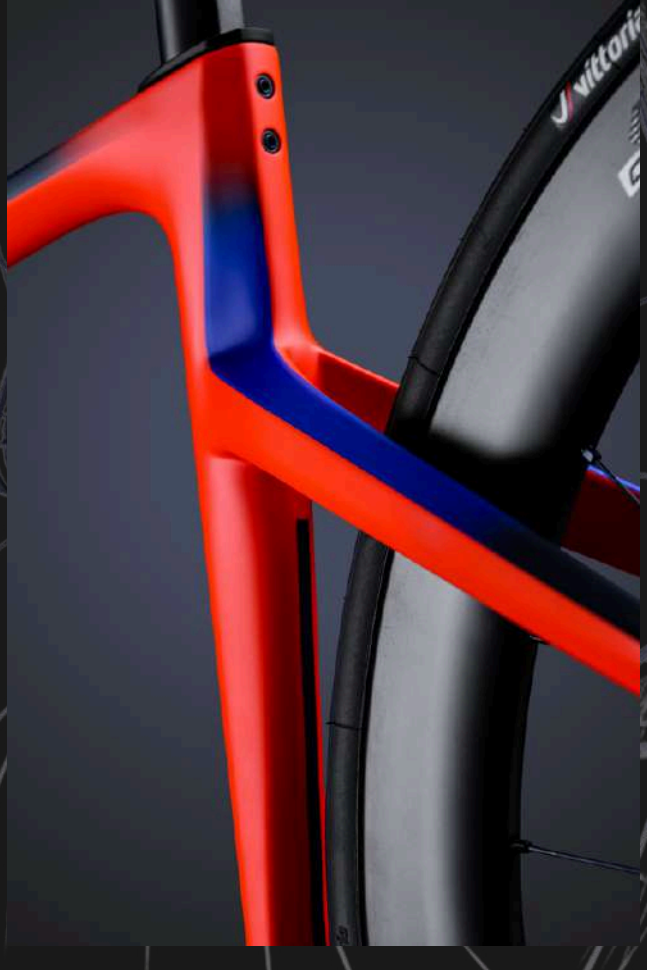
***Lightness without compromising stability.***
700 grams of frame is an immediately readable figure.
But the most interesting part comes when that lightness meets the work on stability.
Merak wants to be fast in relaunches and climbs without becoming nervous as speed increases.

***The descent***
It is one of the situations where the new project reveals its character most clearly.
The increase in the cross-sections of the rear triangle and fork, together with the new architecture, also stems from the search for greater control.
A bike that invites you to go fast, but above all to feel comfortable while doing so.

***Its completeness***
Merak was not born as a pure climber.
It is not a specialist aero bike.
It is not an endurance bike.
It's a complete race bike.
A bicycle for the cyclist who wants to climb, descend, relaunch, cover kilometres and tackle different routes without having to switch bikes every time.

***The story that doesn't weigh***
World Champion in 2000. Pink Jersey. Giro d'Italia. WorldTour.
Twenty-five years of technical changes.
Merak has an authentic history but is not a prisoner of it.
This is perhaps one of its most interesting values.
It doesn't use the past to make itself look important.
It uses it to demonstrate that it has always known how to change.

***Retrofuturism***
The more you look at it, the more you will discover that the initial simplicity is only apparent.
The reduced logo.
The absence of the heart on the head tube.
The tense silhouette.
The volume of the rear triangle when viewed from behind.
Classic, Dynamic and Race.
Merak brings some codes from the past into the present without becoming nostalgic.



# Frequently Asked Questions

**How much does the new Merak weigh?**
The frame weighs 700 grams and the fork 280 grams.
The weight of the complete bike varies between 6.9 and 7.1 kg depending on the groupset, wheels and configuration chosen.
For this reason, it is not correct to communicate a single weight of the complete bike without specifying the configuration.

**Is it a climbing bike?**
It is very light and therefore naturally effective when climbing, but to simply call it a “climber” would be an understatement.
The history and design of the Merak are those of a lightweight all-round racing bike.
The goal is to combine lightness, acceleration, precision, stability and speed on different routes.

**Is this an aero bike?**
Aerodynamics are part of the project, but Merak was not born as a specialist aero bike.
Its identity is linked to the overall balance of performance.

**Is it suitable for long distances?**
Merak remains a race bike.
The possibility of using tyres up to 34c, however, allows you to adapt the setup considerably and increase comfort and grip compared to more traditional racing configurations.
For those looking for a decidedly endurance geometry, it is worth evaluating the De Rosa model that is most consistent with that use.

**What is the difference between Classic, Dynamic and Race?**
None from a technical point of view.
The three versions share the same frame and the same dynamic characteristics.
Only the graphics, finish and aesthetic interpretation change.

**Why is the heart no longer on the head tube?**
It's a deliberate design choice.
For the first time in many years, De Rosa has decided to eliminate one of its most recognizable visual elements from the head tube.
The goal is to leave more space for geometry, proportions and the presence of the frame.
The heart does not disappear from the brand. The way it is expressed changes.

**What tyres can I fit?**
The official clearance is 34c.
The actual size of a tire can, however, vary depending on the internal width of the rim and the tire model used.
For installations close to the maximum limit, it is therefore always advisable to check the actual combination with the dealer.

**Which bottom bracket standard does it use?**
An 85.5 mm T47 according to the official De Rosa spec sheet.

**Do you use UDH?**
Yes.
The frame uses the standard Universal Derailleur Hanger.

**What seatpost do you use?**
A dedicated De Rosa seat post with zero offset as standard.
Options with 12 mm and 25 mm setback are available.
The maximum torque indicated for closing the seat post is 6 Nm.

**Which groups can I mount?**
The official communication indicates compatibility with Campagnolo, Shimano and SRAM platforms.
The compatibility of the individual configuration must always be verified at the time of ordering, especially when new generations of groups are being released.

**Can I buy just the frame?**
Yes.
Merak is available as a frameset including frame, fork, headset, seatpost and thru axles.

**What size do I choose?**
Merak is available in eight sizes, from 42.5 to 56.5.
Stack and reach change progressively between sizes.
On a bike with a racing setup it is particularly important not to choose the size solely based on height.
If you're unsure between two sizes, ask your De Rosa dealer or a bikefitting professional for help.

**Can the colors and graphics be customized?**
Yes. You have endless possibilities.

DE ROSA

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