

3T

3T unveils the new Racemax² Italia: the second generation of its fastest aero-gravel bike

[Presezzo, Bergamo, Italy, October 15, 2025, 3 PM CET]



This is the second generation of the Racemax family, a design first introduced in 2020 with an Asian-made frame and, since 2021, also produced in Italy using 3T's proprietary carbon manufacturing technology based on Filament Winding and Resin Transfer Molding (now renamed Jazz Carbon). Following the progressive improvements introduced over the years, such as cable integration (Integrale technology) and UDH compatibility, the new Racemax² Italia takes inspiration from the first generation but is completely re-engineered: not a single centimetre is identical to the previous Racemax Italia.

Within the 3T lineup, the Racemax² Italia represents the most race-oriented gravel bike, built to perform at its best on fast and smooth surfaces. It is the perfect bike for riders chasing top performance, whether in competition or not: from UCI Gravel World Series and Gravel Earth Series to the Lifetime Grand Prix, or any ride where speed is the goal. Its geometry stays true to the principles of realfast gravel, an ideal balance between performance and comfort that allows real-world riders to maintain peak efficiency for longer. Compared to the first-generation Racemax Italia, handling has been refined with a steeper head angle, stability

3T

enhanced through a bigger bottom bracket drop and revised fork offset, while responsiveness benefits from shorter 420 mm chainstays.

Greater tire clearance and optimized aerodynamics

At the top of the updates list is the increased tire clearance. With the market trending towards wider tires, the Racemax² Italia answers the call with a maximum clearance of 51 mm WAM (363 mm RAM) for 1x setups and 48 mm for configurations with a front derailleur. The frame is engineered and aerodynamically optimised around tyres with WAM between 41 and 51 mm.

Despite the wider frontal surface of the tires, the bike's aerodynamics have not been compromised. Thanks to meticulous refinement work, simulations show an efficiency improvement of around 1.5% compared to the previous generation. This result stems from state-of-the-art refinement. The head tube area, which integrates CeramicSpeed SLT bearings, is now smaller and more efficient thanks to the same aerodynamic "nose" design that characterises the Strada Italia. The fully redesigned fork also conceals the front brake calliper bolts under a dedicated cover that minimises turbulence in this critical zone.

Design, storage, and integrated lighting

The downtube inherits 3T's signature variable-width profile: 54 mm at the upper section (neck), which also features a wheel cut-out for perfect tire alignment, and 75 mm at the lower section, designed to streamline airflow not only around the bottles but also around the tools stored in the integrated storage compartment.

The storage system is one of the Racemax² Italia's most distinctive integration features. Its wide opening makes it easily accessible and spacious without compromising frame stiffness. The Fidlock mini-hook locking mechanism ensures security, while the Missgrape-developed neoprene bag guarantees silent and stable load carrying. Another standout feature is the integrated seatpost light, offering five modes, up to 25 lumens¹ of brightness, and the option to remove it when mounting a rear bikepacking bag. For maximum flexibility, the frame can also be ordered without the storage compartment.

Weight, colors, and builds

The Racemax² Italia frame, available in four sizes (S, M, L, XL), weighs 990 g in size M (unpainted, excluding hardware and small parts) and 1,050 g in the version with storage compartments. The fork weighs 380 g.

Four color options are available: two glossy metallic finishes (Brezza and Ambra), and two iridescent paints that shift depending on light and angle, Rame (red-dominant with green

¹ StVZO certified version for the German market only excluded

3T

hues) and Smeraldo (green base with red reflections). All paints are produced by Lechler and painted in Italy.

The build options are designed to cater to all rider preferences, whether using a 1x or 2x setup: SRAM Force XPLR or RED XPLR (with standard or Torno Wide crankset) for 1x setups, and Shimano GRX Di2 or Campagnolo Super Record for 2x setups. For riders seeking full customisation, the 1x drivetrain can accommodate a 52-tooth chainring on a Torno Wide crank.

PRICING² AND CONFIGURATIONS

Frameset

Racemax² Italia with 3T More stem and 3T Aeroghiaia Integrale LTD handlebar:

EU: € 4,917 | UK: £ 4,425 | Asia: US\$ 5,655 | USA: US\$ 6,499 | Canada: CA\$ 7,999

Complete bikes

- Racemax² Italia with Shimano GRX 2x12 and 3T Discus 45|40 LTD wheels:
EU: € 8,114 | UK: £ 7,303 | Asia: US\$ 9,331 | USA: US\$ 10,999 | Canada: CA\$ 14,999
- Racemax² Italia with SRAM Force XPLR AXS 1x13 and 3T Discus 45|40 LTD wheels:
EU: € 8,115 | UK: £ 7,304 | Asia: US\$ 9,332 | USA: US\$ 11,699 | Canada: CA\$ 15,299
- Racemax² Italia with SRAM Force XPLR AXS 1x13 with Torno Wide crank and 3T Discus 45|40 LTD wheels:
EU: € 8,605 | UK: £ 7,745 | Asia: US\$ 9,896 | USA: US\$ 11,699 | Canada: CA\$ 15,999
- Racemax² Italia with SRAM Red XPLR AXS 1x13 and ZIPP 303 XPLR SW wheels:
EU: € 10,409 | UK: £ 9,368 | Asia: US\$ 11,970 | USA: US\$ 13,899 | Canada: CA\$ 18,199
- Racemax² Italia with SRAM Red XPLR AXS 1x13 with Torno Wide Crank and ZIPP 303 XPLR SW wheels: EU:
EU: € 10,409 | UK: £ 9,368 | Asia: US\$ 11,970 | USA: US\$ 14,399 | Canada: CA\$ 18,899
- Racemax² Italia with Campagnolo Super Record 2x13 Gravel and 3T Discus 45|40 wheels:
EU: € 10,736 | UK: £ 9,662 | Asia: US\$ 12,346 | USA: US\$ 14,599 | Canada: CA\$ 19,199

² Prices are ex-VAT and may vary depending on local VAT. Visit 3T.bike under your country selection to view VAT-inclusive retail prices.



MEDIA KIT

Hi-res pictures and documents are available in [the dedicated media room](#).

For more information, visit 3t.bike



ABOUT 3T

At the forefront of carbon frame manufacturing for gravel and road bikes, 3T is a Bergamo-based company headquartered in Presezzo. Utilising cutting-edge processes and patented technologies within its proprietary factory, 3T has established itself as a leading innovator in the cycling industry.

Founded in Turin in 1961 as "Tecno Tubo Torino", the company quickly established itself as a leading producer of bike components. It achieved numerous successes in professional cycling, such as Francesco Moser's hour record in 1984 and victories in the Tour de France by Carlos Sastre in 2008 and the Giro d'Italia by Ryder Hesjedal in 2012.

Since 2016, 3T has been producing frames and complete bikes, with a particular focus on the gravel segment. There, it pioneered the "Exploro" frame, an aero frame designed to tackle off-road terrain. On its 60th anniversary in 2021, 3T launched the first frame produced in its Presezzo factory: the "Racemax Italia."

Today, 3T is committed to bringing the production back home to its headquarters in Bergamo, Italy, as much as possible.