



 MERAK

DE ROSA 

"There are stars that never stop shining"

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.







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.

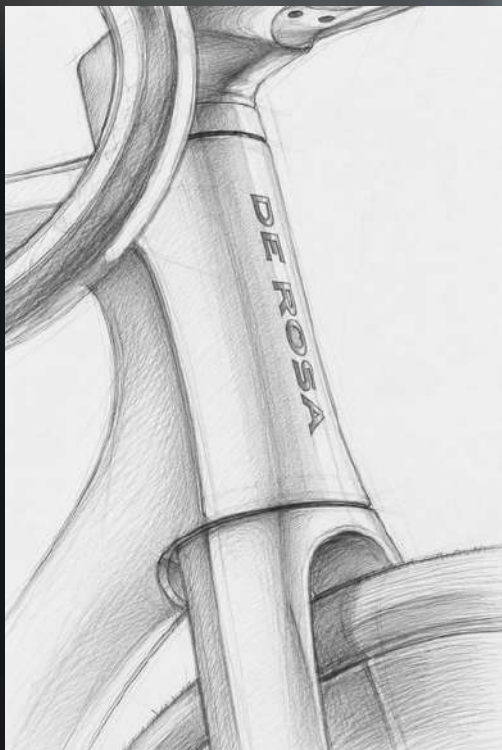
This is where the stability work becomes immediately legible even without knowing a single number from the technical data sheet.

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.



pininfarina

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."

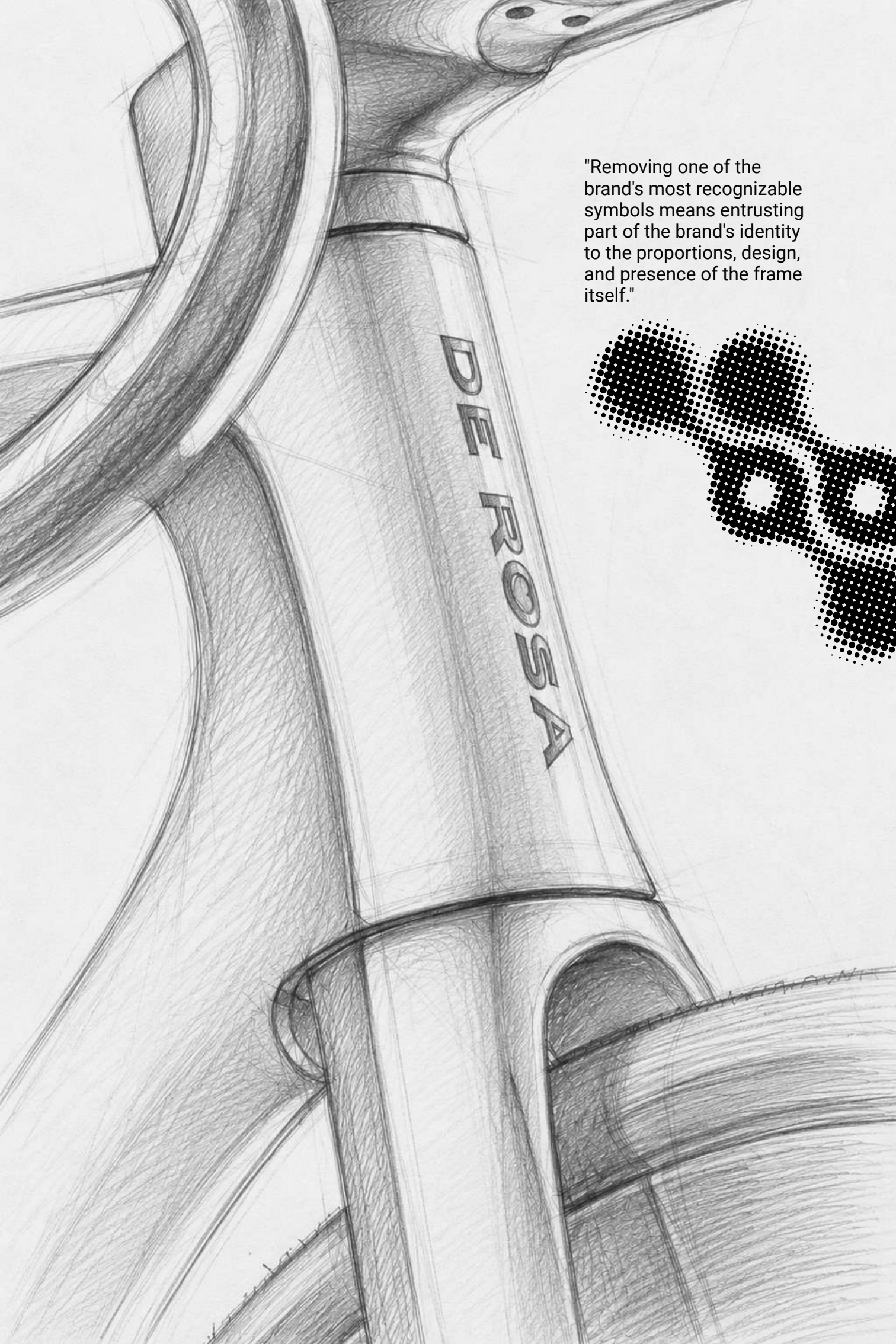
The new Merak will be offered in three graphic lines: three exclusively aesthetic interpretations of the same technical project.

Classic: pure and essential, it lets the geometry speak for itself.

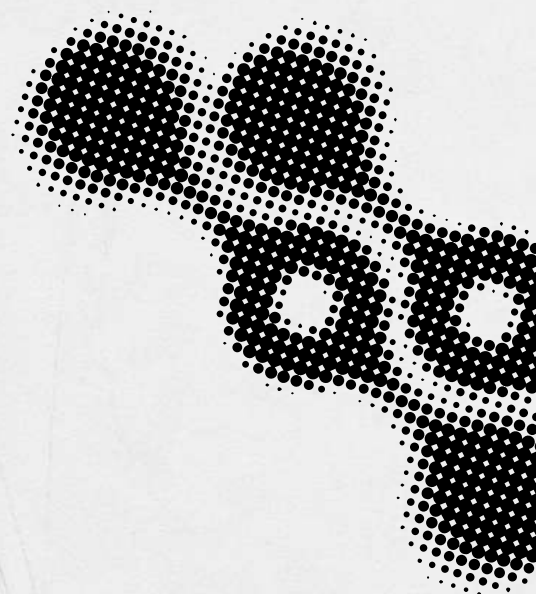
Dynamic: the longitudinal lines seem to follow and almost "accelerate" the surfaces of the frame, with a more dynamic and contemporary graphic language.

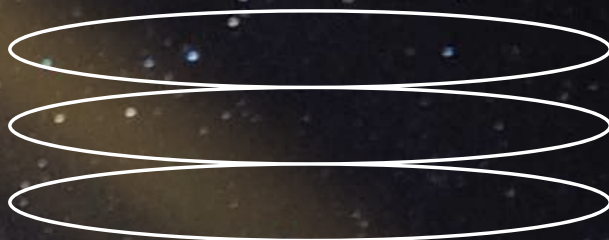
Race: direct, tense and without distractions, it is the most explicitly competitive reading of the model.





"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 MERAH.

The technical project is unique

The language and interpretation change.



CLASSIC

Pure. Essential.

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



BLUE



Classic **Blue**



Classic **Iris**



Classic **Rose**



Classic **Green**



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



Dynamic **Gold**



Dynamic **Violet**



Dynamic **White**



Dynamic **Black**



Dynamic **Purple**

Classic **Red**



RACE

Direct. Tense. Competitive.

The most explicitly
race-oriented
expression of the new
Merak.
Clear lines and
graphics focused on
the sensation of
speed.

DE ROSA



SILVER



Race Silver



Race Burgundy



Race Black



Race White

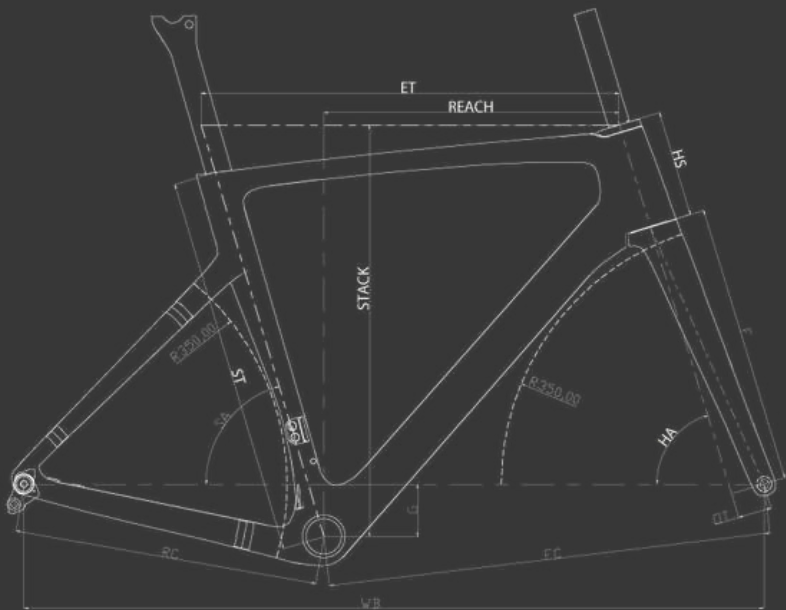


Race Red



Race Purple

Classic Race



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

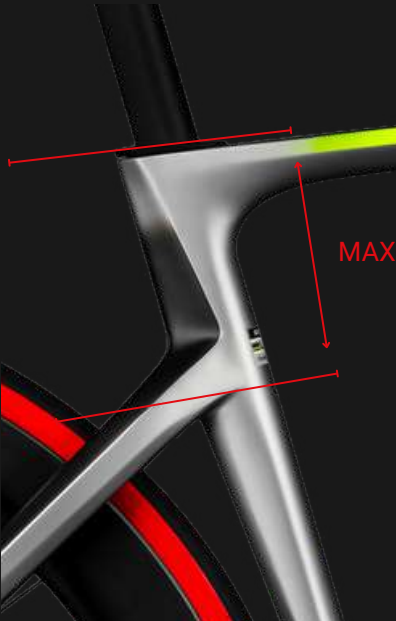


DE ROSA



Seatpost Installation

Size	<i>minimum insertion</i>	<i>maximum insertion</i>
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.



Geometrie manubrio | Bar width

Bar Width	Shifter Width	Reach	Drop	Stem/Hb Reach
				
380+30mm	385.6mm	75	115	166.3(380x90)
400+30mm	405.6mm			166.3(400x90)
420+30mm	425.6mm			176.2(380x100)
				176.2(400x100)
				176.2(420x100)
				186.2(380x110)
				186.2(400x110)
				186.2(420x110)
				196.1(380x120)
				196.1(400x120)
				196.1(420x120)
				206.0(380x130)
				206.0(400x130)
				206.0(420x130)
				216.0(380x140)
				216.0(400x140)
				216.0(420x140)



WHAT YOU WILL LOVE ABOUT



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 g, while the fork comes in at 280 g. Complete bike weight ranges from 6.9 to 7.1 kg, depending on the groupset, wheelset and chosen build. For this reason, the weight of a complete bike should always be quoted together with its specific configuration.

Is Merak a climbing bike?

Its low weight naturally makes it highly effective on climbs, but defining Merak simply as a climbing bike would be reductive. Merak has always been conceived as a lightweight all-round race bike. The goal is to combine low weight, acceleration, precision, stability and speed across a wide variety of terrain.

Is Merak an aero bike?

Aerodynamics are an integral part of the project, but Merak was not conceived as a dedicated aero bike. Its identity lies in the overall balance of performance.

Is it suitable for long-distance riding?

Merak remains a race bike at heart. However, clearance for tyres up to 34 mm gives riders considerable freedom to fine-tune the setup, increasing comfort and grip compared with more traditional race configurations. If your priority is a distinctly endurance-oriented geometry, another model in the De Rosa range may be better suited to that type of riding.

What is the difference between Classic, Dynamic and Race?

From a technical standpoint, there is no difference. All three versions share the same frame and the same ride characteristics. Only the graphics, finish and visual interpretation change.

Why is the heart no longer on the head tube?

It is a deliberate design choice. For the first time in many years, De Rosa has removed one of its most recognisable visual elements from the head tube. The aim is to give greater prominence to the frame itself: its geometry, proportions and overall presence. The heart has not disappeared from De Rosa. The way we tell its story has changed.

Can the colours and graphics be customised?

Yes. The possibilities are virtually endless.

Does Merak use UDH?

Yes. The frame uses the UDH - Universal Derailleur Hanger - standard.

What is the difference between Merak and 70?

The 70 was conceived as De Rosa's manifesto model, developed together with Pininfarina to celebrate the brand's 70th anniversary and translate that heritage into a contemporary project. Over 22 months of development, design and performance were treated as one and the same theme: aerodynamics, low weight and visual identity come together in a highly distinctive bicycle. The collaboration with Pininfarina is therefore an integral part of the project, not simply an exercise in styling.

Merak approaches performance from a different perspective. The frame weight drops to 700 g, while the project places a strong focus on stability as speed increases, particularly through the design and cross-sections of the fork and rear triangle, while retaining a clearly race-oriented geometry that remains consistent with the model's heritage.

The choice is therefore not about which bike is "newer" or "better", but about the type of ride experience and product you are looking for.

If you are looking for De Rosa's manifesto project, where Italian design, aerodynamic research and integration find their fullest expression through the collaboration with Pininfarina, 70 remains the benchmark.

If your priority is an even lighter race bike, with handling developed to deliver outstanding stability at high speed and a more open, versatile technical platform, Merak is the more coherent choice.

What tyres can I fit?

The tyre clearance is 34 mm. However, the actual measured width of a tyre can vary depending on the internal rim width and the specific tyre model used. When fitting tyres close to the maximum stated clearance, we always recommend checking the actual tyre-and-rim combination with your De Rosa dealer.

Which seatpost does Merak use?

Merak uses a dedicated De Rosa seatpost with zero setback as standard. Alternative versions with 12 mm and 25 mm setback are also available.

Which groupsets can I fit?

Merak is compatible with all latest-generation 1x and 2x groupsets, including platforms from Campagnolo, Shimano and SRAM.

Can I purchase Merak as a frameset only?

Yes. Merak is available as a frameset, including the frame, fork, headset, dedicated seatpost and thru-axles.

Which size should I choose?

Merak is available in eight sizes, from 42.5 to 56.5.

Stack and reach increase progressively across the size range.

On a bike with a race-oriented geometry, size should never be selected on rider height alone. If you are between two sizes, we recommend speaking to your De Rosa dealer or a professional bike fitter to identify the most appropriate setup.



DE ROSA

Via Bellini, 24 | 20095
Cusano Milanino (MI) Italy

www.derosa.it
help@derosa.it

[@derosabikes](https://www.instagram.com/derosabikes)
[@familyderosa](https://www.instagram.com/familyderosa)

+39 02 61 95 171
+39 351 81 36 403

© 2026 De Rosa s.r.l. All rights reserved.
Reproduction, distribution, or modification of this document, even partial, is prohibited without the written permission of De Rosa s.r.l. De Rosa® is a registered trademark.