

strada

PRO



FRAME SIZES

XS - S - M - L - XL

FORK

3T FUNDI PRO flat mount disk brake w/12mm thru axle

HEADSET

2 x 10mm & 2 x 5mm PC headset spacers

STEM

Apto Pro

HANDLEBAR

Aeronova Team Stealth

SHIFTERS

SRAM Force CX1 Hydraulic DoubleTap

REAR DERAILLEUR

SRAM Force CX1 Type 2.1 Medium Cage

CRANKSET

SRAM Quarq Prime Power Ready BB386 w/ 30mm 7050 AL spindle

CHAINRING

SRAM Force XSYNC, 50T, 110mm BCD

BOTTOM BRACKET

Aluminum / Nylon Press fit cups for BB386EVO with 30mm i.d. sealed cartridge bearings

CHAIN

SRAM 11-speed XX1 Powerchain® II with PowerLock® connecting link

FREEWHEEL / CASSETTE

SRAM 11-speed PowerGlide™ 11-36T

BRAKE LEVERS

SRAM Force CX1 Hydraulic DoubleTap

BRAKES

SRAM Force Flat Mount Hydraulic Disc w/ SRAM CenterlineX 160mm Centerlock rotor

CABLES

SRAM Hydraulic brake & derailleur with SRAM sealed housing

SADDLE

Sella San Marco Aspide 2 Full Fit Dynamic Narrow 2018 277mm x 132mm

WHEELSET

Discus C35 PRO (700c)

TIRES

Pirelli P Zero™ Velo 700 x 25c (28mm measured width on C35 PRO rim)

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TEAM



FRAME SIZES

XS - S - M - L - XL

FORK

3T FUNDI TEAM flat mount disk brake w/12mm thru axle

BB

BB386EVO

HEADSET

1 1/4" - 1 1/8" Integrated tapered IS42/28.6 | 47/33

SEATPOST

3T Charlie Sqaero Strada (CHARLIE EXPLORO is NOT compatible with the STRADA frame)

AXLES

3T custom: 142x12 rear (Syntace X-12), 100x12 front

BRAKES

Flat mount 160mm or 140mm

CABLE ROUTING

Internal via interchangeable FlipTop covers for 1x & Di2 and 2x & eTap

FRAME WEIGHT

970 g +/- 3% (Strada TEAM - M size) 1005g +/- 3% (StradaDue TEAM - M size)

TIRE CLEARANCE

Max. measured tire width: 28mm. Max. tire radius: 344mm.

(NOTE: Measured width can differ from tire's labelled width due to rim width and other factors)

COLOR

Red (TEAM frame), Black (TEAM Stealth frame), Gray (TEAM StradaDue)

INCL. IN BOX

Frame, fork, headset, seatpost, seatpost internal clamp, front and rear thru axle, noise-cancelling foam sleeve to cover shifter housing and brake hose

strada due

TEAM



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3T.BIKE

V03_06-18



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STRADA: REINVENTING AERO ROAD BIKES



When you feel the stiffness of the STRADA frame combine with the comfort of its wider tires, it's a totally unique experience. In addition, you sense the speed that comes from a no-compromise focus on aerodynamics: airfoil shapes designed specifically around these wider tires, a 1x drivetrain and the tight clearances reminiscent of the fastest time trial bikes. If you like to lead from the front, the STRADA is your ticket to get there first.



WIDE TIRE OPTIMIZATION

The biggest factor in road bike comfort are the tires; they provide more compliance than any other part of the bike. Wider tires are better at reducing shocks from cracks, curbs, cobbles and potholes, which is why they are the norm at Paris-Roubaix. Wider tires also have lower rolling resistance, because their shorter contact patch requires less bending by the casing.

In addition, wider tires offer an advantage on long and multi-day rides, reducing the steady drain on a rider's energy level caused by high-frequency road buzz. But aerodynamics are also important on such rides, and wide tires tend to test poorly in the windtunnel. However, that is to be expected if you test them with frames and parts optimized for narrow tires. The STRADA is the first aero road frame optimized for wider tires, so finally you can be fast and comfortable all the time, from the cobbles to the climbs. All day, every day, with one and the same bike.



REALFAST ARCFOIL

At 3T we design for real world aerodynamics at realistic speeds. Sometimes that clashes with conventional wisdom, even on something as fundamental as aero tube design. Aero tubes are designed based on a series of flat 2D cross sections that connect together into a tube shape. But in the real world, the air flowing over a tube doesn't follow a flat path, it follows an arc. So we built our Arcfoil tubes as a series of curved instead of flat Sqaero cross sections. These exactly mimic the arc of the actual airflow at several points along the tubes and substantially lower the drag.

The Sqaero airfoil sections of the seatpost arc for a different reason, to perfectly cover the rear tire and reduce the turbulence. Seatpost, headtube, even the seatpost clamp and dropouts are optimized aerodynamically in sometimes unexpected ways based on our real world analysis (for example you may wonder why the area behind the lower headset isn't faired; the answer is simple, because the air doesn't flow horizontally there but spins off the front wheel almost vertically, so a horizontal fairing shape is counterproductive as it blocks the upward airflow).

FUNDI AERO FORK



MINIMALIST CROWN:
Instead of a bulky, unaero crown, we minimize its size. This improves the crown's aerodynamics and moves the front wheel closer to the downtube, creating a perfect transition for the airflow.

SQAERO FORK LEGS:
The Sqaero fork airfoil only has a small truncation, perfect to guide the airflow around the front wheel and boost fork stiffness. Different left & right profiles are used to counteract braking forces.

INTEGRATED ADAPTOR:
The Fundi supports flat mount disc brakes with 140/160mm rotors. The disc adaptor to switch between 140 and 160 is completely integrated into the left fork leg shape.

KINKED LEG:
The Fundi connects all the relevant points (axle, brake rotor, crown) the most direct way possible, achieving a low weight and a minimal frontal area with visually striking design.



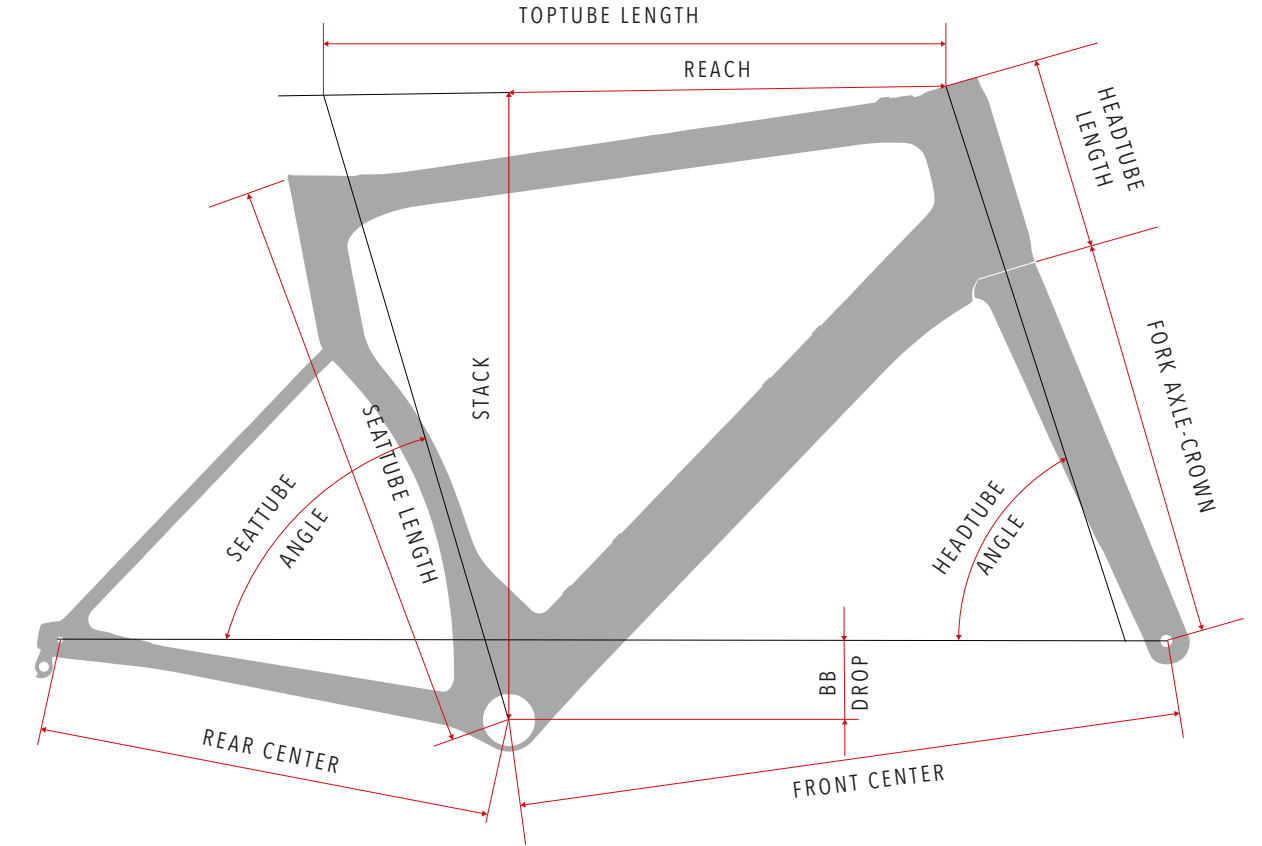
PARADIGM SHIFT: 1xAERO

With all aero road bike developments of the past 20 years, the drivetrain was never really tackled. So we did. The BB area - with the frame, crank, chainrings, front derailleur, water bottles and rider's legs - leaves little room for the air to pass through. A single ring drivetrain reduces frontal area and creates space for unobstructed air flow. And with modern cassettes (in particular the 3T Bailout or Overdrive), you still have all the gears you need.

30 years ago we had 12 gears (2x6) of which only 8 were unique (the rest overlapped). Now we're at 2x11 or even 2x12 but riders barely notice the extra cog. Sometimes more is not better, it's just more. 1x gives you the gears you need, the range you need, less complexity, less weight, less drag and less hassle.

For those who love the Strada's speed and comfort but still prefer electronic or 2x drivetrains, we offer the Strada Due compatible with Campagnolo EPS, Shimano Di2 and SRAM eTap. So the 1x Strada offers ultimate aerodynamics and comfort while the Strada Due let's you use any of the major drivetrain brands' electronic groups with a small aero penalty for the front derailleur and second ring.

GEOMETRY



SIZE	FORK AXLE-CROWN	HEADTUBE ANGLE	SEATTUBE ANGLE	TOPTUBE LENGTH	SEATTUBE LENGTH	HEADTUBE LENGTH	BB DROP	STACK	REACH	FRONT CENTER	REAR CENTER	FORK RAKE
XS	355	69,5	72,5	507	487	119	71	501	349	567	405	50
S	355	71,2	72,5	529	500	119	71	507	369	567	405	43
M	355	73	72,5	550	506	143	71	536	381	573	405	43
L	355	73,5	72,5	571	518	172	71	565	393	589	405	43
XL	355	73,5	72,5	592	533	202	71	594	405	609	405	43