



**UPTOWN<sup>max</sup>SLR**

**URTA<sup>MAX</sup>**  
SLR

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Max improvement, Max performance, Max fun!

This new MTB with 120mm travel has been designed with the aim of providing the Wilier-Pirelli Factory Team a modern and versatile race bike featuring: a high-performance suspension system, precise handling response and safety.

From the very first moment, the new Urtà Max SLR will make you feel like you are on a bike that is ideal for competitions but also fun on the most demanding trails.

**URTA<sup>MAX</sup>**  
**SLR****THE NEW SUSPENSION SYSTEM**

The URTA MAX features a new single-axle damping system. The compression ratio has been optimised to be extremely effective on any terrain type.

The Rock Shox and Fox rear shock absorbers with 45mm travel that are mounted as standard have compression curves specifically tailored to work in symbiosis with the leverage ratio chosen in the design stage.

There are three operating phases: a regressive phase (stiffer and more sustained); a more reactive and sensitive phase, when maximum efficiency during pedalling is required; and a final phase, that is more progressive, to avoid the suspension reaching the end of its stroke.

**FRAME**

The two triangles that form the Urtia Max SLR frame are made of HUS-MOD high-module carbon fibre, the same used for all top range Wilier products. Maximum stiffness only where necessary.

The front triangle completely integrates the cables within frame, but unlike earlier models - where tubes and sheaths passed through holes made in the carbon fibre - on the Urtia Max the brake, derailleur and dropper tubes pass through the headset, similarly to road bikes. This solution provides the bike with an extremely clean and elegant look and, not least, it improves the overall stiffness in the headset area as the absence of holes guarantees continuous modularity and directionality of the carbon fibres.

The rear triangle of the Urtia Max is designed with a single-pivot point. The new conrod (stiffened compared to previous versions) is designed to give the frame a maximum travel efficiency of 120mm.

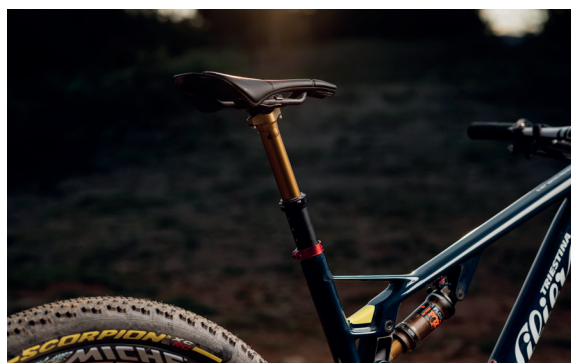


**URTA<sup>MAX</sup>**  
SLR**GEOMETRIES**

The Urta Max geometries have been designed and optimised to mount a 120mm travel fork, with the aim of keeping the rider in racing position, i.e. dropped and gathered.

To do this, we have reduced the stack to a minimum, extending the reach and keeping the bottom bracket lower. It is a solution that allows the rider to stay gathered on the bike, a position that provides better performance.

In detail, for size M the stack measures 598 mm and the reach 443 mm, while the steering angle is more open with 67.5° and the seat tube is at a vertical angle of 75°. With these values, the resulting wheelbase (i.e. the distance between the front and rear wheel centres) is greater than the previous Urta model. All this provides the rider with a greater sense of riding safety and aggressiveness in push position.

**TELESCOPIC SEATPOST AS STANDARD**

The Urta Max SLR leaves the Rossano Veneto factory with a 31.6 mm telescopic seatpost. Each size has a telescopic seatpost with dedicated travel: 100 mm travel for sizes S and M; 125 mm travel for sizes L and XL.

**DESIGNED FOR MORE MODERN TRANSMISSIONS**

The Urta Max SLR has been designed to accommodate the more modern transmissions currently on the market. It can mount a front crown up to 38 teeth and the standard issue UDH dropout is also compatible with the new Sram Eagle Transmission assemblies.



**URTA<sup>MAX</sup>**  
**SLR****MAXIMUM FRAME PROTECTION**

To protect the rear triangle and its bearings, we have designed a special rubber cover which, when installed in the area where the frame triangles meet, avoids mud, dirt and debris affecting the reliability and life of the frame in the long term.

**TYRE CLEARANCE**

The rear triangle has a 70 mm clearance point for mounting today's most modern off-road tyres up to 2.4" ideal for any type of cross-country road.

**NEW URTA MAX BAR**

And finally, for the carbon module there is the new UrtMaxBar monocoque carbon handlebar. The handlebar is perfectly integrated with the frame – as is the case of road products - thanks to special dedicated spacers. The comfort level is kept high thanks to the material used: the HUS-MOD high-module carbon with its exceptional ability to vertically absorb all the micro-vibrations generated by riding on rough terrains. The particular negative inclination of the handlebar stem ( $\sim 27^\circ$ ) guarantees the rider a gathered position that will enable more powerful pedalling during the push phase, in technical uphill climbing and when relaunching.



URTMAX  
SLR

COLOR	WILIER PIRELLI
FINISH	GLOSSY
COLOR CODE	U10



COLOR	LIGHT GREY
FINISH	GLOSSY
COLOR CODE	U11





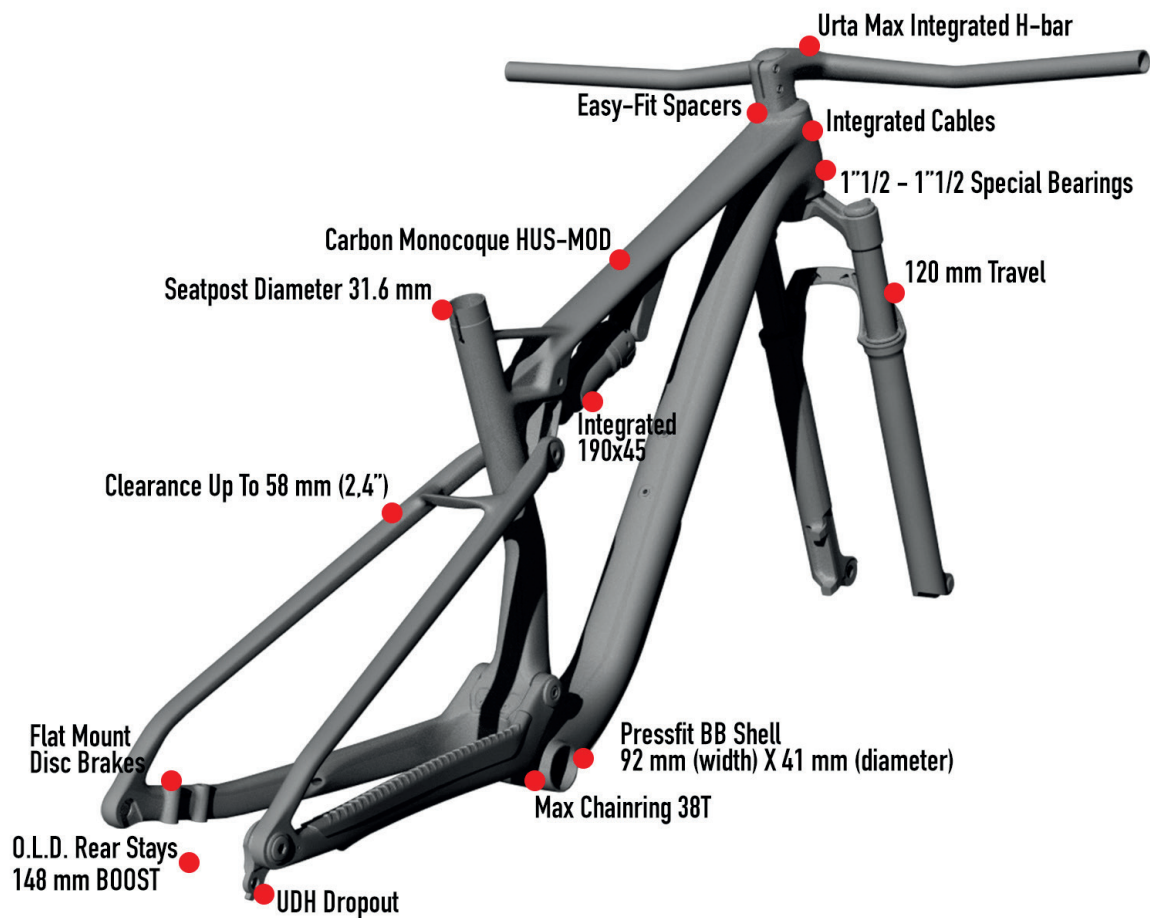
GEOMETRIES AND SIZES



	REACH	STACK	H	L	A	H1	L1	A1	WHEELBASE
SIZE	[mm]	[mm]	[cm]	[cm]	[°]	[cm]	[cm]	[°]	[mm]
S	415	598	41	57.5	75	8.8	43.5	67.5	1126
M	443	598	44	60.3	75	8.8	43.5	67.5	1154
L	471	602	48	63.2	75	9.2	43.5	67.5	1184
XL	500	613	52	66.4	75	10.4	43.5	67.5	1218



KEYPOINTS



FRAME AND TECHNICAL SPECS DETAILS

FRAME AND TECHNICAL SPECS DETAILS		
HEADTUBE	1" 1/2-1" 1/2 SPECIAL BEARINGS	
UPPER BEARING LOWER BEARING	FOR ALU STEM:	FOR CARBON HB:
	RITCHEY HEADSET CMP LOGIC MTB 33030816029	ACROS HEADSET AIF610 IS52/28.6/ICR 320.52.619 UB: 42X52X7 LB: 40X52X7
FRONT FORK O.L.D.	110mm UP TO USER'S FORK	
REAR STAYS O.L.D.	148 - BOOST GEOMETRY	
BB SHELL	SHIMANO PRESSFIT (92 WIDE X41 DIAMETER), UP TO 38T	
SEAT POST	31.6mm	
FRONT DERAILLEUR TYPE	OPTIONAL CHAIN GUIDE	



URTMAX SLR

TIGHTENING TORQUES



MAXIMUM TIGHTENING TORQUES		
1	SHOCK UPPER SCREW	5 Nm max
2	SHOCK ARM SCREW	12 Nm max
3	SWING ARM SCREW	10 Nm max
4	MAIN PIVOT SCREW	10 Nm max
5	MAIN PIVOT NUT SCREW	15 Nm max





FAQ

How much does the frame weigh?

The frame net of the rear shock absorber weighs 1730 grams, in the painted size M.

What wheels and tires can I install?

URTA MAX SLR accepts 29" boost wheels with tires up to 58 mm actual width.

What frame protectors are standard?

A carbon protector is installed on the lower part of the down tube and a thicker rubber chainstay protector.

What gears can I install?

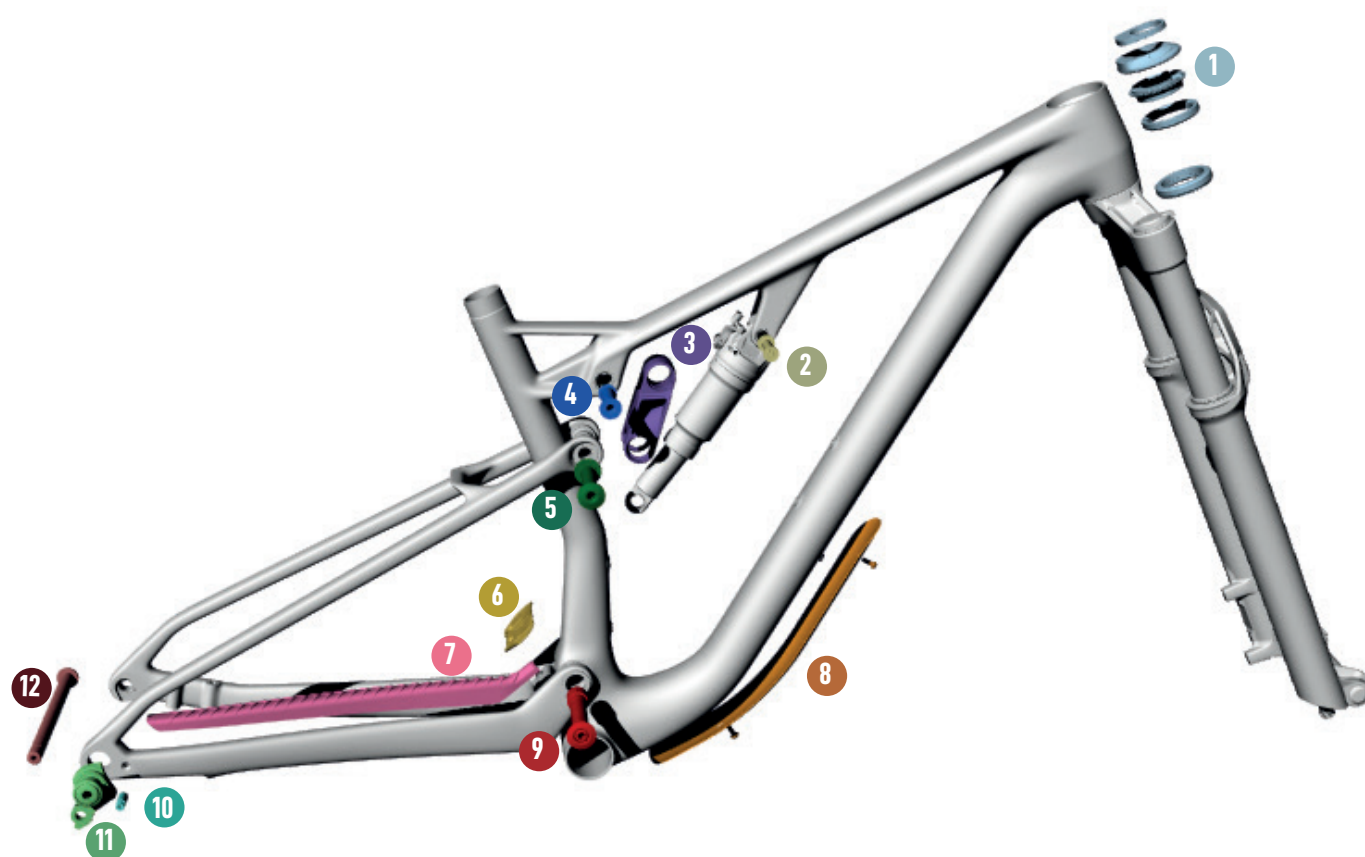
Gears with up to 38 teeth can be installed.

Does URTA MAX BAR integrate cables inside?

No. The handlebar is monocoque but the wiring is completely external.



## SPARE PARTS

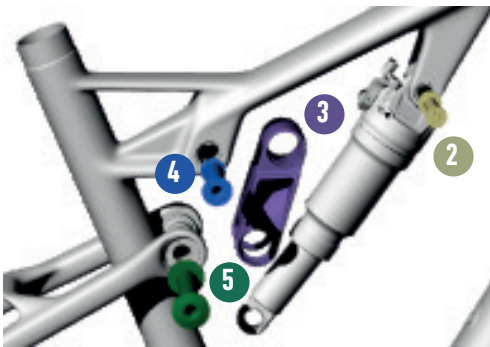


URTA<sup>MAX</sup>  
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SPARE PARTS	
<b>33030816029</b> (FOR ALU STEM)	RITCHEY HEADSET MTB CMP 1.5" BK
<b>320.52.619</b> (FOR CARBON HANDLEBAR)	ACROS HEADSET AIF610 IS52/28.6



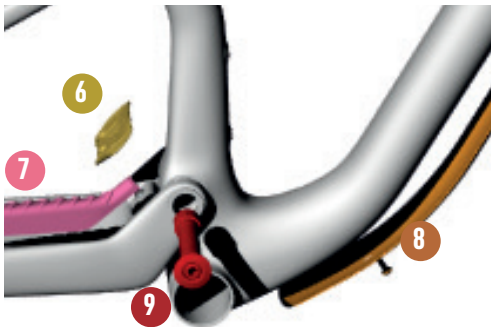
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SPARE PARTS	
<b>WTP-SHUP</b>	URTA MAX SHOCK UPPER SCREW
<b>WTP-SWAMAX</b>	URTA MAX SWING ARM
<b>WTP-SCSWA</b>	URTA MAX FIXING SCREW FOR SWING ARM
<b>WTP-SHOCMAX</b>	URTA MAX FIX. SCREW RR SHOX LOW. POSITION



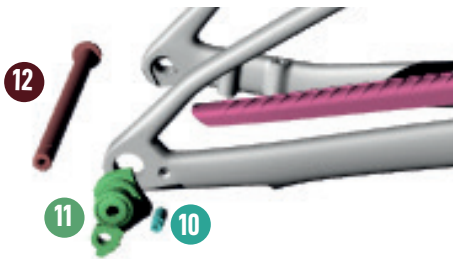
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SPARE PARTS	
<b>MUDMTB120</b>	URTA MAX REAR STAYS COVER
<b>WTP-CHPROT-MTB</b>	CHAIN STAY PROTECTOR MTB
<b>WTP-DTPROT</b>	URTA MAX DT PROTECTOR
<b>WTP-LBEAMAXKIT</b>	URTA MAX SET LINK LOWER PART



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SPARE PARTS	
<b>WTP-ALDROP</b>	URTA MAX DROPOUT STOPPER
<b>UDH-SRAM</b>	DROPOUT UDH SRAM
<b>HGPRTA12X178.5L</b>	REAR AXLE LEVER 12X178.5 P1.0 URTA MAX



