
Campagnolo
2010
ENG

INDEX

CAMPAGNOLO®
FUTURE BOND

CAMPAGNOLO® HAS CELEBRATED THE 75TH ANNIVERSARY OF ITS FOUNDATION WITH A VERY CLEAR MESSAGE:
RAISE THE LEVEL!

It was 1927 during the ascent of Croce d'Aune Pass that Tullio Campagnolo found himself in great difficulty when he tried to take off the rear wheel to change the gear ratio. The legend tells us that he said: **"Something has to be changed back there"**. And so with farsightedness he patented his fast release in 1929.

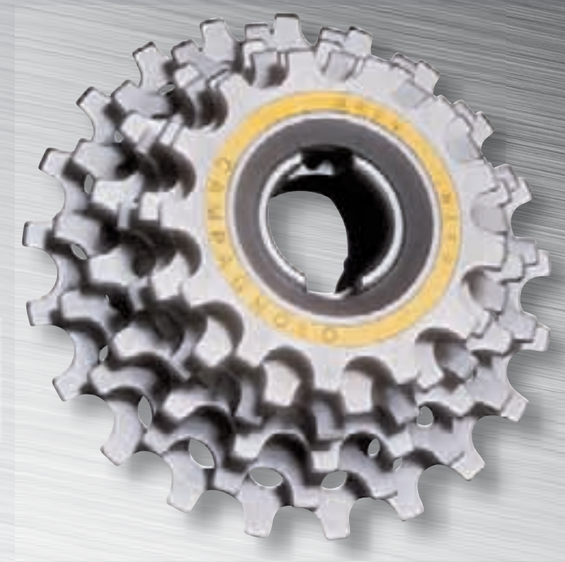
THEN IN 1933 HE FOUNDED CAMPAGNOLO®:
A BRAND CONCEIVED BY A SPORTSMAN FOR SPORTSMEN.

76 YEARS HAVE PASSED AND CAMPAGNOLO® CONTINUES TO CREATE PRODUCTS FOR THE EXTREMELY **HIGH STANDARDS** OF PROFESSIONALS, RAISING THE **QUALITY, TECHNOLOGY AND DESIGN** LEVELS EVERY YEAR.

Raising the level means just this: our continuous and determined striving towards innovation, intended as a necessary thrust towards the future.
The driver for Campagnolo®'s success is rooted in the company's energy, intended as its innovative power and its ability to dictate trends in technical solutions, materials and technologies: always being the first in the ascent, overcoming fatigue and foretasting the descent.

OUR WHOLE CREATIVE AND INNOVATIVE DRIVE CAN BE SUMMED UP IN A SIMPLE PHRASE:
DO BETTER TODAY WHAT YOU DID YESTERDAY; AND DO WHAT SEEMED IMPOSSIBLE YESTERDAY.

1983
50™ANNIVERSARY



PRO-TEAMS
2009

RACES ARE OUR TEST BENCHES AND OUR SEVEREST TESTERS ARE THE PROFESSIONAL CYCLISTS.

IT IS ONLY AFTER SUBJECTING EVERY SINGLE COMPONENT TO THE TOUGHEST TESTS, FIRST OF ALL IN THE LAB AND THEN ON THE ROAD, THAT WE MAKE IT AVAILABLE TO THE PUBLIC.

We assess the effectiveness of our solutions with the riders: it is they who help us to "adjust our aim" to obtain **the maximum** from every component.

A professional race is a very tough exam: there are so many hours of use in weather conditions which are different and often difficult. But only in this way can we be sure that our Campagnolo® components will ensure you the **maximum reliability**.

And the **teams** Campagnolo® collaborates with are the **most important** ones.
A series of teams which year by year has been enriching a war chest that grows by the day.

2009 PRO-TEAMS	BICYCLE BRAND	COUNTRY TEAM
Liquigas	Cannondale	Italy
Lampre-Fondital	Wilier Triestina	Italy
LPR	De Rosa	Italy
G.S. CSF Group Navigare	Colnago	Italy
Acqua e Sapone	De Rosa	Italy
Cofidis	Look	France
Bouygues-Telecom	Time	France
Quick-Step Innergetic	Specialized	Belgium
Silence - Lotto	Canyon	Belgium
Katusha	Ridley	Belgium
Topsport-Vlaanderen	Merckx	Belgium
Caisse d'Epargne	Pinarello	Spain
BMC Usa Team	BMC Usa	USA
Nippo	Colnago	Japan
Aisan Racing Team	Pinarello	Japan

THE AIM WAS THE SAME FOR ALL OUR PROJECTS: **INCREASE PERFORMANCE**. THIS IS BECAUSE WE KNOW THAT THOSE WHO CHOOSE CAMPAGNOLO® DEMAND FLAWLESS HIGH-PERFORMANCE PRODUCTS AND ONLY LOOK FOR THE BEST FOR THEIR BIKE. YOU CAN SEE THE RESULTS OF **EVOLUTION, DEDICATION AND THE SEARCH FOR PERFECTION** FOR YOURSELF IN THE NEW 2010 RANGE.

ERGOPOWER™ ULTRA-SHIFT™ CONTROLS

Faithfully following the tradition and emerging ourselves in innovation, we worked simultaneously on several fundamental factors to guarantee that you'll get **unprecedented results**.

ERGONOMICS

The design of the support **follows your hands perfectly**.

We have reproduced the asymmetry of the human hand on the body of control, increasing the contact area with the palm and making different resting positions possible. We have also envisaged an extra, high grip, position for long distances.

COMFORT

The levers are easier to reach with the new form. We have also thought of those who have large hands: **a special insert** can increase the lever distance by 8%.

The density of the shock absorber which envelops the body of the control is differentiated and it is elastic, non-allergic and absorbs vibrations. Furthermore, it is not affected by temperature differences and does not deteriorate under the action of UV radiation.

The passage of the cables does not give rise to uncomfortable bulges at the control exits.

No-Bulge™ technology:

- no annoying bulge under the handlebar tape
- the sheaths disappear inside special seats

Multi-density Vari-Cushion™ hood:

- greater softness in the palm support area
- greater rigidity in the gripping area

EFFICIENCY

Ergopower™ Ultra-Shift™ controls let you shift the chain simultaneously up three sprockets and up to five downwards. The lever design makes it possible to obtain a **lighter rear derailleur control** which is **more fluid** than ever. The front derailleur action makes it possible to improve the shifting speed.

BRAKING EFFICIENCY

The Ultra-Shift™ form of the levers lets you act on the brakes with **greater power**. In particular, it is possible to brake with great power and promptness when the hands are gripping high up. This is a plus which allows professionals to chat with greater peace of mind before getting on with the serious business.

11-SPEED DRIVETRAIN

CAMPAGNOLO® CROSSED THE FINISHING LINE FIRST WITH AN **ABSOLUTE INNOVATION**, JUST AS ITS GENES DICTATE: **11-SPEED** DRIVETRAINS.

SOME WILL ASK: 11 SPEEDS, WHY? AND OUR ANSWER IS: BECAUSE CYCLISTS ARE NEVER HAPPY AND CAMPAGNOLO® WANTS TO PROVIDE THEM WITH **UNIQUE PERFORMANCE**.

11™ SPEED

We worked scrupulously to obtain a result of **absolute precision** and **unprecedented operating efficiency**. Increasing performance was our aim. And we succeeded fully: the added value of the 11-speed drivetrain is under everyone's eyes, or pedals rather.

WITH OUR NEW 11-SPEED SYSTEM YOU WILL HAVE A CHOICE OF SPEEDS THAT WILL MAKE YOUR BIKE EVEN **MORE VERSATILE**.

Shifting efficiency and precision, fluidity and smoothness also improve ... for better and better performance and even lower weight.

A **FOUR-YEAR WARRANTY**

We have reduced the thicknesses to insert the extra sprocket, we lowered the weight using extremely advanced materials but we also set ourselves the aim of long-term reliability.

We worked on the materials in such a maniacal way that we can state without a shadow of doubt that long-term endurance will not be a problem, even for those who use their bikes every day.

The work carried out by our engineers is the best guarantee for us.
We are so sure of the reliability of our products that we have given a full four-year warranty to the components of the 11-Speed drivetrain, **only if they are part of a complete system: crankset, Ergopower™ controls, front and rear derailleurs, chain and sprocket set.**

Campagnolo® components are designed to last.

ULTRA-SHIFT™ 11-SPEED FRONT DERAILLEURS

Ultra-Shift™ front derailleurs are more rigid while thanks to the special chain guide fork the **operating speed and ease of use and adjustment** are enhanced. Furthermore, the anti-friction treatment extends their lifetime. The fastening system has also been redesigned in the clamp versions for improved compatibility with the bicycle frame.

Special inner cage design:

- greater rigidity
- faster shifting
- more space for the chain crossovers

ERGOPOWER™ ULTRA-SHIFT™ 11-SPEED CONTROLS

The Ergopower™ Ultra-Shift™ controls are ideal for the 11-speed drivetrain. The reworked form permits a **better grip** for the rider's hand and absolute operating precision. It could not be otherwise given the reduction of the working spaces.

The right-hand allows you to shift the chain up to three speeds upwards and up to five downwards. The advantage is in the excellent shifting speed in every situation.

Operating fluidity has also been improved. Thanks to a favourable lever ratio the force required for actuating the **front and rear derailleurs** is a lot lower than with the old controls.

11-SPEED REAR DERAILLEUR

This is the fulcrum of the 11-speed systems. The 11-speed rear derailleur has a forged aluminium upper body which works on an enveloping and oversized carbon fibre or aluminium outer plate. The new form confers torsional rigidity which is 150% greater than the old design and contributes to the construction of a parallelogram with **absolute operating precision**.
The cage pulleys are now made of a lighter material and reduce vibrations.

Oversize outer plate and redesigned parallelogram:

- greater rigidity and shifting precision

Special lightened pulleys:

- reduced vibration
- increased chain smoothness
- greater lightness

11-SPEED SPROCKETS

Eleven sprockets that are even more efficient despite the reduction of the thicknesses? We have succeeded. The teeth have been designed to **optimize the speed and fluidity of shifting**. This form reduces stress on the chain which ascends more easily onto the higher diameter sprockets.

The large pinions are divided into sets of three and are mounted on a **new aluminium frame**. Thanks to this, rigidity increases 180% and the individual sprockets are 70% more resistant to torsion.

Enhanced timing:

- faster shifting speed
- less stress on the chain

Superlight aluminium lockring

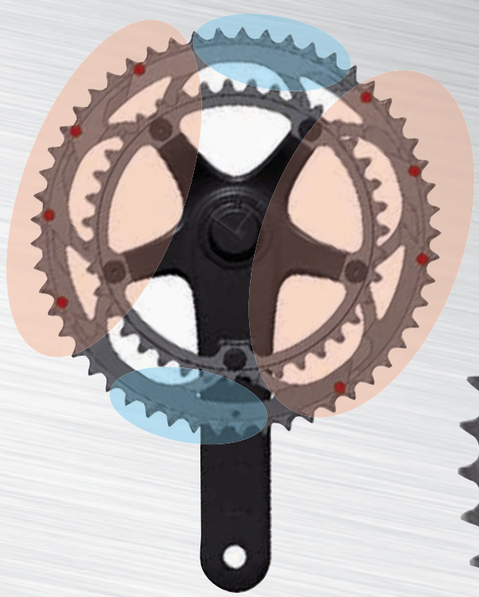
The last two sprocket triplets are fitted on aluminium frames which transform them into a single solid block.

11-SPEED CHAIN

We have reduced the width of the chain to 5.5 millimetres with the new spacing and a new material has been envisaged for the outer links. The pins are hollow inside to reduce the weight while maintaining strength. It is necessary to use tool UT-CN300 to fit it.
The Ni-PTFE treatment ensures **smoothness and long life**. The Ultra-Link™ fastening system guarantees strength and operation with the 11-speed sprockets.

11-Speed chain:

- special steel, 20% stronger
- special outer link design for faster shifting even under stress



11-SPEED CRANKSET

We have redesigned the tooth profile to optimize 11-speed operation.
Our studies led to the **ESP** (Enhanced Shifting Performance) **ACTUATION SYSTEM™**, specially developed to improve shifting timing.

Thanks to the special gear design, there are now two diametrically opposed sectors specialized for upshifting, and two downshifting sectors, also diametrically opposed. This solution makes instantaneous shifting possible both up and down.

The darker colour of the gears is the result of a **special anodization system** which confers greater resistance to wear and saline corrosion.

The special outermost chainring design makes it more rigid to give more power to the drivetrain.

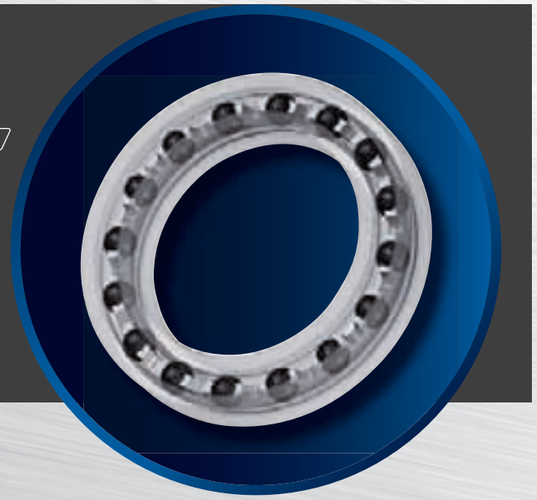
This solution features two specialized sectors for upshifting and two for downshifting.

- Up-shift sector
- Downshift sector

CULT™
CERAMIC ULTIMATE LEVEL TECHNOLOGY

CULT™ CERAMIC ULTIMATE LEVEL TECHNOLOGY

CERAMIC BALL BEARINGS ARE A REALITY TODAY IN THE CYCLING WORLD AND CAMPAGNOLO_ DECIDED TO BE A PART OF IT RIGHT FROM THE BEGINNING, IN THE ONLY WAY IT KNOWS: **THE BEST POSSIBLE**.



Campagnolo® is **evolving the ceramic ball bearing concept** using CULT™ (Ceramic Ultimate Level Technology). We have combined the best ceramic ball bearings on the market with a stainless chromium steel with exceptional hardness called Cronitect®. It's the result of the "Advanced by FAG" technology, Schaeffler Group, and it will be a **Campagnolo exclusivity** for the next 2 years (for the cycling field). The thermochemical treatment of the surface layer ensures resistance to corrosion and wear. It also improves smoothness and grease is no longer required.

Cronitect® has achieved exceptional results in the salt spray fog test, standing out decisively from the other stainless steels.
CULT™ technology is destined only for the top products: Super Record™ cranksets and the highest range wheels.

USB™ ULTRA SMOOTH BEARINGS

Our ceramic USB™ - Ultra Smooth Bearings guarantee **extremely high smoothness**. Perfectly smooth surfaces and lower friction to reduce loss of power are the most interesting features. Add on the reduced weight and resistance to corrosion and you will understand why we can give you the best thanks to USB™ All your power will be transferred onto the road.

USB™ - Ultra Smooth Bearings - technology is used for Record™ cranksets and for the new Shamal™ Ultra™ wheels.

SKELETON™
BRAKES

LIGHTNESS AND **POWER** ARE IN THE DNA OF SKELETON™ BRAKES.

Thanks to the design which eliminates useless material, we have optimized a brake which loses nothing in strength and is able to give power, modulation and exceptional braking torque.

The differentiated front and rear construction optimizes **power** and **progressiveness**.

ULTRA-TORQUE™ OS-FIT™
INTEGRATED CUPS

THE CAMPAGNOLO® SOLUTION FOR **BB30 AND 86,5x41 OVERSIZE BOTTOM BRACKETS**

Campagnolo® firmly believes in the oversize bottom bracket but, as is our custom, instead of following the others we have taken our own path, the one that leads to the best outcome.
Making the Ultra-Torque™ crankset oversize would have meant going against its nature and losing the characteristics and performance features that have made it the crankset preferred by cyclists over the last several years. So Campagnolo® decided to take advantage of the effectiveness of that design and modify only the cups. In fact, **the new Ultra-Torque™ OS-Fit™ integrated cups have the same bearing seat function of the already well-known Ultra-Torque™ cups**, and replace them to make the Ultra-Torque™ crankset perfectly compatible with bottom bracket shells with 86.5 mm diameter and with BB30 bottom brackets. In addition, the new OS-Fit™ cups are 20 grams lighter than the standard cups. **The new UT-BB140 tool, designed specially by Campagnolo®, is required for fitting the OS-Fit™ cups.**

RAISE THE LEVEL
WITH 11 SPEED!

IN THE VANGUARD OF TECHNOLOGICAL INNOVATION.
THE 11-SPEED GROUPSETS ARE THE FRUIT OF OUR KNOW-HOW, OF OUR CONTINUOUS INNOVATIVE DRIVE.

Cyclists are never truly happy whether they are professionals or amateurs. Campagnolo® therefore decided to give them an extra possibility with the **11-speed groupsets**.

The Campagnolo® 11-speed groupsets are the technological non plus ultra: front and rear shifting is faster, more precise, fluid and lighter and the drivetrain is quieter.

Every transmission component has been redesigned: the Ergopower™ controls, front and rear derailleurs, chain, sprocket set and crankset.

SUPER RECORD™, RECORD™ AND CHORUS™, GROUPSETS HAVE BEEN CONCEIVED TO EXCEL IN EVERY CHALLENGE.

Ready to give battle with their spirit of **pure adrenalin, dynamism, passion** and **energy**,and permit the world's top cyclists to express all their potential without hesitation. Being the first past the finishing line; **winning**: the only thing that counts when you compete.

THIS YEAR THE 11 SPEED PROJECT HAS BEEN EXPANDED WITH THE INTRODUCTION OF THE NEW ATHENA™ 11 SPEED GROUPSET, BASED ON THE SAME INNOVATIVE TECHNICAL SOLUTIONS BUT WITH A SILVER FINISH.

11™ SPEED

11 SPEED
GROUPSETS

SUPER RECORD™ GROUPSET

This is the state of the art in technology applied to racing bikes. The non plus ultra. The racing groupset sans pareil.Super Record™ is an absolute legend: it was introduced in 1973 and became **The groupset** of champions. 21 years later, Campagnolo® proposed it again.

The reason? Still the same: being THE groupset for the best. And its **11 speeds** are there to prove it. Lots of carbon fibre but also titanium and light alloy.

Consistent with out mission we have **raised the level** for the umpteenth time. Before everyone, ahead of everyone: this is the **peerless level of excellence** established by Campagnolo®. The Super Record™ groupset: **the perfect tool for winning. Every time.**

ERGOPOWER™ ULTRA-SHIFT™ SUPER RECORD™ **CONTROLS**

HERE IS THE MOST EFFECTIVE ERGOPOWER™ CONTROL EVER PRODUCED. ITS **ERGONOMIC FORM** AND **LIGHTNESS** ARE ITS STRENGTH.

The choice of materials aims at excellence. The imperative is: **carbon fibre and titanium**. All combined with aesthetics designed down to the smallest details.

Shifting and braking have never been so easy.

- carbon fibre brake lever grooved at the top
- optimum support when gripping high and low
- mechanisms on bearings
- internal mechanism with titanium parts
- fibre insert in the shift lever
- Vari-Cushion™ shock absorbers
- No-Bulge™ cable passages

SUPER RECORD™ **CRANKSET**

ULTRA-HOLLOW™ STRUCTURE ULTRA-TORQUE™ SYSTEM

OUR **CULT™ TECHNOLOGY** AND THE SPECIAL **CORROSION-PROOF TREATMENT** EXALT ITS STRENGTH AND ENDURANCE.

The use of unidirectional and multidirectional carbon fibre in the **Ultra-Hollow™ structure** gives the cranks rigidity and lightness.

ESP (Enhanced Shifting Performance) ACTUATION SYSTEM™ technology ensures precision and speed when shifting.

- Ultra-Torque™ bottom bracket
- cups with very low friction seals
- hollow structure cranks and spokes
- asymmetrical ESP ACTUATION SYSTEM™ geometry for the chainring teeth
- CULT™ bearings with premium grade ceramic ball bearings-
- chainrings with anodization, corrosion-proof and wear-proof treatment
- ultralight aluminium chainrings and screws

SUPER RECORD™ **REAR DERAILLEUR**

COMPLETELY BLACK, THE SUPER RECORD™ REAR DERAILLEUR BOASTS **INNOVATIVE PARALLELOGRAM GEOMETRY**. THE RESULT IS OPERATION WITH **ABSOLUTE PRECISION**.

- upper body made of forged aluminium
- light alloy and carbon fibre cage
- pulleys with ceramic technology movement
- titanium screws and adjusters

The **carbon outer plate** wraps around the metal body and executes the commands from the Ergopower™ Ultra-Shift¸ controls with precision. **Maximum smoothness for the cage pulleys** made of anti-vibration material.

Practically **perfect** from every point of view.

SUPER RECORD™ **FRONT DERAILLEUR**

THE ULTRA-SHIFT™ FRONT DERAILLEIUR IS **THE LIGHTEST EVER MADE** BY CAMPAGNOLO® WITH, IN ADDITION, INCOMPARABLE RIGIDITY OF THE PARTS AND OPERATING SPEED.

The form of the aluminium and carbon fibre cage has been designed for the maximum strength.

The titanium screws and inserts ensure lightness and strength over time.

- light alloy and carbon fibre cage
- inner plate with Z-shape™ geometry
- compatibility with standard and compact geometry
- body with M-brace™ geometry support
- easier to fit Even-O™ clamp
- anti-friction treatment

SUPER RECORD™ **SPROCKET SET**

ELEVEN SPROCKETS TO WIN: SIX TITANIUM ONES AND FIVE IN STEEL.

The Super Record™ sprocket set exploits a **new frame** for the two supersize titanium sprocket triplets.

The strength and resistance to torsion have been increased as a result. The design of the teeth strains the chain less.

- redesigned design toothing
- Nickel-Chrome treatment
- light alloy lockring
- double chain for the larger sprockets
- evolved sprocket timing

RECORD™ **CHAIN**

THE ENGINE OF THE 11-SPEED DRIVETRAIN IS THE CHAIN. IT HAS BEEN DESIGNED TO **ELIMINATE ALL FRICTION** WITH THE SPROCKETS ADJACENT TO THOSE IN OPERATION.

A **special treatment** ensures smoothness.

- width 5.5 millimetres
- Ultra-Link™ fastening system
- external links in special steel
- Ni-PTFE anti-friction treatment
- hollow pins

SUPER RECORD™ **BRAKES**

SUPER RECORD™ SKELETON BRAKES ARE THE RESULT OF A **VERY CAREFUL STUDY** OF EVERY SINGLE DETAIL.

A maximized weight-rigidity ratio was desired when designing the Skeleton™ brakes. To achieve this, body material was removed towards the outermost side, away from the axis of the calliper arms.

Front

The Skeleton structure permits **lightness** and **rigidity**.

The geometry differentiated between front and rear ensures the **maximum braking power** on the front wheel and **great progressiveness** for the rear.
The screws are in titanium.

Rear

- double front fulcrum and single on the rear
- forged aluminium
- Skeleton structure
- orbital pad adjustment
- mechanisms on bearings

RECORD™ GROUPSET

RECORD™ 11 SPEED

Light alloy and carbon fibre: this is the groupset's pairing.

Record™ comes complete with pedals, seat post, headset, hubs and bottle cage. Campagnolo® guarantees: here are the tools you need **for racing without compromises of any kind.**

RECORD™ **REAR DERAILLEUR**

THE RECORD™ 11-SPEED REAR DERAILLEUR IS PROVIDED WITH AN **CARBON FIBRE** OUTER PLATE WHICH INCREASES RIGIDITY BY 150%.

The pulleys are fitted on an aluminium and carbon cage and turn on **ceramic bearings**.

- forged aluminium body
- carbon outer plate with new geometry
- aluminium and carbon cage
- pulleys made of anti-vibration material

ERGOPOWER™ ULTRA-SHIFT™ RECORD™ **CONTROLS**

THE ERGOPOWER™ ULTRA-SHIFT™ RECORD™ CONTROLS IS FITTED WITH A **SPECIAL SUPPORT**.

The main carbon fibre lever can guarantee **greater breaking power** in any position you grip it with.

The fulcrum has been put in a new more effective position. Improvements specially studied to guarantee superior performance.

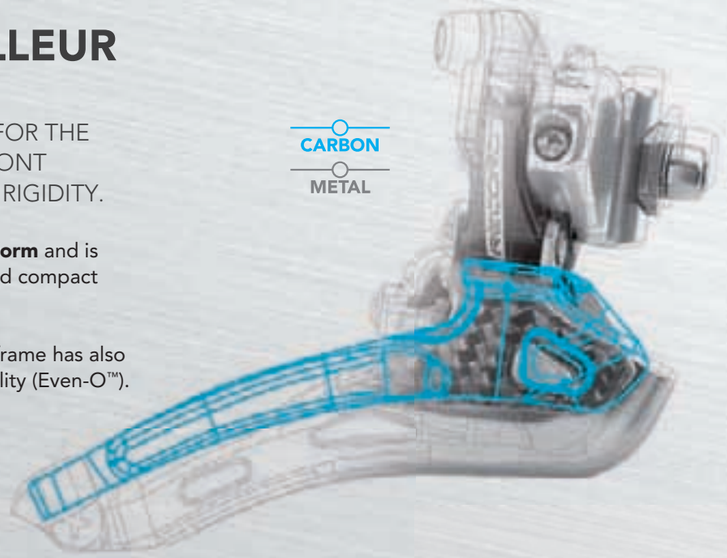
- mechanisms on bearings
- carbon brake lever
- greater support area
- Vari-Cushion™ shock absorbers
- No-Bulge™ cable passages

RECORD™ FRONT DERAILLEUR

THE **GEOMETRY DEVISED** FOR THE RECORD™ ULTRA-SHIFT™ FRONT DERAILLEUR INCREASES ITS RIGIDITY.

The body exploits the **M-brace™ form** and is compatible with both standard and compact cranksets.

The clamp fixing it to the bicycle frame has also been improved for greater versatility (Even-O™).



- aluminium and carbon Ultra-Shift™ cage
- Z-shape™ inner plate
- anti-friction treatment
- body with M-brace™ geometry

RECORD™ CHAIN

EXTREME STRENGTH FOR THE RECORD™ CHAIN.

The thickness is 5.5 millimetres, but the retention force is extremely high thanks to the **Ultra-Link™** technology.

The chain uses very light hollow pins without compromising strength. **It is necessary to use the UT-CN300 tool to fit it.**

- width 5.5 millimetres
- NI-PTFE anti-friction treatment
- hollow pins
- external links in special steel
- Ultra-Link™ system

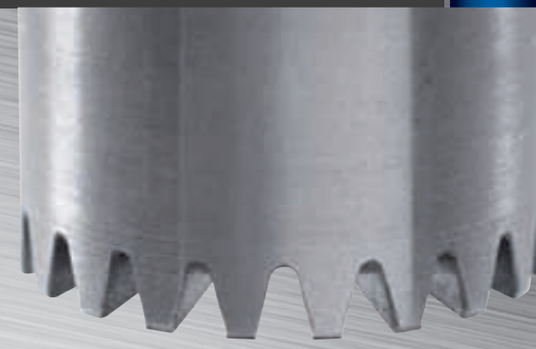
RECORD™ CRANKSET

ULTRA-HOLLOW™ STRUCTURE ULTRA-TORQUE™ SYSTEM

THE RECORD™ CRANKSET EXPLOITS UNIDIRECTIONAL AND MULTIDIRECTIONAL CARBON FIBRE STRUCTURED ACCORDING TO **ULTRA-HOLLOW™ TECHNOLOGY** WHICH ENVISAGES HOLLOW CRANKS AND SPOKES.

The use of **USB™** (Ultra Smooth) Bearings ensures very low friction and enhanced performance.

Anticorrosion treatment for the cups of the **Ultra-Torque™ system**.



- ESP (Enhanced Shifting Performance) ACTUATION SYSTEM™
- Ultra-Hollow™ structure
- light alloy screws
- long life anodization treatment
- Ultra-Torque™ bottom bracket

RECORD™ SPROCKET SET

STEEL AND TITANIUM FOR AN IDEAL SPROCKET SET.
8 SPROCKETS OF THE RECORD™ SPROCKET SET ARE IN FACT MADE OF STEEL WHILE THE REMAINING 3 ARE IN TITANIUM.

The last pair of three sprockets are mounted on a **frame with a new structure** that increases their rigidity.

The steel sprockets have a Nickel-Chrome surface treatment.

- innovative design for the teeth
- double frame for the larger sprockets
- evolved sprocket timing
- ultralight fastening ring

RECORD™ BRAKES

RIGIDITY, ROBUSTNESS AND WEIGHT-SAVING ARE THE MAIN FEATURES OF RECORD™ BRAKES.

Skeleton geometry has made it possible to reduce weight without diminishing braking power while maintaining the same operating safety.

The differentiated front and rear geometry ensures power and progressiveness.

- forged structure
- single rear fulcrum and double front one
- orbital brake pad adjustment
- Ergal screws
- mechanisms on ball bearings

AND TO COMPLETE THE GROUPSET...

To savour the perfection of the whole system:. for those who want to savour the **total performance** in the details too, the Record™ groupset can be completed with **pedals, seat post, headset, hubs and bottle cage**.

CHORUS™ GROUPSET

CHORUS™ 11 SPEED

The materials, technology and performance have been designed with **racing in mind**. The **lightness** of Chorus™ is provided by aluminium and composite materials.

This groupset also comprises seat post.

CHORUS™ **REAR DERAILLEUR**

THE 11-SPEED CHORUS™ REAR DERAILLEUR HAS A PARALLELOGRAM WITH AN **OVERSIZE CARBON FIBRE OUTER PLATE**.

The use of light alloy and composite reduces the weight while maintaining absolute operating precision.

The **dimensioning precision** has eliminated any possible play between the parts right from the beginning.

- redesigned parallelogram
- aluminium alloy bodies
- composite outer plate
- pulleys made of anti-vibration material

CHORUS™ **CRANKSET**

ULTRA-TORQUE™ SYSTEM

THE 11-SPEED CHORUS™ CRANKSET HAS BEEN EMBELLISHED BY THE **SPECIAL SURFACE ANODIZATION TREATMENT** WHICH RENDERS THE CHAINRINGS MORE RESISTANT TO WEAR AND TO CORROSION.

The **asymmetrical toothing** of the innermost chainring and the eight pins on the outside render shifting immediate.

- unidirectional and multidirectional carbon fibre
- long life anodization treatment
- sectors with special ESP™ profile on the outermost chainring
- light alloy screws
- Ultra-Torque™ bottom bracket

ERGOPOWER™ ULTRA-SHIFT™ CHORUS™ **CONTROLS**

THE 11-SPEED ERGOPOWER™ ULTRA-SHIFT™ CONTROLS GUARANTEE **FULL BRAKING POWER** EVEN WITH YOUR HANDS IN THE **HIGH GRIP POSITION**.

Operation is precise and constant over time thanks to the use of **polymer bushings** and a special internal mechanism.

Maintenance has been reduced to a minimum.

- carbon fibre brake lever
- low friction internal mechanism
- ample support

CHORUS™ **CHAIN**

SILENCE, ACTION.
THE CHORUS™ 11-SPEED CHAIN IS **QUIETER** THAN EVER.

The **5.5 millimetre thickness** has been combined with new materials and a special anti-friction treatment which permits outstanding fluidity.

- Ultra-Link™ fastening system
- NI-PTFE anti-friction treatment
- external links in special steel
- width 5.5 millimetres

CHORUS™ **FRONT DERAILLEUR**

THE CAGE MADE ENTIRELY OF ALUMINIUM ALLOY EXPLOITS THE Z-SHAPE™ OF THE INNER PLATE TO PERMIT **IMMEDIATE AND PRECISE SHIFTING**.

The system is more rigid thanks to the use of the **M-brace**™ derailleur body while its life has been increased by the **anti-friction** treatment of the surfaces.

- light alloy structure
- Even-O™ frame clamp
- body with M-brace™ geometry
- same geometry for the compact or standard crankset

CHORUS™ BRAKES

FORGED ALUMINIUM ALLOY AND DIFFERENTIATED DESIGN FOR THE CHORUS™ SERIES SKELETON BRAKES.

Front

This ensures maximum power for the front and progressiveness for the rear.

The **pad orbital adjustment** possibility always permits the best contact with the braking tracks.

- lightened Skeleton structure
- differentiated front and rear levering
- orbital pad adjustment

Rear

CHORUS™ SPROCKET SET

PAINSTAKING WORK WAS CARRIED OUT ON THE SPROCKETS.

The additional speed led us to devising a **modified support structure** for the last six sprockets in two subsets.

The form of the teeth is modified and they have been treated to increase duration over time.

- special tooth profile for the 11-speed system
- reinforced aluminium supports for the six largest sprockets
- light alloy fastening ring
- Nickel-Chrome surface treatment

AND TO COMPLETE THE GROUPSET...

The Chorus™ groupset offers you **carbon seat post** to complete your **top-range high-quality** choice with **consistency**.

ATHENA™ GROUPSET

ATHENA™ 11 SPEED

Athena™ is the first 11 speed groupset with a **silver finish**, made for riders who expect state-of-the art performance from a Campagnolo® **11 speed groupset** but without the high cost of the pro level groups.
Technology, innovation, style and class are now available to all Campagnolo® enthusiasts.

ATHENA™ ULTRA-SHIFT™ ERGOPOWER™ **CONTROLS**

THE NEW ATHENA™ ULTRA-SHIFT™ ERGOPOWER™ SHIFTERS ARE BUILT FOR **MAXIMUM COMFORT**, UNRIVALLED PRECISION, **POWER AND MODULATED BRAKING**, WHETHER YOUR HANDS ARE RESTING ON TOP OF THE SHIFTERS OR GRIPPING THE LOWER PART OF THE HANDLEBAR.

Every detail has been designed to allow intuitive, efficient movements.

- alu-carbon lever, carbon fibre with aluminium core
- low-friction internal mechanism
- broad support base
- comfort and safety
- optimized ergonomics

ATHENA™ **CRANKSET**

ULTRA-TORQUE™ SYSTEM

THE ATHENA™ 11 SPEED CRANKSET APPLIES CAMPAGNOLO® ULTRA-TORQUE™ TECHNOLOGY TO ENSURE MAXIMUM TRANSFER OF ENERGY WITH EVERY PEDAL STROKE.

In its **basic version** the crankset is made of **aluminium** in both the standard and compact models, with an **alternative carbon fibre version** for an even lighter groupset.

- Ultra-Torque™ technology
- sectors with special ESP™ profile on the outer chainring
- tooth profile with Ultra-Shift™ design
- also available in carbon fibre version

ATHENA™ **REAR DERAILLEUR**

THE INNOVATIVE ULTRA-SHIFT™ GEOMETRY OF THE ATHENA™ 11 SPEED REAR DERAILLEUR MAKES FOR A PERFECTLY **RIGID** ASSEMBLY THAT GUARANTEES **FAST AND PRECISE SHIFTING** UNDER ANY CONDITIONS.

The cages and bodies are all in aluminium, and the special pulleys are designed to reduce noise and vibrations.

- new 11 speed parallelogram
- aluminium alloy bodies
- aluminium outer plate
- anti-vibration pulleys

ATHENA™ **FRONT DERAILLEURS**

THE STEEL FORK, IMPROVED BY SPECIAL ANTIFRICTION TREATMENTS, IS **DESIGNED TO ACCURATELY GUIDE THE CHAIN** FROM ONE CHAINRING TO THE OTHER, EVEN WHEN **UNDER TENSION**, AND FULLY EXPLOITS THE CHAIN CROSSINGS AND ALL 11 AVAILABLE GEARS.

- Even-O™ frame clamp
- M-brace™ body geometry
- same geometry for compact or standard cranksets

CHORUS™ **CHAIN**

BICYCLE CHAINS ARE AMONG THE MOST CRITICAL COMPONENTS TO DESIGN.

With its 11 Speed chain, Campagnolo® has outdone itself: a 5.5 mm wide chain, **incredibly smooth** over sprockets and chainrings and extremely **quiet performance** both when pedalling and shifting. Supplied with the Athena™ groupsets, Chorus™ chains are a component of superior quality that further improves the groupset's performance.

- specially treated steel outer links for improved strength
- Ultra-Link™ closing system
- antifriction Ni-PTFE treatment
- width 5.5 mm

CHORUS™ **SPROCKET SET**

THE SPROCKET SET SUPPLIED WITH THE ATHENA™ GROUPSET IS THE CHORUS™ 11 SPEED, **A TRUE MASTERPIECE OF DESIGN**.

The teeth have been designed so that shifting is always instantaneous, precise and quiet.
The new frames that group together the last six sprockets in two subsets form a **rigid structure that significantly improves shifting precision and power transmission.**

Another example of top class components made for superior performance.

- special frames for the six larger sprockets
- special sprocket tooth profile
- nickel-chromium surface treatment

Rear

ATHENA™ **BRAKES**

ATHENA™ BRAKES ARE DESIGNED TO STOP YOUR BICYCLE IN THE SHORTEST POSSIBLE SPACE AND WITH THE **GREATEST SAFETY**.

Lightweight and extremely rigid thanks to their special Skeleton design, **Athena™ brakes are differentiated**: maximum power on the front brake and maximum modulation on the rear brake. allowing any rider to exploit the full braking power of Athena™ brakes.

Rear

Front

- Skeleton design
- differentiated front-rear brakes
- orbitally adjustable brake pads
- high-performance compound for both dry and wet surfaces

10 SPEED
GROUPSETS

THE **CENTAUR™** AND **VELOCE™** GROUPSETS GUARANTEE SOLIDITY AND STRENGTH WHILE STILL MAINTAINING HIGH PERFORMANCE LEVELS.

It is enough to remember that the fatigue test parameters for these groupsets are exactly the same as for the 11-speed ones.

CENTAUR™ GROUPSET

Ergopower™ Ultra-Shift™ controls with 10 speeds and two versions.
The Centaur™ crankset is available for you in aluminium or carbon fibre versions.
A groupset designed and evolved to obtain excellent performance.

Guaranteed by Campagnolo®.

ERGOPOWER™ ULTRA-SHIFT™ CENTAUR™ **CONTROLS**

THE CENTAUR™ ADOPTS THE **ERGOPOWER™ ULTRA-SHIFT™ CONTROLS** TO FULLY MEET YOUR NEEDS.

The ample support area for your hands and the **Vari-Cushion™ shock absorber** make them ideal for those who grind kilometre after kilometre.

The mechanism is **extremely smooth**, polymer bushes are used.

- carbon brake lever
- large support area
- very smooth mechanism
- absolute mechanical precision

CENTAUR™ **CRANKSET**

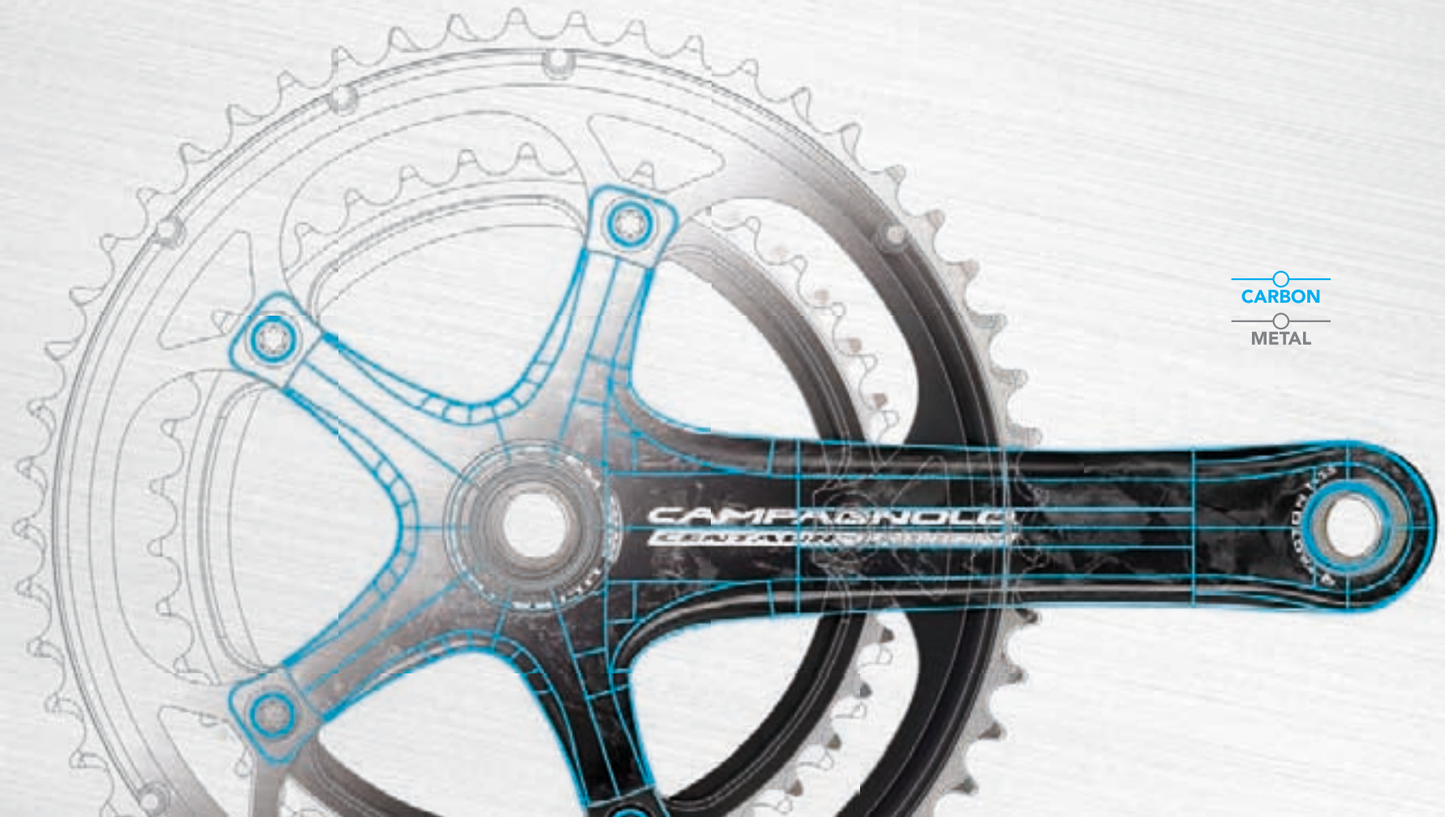
ULTRA-TORQUE™ SYSTEM

WHAT KIND OF CRANKSET DO YOU WANT?
YOU ARE JUST SPOILED FOR **CHOICE** WITH THE CENTAUR™ GROUPSET.

We have even made **four versions**: standard, compact, in aluminium alloy or in carbon. And with different lengths of course.

The **Ultra-Torque™ system** ensures maximum rigidity and minimum dimensions.

- double choice: aluminium or carbon
- large chainring with eight pins for upshifting the chain
- Ultra-Torque™ type bottom bracket



CENTAUR™ **FRONT DERAILLEUR**

A SINGLE FRONT DERAILLEUR FOR ALL THE CRANKSETS: IT COULDN'T BE **MORE FUNCTIONAL** THAN THAT!

The use of the **Z-Shape™** design for the inner arm and the body with **M-Brace™** configuration offer absolute operating precision and greater rigidity. The special surface treatment protects from rust.

- Z-Shape™ inner plate
- single version for the compact or standard crankset
- Even-0™ frame clamp with Even-0™ design
- chrome-plated cage
- body with M-brace™ design

CENTAUR™ **SPROCKET SET**

OUR 10-SPEED SYSTEM MAKES IT POSSIBLE TO **OPTIMIZE SHIFTING** IN AN EXCELLENT MANNER WITH THE **ULTRA-DRIVE™ DESIGN**.

The form of the sprocket teeth ensures the best grip for the chain. Strength has also been improved by the **nickel-chrome treatment**. The sprockets are all single.

- Ultra-Drive™ system
- Nickel-chrome™ surface treatment
- special tooth design

RECORD™ **CHAIN**

STARTING THIS YEAR, CENTAUR™ GROUPSETS WILL BE SUPPLIED TOGETHER WITH **RECORD™ 10S** CHAINS.

Greatly improved especially in terms of **weight reduction**, Record™ chains are fitted with lightened links and hollow pins to eliminate all excess weight while providing the same levels of mechanical resistance.

- HD-Link™ closing system
- lightened links
- hollow pins
- anti-friction treatment
- width 5.9 millimetres

CENTAUR™ **REAR DERAILLEUR**

HOW DO YOU FEEL TODAY?
THE 10-SPEED REAR DERAILLEUR OF THE CENTAUR™ GROUPSET IS SUITABLE BOTH FOR EXTREME AND FOR AMATEUR USE, THANKS TO THE **REDUCED WEIGHT** AND TO **OPERATING PRECISION**.

The use of light alloy and composite reduces the weight while maintaining absolute operating precision.
The chain guide pulleys run on **sintered metal** bushes for longer life and low friction.

Short

Medium

- aluminium body
- composite outer plate
- short or medium cage
- anti-vibrations rubber pulleys

CENTAUR™ **BRAKES**

LIGHTNESS AND POWER: THIS IS WHAT YOU WANT.

Campagnolo® has replied with Centaur™ brakes with the **Skeleton structure** which make it possible to achieve lightness and braking power. And this is also thanks to the use of forged aluminium. The front and rear brakes are differentiated, with a **double and single fulcrum** respectively, in order to obtain the maximum braking power and limit the risk of seizing.

- forged aluminium arms
- Skeleton design
- differentiated brakes
- orbital adjustment

Front

Rear

VELOCE™ GROUPSET

Versatility and mechanical precision: these are the features of our Veloce™ groupset.

VELOCE™ ULTRA-SHIFT™ ERGOPOWER™ **CONTROLS**

VELOCE™ ERGOPOWER™ CONTROLS COME WITH THE ULTRA-SHIFT™ 11 SPEED GROUPSET DESIGN AND ALL THE RELATIVE ADVANTAGES:

greater comfort for the hands , more accurate shifting and derailing and greater braking power and modulation whether your hands are resting on the hoods or gripping the drop handlebar.

- aluminium levers
- broad support base
- smooth shifting mechanism
- utmost mechanical precision

VELOCE™ **CRANKSET**

ULTRA-TORQUE™ SYSTEM

ULTRA-TORQUE™ **BOTTOM BRACKET SYSTEM** WITH FORGED ALUMINIUM CRANKSETS AVAILABLE IN THREE LENGTHS: THESE ARE THE MAIN FEATURES OF THE VELOCE™ CRANKSET.

It is also available in a compact version while rigidity is extremely high thanks to the construction technology.

- forged aluminium cranks
- light alloy chainrings
- eight pins for upshifting the chain

VELOCE™ **FRONT DERAILLEUR**

THE VELOCE™ FRONT DERAILLEUR IS DISTINGUISHED BY THE **BLACK COLOUR** OF THE BODY AND CONTROL LEVERS AND BY THE **NICKEL-CHROME TREATED** CAGE.

The form has been optimised to ensure operation with the same **precision**, both with standard cranksets and with the compact type.

- unified cage for standard and compact cranksets
- double black-silver colouring
- chrome-plated nickel fork

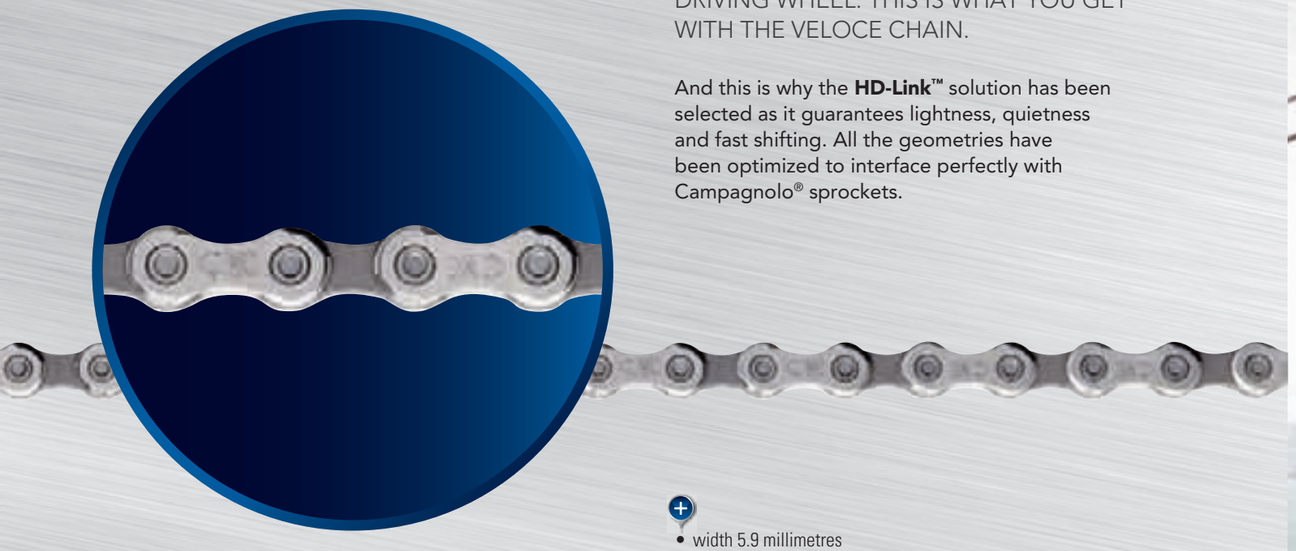
VELOCE™ SPROCKET SET

THE SPROCKETS MUST BE **SHAPED** APPROPRIATELY FOR THE DRIVETRAIN TO WORK PERFECTLY.

The result is **perfect shifting timing** and high-precision operation.

- optimized sprocket timing
- Ultra-Drive™ machining for the teeth
- surface galvanization

VELOCE™ CHAIN



A **QUIET PRECISE** CHAIN THAT TRANSMITS ALL YOUR POWER TO THE DRIVING WHEEL: THIS IS WHAT YOU GET WITH THE VELOCE CHAIN.

And this is why the **HD-Link™** solution has been selected as it guarantees lightness, quietness and fast shifting. All the geometries have been optimized to interface perfectly with Campagnolo® sprockets.

- width 5.9 millimetres
- HD-Link™ system
- optimized forms

VELOCE™ REAR DERAILLEUR

THOSE WHO CHOOSE THE VELOCE™ REAR DERAILLEUR KNOW THAT THEY HAVE A SYSTEM CAPABLE OF OFFERING THE MAXIMUM RELIABILITY AND **PRECISE OPERATION**.

The entirely aluminium body is robust and light. The chain moves on pulleys - realized with a **special rubber** which dampens vibration - and which run on sintered pulleys and bushings.

- aluminium body
- short or medium cage
- anti-vibration rubber for the pulleys

VELOCE™ **BRAKES**

WE HAVE PROVIDED THE VELOCE™ GROUPSET WITH **TWO BRAKE VERSIONS**.

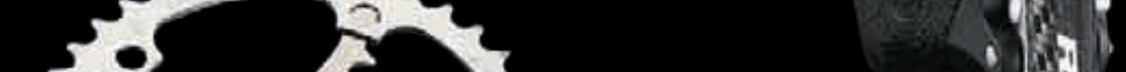
The classic double fulcrum model has been joined by the Skeleton version with a **hollowed and lightened structure**. The braking torque is guaranteed in both cases. Skeleton brakes are differentiated with a single fulcrum for the rear wheel.

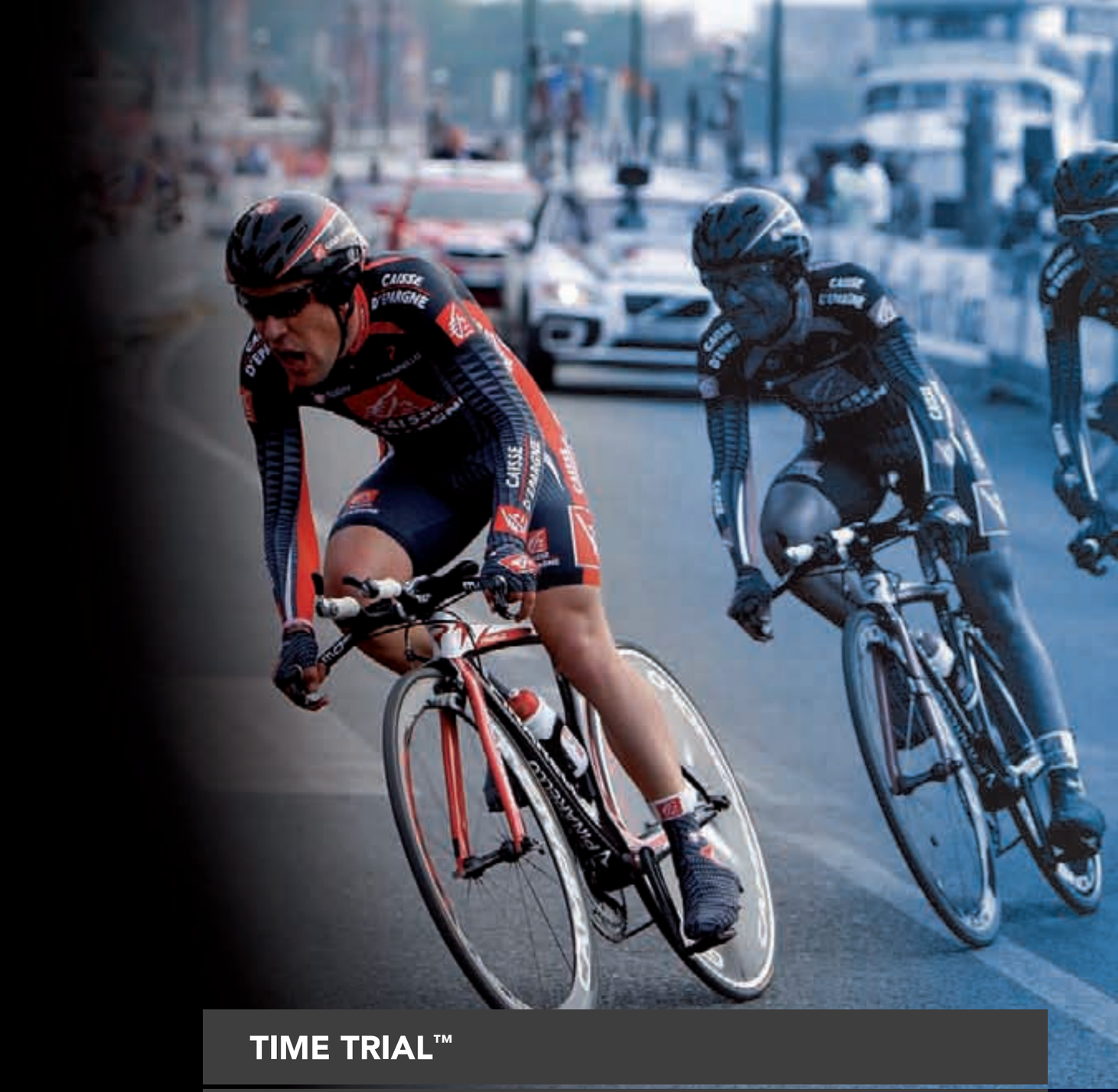
- forged aluminium
- differentiated front and rear brakes in the Skeleton version

RECORD™ PISTA™

The Record™ Pista™ groupset is a set of high-range components designed to excel in the velodrome.

It includes the crankset, hubs and bottom bracket. Three products designed exclusively for the specific needs of use on the track. The other components, such as seat posts, pedals and headsets have been borrowed directly from the Record™ road groupset.





TIME TRIAL™

Racing against the clock. Every detail is critical. Nothing is left to chance. **Lightness and aerodynamics** are the keywords.

Campagnolo® dedicates various special components to time trials: bar-end controls, chainrings with oversized toothing and super-light brake levers in composite material.

COMP **TRIPLE™**

The triple drivetrain is the ideal choice for those of you who want to tackle the challenge of **the toughest ascents in the best way possible**. The Comp Triple™ is a **10-speed** kit with a rear derailleur with a long cage and a specific front derailleur. The crankset is available with 30-40-50 or 30-42-53 toothing.

Conquering a summit is also something magical: Campagnolo® helps you to do this too.

2010 WHEELS

THIS YEAR, IN ITS CONTINUOUS PURSUIT OF **ENHANCED PERFORMANCE**, CAMPAGNOLO® HAS TOUCHED THE **LIMIT OF PERFECTION**.

The quality of Campagnolo® wheels is guaranteed, as always, by painstaking **manual assembly** carried out by expert fitters using the strictest construction standards.

If the topic is performance, then we're talking about 2-Way Fit™, CULT™ and USB™ technology. The 2-Way Fit™ system makes it possible to mount tubeless or normal clincher tires on the same wheels, with clear benefits in terms of versatility, smoothness, comfort and safety. CULT™ has become the new standard in hub smoothness, as yet unrivalled.

2-WAY FIT™
TUBELESS & CLINCHER PROFILE

2-Way Fit™ is the innovative profile which makes it possible to fit **both a tubeless tiretire or a classic clincher**. The new rim profile lets you fit the valve for tubeless tire tires and normal clincher tiretires with the same efficiency.
With 2-Way Fit™, Campagnolo® customers will be able to personally test which of the two solutions suits them best or use the clincher for training and the tubeless tire for the day of the race.
There can be no doubt that tubeless is the future for on-road cycling tiretires. There are many advantages: using a tubeless tire you can exploit the greater smoothness due to the **absence of friction between the tiretires and the tube**.
There are no risks of sudden deflation when a tubeless tire is punctured, a great advantage in safety terms. There is no risk of snake bites, as there is no tube to rupture.
We guarantee the **perfect compatibility** of our tubeless rims even with normal clincher tiretires and tubes.

ULTRA-FIT™ TUBELESS

The design we have employed for our rims using Ultra-Fit™ Tubeless technology allows the sidewalls of the tire to **mate perfectly** with the shoulders of the rim. In our tests Ultra-Fit™ Tubeless wheels far surpassed any other wheel fitted with a traditional tire.
All energy loss is eliminated by excluding all possible movement between the rim and the tubeless tire. Tubeless tires are exceptionally smooth and have less rolling resistance than traditional clinchers.

CULT™

CERAMIC ULTIMATE LEVEL TECHNOLOGY

CULT™: Ceramic Ultimate Level Technology. Behind this project is the exclusiveness of **Cronitect® steel**; using "Advanced by FAG" technology by Schaeffler Group employed for the bearing races. This is steel which takes **resistance to corrosion** to the highest level; to the point that no grease is required for lubrication, only a light film of oil. CULT™ is a solution that increases the **smoothness** of ceramic ball bearings and takes them to the next level.
Cronitect® steel for CULT™ ball bearings is **a Campagnolo® exclusive** for the next two years (for the cycling field).

USB™ CERAMIC ULTRA SMOOTH BEARINGS

USB™: Campagnolo® hubs have always been known for their smooth operation, based on the fact that the company builds its own bearings instead of using the ones available on the market. **But now hub smoothness is even better thanks to USB™ (Ultra Smooth Bearing) technology** – special Campagnolo® bearings fitted with **ceramic balls** of the highest quality that reduce the weight and the servicing required by the new Shamal™ Ultra™ wheels.

NEW QUICK RELEASES

Though at first glance the **new quick releases** seem unchanged from the previous version, they have actually been **radically modified, especially in terms of their operation**. This new version features an **increased cam effect**, which translates into even **more effective and secure locking**.
The Campagnolo® engineers have worked tirelessly to develop this new design, and the functional advantage can be clearly perceived. The increased cam effect allows you to perceive almost a step during closure. An intermediate step that lets you know that closure is accomplished and that you can complete the action confident of closure that will stand up to Paris-Roubaix.

NEW SPOKE ANTI-ROTATION SYSTEM

The new Campagnolo® Hyperon™ One, Zonda™ and Bora™ One wheels feature a new spoke anti-rotation system patented by Campagnolo® that raises spoke performance to an unprecedented level. The Campagnolo® designers studied the spoke-hub interface from the ground up to create a coupling system that would **keep the spokes always in the exact identical position**. This means that the spokes of Campagnolo® wheels do not rotate, so there is no loss of tension during use and the highly coveted aerodynamic penetration is not compromised.

G3™

G3™ geometry: we have reinvented the wheel … not just its look.
Campagnolo® has developed an assembly architecture which, compared with a traditional wheel, makes it possible to improve energy transfer, **reduce the stress** on the spokes on the right and **increase transverse rigidity**.
This is achieved because in G3™ geometry the right-hand side of the rear wheel is fitted with twice as many spokes as the left.
The results of G3™ system are truly extraordinary: better transfer of the driving torque, better lateral rigidity, reduction of the stress in the rear wheel spokes.

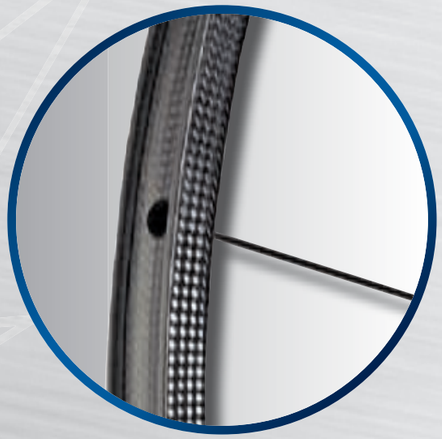
LOW-PROFILE WHEELS

Long demanding ascents, nervy paces, continuous restarts. When the weight of the rotating mass is the first parameter to keep as low as possible, the ideal wheel is a low-profile Campagnolo® one.
It has the beauty of designs which are elementary and natural while being geometrical too.
These wheels guarantee the right balance between **lightness, effectiveness of torque transmission and absorption of the vibrations from the road surface.**

HYPERON™ ULTRA™ TWO Tubular

The first wheel **entirely made of carbon fibre** shipped from the Campagnolo® works, the lightest in our range and one of the lightest worldwide in absolute terms.
Unlike other products on the market, thanks to the shrewd use of carbon fibre, the correct lamination layout and the advanced polymerization technology, Hyperon™ Ultra™ Two ensures a greater fatigue life working cycle than that of light-alloy wheels. These wheels adopt the **CULT™ bearings technology** which guarantees incredible smoothness and long life for the ceramic bearings.
In the 2010 version, Campagnolo® has **improved the dynamic balance** of Hyperon™ Ultra™ Two wheels: instead of large-section spokes, balancing is now provided by the distribution of carbon fibre on the side opposite the valve. This allows further weight reduction, better aerodynamics and improved aesthetics.

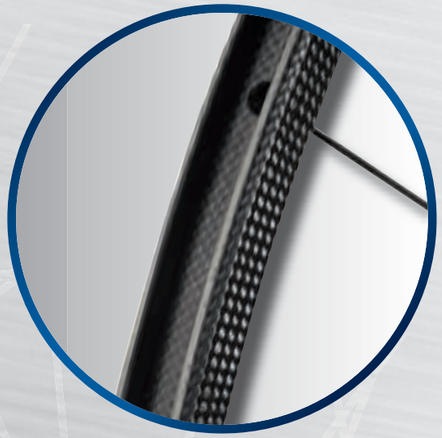
- full-carbon rim
- asymmetrical rear rim
- variable section stainless steel aero spokes
- carbon hub bodies
- cup and cone bearings with CULT™ technology
- special brake pads
- new dynamic balance
- new quick releases



HYPERON™ ULTRA™ TWO Clincher

Designing a carbon fibre clincher rim capable of keeping the tire's anchoring bead in place: many manufacturers draw back from the challenge … but Campagnolo® won it. The same performance as the tubular model can be found in this clincher version. As with the tubular version, we use the **CULT™ bearing technology** which guarantees incredible smoothness and long life for the ceramic bearings. In the 2010 version, Campagnolo® has **improved the dynamic balance** of Hyperon™ Ultra™ Two wheels: instead of large-section spokes, balancing is now provided by the distribution of carbon fibre on the side opposite the valve. This allows further weight reduction, better aerodynamics and improved aesthetics.

- full-carbon rim, asymmetrical rear rim
- variable section stainless steel aero spokes
- carbon hub bodies
- aluminium right-hand rear flange
- cup and cone bearings with CULT™ technology
- special brake pads
- new dynamic balance
- new quick release

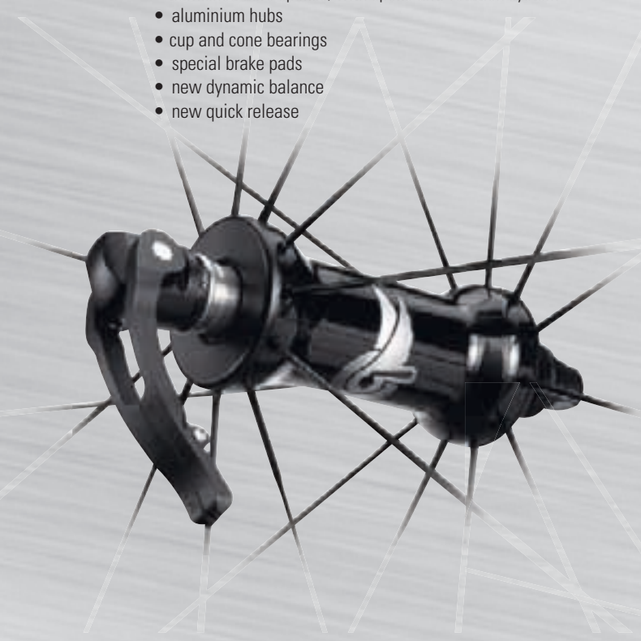


NEW

HYPERON™ ONE Clincher

Hyperon™ was the first carbon fibre clincher made by Campagnolo® – a wheel that gained the market's constant praise for its lightness and reactivity. With the introduction of **Hyperon™ One** in 2010, Campagnolo® has made better available the incredible performance of low-profile carbon fibre wheels for clincher tires.
The rims are made entirely of carbon fibre for maximum lightness and strength. The rear rim is asymmetrical, improving wheel strength and power transmission. **The hubs, made of aluminium** to limit weight and costs, are fitted with the new burnished aero spokes **provided with the innovative anti-rotation system** developed by Campagnolo®. This system keeps the spokes in the best position to achieve ideal aerodynamic penetration at all times.
Hyperon™ One makes uphill sprinting and changing pace much easier.

- full-carbon rim, asymmetrical rear rim
- burnished aero spokes, with spoke anti-rotation system
- aluminium hubs
- cup and cone bearings
- special brake pads
- new dynamic balance
- new quick release



NEUTRON™ ULTRA™ Clincher

This version of the Neutron™ has an **extremely low weight** you must feel it to believe it. The secret? Precise dimensioning of the walls and top bridge of the rim and the spectacular **carbon fibre hubs**. Neutron™ Ultra™ is synonymous with great reliability, resistance to lateral flex when off the saddle, and excellent sprinting response.

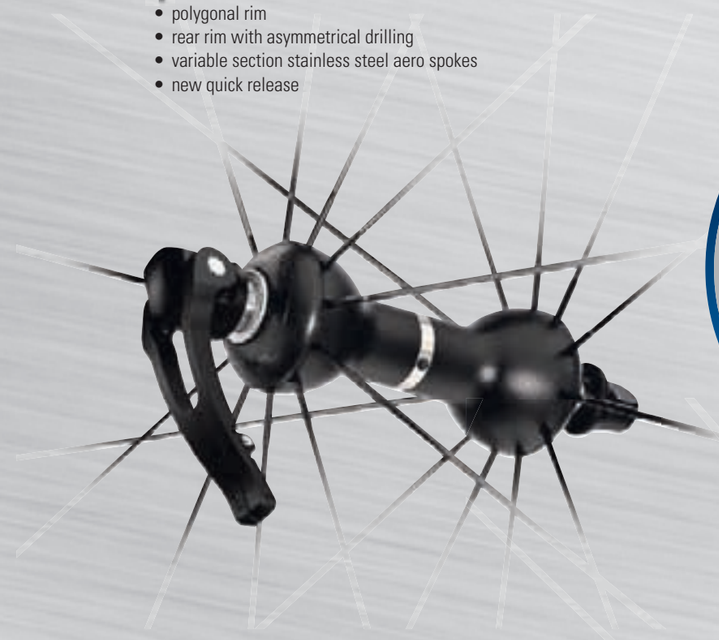
- polygonal rim
- rear rim with asymmetrical drilling
- milled rims on the lower bridge
- variable section stainless steel aero spokes
- carbon and aluminium hub bodies
- new quick release

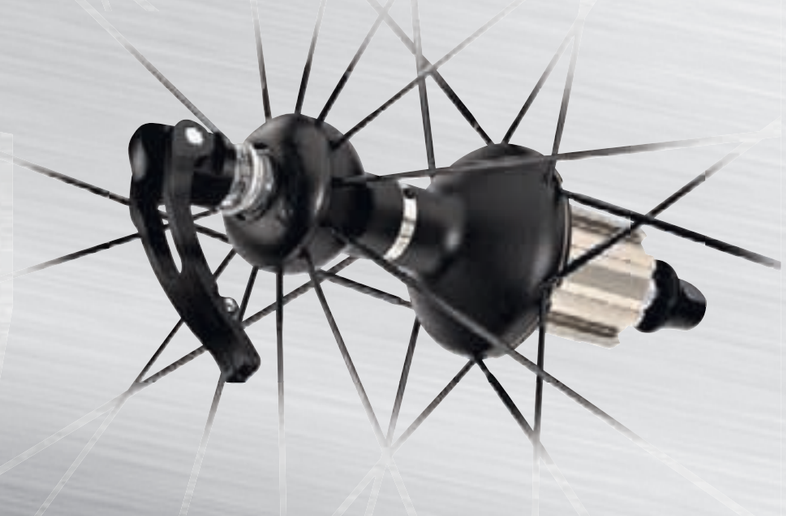
NEUTRON™ Clincher

It isn't a time trial on the hills or a century ride without Neutron™.
The profile has been optimized to increase **resistance to lateral flex**.
The hubs used by the Neutron™ run on adjustable 15-ball **precision bearings**.

Furthermore, the rear rim is drilled asymmetrically to permit recovery of the difference of the spoke tension on the left-hand side compared with the right.

- polygonal rim
- rear rim with asymmetrical drilling
- variable section stainless steel aero spokes
- new quick release





MEDIUM-PROFILE WHEELS

When you need a wheel whose main aim is multi-purpose use, that wheel needs to be a medium-profile Campagnolo®.

Our mid-range features the **exclusive G3™ spoking** which has been shown in laboratory tests to have greater torsional and flexural strength.

In addition to the traditional range of medium profile wheels we introduced the **2-Way Fit™ version** in three models: Shamal™ Ultra™ 2-Way Fit™, Eurus™ 2-Way Fit™ and Zonda™ 2-Way Fit™.
You will always be able to **increase the performance** of your bicycle with wheels in the 2-Way Fit™ line by exploiting the greater smoothness of the tubeless technology. But with 2-Way-Fit™ it will always be possible in any case to fit traditional clincher tiretires with tubes too.

NEW

SHAMAL™ ULTRA™ 2-WAY FIT™

The new version of Shamal™ Ultra™ wheels is a concentrate of technology: 2-Way Fit™ and USB™.
2-Way Fit™ makes it possible to mount both tubeless or standard clincher tires on the same wheels, giving riders the possibility of making the best of either solution depending on circumstances.
USB™ means superior smoothness. The renowned Campagnolo® hubs are now fitted with **ceramic balls** of the highest quality that further improve their smoothness of operation.
Starting this year the Titanium finish has been replaced by an aggressive Black finish.

- rim with tubeless Ultra-Fit™ profile
- 2-Way Fit™ technology
- rim lightened with "black" finish
- hubs with USB™ ceramic bearings
- aluminium alloy and composite hubs
- variable section aluminium spokes
- aluminium nipples
- differentiated front and rear rims
- new quick releases

NEW

EURUS™ 2-WAY FIT™

In its latest version, Eurus™ 2-Way Fit™ wheels are 50 grams lighter, weighing in at no more than 1500 grams, thanks to the **new aluminium spokes** with aerodynamic profile and **aluminium nipples**. With wheels as light as these, riders can be fully confident in any situation.
The special profile of **2-Way Fit™** rims is compatible with both tubeless and standard clincher tires, allowing you to exploit the best features of both technologies: the performance, comfort and road-holding capability of tubeless tires, the practicality for everyday use of traditional clincher tires.
Eurus™ 2-Way Fit™ wheels are available in the black-coloured version.

- light alloy rims and hubs
- aluminium nipples
- variable section aluminium spokes with an aerodynamic profile
- tubeless compatibility with Ultra-Fit™ Tubeless and 2-Way Fit™ technology
- differentiated front and rear rims
- G3™ spoking for the rear wheel
- oriented rim boring
- new quick releases

NEW

ZONDA™ 2-WAY FIT™

Zonda™ 2-Way Fit™ is the latest addition to the 2010 product range.
The new Zonda™ wheels with the 2-Way Fit™ configuration are immediately recognizable by their aggressive graphics, but what's really impressive is their weight – 1580 grams! The new Zonda™ wheels come with a host of new features, starting with the **2-Way Fit™ profile** developed by Campagnolo® to fit both tubeless tires or traditional clinchers. The rim profile has been lightened by milling the spaces between the spokes, where the presence of material is a useless weight. The spokes themselves are made of steel, with aero design and a differentiated thickness. In addition, the **spokes are provided with the new Campagnolo® anti-rotation system** that ensures ideal aerodynamic penetration at all times.
The hubs too have been newly designed to improve their smooth performance.

- light alloy rims and hubs
- steel spokes with differentiated thickness
- tubeless compatibility with Ultra-Fit™ Tubeless and 2-Way Fit™ technology
- differentiated front and rear rims
- G3™ spoking for the rear wheel
- new spoke anti-rotation system
- new quick releases

NEW

SHAMAL™ ULTRA™ Clincher and Tubular

Shamal™ Ultra™ wheels have always been known for their excellent performance, but Campagnolo® has managed to make them even better by **reducing their weight and improving their running smoothness**. This has been achieved by a new production process that reduces the thickness of the rims but not the well-known strength of Campagnolo® wheels. As for smooth riding, **Shamal™ Ultra™ wheels are now fitted with USB™ ceramic bearings** that improve smoothness, extend the wheels' life time and further reduce their weight. The wheel hubs will still be made of carbon fibre with aluminium flanges. The new features are accompanied by new, feisty graphics. Shamal™ Ultra™ wheels are available in a single, black-coloured version.

- rim with toroidal milling
- variable section aluminium aero spokes
- differentiated front and rear rims
- aluminium nipples
- carbon-aluminium hub bodies
- hubs with USB™ ceramic bearings
- new quick releases

NEW

EURUS™ Clincher

Eurus™ was developed as an all-purpose wheel – lightweight for uphill climbing, quick in changing pace. Always aiming at better performance, Campagnolo® has improved the wheel's efficiency by reducing **its weight by no less than 70 g!** This has been made possible by applying a new production process that reduces rim thickness without affecting wheel strength and by replacing the steel nipples with **new aluminium nipples**. The result is a smaller peripheral mass and enhanced performance. The rim has also been lightened in the spaces between the spoke insertion points, the top bridge is free of holes. The spokes are made of aluminium, with aero design, arranged in a radial pattern on the front wheel and in a G3 pattern on the rear wheel. Eurus™ clinchers are available with a black and silver finish, with black spokes.

- rim with toroidal milling
- differentiated front and rear rims
- aluminium nipples
- variable section aluminium aero spokes
- oversize right-hand rear flange
- new quick releases

NEW

ZONDA™ Clincher

The new Zonda™ clincher wheel has undergone a significant transformation that immediately translates into a very interesting numerical fact: **1555** grams of weight, which means 60 grams less than the 2009 version.
The new Zonda™ wheel has differentiated rim heights - 24 mm for the front and 30 mm for the rear – both lightened between the spoke anchoring points.
The spokes, too, have been lightened, in addition, **the spokes are provided with the new Campagnolo® anti-rotation system** that further enhances performance.

- milled rim
- differentiated front and rear rims
- variable section aero spokes
- new anti-rotation system
- new quick releases

NEW

SCIROCCO™ Clincher

A reliable wheel at an attractive price: that's how Scirocco™ won over enthusiasts looking for an excellent quality-price ratio. **G3™ spoking** for the rear wheel and radial G3™ for the front.
Special spokes are positioned opposite the rim joint to balance the flywheel effect and thereby obtain **dynamic balancing** of the wheel. The wheels are provided with **hubs with an oversize body** and high-precision ball bearings while the freewheel body is the monolithic type.
The rim's upper bridge is now deeper to facilitate mounting clincher tires.
The graphics are new and aggressive. Scirocco™ wheels are available in a single, black-coloured version.

- machined sides
- variable section stainless steel aero spokes
- sealed industrial bearings
- deeper upper bridge
- new quick releases

NEW

VENTO™ REACTION™ Clincher

The upper bridge on the rim of the new Vento™ Reaction™ wheels is deeper, to facilitate mounting clincher tires with more ease.
The large-diameter flange increases the wheel's response, transferring all the energy from the drivetrain to the ground. The wheel is even more stable with the lateral stress components.
Vento™ Reaction™ wheels are perfectly balanced thanks to **two special spokes** which compensate the weight of the rim junction point and render them ideal on any track.
The graphics are new and aggressive. Vento™ Reaction™ wheels are available in a single, black-coloured version.

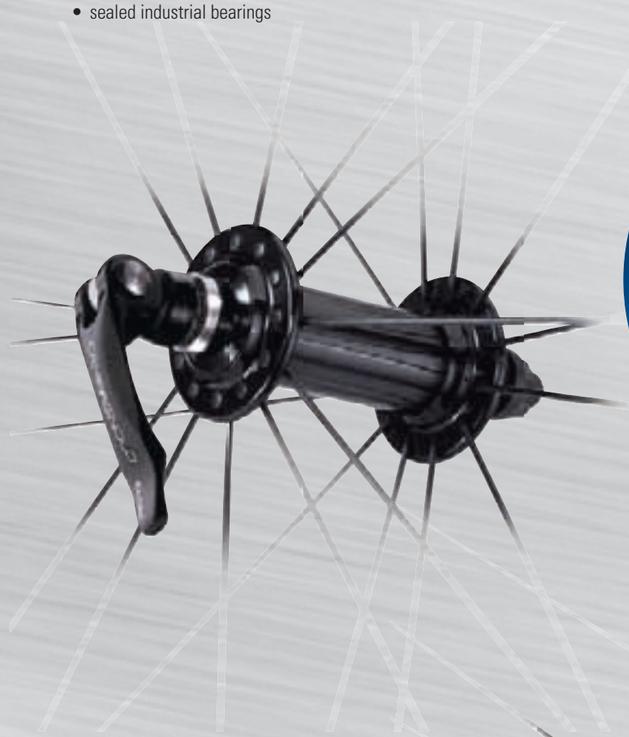
- hubs with oversize flanges
- G3™ spoking
- spokes with differentiated section
- deeper upper bridge

NEW

KHAMSIN™ Clincher

These are the Campagnolo® entry level wheels in the medium profile framework, intended for everyday use but also for the first competitions.
The braking track on the rim is marked by the **wear indicator** which runs along the entire friction surface.
The wheel's architecture is based on **G3™ geometry**.
And finally, total restyling from the graphic point of view.

- stainless steel spokes
- sealed industrial bearings



HIGH-PROFILE WHEELS

Where the **need to reduce aerodynamic resistance** is fundamental, where only the chronometer counts and where hundredths of a second make a difference, the right wheel can only be a high-profile Campagnolo®.
Rim profiles derived from **fluid dynamics** and low-turbulence spoking architecture for integrating a mechanical device with human propulsion. A wheel which is the transformation of energy into speed, the excitement of power.

BORA™ ULTRA™ TWO Tubular

For a race against time … Bora™ Ultra™ Two is the must-have for specialized professional use and those looking for that extra competitive edge. These wheels have been conceived for those looking for the **maximum aerodynamic performance**. Critical in this context is the imposing **50 mm rim with a wing profile** calculated on the basis of the dictates of fluid physics.
High performance is also obtained from the hubs, made of structural carbon fibre with variable sections and spherical surfaces with Record™ class mechanics. Plus, our exclusive CULT™ technology is taking the extraordinary performance of Bora™ Ultra™ Two another step higher.
The dynamic balance that stabilizes Bora™ Ultra™ Two wheels at high speed **is now provided by the newly designed distribution of carbon fibre** on the side opposite the valve instead of oversized spokes. This results in better aerodynamic penetration, less weight and improved aesthetics.

- full-carbon rim
- variable section stainless steel aero spokes
- rear hub with oversize right-hand flange
- carbon hub bodies
- cup and cone bearings with CULT™ technology
- special brake pads
- new dynamic balancing system
- new quick releases

NEW

BORA™ ONE Tubular

In recent years Bora™ wheels have been widely acknowledged as the most revolutionary among high-profile wheels, so much so that professional riders won't do without them even in the toughest mountain stages. Building on these premises, Campagnolo® decided to **introduce Bora™ One** wheels to make their extraordinary performance available to a larger number of cyclists.
The **50 mm full carbon rim** offers excellent aerodynamic penetration and power transmission. The burnished aero spokes are arranged in a radial pattern on the front wheel and in a G3™ pattern on the rear wheel. The **new aluminium hubs**, specifically designed for this model, adopt the new spoke anti-rotation system to maintain a constant aerodynamic penetration coefficient. Find out what it's like to outdistance your adversaries with the least effort!

- full-carbon rim
- burnished aero spokes, with spoke anti-rotation system
- aluminium hubs
- cup and cone bearings
- special brake pads
- new dynamic balancing system
- new quick releases

GHIBLI™ ULTRA™ Tubular

Nothing but a time trial between you and glory. The Ghibli™ Ultra™ will help you overcome the challenge and put you on the podium.
You cannot hide yourself in time trials; there is no group to draft behind and catch your breath.
Ghibli™ Ultra™ wheels feature totally unique designs and geometries: the convex lens profile typical of these wheels makes it possible to achieve ideal airflow passage on the sides by generating **minimum aerodynamic resistance**. The rigidity is obtained by using a tensile **structure made of aramidic fibre** derived from aerospace technology.
Aerodynamics and rigidity are at the maximum levels to help force all the power you can generate into the wheel.
Ghibli™ Ultra™ wheels adopt the CULT™ technology for the road version.

- aramidic fibre tensile structure
- aluminium hub bodies
- cup and cone bearings with CULT™ technology (for the road version)
- new quick releases

Road

Pista

PISTA™ Tubular

A noble and fascinating specialty with an exclusively specific feature: the transformation of the explosive power of the quadriceps of top track cyclists into pure speed, with the minimum possible waste of energy. The rim with a height of 38 mm has been designed to **maximize rigidity and radial flex and torsional strength**. This task is also aided by the spoking, composed of 20 spokes in the front wheel and 24 in the rear, made of stainless steel with an aerodynamic profile and aluminium nipples.

- aero aluminium rim
- aero stainless steel spokes

TECHNICAL SPECIFICATIONS

SUPER RECORD™ 2009

SUPER 11 RECORD™

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**SUPER RECORD™ 11s rear derailleur**		upper to lower pulley-axle: 55 mm - composite outer plate - Titanium hanger and pivot bolt - parallelogram with 11s geometry - black anodized forged aluminium upper body - metal-carbon cage - lightened special rubber pulleys - bottom pulley with ceramic bearings - top pulley with ceramic ball bushing	172
	**SUPER RECORD™ STD + CT™ 11s front derailleur**	braze-on / clip-on: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 54 – min. chainring 34 - composite and aluminum 11s fork - M-brace™ body - Even-O™ clamp - Z-shape™ lower cage - titanium bolts - antifriction treatment	72
	**SUPER RECORD™ ULTRA-SHIFT™ 11s Ergopower™ shifters**		for caliper brakes - composite body – ball bearings - lightened carbon brake lever - internal mechanism parts in titanium - Ultra-Shift ™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	340
	**RECORD™ front hub**		32 holes - light alloy oversize axle and body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 100 mm - Symmetric Action™ lever on the release	116
	**RECORD™ rear hub**		32 holes - 9s/10s/11s - light alloy body, axle and one-piece freewheel body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 130 mm - Symmetric Action™ lever on the release	231
	**SUPER RECORD™ 11s sprockets**	11-23, 11-25, 12-25, 12-27, 12-29	5 steel and 6 titanium - nickel-chromed finish for steel sprockets - light alloy carrier - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	177
	**RECORD™ 11s chain**		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - lightened links - hollow pins - 11s outer link - new material for outer link	2,12/ link **

SUPER RECORD™ 2010

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**SUPER RECORD™ Ultra-Torque™ Carbon 10s crankset**	170, 172.5, 175, 177.5, 180 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	636
	**SUPER RECORD™ Ultra-Torque™ CT™ Carbon 10s crankset**	170, 172.5, 175 mm	34-50 - full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	636
	**SUPER RECORD™ Ultra-Torque™ BB outboard cups**	ITA, ENG	aluminium	49
	**Ultra-Torque™ OS-Fit™ integrated cups**	BB30, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	29
	**RECORD™ Pro-Fit Plus™ pedals**		Titanium axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - broad support base - release adjustment display - sealed cartridge axle	266
	**SUPER RECORD™ D Skeleton™ brakes**		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - ball bearings - light alloy and titanium hardware - brake pads orbital adjustment - lightened rear brake - skeletonized arms - special pad compound	275
	**Reggisella RECORD™ Carbon**	27,2 / 250 31,6 / 350	composite tube - clamp for seat tube - knurling pitch: 0.5 mm - composite upper clamp - forged aluminium head - special steel screw with rolled thread	185

SUPER RECORD™ 2009

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**RECORD™ headset**		BC 1”x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone systeme	104
	**RECORD™ Threadless™ headset**		1” - for unthreaded fork tube - height 24.5 mm - composite cover and light alloy fixing screw - lubrication port - cup and cone system - patented centering system	110
	**RECORD™ Hiddenset™ headset**	1-1/8”, 1-1/8” TTC™	internal headset for unthreaded fork tube - version 1-1/8”: height 5.9 mm, version 1-1/8” TTC™: height 15.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73
	**RECORD™ water-bottle carrier**		monocoque carbon, supplied with water-bottle	18
	RECORD ™ cable guide plate		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* Average weight - it refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.

** Example: 2,12 x 108 links = 229 g

RECORD™ 2009

RECORD™ 11 SPEED

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**RECORD™ 11s rear derailleur**		upper to lower pulley-axle: 55 mm - composite outer plate - parallelogram with 11s geometry - forged aluminium upper body - metal-carbon cage - lightened special rubber pulleys - pulley movement with ceramic ball bushings	179
	**RECORD™ STD + CT™ 11s front derailleur**	braze-on / clip-on: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 54 – min. chainring 34 - composite and aluminum fork - M-brace™ body - Even-O™ clamp - Z-shape™ lower cage - antifriction treatment	75
	**RECORD™ ULTRA-SHIFT™ 11s Ergopower™ shifters**		for caliper brakes - composite body and levers – ball bearings - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	347
	**RECORD™ front hub**		32 holes - light alloy oversize axle and body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 100 mm - Symmetric Action™ lever on the release	116
	**RECORD™ rear hub**		32 holes - 9s/10s/11s - light alloy body, axle and one-piece freewheel body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 130 mm - Symmetric Action™ lever on the release	231
	**RECORD™ 11s sprockets**	11-23, 11-25, 12-25, 12-27, 12-29	8 steel and 3 titanium - nickel-chromed finish for steel sprockets - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	201
	**RECORD™ 11s chain**		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - lightened links - hollow pins - 11s outer link - new material for outer link	2,12/ link **

RECORD™ 2009

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**RECORD™ Ultra-Torque™ Carbon 11s crankset**	170, 172.5, 175, 177.5, 180 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	640
	**RECORD™ Ultra-Torque™ CT™ Carbon 11s crankset**	170, 172.5, 175 mm	34-50 - full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	640
	**RECORD™ Ultra-Torque™ BB outboard cups**	ITA, ENG	aluminium	49
	**Ultra-Torque™ OS-Fit™ integrated cups**	BB30, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	29
	**RECORD™ Pro·Fit Plus™ pedals**		Titanium axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - broad support base - release adjustment display - sealed cartridge axle	266
	**RECORD™ D Skeleton™ brakes**		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - ball bearings - light alloy hardware - brake pads orbital adjustment - lightened rear brake - skeletonized arms - special pad compound	282
	**RECORD™ Carbon seat post**	27,2 / 250 31,6 / 350	composite tube - clamp for seat tube - knurling pitch: 0.5 mm - composite upper clamp - forged aluminium head - special steel screw with rolled thread	185

RECORD™ 2009

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**RECORD™ headset**		BC 1”x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104
	**RECORD™ Threadless™ headset**		1” - for unthreaded fork tube - height 24.5 mm - composite cover and light alloy fixing screw - lubrication port - cup and cone system - patented centering system	110
	**RECORD™ Hiddenset™ headset**	1-1/8”, 1-1/8” TTC™	internal headset for unthreaded fork tube - version 1-1/8”: height 5.9 mm, version 1-1/8” TTC™: height 15.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73
	**RECORD™ water-bottle carrier**		monocoque carbon, supplied with water-bottle	18
	RECORD ™ cable guide plate		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* Average weight - it refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.

** Example: 2,12 x 108 links = 229 g

CHORUS™ 2009

CHORUS™ 11 SPEED

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**CHORUS™ 11s rear derailleur**		upper to lower pulley-axle: 55 mm - composite outer plate - parallelogram with 11s geometry - forged aluminium upper body - lightened special rubber pulleys	192
	**CHORUS™ STD + CT™ 11s front derailleur**	braze-on / clip-on: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 54 - min. chainring 34 - light alloy fork with antifriction treatment - M-brace™ body - Even-O™ clamp - Z-shape™ lower cage	76
	**CHORUS™ ULTRA-SHIFT™ 11s Ergopower™ shifters**		for caliper brakes - composite body and levers - ball bearings - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	347
	**RECORD™ front hub**		32 holes - light alloy oversize axle and body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 100 mm - Symmetric Action™ lever on the release	116
	**RECORD™ rear hub**		32 holes - 9s/10s/11s - light alloy body, axle and one-piece freewheel body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 130 mm - Symmetric Action™ lever on the release	231
	**CHORUS™ 11s sprockets**	11-23, 11-25, 12-25, 12-27, 12-29	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	236
	**CHORUS™ 11s chain**		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - 11s outer link - new material for outer link	2,24/ link **

CHORUS™ 2009

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**CHORUS™ Ultra-Torque™ Carbon 11s crankset**	170, 172.5, 175 mm 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	680
	**CHORUS™ Ultra-Torque™ CT™ Carbon 11s crankset**	170, 172.5, 175 mm	34-50 - full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	684
	**RECORD™ Ultra-Torque™ BB outboard cups**	ITA, ENG	aluminium	49
	**Ultra-Torque™ OS-Fit™ integrated cups**	BB30, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	29
	**CHORUS™ D Skeleton™ brakes**		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - lightened rear brake - skeletonized arms - special pad compound	318
	**CHORUS™ Carbon seat post**	27,2/250 31,6/350	composite tube - clamp for seat tube - knurling pitch: 0.5 mm	195
	**RECORD™ water-bottle carrier**		monocoque carbon, supplied with water-bottle	18
	RECORD ™ cable guide plate		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* Average weight - it refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.

** Example: 2,24 x 108 links = 242 g

ATHENA™ 2010

ATHENA™ 11 SPEED

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**ATHENA™ 11s rear derailleur**		upper to lower pulley-axle: 55 mm - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys	218
	**ATHENA™ STD + CT™ 11s front derailleur**	braze-on / clip-on: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 54 - min. chainring 34 - chrome-plated nickel fork - antifriction insert - M-brace™ body - Even-O™ clamp - Z-shape™ lower cage	92
	**ATHENA™ ULTRA-SHIFT™ 11s Ergopower™ shifters**		for caliper brakes - composite body - carbon brake lever with aluminium core - ball bearings - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	370
	**RECORD™ front hub**		32 holes - light alloy oversize axle and body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 100 mm - Symmetric Action™ lever on the release	116
	**RECORD™ rear hub**		32 holes - 9s/10s/11s - light alloy body, axle and one-piece freewheel body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 130 mm - Symmetric Action™ lever on the release	231
	**CHORUS™ 11s sprockets**	11-23, 11-25, 12-25, 12-27, 12-29	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	236
	**CHORUS™ 11s chain**		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - 11s outer link - new material for outer link	2,24/ link **
	**ATHENA™ Ultra-Torque™ 11s crankset**	170, 172.5, 175 mm	39-53 - forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with silver anodization - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	827

ATHENA™ 2010

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**ATHENA™ Ultra-Torque™ CT™ 11s crankset**	170, 172.5, 175 mm	34-50 - forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with silver anodization - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	820
	**ATHENA™ Ultra-Torque™ Carbon 11s crankset**	170, 172.5, 175 mm	39-53 - full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	705
	**ATHENA™ Ultra-Torque™ CT™ Carbon 11s crankset**	170, 172.5, 175 mm	34-50 - full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	705
	**RECORD™ Ultra-Torque™ BB outboard cups**	ITA, ENG	aluminium	49
	**Ultra-Torque™ OS-Fit™ integrated cups**	BB30, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	29
	**ATHENA™ D Skeleton™ brakes**		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - lightened rear brake - skeletonized arms - special pad compound	322
	CHORUS™ Carbon seat post	27,2/250 31,6/350	composite tube - clamp for seat tube - knurling pitch: 0.5 mm	195
	**RECORD™ water-bottle carrier**		monocoque carbon, supplied with water-bottle	18
	RECORD ™ cable guide plate		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* Average weight - it refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.

** Example: 2,24 x 108 links = 242 g

CENTAUR™ 2010

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**CENTAUR™ CARBON 10s rear derailleur**	short cage	upper to lower pulley-axle: 55 mm - aluminium bodies - rollers on bushings - rollers in special rubber	227
		medium cage	upper to lower pulley-axle: 72,5 mm - aluminium bodies - rollers on bushings - rollers in special rubber	231
	**CENTAUR™ STD + CT™ 9s/10s front derailleur**	braze-on / clip-on: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - chrome-plated nickel fork - antifriction insert - M-brace™ body - Even-O™ clamp - Z-shape™ lower cage	102
	**CENTAUR™ ULTRA-SHIFT™ Carbon 10s Ergopower™ shifters**		for caliper brakes - double/triple crankset compatible – composite body and brake lever - ball bearings - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	347
	**CENTAUR™ UD™ 10s sprockets**	11-25, 12-23, 12-25, 13-26, 13-29, 14-23	steel - Ultra·Drive™ - single sprockets - nickel-chromed finish - supplied with lockring	258
	**RECORD™ Ultra-Narrow™ 10s chain**		width 5,9 mm - Ni-PTFE Finish - 114 links - Ultra·Drive™ - HD-Link™ for Ultra Narrow™ chain - lightened links - hollow pins	2,24/ link **

CENTAUR™ 2010

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**CENTAUR™ Ultra-Torque™ 10s crankset**	170, 172.5, 175 mm	39-53 - forged aluminium cranks - light-alloy sheared-drawn chainrings with antifriction treatment - Ultra·Drive™ chainrings - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	856
	**CENTAUR™ Ultra-Torque™ Carbon 10s crankset**	170, 172.5, 175 mm 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - light-alloy sheared-drawn chainrings with antifriction treatment - Ultra·Drive™ chainrings - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	700
	**CENTAUR™ Ultra-Torque™ CT™ crankset**	170, 172.5, 175 mm	34-50 - forged aluminium cranks - light-alloy sheared-drawn chainrings with antifriction treatment - Ultra·Drive™ chainrings - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	835
	**CENTAUR™ Ultra-Torque™ CT™ Carbon crankset**	170, 172.5, 175 mm	34-50 - full-carbon unidirectional-multidirectional cranks - light-alloy sheared-drawn chainrings with antifriction treatment - Ultra·Drive™ chainrings - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	695
	**RECORD™ Ultra-Torque™ BB outboard cups**	ITA, ENG	aluminium	49
	**Ultra-Torque™ OS-Fit™ integrated cups**	BB30, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	29
	**CENTAUR™ D Skeleton™ brakes**		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - forged arms - lightened rear brake - skeletonized arms - special pad compound	334
	RECORD ™ cable guide plate		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* Average weight - it refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.

** Example: 2,24 x 108 links = 242 g

VELOCE™ 2010

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**VELOCE™ 10s rear derailleur**	short cage	upper to lower pulley-axle: 55 mm - aluminium bodies - rollers on bushings - rollers in special rubber	255
		medium cage	upper to lower pulley-axle: 72,5 mm - aluminium bodies - rollers on bushings - rollers in special rubber	260
	**VELOCE™ QS™ STD + CT™ 9s/10s front derailleur**	braze-on / clip-on: 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - antifriction insert - chrome-plated nickel fork - surface treatments	107
	**VELOCE™ ULTRA-SHIFT™ 10s Ergopower™ shifters**		body - aluminium brake lever - ball bearings - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	367
	**VELOCE™ 10s Ergopower™ FB shifters**		for caliper brakes - double/triple crankset compatible - alu-composite body – aluminium brake lever - requires QS™ front derailleur - upshift up to three sprockets - downshift up to three sprockets - rolling mechanism - adjustable brake lever distance - optical gear display - indexed left-hand control	369
	**VELOCE™ UD™ 10s sprockets**	11-25, 12-23, 12-25, 13-26, 13-29	steel - Ultra·Drive™ - single sprockets - galvanized - supplied with lockring	258
	**VELOCE™ Ultra-Narrow™ 10s chain**		width 5,9 mm - Ni-PTFE Finish - 114 links - Ultra·Drive™ - requires HD-Link™ for Ultra Narrow™ chain	2,39/ link **

VELOCE™ 2010

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**VELOCE™ Ultra-Torque™ 10s crankset**	170, 172.5, 175 mm	39-53 - forged aluminium cranks - light-alloy sheared-drawn chainrings with antifriction treatment - Ultra·Drive™ chainrings - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	856
	**VELOCE™ Ultra-Torque™ CT™ 10s crankset**	170, 172.5, 175 mm	34-50 - forged aluminium cranks - light-alloy sheared-drawn chainrings with antifriction treatment - Ultra·Drive™ chainrings - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	835
	**RECORD™ Ultra-Torque™ BB outboard cups**	ITA, ENG	aluminium	49
	**Ultra-Torque™ OS-Fit™ integrated cups**	BB30, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	29
	**VELOCE™ D Skeleton™ brakes**		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - integrated shoe-holder - lightened rear brake - forged arms - lightened rear brake - skeletonized arms - special pad compound	350
	**VELOCE™ brakes**		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - integrated shoe-holder - forged arms - lightened rear brake - special pad compound	327
	RECORD ™ cable guide plate		sottoscatola MC - in composito, adatta a scatole oversize - tecnopolimero caricato in PTFE	5

* Average weight - it refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.

** Example: 2,39 x 108 links = 258 g

PISTA™ 2010

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**RECORD™ PISTA™ front hub**	32, 36 holes	light alloy body – lubrication port - small flanges - O.L.D. 100 mm	204
	**RECORD™ PISTA™ rear hub**	32, 36 holes	light alloy body – lubrication port - small flanges - O.L.D. 120 mm	284
	**RECORD™ PISTA™ crankset**	165, 170 mm 47, 48, 49, 50, 51, 52	requires b.b. L. 111 mm (asymmetrical)	592
	**RECORD™ PISTA™ bottom bracket**	ITA, ENG	axle L. 111 mm (asymmetrical) - composite and light alloy cartridge - light alloy cups - without sealings	220
	**RECORD™ Pro·Fit Plus™ pedals**		Titanium axle - light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - left axle compatible with the ErgoBrain™ magnet	266
	**RECORD™ Carbon seat post**	27,2 / 250 31,6 / 350	composite tube - clamp for seat tube - knurling pitch: 0.5 mm - composite upper clamp - forged aluminium head - special steel screw with rolled thread	185
	**RECORD™ headset**		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104
	**RECORD™ Threadless™ headset**		1" - for unthreaded fork tube - height 24.5 mm - composite cover and light alloy fixing screw - lubrication port - cup and cone system - patented centering system	110
	**RECORD™ Hiddenset™ headset**	1-1/8" 1-1/8" TTC™	internal headset for unthreaded fork tube - version 1-1/8": height 5.9 mm, version 1-1/8" TTC™: height 15.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73

TIME TRIAL™ 2010

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**bar-end 10s shift. levers**		composite body and lever	163
	**RECORD™ brake levers**		composite body and lever	210
	**inner chainrings**	42,44	Exa·Drive™ system	51
	**RECORD™ 10s inner chainrings**	54, 55	Exa·Drive™ system	88

COMP TRIPLE™ 2010

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**COMP TRIPLE™ 10s rear derailleur**		long cage - upper to lower pulley-axle: 89 mm	238
	**COMP TRIPLE™ front derailleur**	braze-on / clip-on: Ø 32, 35 mm	for triple crankset - capacity 22 – chainring max 53 - chainring min 30	98
	**COMP TRIPLE™ 10s Triple crankset**	170, 175 mm 30-40-50, 30-42-53	Ultra·Drive™ chainrings - requires b.b. with L. 111 (for seat tube Ø 28,6 mm) or 115.5 mm (for oversize seat tube Ø 32 or 35 mm)	788
	**CENTAUR™ bottom bracket**	ITA, ENG 111, 115,5 mm	cartridge b.b. - hollow axle- light alloy cups	233

* Average weight - it refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.

LOW/HIGH-PROFILE WHEELS

	NOMINAL WEIGHT (G)*	DIAMETER	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH – MM (NOMINAL)	TYPE OF RIM	ASYMMETRICAL HOLES	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES		DYNAMIC BALANCE	SPOKES MATERIAL	SPOKE TYPE	DIFFERENTIAL SPOKES R/L	ULTRALINEAR™ GEOMETRY	NUT/NIPPLE MATERIAL	O.L.D. (MM)	HUB BODY MATERIAL	OVERSIZE HUB AXLE	CULT™/ USB™ BEARINGS	HUB FINISHING	SPOKE ANTI-ROTATION SYSTEM	COMPATIBILITY	REQUIRES SPECIAL SPROCKET SET
LOW-PROFILE WHEELS																								
HYPERON™ ULTRA™ Two front cl.	580	28″	carb	21/20,5	-		•	carb	22			SS	AE DB		•	alu	100	carb	•	C	carb			
HYPERON™ ULTRA™ Two rear cl.	765	28″	carb	23/20,5	-	•	•	carb	24			SS	AE DB		•	alu	130	alu/carb	•	C	blk/carb		9/10/11	
HYPERON™ ULTRA™ Two rear cl. (HG)	804	28″	carb	23/20,5	-	•	•	carb	24			SS	AE DB		•	alu	130	alu/carb	•	C	blk/carb		8/9/10	
HYPERON™ ULTRA™ Two front tub.	536	28″	carb	19/20	-		-	carb	22			SS	AE DB		•	alu	100	carb	•	C	carb			
HYPERON™ ULTRA™ Two rear tub.	695	28″	carb	21/20	-	•	-	carb	24			SS	AE DB	•	•	alu	130	alu/carb	•	C	blk/carb		9/10/11	
HYPERON™ ULTRA™ Two rear tub. (HG)	734	28″	carb	21/20	-	•	-	carb	24			SS	AE DB	•	•	alu	130	alu/carb	•	C	blk/carb		8/9/10	
HYPERON™ One front cl.	615	28″	carb	21/20,5	-		•	carb	22			SS	AE DB		•	alu	100	alu	•		black	•		
HYPERON™ One rear cl.	765	28″	carb	23/20,5	-	•	•	carb	24			SS	AE DB		•	alu	130	alu	•		black	•	9/10/11	
HYPERON™ One rear cl. (HG)	804	28″	carb	23/20,5	-	•	•	carb	24			SS	AE DB		•	alu	130	alu	•		black	•	8/9/10	
NEUTRON™ ULTRA™ front cl.	630	28″	alu	18/20,5	M		•	black	22			SS	AE DB		•	alu	100	alu/carb	•		blk/carb			
NEUTRON™ ULTRA™ rear cl.	840	28″	alu	18/20,5	M	•	•	black	24			SS	AE DB	•	•	alu	130	alu/carb	•		blk/carb		9/10/11	
NEUTRON™ front cl.	660	28″	alu	18/20,5			•	black	22			SS	AE DB		•	alu	100	alu	•		black			
NEUTRON™ rear cl.	890	28″	alu	18/20,5		•	•	black	24			SS	AE DB	•	•	alu	130	alu	•		black		9/10/11	
HIGH-PROFILE WHEELS																								
BORA™ ULTRA™ Two front tub.	565	28″	carb	50/20	-		-	carb	18		•	SS	AE DB			alu	100	carb	•	C	carb			
BORA™ ULTRA™ Two rear tub.	745	28″	carb	50/20	-		-	carb	21/G3™		•	SS	AE DB			alu	130	alu/carb	•	C	blk/carb		9/10/11	
BORA™ ULTRA™ Two rear tub. (HG)	779	28″	carb	50/20	-		-	carb	21/G3™		•	SS	AE DB			alu	130	alu/carb	•	C	blk/carb		8/9/10	
BORA™ One front tub.	590	28″	carb	50/20	-		-	carb	18		•	SS	AE DB			alu	100	alu	•		black	•		
BORA™ One rear tub.	760	28″	carb	50/20	-		-	carb	21/G3™		•	SS	AE DB			alu	130	alu	•		black	•	9/10/11	
BORA™ One rear tub. (HG)	799	28″	carb	50/20	-		-	carb	21/G3™		•	SS	AE DB			alu	130	alu	•		black	•	8/9/10	
GHIBLI™ ULTRA™ rear road	1010	28″	alu	D/19	-		-	-	-		-	aramide	-	-		-	132	alu	•	C	-	-		•
GHIBLI™ front trak	955	28″	alu	D/19	-		-	-	-		-	aramide	-	-		-	100	alu			-	-		
GHIBLI™ rear trak	995	28″	alu	D/19	-		-	-	-		-	aramide	-	-		-	120	alu			-	-		
PISTA™ front tub.	995	28″	alu	38/20			-	black	20			SS	AE			alu	100	alu			black			
PISTA™ rear tub.	1040	28″	alu	38/20			-	black	24			SS				alu	120	alu			black			

KEY
M = Milled
MT = Toroidal Milling
DB = Butted
AE = Aero
UAE = Ultra Aero
SS = Stainless steel
BR = Brass

* average weight - does not include the quick-release and it refers to the lightest configuration.

MEDIUM-PROFILE WHEELS

KEY
M = Milled
MT = Toroidal Milling
DB = Butted
AE = Aero
UAE = Ultra Aero
SS = Stainless steel
BR = Brass

* average weight - does not include the quick-release and it refers to the lightest configuration.

	NOMINAL WEIGHT (G)*	DIAMETER	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH – MM (NOMINAL)	TYPE OF RIM	ASYMMETRICAL HOLES	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES		DYNAMIC BALANCE	SPOKES MATERIAL	SPOKE TYPE	DIFFERENTIAL SPOKES R/L	ULTRALINEAR™ GEOMETRY	NUT/NIPPLE MATERIAL	O.L.D. (MM)	HUB BODY MATERIAL	OVERSIZE HUB AXLE	CULT™/USB™ BEARINGS	HUB FINISHING	SPOKE ANTI-ROTATION SYSTEM	COMPATIBILITY	REQUIRES SPECIAL SPROCKET SET
MEDIUM-PROFILE WHEELS																								
SHAMAL™ ULTRA™ 2-Way Fit™ front	615	28″	alu	24/20,5	MT			black	16		•	alu	AE DB		•	alu	100	alu/carb	•	U	blk/carb			
SHAMAL™ ULTRA™ 2-Way Fit™ rear	825	28″	alu	28/20,5	MT	•		black	21/G3™		•	alu	AE DB		•	alu	130	alu/carb	•	U	blk/carb		9/10/11	
SHAMAL™ ULTRA™ 2-Way Fit™ rear (HG)	864	28″	alu	28/20,5	MT	•		black	21/G3™		•	alu	AE DB		•	alu	130	alu/carb	•	U	blk/carb		8/9/10	
EURUS™ 2-Way Fit™ front	643	28″	alu	24/20,5	MT			black	16		•	alu	AE DB		•	alu	100	alu	•		black			
EURUS™ 2-Way Fit™ rear	857	28″	alu	28/20,5	MT	•		black	21/G3™		•	alu	AE DB		•	alu	130	alu	•		black		9/10/11	
EURUS™ 2-Way Fit™ rear (HG)	896	28″	alu	28/20,5	MT	•		black	21/G3™		•	alu	AE DB		•	alu	130	alu	•		black		8/9/10	
ZONDA™ 2-Way Fit™ front	680	28″	alu	24/20,5	M			black	16		•	SS	AE DB		•	BR	100	alu	•		black			
ZONDA™ 2-Way Fit™ rear	900	28″	alu	30/20,5	M	•		black	21/G3™		•	SS	AE DB		•	BR	130	alu	•		black		9/10/11	
ZONDA™ 2-Way Fit™ rear (HG)	939	28″	alu	30/20,5	M	•		black	21/G3™		•	SS	AE DB		•	BR	130	alu	•		black		8/9/10	
SHAMAL™ ULTRA™ front tub.	612	28″	alu	24,5/20	MT		-	black	16		•	alu	AE DB		•	alu	100	alu/carb	•	U	blk/carb			
SHAMAL™ ULTRA™ rear tub.	813	28″	alu	28,5/20	MT	•	-	black	21/G3™		•	alu	AE DB		•	alu	130	alu/carb	•	U	blk/carb		9/10/11	
SHAMAL™ ULTRA™ rear tub. (HG)	852	28″	alu	28,5/20	MT	•	-	black	21/G3™		•	alu	AE DB		•	alu	130	alu/carb	•	U	blk/carb		8/9/10	
SHAMAL™ ULTRA™ front cl.	605	28″	alu	24/20,5	MT			black	16		•	alu	AE DB		•	alu	100	alu/carb	•	U	blk/carb			
SHAMAL™ ULTRA™ rear cl.	820	28″	alu	30/20,5	MT	•		black	21/G3™		•	alu	AE DB		•	alu	130	alu/carb	•	U	blk/carb		9/10/11	
SHAMAL™ ULTRA™ rear cl. (HG)	859	28″	alu	30/20,5	MT	•		black	21/G3™		•	alu	AE DB		•	alu	130	alu/carb	•	U	blk/carb		8/9/10	
EURUS™ front cl.	634	28″	alu	24/20,5	MT			slv/blk	16		•	alu	AE DB		•	alu	100	alu	•		slv/blk			
EURUS™ rear cl.	848	28″	alu	30/20,5	MT	•		slv/blk	21/G3™		•	alu	AE DB		•	alu	130	alu	•		slv/blk		9/10/11	
EURUS™ rear cl. (HG)	887	28″	alu	30/20,5	MT	•		slv/blk	21/G3™		•	alu	AE DB		•	alu	130	alu	•		slv/blk		8/9/10	
ZONDA™ front cl.	670	28″	alu	24/20,5	M			black	16		•	SS	AE DB		•	BR	100	alu	•		black			
ZONDA™ rear cl.	885	28″	alu	30/20,5	M	•		black	21/G3™		•	SS	AE DB		•	BR	130	alu	•		black		9/10/11	
ZONDA™ rear cl. (HG)	924	28″	alu	30/20,5	M	•		black	21/G3™		•	SS	AE DB		•	BR	130	alu	•		black		8/9/10	
SCIROCCO™ front cl.	775	28″	alu	24/20,5			•	black	20		•	SS	AE DB			BR	100	alu	-		black			
SCIROCCO™ rear cl.	1020	28″	alu	24/20,5			•	black	27/G3™		•	SS	AE DB			BR	130	alu	-		black		9/10/11	
VENTO™ REACTION™ front cl.	825	28″	alu	24/20,5			•	black	24/G3™		•	SS	DB			BR	100	alu	-		black			
VENTO™ REACTION™ rear cl.	1002	28″	alu	24/20,5			•	black	27/G3™		•	SS	DB			BR	130	alu	-		black		9/10/11	
KHAMSIN™ front cl.	878	28″	alu	24/20,5			•	black	24/G3™		•	SS				BR	100	alu	-		black			
KHAMSIN™ rear cl.	1078	28″	alu	24/20,5			•	black	27/G3™		•	SS				BR	130	alu	-		black		9/10/11	

LOW-PROFILE WHEELS

HYPERON™ ULTRA™ TWO™
tubolar

- full-carbon rims
- differentiated front-rear rims
- asymmetrical rear rim
- differentiated spokes
- variable section stainless steel aero spokes
- ultralinear geometry
- nut-plate system with ball coupling
- self-locking nuts
- rear hub with oversize right-hand flange
- carbon hub bodies
- new dynamic balancing
- aluminium right-hand rear flange
- Cup and cone CULT™ bearings, standardised front-rear, ceramic 4x15 balls 5/32”
- monolithic FW body
- oversize light-alloy axles
- new quick-releases
- special brake pads

HYPERON™ ULTRA™ TWO™
clincher

- full-carbon rims
- differentiated front-rear rims
- asymmetrical rear rim
- differentiated spokes
- variable section stainless steel aero spokes
- ultralinear geometry
- nut-plate system with ball coupling
- self-locking nuts
- new dynamic balancing
- rear hub with oversize right-hand flange
- carbon hub bodies
- aluminium right-hand rear flange
- Cup and cone CULT™ bearings, standardised front-rear, ceramic 4x15 balls 5/32”
- monolithic FW body
- oversize light-alloy axles
- new quick-releases
- special brake pads

HYPERON™ ONE™
clincher

- full-carbon rims
- differentiated front-rear rims
- asymmetrical rear rim
- differentiated spokes
- variable section stainless steel aero spokes
- ultralinear geometry
- spoke anti-rotation system
- nut-plate system with ball coupling
- self-locking nuts
- new dynamic balancing
- rear hub with oversize right-hand flange
- aluminium hub bodies
- cup and cone bearings
- 4x15 balls 5/32” stainless steel
- monolithic FW body
- oversize light-alloy axles
- new quick-releases
- special brake pads

NEUTRON™ ULTRA™

- polygonal rim
- differentiated front-rear rims
- rear rim with asymmetrical drilling
- milled rims on the front bridge
- welded joint and machined sides
- differentiated spokes
- variable section stainless steel aero spokes
- ultralinear geometry
- nut-plate system with ball coupling
- self-locking nuts
- rear hub with oversize right-hand flange
- carbon and aluminium hub bodies
- cup and cone bearings
- 4x15 balls 5/32” stainless steel
- standardised front-rear bearings
- monolithic FW body
- oversize light-alloy axles
- new quick-releases

NEUTRON™

- polygonal rim
- differentiated front-rear rims
- rear rim with asymmetrical drilling
- welded joint and machined sides
- differentiated spokes
- variable section stainless steel aero spokes
- ultralinear geometry
- nut-plate system with ball coupling
- self-locking nuts
- cup and cone bearings
- 4x15 balls 5/32” stainless steel
- standardised front-rear bearings
- monolithic FW body
- oversize light-alloy hub and axle bodies
- new quick-releases

MEDIUM-PROFILE WHEELS

SHAMAL™ ULTRA™
2-WAY FIT™

- 2-Way Fit™ rim with tubeless Ultra-Fit™ profile
- lightened rim with toroidal milling
- welded joint and machined sides
- dynamic balancing
- variable section aluminium aero spokes
- selected rims
- differentiated front-rear rims
- G3 geometry™ (rear)
- aluminium nipples
- oriented spoke holes
- ultralinear geometry
- aluminium hub bodies
- oversize right-hand rear flange
- Cup and cone USB™ bearings, standardised front-rear, ceramic 4x15 balls 5/32”
- monolithic FW body
- oversize light-alloy axles
- new quick-releases
- undrilled top bridge

EURUS™
2-WAY FIT™

- 2-Way Fit™ rim with tubeless Ultra-Fit™ profile
- rim with toroidal milling
- welded joint and machined sides
- dynamic balancing
- variable section aluminium aero spokes
- differentiated front-rear rims
- G3 geometry™ (rear)
- aluminium nipples
- oriented spoke holes
- ultralinear geometry
- aluminium hub bodies
- oversize right-hand rear flange
- cup and cone bearings
- 4x15 balls 5/32”stainless steel
- standardised front-rear bearings
- monolithic FW body
- oversize light-alloy axles
- new quick-releases
- undrilled top bridge

ZONDA™
2-WAY FIT™

- 2-Way Fit™ rim with tubeless Ultra-Fit™ profile
- milled rim
- welded joint and machined sides
- dynamic balancing
- variable section inox aero spokes
- spoke anti-rotation system
- differentiated front-rear rims
- G3 geometry™ (rear)
- oriented spoke holes
- ultralinear geometry
- aluminium hub bodies
- oversize right-hand rear flange
- cup and cone bearings
- 4x15 balls 5/32”stainless steel
- standardised front-rear bearings
- monolithic FW body
- oversize light-alloy axles
- new quick-releases
- undrilled top bridge

SHAMAL™ ULTRA™

- rim with toroidal milling
- welded joint and machined sides
- dynamic balancing
- variable section aluminium aero spokes
- selected rims
- differentiated front-rear rims
- G3 geometry™ (rear)
- aluminium nipples
- oriented spoke holes
- ultralinear geometry
- carbon-aluminium hub bodies
- oversize right-hand rear flange
- Cup and cone USB™ bearings, standardised front-rear, ceramic 4x15 balls 5/32”
- monolithic FW body
- oversize light-alloy axles
- new quick-releases
- undrilled top bridge

EURUS™

- rim with toroidal milling
- welded joint and machined sides
- dynamic balancing
- variable section aluminium aero spokes
- differentiated front-rear rims
- G3 geometry™ (rear)
- aluminium nipples
- oriented spoke holes
- ultralinear geometry
- aluminium hub bodies
- oversize right-hand rear flange
- cup and cone bearings
- 4x15 balls 5/32”stainless steel
- standardised front-rear bearings
- monolithic FW body
- oversize light-alloy axles
- new quick-releases
- undrilled top bridge

MEDIUM-PROFILE WHEELS

ZONDA™

- milled rim
- welded joint and machined sides
- dynamic balancing
- variable section stainless steel aero spokes
- spoke anti-rotation system
- differentiated front-rear rims
- G3 geometry™ (rear)
- oriented spoke holes
- ultralinear geometry
- aluminium hub bodies
- oversize right-hand rear flange
- cup and cone bearings
- 4x15 balls 5/32" stainless steel
- standardised front-rear bearings
- monolithic FW body
- oversize light-alloy axles
- new quick-releases
- undrilled top bridge

SCIROCCO™

- machined sides
- deeper upper bridge
- dynamic balancing
- variable section stainless steel aero spokes
- G3 geometry™
- aluminium hub bodies
- sealed industrial bearings
- monolithic FW body
- new quick-releases

VENTO™ REACTION™

- machined sides
- deeper upper bridge
- dynamic balancing
- variable section stainless steel aero spokes
- G3 geometry™
- aluminium hub bodies
- oversize flanges
- sealed industrial bearings
- monolithic FW body

KHAMSIN™

- machined sides
- dynamic balancing
- stainless steel spokes
- G3 geometry™
- aluminium hub bodies
- sealed industrial bearings
- monolithic FW body

HIGH-PROFILE WHEELS

BORA™ ULTRA™ TWO™

- full-carbon rim
- differentiated spokes
- variable section stainless steel aero spokes
- ultralinear geometry
- nut-plate system with ball coupling
- self-locking nuts
- new dynamic balancing
- rear hub with oversize right-hand flange
- carbon hub bodies
- aluminium right-hand rear flange
- Cup and cone CULT™ bearings, standardised front-rear, ceramic 4x15 balls 5/32"
- monolithic FW body
- oversize light-alloy axles
- new quick-releases
- special brake pads

BORA™ ONE™

- full-carbon rim
- differentiated spokes
- burnished aero spokes
- spoke anti-rotation system
- ultralinear geometry
- nut-plate system with ball coupling
- self-locking nuts
- new dynamic balancing
- rear hub with oversize right-hand flange
- aluminium hub bodies
- cup and cone bearings
- 4x15 balls 5/32" stainless steel
- monolithic FW body
- oversize light-alloy axles
- new quick-releases
- special brake pads

GHIBLI™ ULTRA™

- aramidic fibre tensile structure
- disc profile
- braking surface in aluminium
- aluminium hub bodies
- Cup and cone CULT™ bearings, ceramic 4x15 balls 5/32"
- monolithic FW body
- oversize light-alloy axles
- new quick-releases

PISTA™

- aero aluminium rim
- aero stainless steel spokes
- nut-plate system with ball coupling
- self-locking nuts
- track hubs with steel axle

THE WORLD OF CAMPAGNOLO®
AT YOUR DISPOSAL

CAMPAGNOLO® MEANS **TOTAL INNOVATION** AND THAT'S WHY WE ALSO PROVIDE CLOTHING FOR BIKE FANS, THE CAMPAGNOLO® CYCLING APPAREL LINE. FURTHERMORE, CAMPAGNOLO® HAS EXTENDED THE CONCEPT OF GENIAL DESIGN WITH A PRODUCT THAT REFLECTS THIS INVENTIVE SPIRIT EVEN IN EVERYDAY LIFE: THE CAMPAGNOLO® CORKSCREW.

A really awkward bottle and a corkscrew that wasn't up to the job were the cause of this new stroke of genius that has not been bettered since 1966.
The patented system of the telescopic self-aligning cover always places the screw in the central part of the cork.
The large screw in hardened steel with a wide and sharp profile provides maximum grip on the cork and the two large levers enable the corks to be pulled out of bottles of the finest vintages without disturbing the sediments that are typical of such wines.
These technical features and the use of the finest raw materials have made this corkscrew a must, a symbol of genius that is recognized throughout the world.

"CAMPAGNOLO CYCLING APPAREL"

PERFORMANCE THROUGH TECHNOLOGY

Technology and innovation: highly functional garments for maximum performance. Greater lightness, breathability, protection and ideal muscle lifting.
The perfect combination of performance and comfort

Download the complete catalogue from our site: **www.campagnolosportswear.com**

11 SPEED™

We all have two options in life: being one of many or working hard to become one of the best. But a chosen few have access to a third choice: being themselves, unique and inimitable, because they have opened a new path that nobody else had even dared to imagine.

RACING™

Those with winning in mind have their goal in sight every hour of every day, whether they are pedalling or at work. Winners do not permit imperfection or hesitation, because there will be no second chance. In order to obtain top results they must be supported and sustained by everything that surrounds them.

RACING

RACING™ WOMAN

She is as competitive as men. She is as demanding as men.
She is as uncompromising as men. She is never satisfied, ever. Her technical clothing must be the best in both performance and style. With so many brands on the market, it is better to aim for the top.

RACING WOMAN

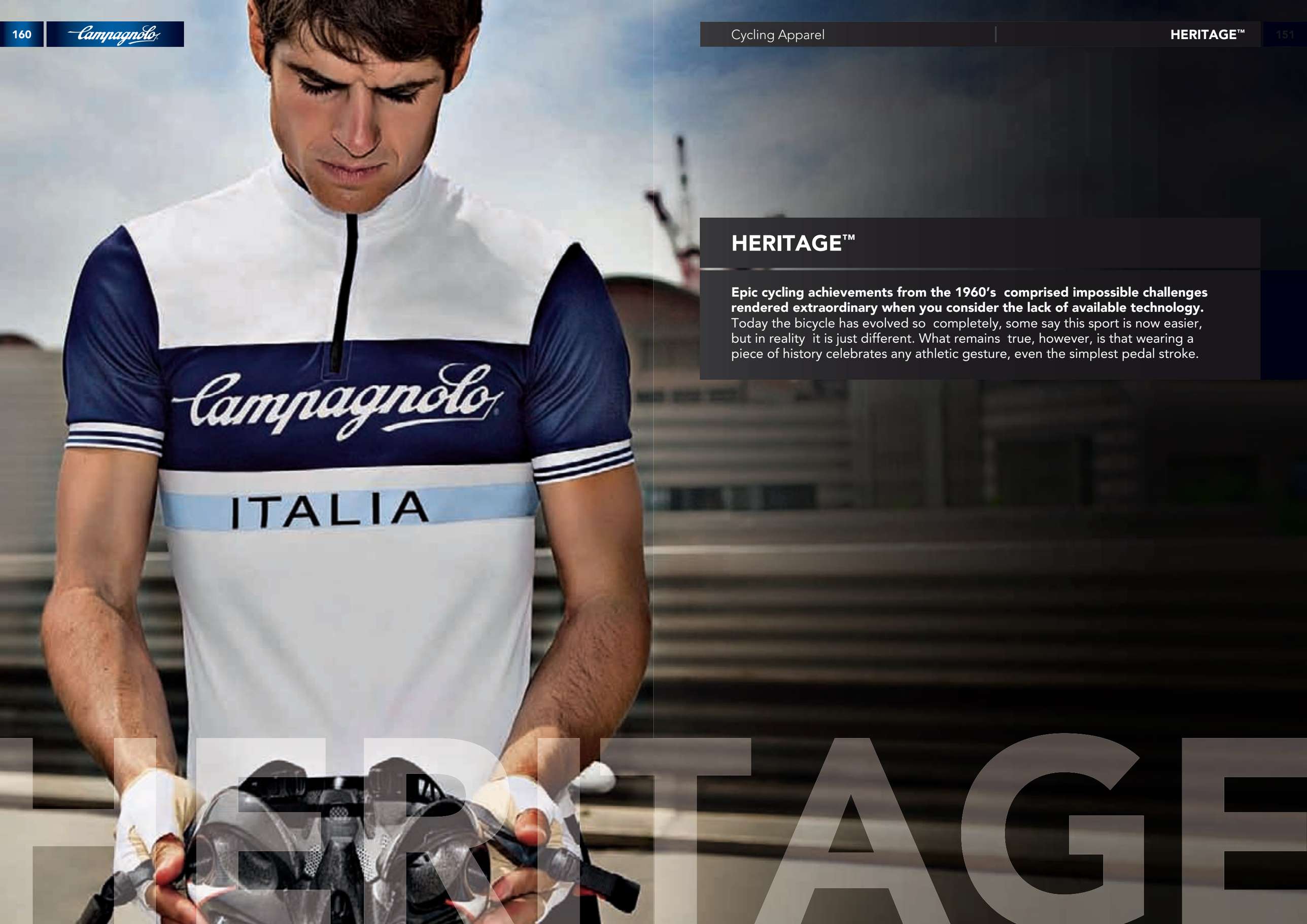
RAYTECH™

Road cycling is a passion that encompasses total involvement; body and mind.
A passion that, regardless of ranking , commits you to constant improvement, every day. Exceeding your previous limit, even if only a little. A passion for cycling stands out immediately.

RAYTECH

FACTORY TEAM™

Campagnolo means Cycling. Campagnolo means hard work, courage, determination and creativity. These core values have led it to become the best-recognised brand in road cycling and are the same values shared by anyone who loves bikes. How can you resist the temptation to wear it?



HERITAGE™

Epic cycling achievements from the 1960's comprised impossible challenges rendered extraordinary when you consider the lack of available technology. Today the bicycle has evolved so completely, some say this sport is now easier, but in reality it is just different. What remains true, however, is that wearing a piece of history celebrates any athletic gesture, even the simplest pedal stroke.

HERITAGE

W'S™

Would a woman ever dress like a man to go to the office? No. So why should she when cycling? Technical women's-wear is therefore different from men's. The fabrics obviously share the same highly technological content, but style and a certain "glam" touch make it exquisitely feminine.

W'S

ORIGINAL
SPARE PARTS

With our Original Spare Parts your Campagnolo® product will stay an original.
Why choose an original Campagnolo® spare part? For the safety, reliability and certainty found in the **spare parts designed specifically** for Campagnolo® wheels and components. They have very strict tolerances in order to guarantee **impeccable operation**.
In line with our mission, the original spare parts are built following one criteria: maintaining Campagnolo's® unrivaled quality.
The only good reason for not having original Campagnolo® spares, is that you haven't made the jump to Campagnolo® products yet.

Campagnolo® Original Spare Parts packaging

TRACEABILITY:
A GUARANTEE OF QUALITY

The keyword for our products is: traceability.
If you find a little **label affixed** to Campagnolo® **products, don't remove it**. This is because it is there to provide you with a **guarantee** that in the event of the ascertained defectiveness of a production batch your component or wheel will be traceable.
All this because, faithful to its mission, Campagnolo® demands absolute perfection and safety for its customers.

CAMPAGNOLO®
TOOLS

Campagnolo® tools are made from the best materials available and are designed specifically for use with Campagnolo® components.

Unlike the working instruments generally available over the counter, which are a compromise between various products offered by the market, Campagnolo® tools are designed and constructed to be used specifically on Campagnolo® products.

The use of high-grade steel clearly explains why Campagnolo® tools are known to last forever.

Tool for 11 Speed-chain

CAMPAGNOLO®
PRO-SHOP™

The Pro-Shop™ is our showcase to the world.
In order not to disappoint consumers' expectations we are in fact able to communicate with you through our impressive worldwide network of sales outlets.
The Pro-Shops™ have been selected directly by Campagnolo® to guarantee professionalism and highly qualified support to maintain and service all Campagnolo® components and wheels.
This project confirms the company's desire and interest in guaranteeing professionalism at the sales level and complete after-sales support.

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CAMPAGNOLO
SERVICE CENTER

The Service Center is the reference point for all Campagnolo® dealers and its aim is to provide an adequate after-sales service to Campagnolo® users. Service Centers are a territorial extension of Campagnolo srl and work exclusively with dealers, no exceptions made.
The Service Centers handle two activities: After-sales Service and Spare Parts Service.
The After-sales Service provides technical assistance for products under guarantee or otherwise, enabling cyclists to enjoy the first-class characteristics of Campagnolo® products for long, without forfeiting safety, performance and endurance.
The Spare Parts Service handles the distribution of spare parts. Campagnolo® possesses a large inventory of spare parts and is able to replenish its distribution system adequately in relatively short times.
We therefore advise you to refer to your Campagnolo® dealer for any expert action required by your bikes - these dealers are the only ones supported by the constant, skilled collaboration of Campagnolo® Service Centers.

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Dear Friend,

We have tried to be precise but would like to apologize for any mistakes that there might be in this catalogue. We must also point out that we reserve the right to change products, surface finish and specifications at any moment without prior notice. For further information, please visit our site www.campagnolo.com, which is regularly updated.

www.campagnolo.com