



PURE PERFORMANCE



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# 2016 UCI WORLD TEAMS



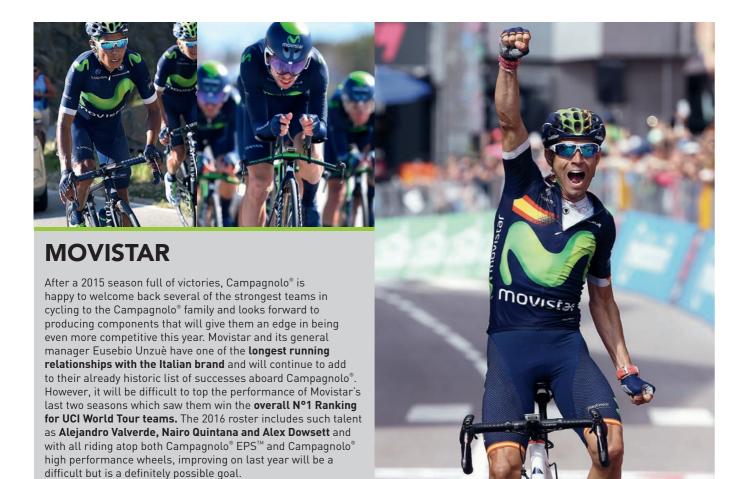
# THE BEST TEAMS CHOOSE CAMPAGNOLO®

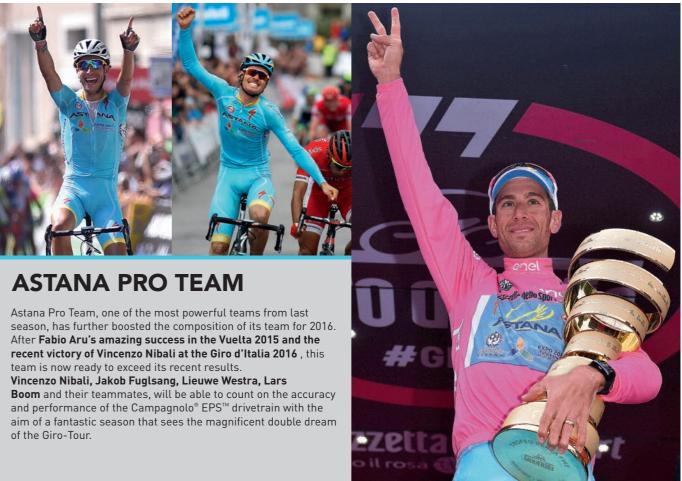
For over 80 years, the quality and precision of Campagnolo<sup>®</sup> products have accompanied big names like Coppi, Gimondi, Merckx and Indurain in their many victories in the past. Still today, our company is right there alongside the stars of modern cycling such as Vincenzo Nibali and Nairo Quintana respectively the winners of the Tour 2014/Giro 2016 and Giro 2014, using the components and wheels of our historic brand.

Again in 2016, the best cyclists will be able to count on the excellent quality and top-level performance that have always made our Italian-brand products stand out.

Thanks to the contribution in terms of technology, reliability and performance that our components make in achieving victory in all classes of race, many teams on different levels choose Campagnolo<sup>®</sup> for their racing season.

In 2016: 3 teams in the UCI World Tour, 3 UCI Professional Continental Teams, 12 UCI Continental Teams, 4 UCI Women's Teams and many others.







### 2016 UCI PRO-CONTINENTAL

# BARDIANI CSF

Bardiani CSF Pro Team has put together perhaps the youngest team in professional cycling in an effort to grow youth talent in Italy, such as Nicola Boem, Edoardo Zardini and Sonny Colbrelli , for the world stage while still striving for success in the biggest races cycling has to offer. The young, completely Italian team, from the riders and staff to the sponsors, will count on Campagnolo<sup>®</sup> technology for precise and speedy transmission to guide them in their quest for victory.



## **GAZPROM-RUSVELO**

The Gazprom-Rusvelo team forms a part of the Russian **Global Cycling Project** aimed at developing talent within Russia, growing cycling within its borders and promoting the image of Russia as a force to be reckoned with in the global cycling arena.

The team starts its fifth season hoping for a quality leap, both on the men's and the women's side with the young athletes Roman Maikin, Sergey Firsanov and Evgeny Shalunov will be sure to perform above their Campagnolo® built Colnago.



# **NIPPO - VINI FANTINI**

Team Nippo - Vini Fantini continue to battle it out not only in important Asian races but will also put forth their talent and drive in several European races this season as well, with Eduard Grosu, Pierpaolo De Negri and Damiano Cunego.

The team is set to improve upon the numerous international victories of the past season aboard their fully Campagnolo® equipped De Rosa Protos bikes in 2016.





Campagnolo® proudly supports many Continental teams so that the technology, innovation and performance of its products can support the efforts of a broad range of athletes from numerous nations and continents.

#### TEAM

ADRIA MOBIL AMORE & VITA - SELLE SMP

# 2016 UCI CONTINENTAL

# **ADRIA MOBIL**



COUNTRY	FRAME
SLO	SPECIALIZED
UKR	CIPOLLINI

### 2016 UCI CONTINENTAL





Thanks to its direct collaboration with the teams, Campagnolo® is able to provide a performance advantage to the next generation of world-class cyclists.

ТЕАМ	COUNTRY	FRAME
CHRISTINA JEWELRY PRO CYCLING	GER	REVEN
D'AMICO BOTTECCHIA	ITA	BOTTECCHIA







TEAM EQUIPE CYCLISTE ARMEE DE TERRE JLT CONDOR KINAN CYCLING TEAM

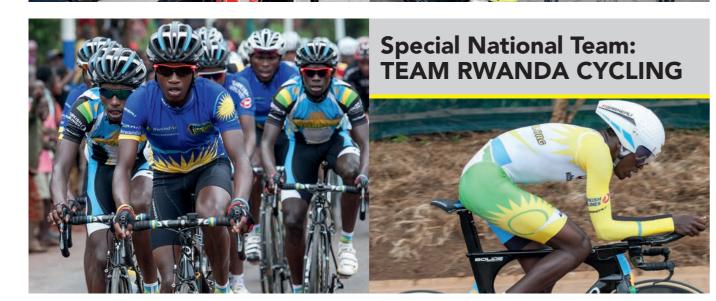
### 2016 UCI CONTINENTAL

COUNTRY	FRAME
FRA	CIPOLLINI
GBR	CONDOR
JPN	YONEX

### 2016 UCI CONTINENTAL







ТЕАМ	COUNTRY	FRAME
KSPO	KOR	BIANCHI
STRONGMAN CAMPAGNOLO WILIER	COL	WILIER
TEAM RWANDA CYCLING	RWA	PINARELLO





The growth of the women's competitive cycling movement is exciting as a whole new cornucopia of talented athletes finally have the venue to showcase their talents both at an amateur and professional level. Campagnolo<sup>®</sup> has been a dedicated part of this effort for some time and has always believed heavily in the value of female cycling, values its past relationships with some of the most talented riders in the women's peloton and is dedicated to continuing to offer a technical advantage to those special athletes who choose to ride our products.

ТЕАМ	COUNTRY	FRAME
ALÈ CIPOLLINI	ITA	CIPOLLINI
WIGGLE HIGH5	GBR	COLNAGO

# 2016 UCI WOMAN

### **GRANFONDO CAMPAGNOLO**

Campagnolo, which out of choice and by tradition wants to be always right there alongside the pros and "granfondo" fans, has selected over recent years, three great events for promotion of its brand, with the aim of offering a true, unique cycling experience in Campagnolo® style. Those participating must be able to appreciate every single event, each in a personal, unique and marvelous way.

# ROMA

Granfondo Campagnolo Roma: the combination with Rome, the eternal city, capital and unequalled vehicle of history, tradition, culture and distinctiveness, was strongly desired from the start and has now reached its third edition with great success in terms of number of participants from all over the world. It is without doubt a unique emotion over and above a sporting experience.





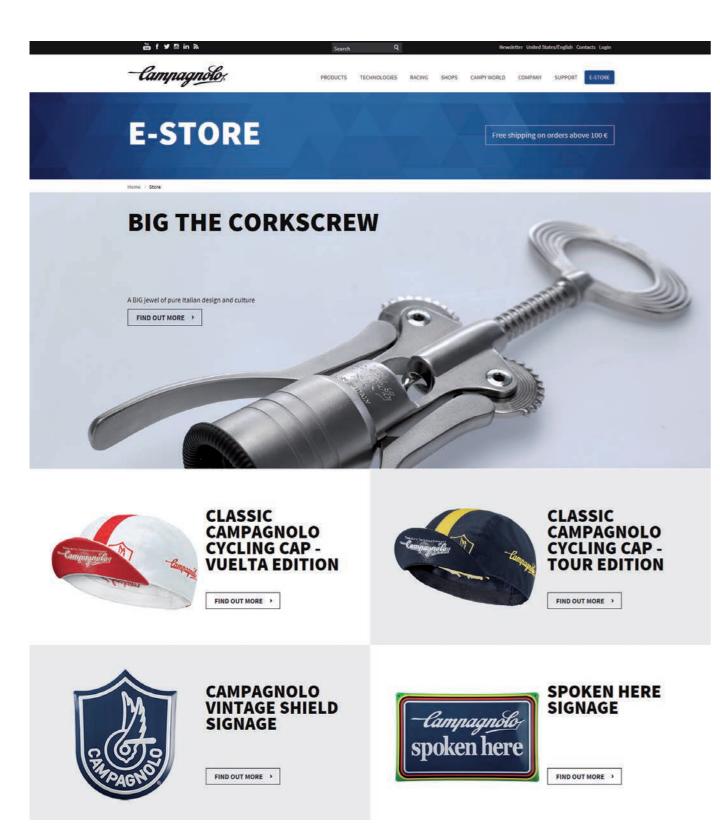




### CAMPAGNOLO E-STORE

As the hashtag says, #thoseintheknow choose Campagnolo® and those that choose Campagnolo® do so not only because they are sure of getting their hands on some of the most performance oriented, reliable and sophisticated componentry for cycling available but also due to what Campagnolo<sup>®</sup> represents.

Products made with passion that exude a pure and authentic cycling tradition will give a definite race winning advantage but also communicate that the rider is one who takes a great deal of pride in his cycling and expects something more from his time in the saddle. If you are of a similar mindset then your dedication to authentic cycling shouldn't be limited only to your time in the saddle.



Thanks to the recently launched Campagnolo® E-Store you can find fantastic products that show your affinity towards the most iconic cycling brand ever known. Visit the store today and show the world that you are one of #thoseintheknow who choose Campagnolo<sup>®</sup>.

### New products coming soon!



Campagnolo<sup>®</sup> launches a new club for those competitive cyclists who appreciate authenticity, extreme performance and best-in-class durability and as a result trust one brand to ensure their cycling experience is as enjoyable as possible for as long as possible: Campagnolo.

The Campagnolo Riders Club<sup>™</sup> aims to create a group of like-minded cyclists who share their common love of the beautiful products that Campagnolo® has produced and the authentic cycling culture that it represents. The Campagnolo Rider expects more than just performance, lightweight construction and durability... he or she wants an object of design that represents something more. He or she expects products made with passion that exude a pure and authentic cycling soul more than a cold object that merely moves the gears. If you chose Campagnolo® for your build, then you are surely one of us. Join the official club of which you are already unofficially a part.





### **CAMPAGNOLO** WALLCLOCK





# GROUPSETS

CAMPAGNOLO® GROUPSET A SUPER RECORD™		1
SUPER RECORD		2
	SUPER RECORD <sup>™</sup> EPS <sup>™</sup>	2
	SUPER RECORD <sup>™</sup>	2
RECORD™		3
	<b>RECORD™ EPS™</b>	3
	RECORD™	3
CHORUS™		4
	CHORUS <sup>™</sup> EPS <sup>™</sup>	4
	CHORUS™	4
POTENZA 11 <sup>™</sup>		54
<b>VELOCE</b> <sup>™</sup>		6
ATHENA <sup>™</sup> TRIPLE		6



MY CAMPY<sup>™</sup> APP



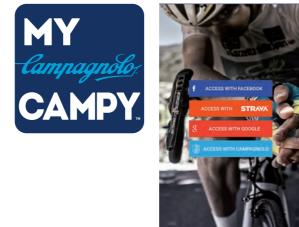
# MyCampy<sup>™</sup>: your cycling world in the palm of your hand!

Campagnolo<sup>®</sup>, throughout its prestigious 80+ year history, has introduced numerous game changing technologies that have seen the greatest champions the world has known to victory. From the invention of the first quick release came the first 8, 9, 10 and 11 speed transmissions, the first complete wheelset, the first tenso-structure wheel and a cornucopia of other products universally lauded for their quality and extreme performance characteristics. With so many fantastic products and unique performance solutions the one thing missing was not a physical component but rather a system that helps the cyclist manage his cycling componentry and certain aspects of his or her cycling in a complete and efficient manner. The new MyCampy<sup>™</sup> App seeks to do just that ...and all in the palm of your hand... and all for free!

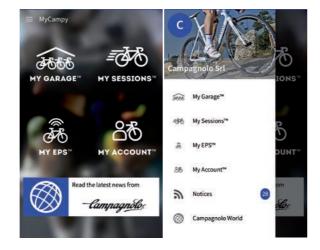
MyCampy<sup>™</sup> App is your do-it-all companion that assists you in managing your cycling activity and cycling kit both in the saddle and off. From keeping track of your entire garage of bikes and the components built on each one to EPS<sup>™</sup> performance analytics and complete customization of its performance, the new application is as much your own "neutral support" as well as your personal "Sporting Director" and much more. It allows you to interact in a 360° manner with your cycling "stable" and gain a more complete Campagnolo experience all from the comfort of your smartphone, pc or tablet.

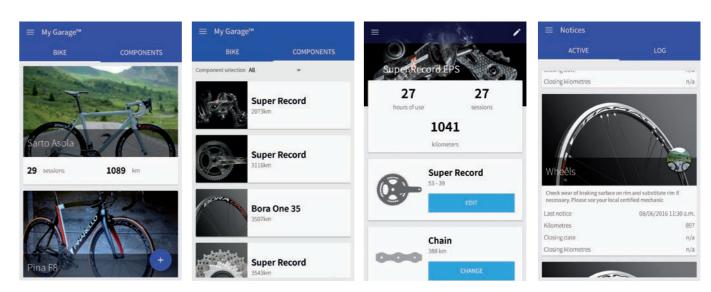
### Download MyCampy<sup>™</sup> today and experience Campagnolo<sup>®</sup> like never before.





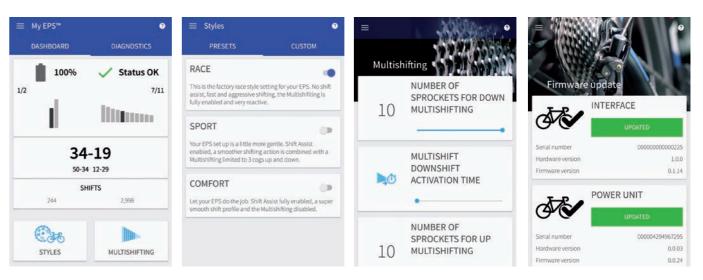
### Some of its principal functions include:





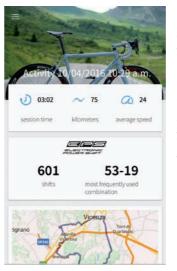
#### MyGarage<sup>™</sup>:

keep a detailed look over all of your cycling equipment, know exactly how many kilometers each and every component, wheel, chain or cassette has done and when it might be time to perform general maintenance to keep things functioning like new.



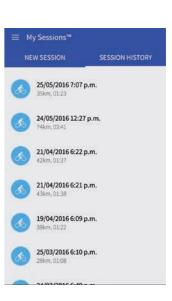
### MyEPS<sup>™</sup>:

offers the possibility of interacting in a 360° manner with your Campagnolo<sup>®</sup> electronic drivetrain by connecting wirelessly with your EPS<sup>™</sup> groupset in order to: fully customize commands and system performance, instantly download and install new firmware, offer real-time diagnostics for each and every individual EPS<sup>™</sup> component



### MySessions<sup>™</sup>:

a sophisticated analytical tool that offers a unique look into your performance in addition to how it is affected by your use of components. Track each and every shift, know exactly where when and how you were riding a specific segment in addition to getting tips and suggestions to improve your efficiency on the bike all in conjunction with the innovative wifi capabilities of the V3 EPS<sup>™</sup> interface.



#### Campagnolo<sup>®</sup> World:

stay up to date with all of the latest happenings in the world of Campagnolo... race results, new product launches, events etc all in one app.

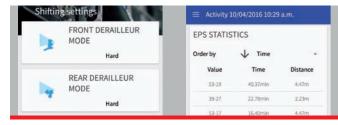
### DTI<sup>™</sup> EPS<sup>™</sup> V3 INTERFACE

The 2016 version of EPS<sup>™</sup> is not visibly much different from its predecessor. It maintains its industry leading performance characteristics and adds an exciting new features, most of which are housed inside the often overlooked DTI™ Interface.

The new V3 interface incorporates the lion's share of the innovation placed in this award and race winning electronic transmission. From its new design to a plethora of useful and innovative new technologies, this small component improves the EPS<sup>™</sup> experience in a big way. Improved integration, facilitated and no-fuss charging, improved led diagnostics and wireless technology that allows for increased interaction with the groupset are just a few of the improvements housed in its tiny structure.

- New charging port located on interface unit allows for easy • access
- Wireless technology permits EPS<sup>™</sup> communication with PC / Notebook / Tablet / Smartphone via Bluetooth (BTLE).
- Newly improved aerodynamic design.
- New shape fits perfectly on stem.
- Long led visible on three sides allowing rider to see information from any position.
- Dialogue with multiple brands of bicycle computers on the market: the V3 interface sends the data to the bicycle computer using ANT+<sup>™</sup> and BTLE<sup>™</sup> communication protocols, allowing EPS<sup>™</sup> groupset information to be viewed instantly on compatible devices.





#### DIALOGUE WITH "MYCAMPY" APP:

Wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE), which allows the EPS groupset holder to personalize its own settings.



#### EASY ACCESS TO THE CHARGING PORT:

recharging port positioned on the upper part and covered by a rubber cover linked to the interface.



#### **ZERO SETTING / RIDE SETTING:**

the interface processes the data received during the initial setup of the front and rear derailleurs (Zero Setting). Fine-tuning adjustments (Ride Setting) can be carried out while in the saddle as well



The analog signal received from the Ergopower™ control is transformed into a digital signal which is then sent to the Power Unit. The digital signal allows unique, error-free encoding of the signal transmitted by the Ergopower<sup>™</sup> units.



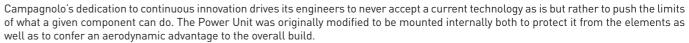
The RGB LED lets the rider view the state of charge of the battery at any time.



**GREEN** : 100% - 60% **FLASHING GREEN** : 60% - 40% **YELLOW** : 40% - 20% **RED** : 20% - 6% FLASHING RED : 6% - 0%



The special design of the interface lets the user choose between two different installation solutions: on the brake cable or on the handlebar mount.



With the advent of increasingly more aerodynamic frames and with them even slimmer tube forms Campagnolo® has produced an even more advanced version of its power unit: the V3.

This new version of the internal Power Unit maintains all of the previous characteristics and technologies that derive from the V2 and house them all in a slimmer, more versatile package.

This new structure opens up the possibilities for internal mounting not only in the most aerodynamic framesets with very slim tube designs but also gives a greater deal of flexibility with regards to placement within the frameset.





**NEW SHAPE:** 

V3 Power Unit integrates battery pack and electronic intelligence board within a sealed unit with a total length of 232 mm and a diameter of only 16.6 mm



SEAT TUBE/ DOWN TUBE ADAPTOR MOUNT: allows the Power Unit V3 to be mounted in either the down tube or seat tube by taking advantage of the water bottle cage mounts.



#### ELECTRONIC BOARD:

housed in a completely waterproof (IP67) casing, the motherboard contains the brain of the system. The D.T.I. interacts with and receives control signals from the interface thousands of times per second, processes these signals and sends the corresponding commands to the front and rear derailleur. In addition to all this, the Power Unit monitors the state of charge and power produced by the battery.

# DTI<sup>™</sup> EPS<sup>™</sup> V3 POWER UNIT

#### SEATPOST MOUNT COMPATIBLE:

the reduced diameter (16,6 mm) allows the V3 Power Unit to be mounted within the seatpost, by using one of the two available adapters (for Ø 27,2 and Ø 31,6 mm), thus reducing assembly time.



#### THE CASING:

the casing containing the battery, motherboard and input/output gate is manufactured from a special anti-vibration material. The interior of the casing is specially moulded to protect all the components and ensure total reliability. The casing itself is sealed and is completely waterproof even in the most extreme weather conditions.



#### BATTERY:

the rechargeable lithium ion battery is made with a 3-cell (12-volt) construction. The duration of the battery charge varies slightly depending on route and riding style as shifting frequency puts more or less stress on the battery. Taking into account that the EPS™ Power Unit has been lab tested and guaranteed to last for over 500 recharges, while maintaining strength and charge life, it is safe to say that the battery will last as long, if not longer, than your frame!

**POWER TORQUE +**<sup>™</sup>

Campagnolo<sup>®</sup> believes in continuous innovation and even successful technologies such as Power Torque<sup>™</sup> can be improved.



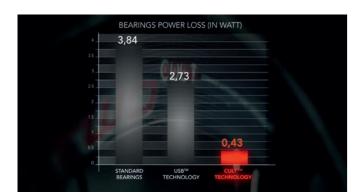
The new "Power Torque +<sup>TM</sup>" design takes the current Power Torque<sup>TM</sup> technology and the stiffness that sets it apart from the competition and adds a newly designed extractor to facilitate maintenance.

Having kept the same external diameter of the axle, Power Torque +<sup>™</sup> technology is compatible with the traditional Power Torque<sup>™</sup> cups and, when combined with the latter, guarantees a highly stiff crankset-cup system, which translates into high-performance shifting even in critical situations such as upshifting under the force exerted by the cyclist.









#### CULT™: CERAMIC ULTIMATE LEVEL TECHNOLOGY

CULT<sup>™</sup> technology is a combination of the highest quality ceramic ball bearings available and bearing houses made from Cronitect<sup>®</sup> chromium stainless steel, a technological wonder produced by the German company Schaeffler. The ceramic ball bearings used in the Campagnolo<sup>®</sup> CULT<sup>™</sup> system reduce friction to a minimum and offer consistent performance over time as they are highly resistant to wear. On the other hand the Cronitect<sup>®</sup> surface, along with its thermochemical treatment provides a sliding surface for the bearings that is extremely hard, resistant to wear and maintains its integrity over time. Friction is further reduced as this combination requires no lubrication in the form of grease but rather uses only minimum quantities of a simple oil. Only a technologically advanced system can funtion, despite conditions and wear without grease.

# All of these factors together combine to offer a friction coefficient that is nine times less than standard bearing systems and saves nearly 3,5 watts of power per pedal stroke.

- 9 times smoother than the standard solutions.
- Resistance to corrosion: zero wear and tear on bearings.
- Friction coefficient: the lowest in the world of cranksets thanks to lubrication with oil instead of grease.
- 3,5 Watt more power at each pedal stroke, increasing along with the increase in speed.

Campagnolo<sup>®</sup> is dedicated to offering the best performance solution possible no matter what frame a road racing athlete chooses to ride or the tire he or she chooses to mount. As framebuilders begin to develop frame and fork designs that take advantage of the aerodynamic gains represented by direct mount brakes the Campy Tech Lab<sup>™</sup> set forth to produce a pair of direct mount brakes that boast Campagnolo<sup>®</sup> quality and performance standards. This completely new braking system from Campagnolo<sup>®</sup> allows for a completely symmetric and efficient brake application thanks to its self-balancing design.

Campagnolo<sup>®</sup> Direct Mount brakes offer surefooted stopping power thanks to their extremely stiff structure while design elements that take inspiration from the traditional Campagnolo<sup>®</sup> brake design keep weight to a minimum.

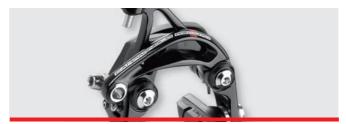
In addition to pure performance a great deal of attention was paid to ease of use and adjustment. The direct mount brake is often complex to install and adjust and great strides were made to make this Campagnolo<sup>®</sup> version the most user friendly and simple to adjust of any model available.



**CAMPAGNOLO BRAKE SHOES STANDARD:** uses tried and trusted Campagnolo brake shoes, a standard for safety and ease of use.



**FAST ADJUSTMENTS:** screws oriented in a direction that allows for the fastest adjustment while guaranteeing easy access to adjustment screws.



MAXIMUM COMPATIBILITY: by offering two separate rear brake designs, one specifically for seat stay and one for bottom bracket placement (under BB), there is a guaranteed Campagnolo® Direct Mount solution for all aero frames on the market.

# DIRECT MOUNT BRAKES



SKELETON STRUCTURE (FOR THE RECORD™VERSION): guarantees the maximum stiffness while minimizing weight of overall system.



FAST ASSEMBLY: easy assembly system does not require any additional parts.



Under BB





When the difference between victory and defeat is measured in millimeters only the most sophisticated drivetrain can ensure a technological advantage.

The Super Record<sup>™</sup> groupset is the advantage that even the top professionals rely upon for performance gains, reliability and precision in an extremely lightweight yet very durable package. The Super Record™ name is applied to the very pinnacle of Campagnolo® innovation and the technologies, materials and craftsmanship with which the groupset is built put it in a category of its own: Super Group.



ecord" | eps" |

### **REAR DERAILLEUR**



#### 1. HIGH TORQUE, HIGH DRIVE RATIO MOTORS:

 $\mathsf{Campagnolo}^{\circ}$  uses the worlds best and most powerful motors. The motors used in EPS<sup>™</sup> components ensure precise shifting even under strain and deliver the speediest shifting available with no loss in perfomance over time.

#### 2. SPECIAL T.I.N. TREATMENT:

specially developed treatment for titanium components to ensure the highest performance and precision for the life of the product.

#### 3. FRONT PLATE AND CAGE IN CARBON FIBRE:

the only electronic rear derailleur in the world made from carbon fibre. For maximum lightness and superlative maximum stiffness. For fast, precise shifts even under strain.

#### EXCLUSIVE MULTI-SHIFTING<sup>™</sup> TECHNOLOGY:

gives the rider the option of shifting up or down 11 sprockets in one single action.

198 g







#### 4. POSITION SENSOR:

the "Magnetic Hall Sensor Resolver™" ensures that the rear derailleur always moves the chain into the ideal position for the selected sprocket.

#### 5. UPPER AND LOWER BODY IN MONOLITHIC CARBON POWDER TECHNOPOLYMER:

complex carbon engineering produces a lightweight and yet very stiff and resistant unit.

#### 6. EXCLUSIVE "UNLOCK SYSTEM<sup>™</sup>":

the manual release system lets the user position the rear derailleur and chain on the desired sprocket in the event of a drivetrain malfunction. The release system also prevents damage to the unit in a fall.

#### 100% WATERPROOF:

all the components of the rear derailleur are built to operate in any weather conditions in compliance with the IP67 standard.









# **ROLS** 262 g





**1. ONE LEVER-ONE ACTION:** each lever of the command set has its own distinct function. This means absolute certainty of using the right control in all conditions (winter temperatures and gloves, poor road conditions etc.), eliminating the risk of error.

#### 100% WATERPROOF:

all control components are built to operate in any weather conditions in compliance with the IP67 standard.

#### 2. MODE BUTTON:

the "Mode" buttons allow the user to check battery charge, make fine adjustments to the rear or front derailleur - even in the middle of a race (with the "ride setting" procedure), and set the zero position of the rear and front derailleur ("zero setting" procedure).

#### 3. E-ERGONOMY<sup>™</sup>:

the new lower position of the lever 3 ensures easier access from all riding positions allowing the athlete to shift easily from the hoods or the drops.

#### MULTI-DOME TECH<sup>™</sup>:

the 5-dome technology perfected by Campy Tech Lab™ together with Campagnolo® athletes has made it possible to strike the perfect balance between operating force and tactile shift feedback. It also eliminates the possibility of unintentionally shifting the rear or front derailleur.

### **FRONT DERAILLEUR**





127 g

#### 1. SPECIAL CAGE DESIGN:

the single-piece outer semi-cage is a Campagnolo<sup>®</sup> work of art that improves the stiffness of the structure during downshifting. The new design of the inner semi-cage in aluminum allows for even faster upshifting.

#### 2. FRONT DERAILLEUR BODY IN MONOLITHIC CARBON TECHNOPOLYMER:

complex carbon engineering produces a lightweight and yet very stiff and resistant unit.

### POSITION SENSOR:

with the "Magnetic Hall Sensor Resolver™", the front derailleur always moves the chain automatically into the ideal position for the selected sprocket/chainring.

#### 3. HIGH TORQUE, HIGH DRIVE RATIO MOTORS:

 $\label{eq:campagnolo} Campagnolo^{\circledast} uses the worlds best and most powerful motors. The motors used in EPS^{{}^{\rm M}} components ensure precise shifting even under strain and deliver the speediest shifting available with no loss in perfomance over time.$ 

#### 100% WATERPROOF

#### CSD<sup>™</sup> (CHAIN SECURITY DEVICE):

the CSD chain security device achieves extremely high stiffness levels, in addition to offering regulation that is completely independent from that of the derailleur.

DERAILLEUR CLIP CLAMP: available in 32 mm and 35 mm diameters.



### DTI<sup>™</sup> EPS<sup>™</sup> V3 POWER UNIT



#### NEW SHAPE:

V3 Power Unit integrates battery pack and electronic intelligence board within a sealed unit with a total length of 232 mm and a diameter of only 16,6 mm.

#### 1. SEATPOST MOUNT COMPATIBLE:

the reduced diameter (16,6 mm) allows the V3 Power Unit to be mounted within the seatpost, by using one of the two available adapters (for Ø 27,2 and Ø 31,6 mm), thus reducing assembly time.

### 2. SPECIALLY DEVELOPED INTERNAL CASING DESIGNED TO MAKE SYSTEM 100% WATERPROOF:

for maximum protection of the battery and electronic components on even the worst road surfaces.

### DTI<sup>™</sup> DIGITAL TECH INTELLIGENCE:

the digital brain of the EPS<sup>™</sup> drivetrain. DTI<sup>™</sup> monitors and checks the battery, transmits and receives signals to and from the interface and controls and monitors the functions of the rear and front derailleur.

#### 3. SEAT TUBE/ DOWN TUBE ADAPTOR MOUNT:

allows the Power Unit V3 to be mounted in either the down tube or seat tube by taking advantage of the water bottle cage mounts.





106 a

# DTI<sup>™</sup> EPS<sup>™</sup> V3 INTERFACE

35 g







#### 1. DIALOGUE WITH "MYCAMPY" APP:

wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE), which allows the EPS groupset holder to personalize its own settings.

#### 2. EASY ACCESS TO THE CHARGING PORT:

recharging port positioned on the upper part and covered by a rubber cover linked to the interface.

#### ANALOGUE-DIGITAL SIGNAL CONVERSION:

transforms the analogue signals received from the controls into the digital signals transmitted to the Power Unit.

#### "ZERO SETTING" AND "RIDE SETTING":

used to set the initial configuration of the components and make fine adjustments during a race.

#### 3. LED RGB:

visualises battery charge status. The unit also checks for system faults, warning the user when necessary via an RGB LED.

#### TWO POSSIBLE INTERFACE MOUNTING OPTIONS:

the unique design of the interface lets the user choose whether to install it on the brake cable or on the handlebar mount.





### **CRANKSET**





2. NEW CHAINRINGS: sophisticated mechanical features on the parts that move the chain up and down guarantee maximum efficiency during shifting.

### TITANIUM AXLE AND REVERSE THREAD TITANIUM FIXING BOLT:

reduces the overall weight of the crankset by 40 grams.

#### 3. OPTIMIZED UPSHIFTING PINS FOR EACH CHAINRING COMBINATION: maximum shifting efficiency, with specific design for each chainring







52/36



603 g



#### 4. HOLLOW CRANKS AND SPIDER ARMS WITH ULTRA-HOLLOW™ TECHNOLOGY:

reduced weight of stress – free sections, improved crank set weight to stiffness ratio.

#### 5. CULT<sup>™</sup> TECHNOLOGY:

the highest performing ceramic bearings combined with Cronitect steel make for a combination that is 9 times smoother, resistant to corrosion and extremely long lasting.

#### 6.8 BOLT RETENTION DESIGN INCREASES EFFICIENCY:

indipendant 4 bolt fixing system attaches large and small ring separately. Innovative design locates bolts at most efficient area for each individual chainring, improving performance, rigidity and power transfer.



SUPER RECORD

### **SPROCKETS**



#### 1. ULTRA-SHIFT<sup>™</sup> TEETH DESIGN:

every sprocket tooth is designed and placed to perform a specific function, like lifting or lowering the chain or giving maximum power transmission to the wheel.

#### 2. ULTRA-SHIFT<sup>™</sup> SYNCHRONIZATION:

the sprocket tuning allows for maximum shifting performance without hesitation: fast, precise and quiet, even under stress.

#### 6 TITANIUM SPROCKETS:

the incorporation of titanium reduces weight while maintaining performance.

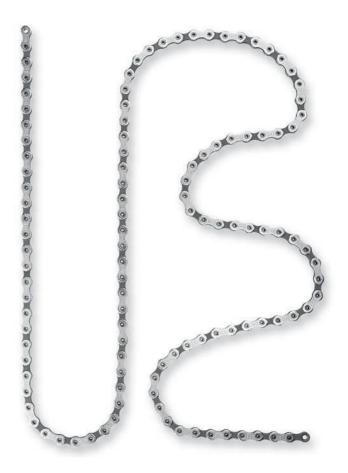
#### 11-29 COMBINATION (11, 12, 13, 14, 15, 17, 19, 21, 23, 26, 29):

provides the ideal combination on any gradient: from pedaled descents to the steepest climbs.

#### 3. REINFORCED MOUNTS FOR THE TWO TRIPLETS:

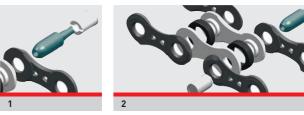
greater sprocket set rigidity - performance, precision.







2,10 g / link



1. ULTRA-LINK<sup>™</sup> CHAIN LINK CONNECTING SYSTEM: high strength chain connection - greater safety and longer chain life.

#### 2. ULTRA-LINK<sup>™</sup> CHAIN LINKS:

designed to provide maximum performance to Campagnolo® transmissions: longer life for chainrings and sprockets, maximum efficiency in power transmission.

Highly engineered materials and construction methods make the Campagnolo® chain not only the thinnest but also one of the most resistant and long lasting.







### 297 g Dual-Pivot (pair)



FRONT/REAR DIFFERENTIATED BRAKING: lighter rear brake – greater braking power modulation.



#### 1. SPECIAL COMPOUND:

reduction of braking distance in both dry and wet conditions - longer brake pad and braking track life - Maximum silence.

2. EXCLUSIVE BRAKE PAD COUPLING/UNCOUPLING SYSTEM: fast and secure brake pad replacement.

#### 3. SKELETON BRAKE ARMS:

no-bend arms, modularity, reduced weight.

### DIRECT MOUNT BRAKE 168 g (one brake)





1. CAMPAGNOLO® BRAKE SHOE STANDARD: uses tried and trusted Campagnolo brake shoes, a standard for safety and ease of use.

#### 2. SKELETON STRUCTURE:

guarantees the maximum stiffness while minimizing weight of overall system.

### MAXIMUM COMPATIBILITY:

by offering two separate rear brake designs, one specifically for seat stay and one for bottom bracket placement (under BB), there is a guaranteed Campagnolo Direct Mount solution for all aero frames on the market.

#### FAST ASSEMBLY:

easy assembly system does not require any additional parts.

#### 3. FAST ADJUSTMENTS:

screws oriented in a direction that allows for the fastest adjustment while guaranteeing easy access to adjustment screws.

### **ERGOPOWER<sup>™</sup>CONTROLS**



1. ULTRA-SHIFT<sup>™</sup> ERGONOMICS: safe grip on handlebars in all positions and faster, more precise command on levers.

#### 2. VARI-CUSHION<sup>™</sup> BRAKE LEVER HOODS WITH VARIABLE DENSITY AND SURFACE FINISHES:

natural silicone material with differentiated areas to follow the grip of the 1st and 2nd finger. The grooved areas drain away water, keeping the brake  $% \left( {{{\mathbf{x}}_{i}}} \right)$ lever hoods dry and improving grip. Internal weave to create a variable thickness that guarantees maximum comfort.

#### 3. ULTRA-SHIFT<sup>™</sup> FUNCTION ALLOWS FOR MULTIPLE SHIFTING AND **GREATER CONTROL FOR RACING:**

 $\mathsf{Campagnolo}^{\circ}$  offers the only mechanical groupset available with the capabilty of shifting multiple gears (up to 5 sprockets). Multishifiting allows the rider to react immediately to rapid changes in the course or necessary gearing.







342 g







#### 4. BRAKE LEVER HOODS AND CABLE HOUSING ARE AVAILABLE AS SPARE PARTS IN RED AND WHITE.

#### 5. DERAILLEUR CABLE ADJUSTING BARREL:

enables the tension of the derailleur cable to be adjusted perfectly, slashing adjustment time.

#### DOUBLE CURVATURE BRAKE LEVER:

allows you to engage and modulate the brake safely from any hand position.





### **REAR DERAILLEUR**



1. COMPLETELY NEW DESIGN:

the shape of the external components enables the rear derailleur to move according to a different angle and the new internal design keeps the chain nearer the cassette to ensure better power transmission, greater and more secure traction, a better chain/sprocket interface and greater durability of components subject to wear and tear.

3

#### 2. EMBRACE TECHNOLOGY<sup>™</sup>:

the special chainring positioned inside the gear body acts on a rectangular section spring that allows the component to move along a trajectory that perfectly follows the curve of the sprockets, on both the 11-23 cassette and the 11-29.

#### 3. CARBON FIBER CAGE CONSTRUCTION:

extremely rigid construction ensures precise shifting while reducing weight considerably.





4. FRONT PLATE AND CAGE IN CARBON FIBRE:

### maximum rigidity, fast actuation and reduced friction.

#### 5. UPPER AND LOWER BODY IN MONOLITHIC TECHNOPOLYMER WITH CARBON ELEMENTS:

reduces weight while ensuring maximum reliability and resistance to impact.

#### 6. ALUMINUM FIXING BOLT:

the two-part system is 53% lighter than steel and 22% lighter than titanium, without compromising resistance and rigidity levels while prolonging component life.



166 g







1. SPECIAL INNER CAGE DESIGN: greater rigidity, faster shifting performance and more space for extreme gear combinations.

#### 2. OUTER SEMI-CAGE IN MONOCOQUE CARBON:

the single-piece outer semi-cage is a  ${\tt Campagnolo}^{\circ}$  work of art that improves the stiffness of the structure during downshifting.

#### 3. S2 SYSTEM (SECURE SHIFTING SYSTEM):

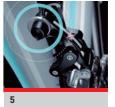
some frames allow for levels of flex that could negatively affect shifting performance. The S2 System ensures hightened stiffness and improved performance on flexible frames.













#### 4. CSD (CHAIN SECURITY DEVICE):

the CSD chain security device achieves extremely high stiffness levels, in addition to offering regulation that is completely independent from that of the derailleur. Compatible with all the braze-on derailleurs from the Campagnolo® range.

#### 5. DERAILLEUR CABLE DEVIATOR INSERT:

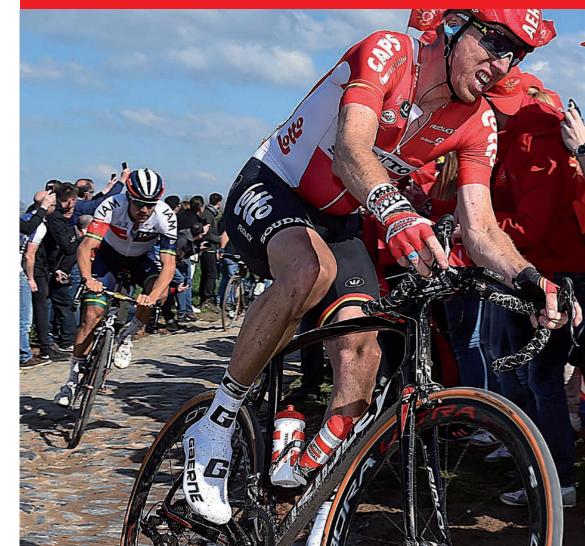
stops the cable touching the derailleur when the latter is closest to the frame. It is used on frames where the cable exits its housing very close to the derailleur.

#### DERAILLEUR CLAMP:

allows perfect interfacing with the Campagnolo<sup>®</sup> braze-on derailleur, guaranteeing maximum possible stiffness on frames with this kind of derailleur attachment. Available in 32 mm and 35 mm diameters.

#### 6. FRONT DERAILLEUR MOUNTING TOOL:

faster installation with better results, this mounting tool makes the mechanics job easier and more exact.





The Campagnolo<sup>®</sup> Record<sup>™</sup> name has been associated with great success in both professional and amateur races the world over. These victories are a testament to the extreme quality of craftsmanship, technology and fine materials involved in its construction.

Record<sup>™</sup> has a legacy of quality and extremely precise functionality and the name can only be applied to groupsets capable of offering a performancethat lives up to its prestigious name. Whether you choose Record<sup>™</sup> in its mechanical or EPS<sup>™</sup> version, you can be sure that victory will be within your reach and Campagnolo<sup>®</sup> quality in your hands.

### **REAR DERAILLEUR**



#### 1. HIGH TORQUE, HIGH DRIVE RATIO MOTORS:

Campagnolo<sup>®</sup> uses the worlds best and most powerful motors. The motors used in EPS<sup>™</sup> components ensure precise shifting even under strain and deliver the speediest shifting available with no loss in perfomance over time.

2. EXCLUSIVE ULTRA-SHIFT<sup>™</sup> PARELLELOGRAM GEOMETRY: maximum rigidity, fast actuation and reduced friction.

#### 3. FRONT PLATE AND CAGE IN CARBON FIBRE:

the only electronic rear derailleur in the world made from carbon fibre. For extreme lightweight construction and maximum stifness. For fast, precise shifts even under strain.

#### EXCLUSIVE MULTI-SHIFTING<sup>™</sup> TECHNOLOGY:

gives the rider the option of shifting up or down 11 sprockets in one single action.

#### SPECIAL T.I.N. TREATMENT:

specially developed treatment for titanium components to ensure the highest performance and precision for the life of the product.



203 g



?D`\@PS`





#### 4. POSITION SENSOR:

the "Magnetic Hall Sensor Resolver™" ensures that the rear derailleur always moves the chain into the ideal position for the selected sprocket.

### 5. UPPER AND LOWER BODY IN MONOLITHIC CARBON POWDER TECHNOPOLYMER:

complex carbon engineering produces a lightweight and yet very stiff and resistant unit.

#### 6. EXCLUSIVE "UNLOCK SYSTEM™":

the manual release system lets the user position the rear derailleur and chain on the desired sprocket in the event of a drivetrain malfunction. The release system also prevents damage to the unit in a fall.

#### 100% WATERPROOF:

all the components of the rear derailleur are built to operate in any weather conditions in compliance with the IP67 standard.





266 a





#### 1. ONE LEVER-ONE ACTION:

each lever of the command set has its own distinct function. This means absolute certainty of using the right control in all conditions (winter temperatures and gloves, poor road conditions etc.), eliminating the risk of error.

#### 100% WATERPROOF:

all control components are built to operate in any weather conditions in compliance with the IP67 standard.

#### 2. MODE BUTTON:

the "Mode" buttons allow the user to check battery charge, make fine adjustments to the rear or front derailleur - even in the middle of a race (with the "ride setting" procedure), and set the zero position of the rear and front derailleur ("zero setting" procedure).

#### 3. E-ERGONOMY<sup>™</sup>:

the lower position of the lever 3 ensures easier access from all riding positions allowing the athlete to shift easily from the hoods or the drops.

#### MULTI-DOME TECH<sup>™</sup>:

the 5-dome technology perfected by Campy Tech Lab<sup>™</sup> together with Campagnolo<sup>®</sup> athletes has made it possible to strike the perfect balance between operating force and tactile shift feedback. It also eliminates the possibility of unintentionally shifting the rear or front derailleur.

### **FRONT DERAILLEUR**





part of the "improved shifting" project used by Pro-Teams in 2014, it permits very fast, precise performance during upshifting even under heavy load.

#### 2. FRONT DERAILLEUR BODY IN MONOLITHIC CARBON TECHNOPOLYMER:

complex carbon engineering produces a lightweight and yet very stiff and resistant unit.

#### POSITION SENSOR:

with the "Magnetic Hall Sensor Resolver™", the front derailleur always moves the chain automatically into the ideal position for the selected sprocket/chainring.

#### HIGH TORQUE, HIGH DRIVE RATIO MOTORS:

Campagnolo<sup>®</sup> uses the worlds best and most powerful motors. The motors used in EPS<sup>™</sup> components ensure precise shifting even under strain and deliver the speediest shifting available with no loss in perfomance over time.

#### 100% WATERPROOF:

all the components of the front derailleur are built to operate in any weather conditions in compliance with the IP67 standard.

#### 3. CSD<sup>™</sup> (CHAIN SECURITY DEVICE)

#### DERAILLEUR CLIP CLAMP:

available in 32 mm and 35 mm diameters.



### DTI<sup>™</sup> EPS<sup>™</sup> V3 POWER UNIT



#### NEW SHAPE:

V3 Power Unit integrates battery pack and electronic intelligence board within a sealed unit with a total length of 232 mm and a diameter of only 16,6 mm.

#### 1. SEATPOST MOUNT COMPATIBLE:

the reduced diameter (16,6 mm) allows the V3 Power Unit to be mounted within the seatpost, by using one of the two available adapters (for Ø 27,2 and Ø 31,6 mm), thus reducing assembly time.

### 2. SPECIALLY DEVELOPED INTERNAL CASING DESIGNED TO MAKE SYSTEM 100% WATERPROOF:

for maximum protection of the battery and electronic components on even the worst road surfaces.

### DTI<sup>™</sup> DIGITAL TECH INTELLIGENCE:

the digital brain of the EPS<sup>™</sup> drivetrain. DTI<sup>™</sup> monitors and checks the battery, transmits and receives signals to and from the interface and controls and monitors the functions of the rear and front derailleur.

#### 3. SEAT TUBE/ DOWN TUBE ADAPTOR MOUNT:

allows the Power Unit V3 to be mounted in either the down tube or seat tube by taking advantage of the water bottle cage mounts.





35 g



106 a





#### 1. DIALOGUE WITH "MYCAMPY" APP:

wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE), which allows the EPS groupset holder to personalize its own settings.

#### 2. EASY ACCESS TO THE CHARGING PORT:

recharging port positioned on the upper part and covered by a rubber cover linked to the interface.

#### ANALOGUE-DIGITAL SIGNAL CONVERSION:

transforms the analogue signals received from the controls into the digital signals transmitted to the Power Unit.

#### "ZERO SETTING" AND "RIDE SETTING":

used to set the initial configuration of the components and make fine adjustments during a race.

#### 3. LED RGB:

visualises battery charge status. The unit also checks for system faults, warning the user when necessary via an RGB LED.

#### TWO POSSIBLE INTERFACE MOUNTING OPTIONS:

the unique design of the interface lets the user choose whether to install it on the brake cable or on the handlebar mount.





### CRANKSET



#### 1. ULTRA-TORQUE<sup>™</sup> AXLE:

pressure on the pedals is transmitted efficiently without any power loss.

#### 2. NEW CHAINRINGS:

sophisticated mechanical features on the parts that move the chain up and down guarantee maximum efficiency during shifting.

### 3. OPTIMIZED UPSHIFTING PINS FOR EACH CHAINRING COMBINATION:

maximum shifting efficiency, with specific design for each chainring combination.







53/39

651 g

#### 4. HOLLOW CRANKS AND SPIDER ARMS WITH ULTRA-HOLLOW™ TECHNOLOGY:

reduced weight of stress – free sections, improved crank set weight to stiffness ratio.

### 5. USB<sup>™</sup> TECHNOLOGY:

USB<sup>™</sup> ceramic ball bearings reduce friction, guaranteeing the maximum smoothness. Resistant to corrosion and wear, they maintain consistent performance over time.

#### 6.8 BOLT RETENTION DESIGN INCREASES EFFICIENCY:

indipendant 4 bolt fixing system attaches large and small ring separately. Innovative design locates bolts at most efficient area for each individual chainring, improving performance, rigidity and power transfer.





### **SPROCKETS**



#### 1. ULTRA-SHIFT<sup>™</sup> TEETH DESIGN:

every sprocket tooth is designed and placed to perform a specific function, like lifting or lowering the chain or giving maximum power transmission to the wheel.

#### 2. ULTRA-SHIFT<sup>™</sup> SYNCHRONIZATION:

the sprocket tuning allows for maximum shifting performance without hesitation: fast, precise and quiet, even under stress.

#### **3 TITANIUM SPROCKETS:**

the incorporation of titanium reduces weight while maintaining performance.

#### 11-29 COMBINATION (11, 12, 13, 14, 15, 17, 19, 21, 23, 26, 29):

provides the ideal combination on any gradient: from pedaled descents to the steepest climbs.

#### 3. REINFORCED MOUNTS FOR THE TWO TRIPLETS:

greater sprocket set rigidity – performance, precision.







20)

2,10 g / link



1. ULTRA-LINK<sup>™</sup> CHAIN LINK CONNECTING SYSTEM: high strength chain connection – greater safety and longer chain life.

### 2. ULTRA-LINK<sup>™</sup> CHAIN LINKS:

designed to provide maximum performance to Campagnolo® transmissions: longer life for chainrings and sprockets, maximum efficiency in power transmission.





### **SKELETON BRAKES**

309 g Dual-Pivot (pair)



FRONT/REAR DIFFERENTIATED BRAKING: lighter rear brake – greater braking power modulation.



#### 1. SPECIAL COMPOUND:

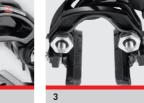
reduction of braking distance in both dry and wet conditions - longer brake pad and braking track life - Maximum silence.

2. EXCLUSIVE BRAKE PAD COUPLING/UNCOUPLING SYSTEM: fast and secure brake pad replacement.

### DIRECT MOUNT BRAKE 168 g (one brake)







1. CAMPAGNOLO BRAKE SHOE STANDARD:

uses tried and trusted  $\mathsf{Campagnolo}^{\scriptscriptstyle \otimes}$  brake shoes, a standard for safety and ease of use.

#### 2. SKELETON STRUCTURE:

guarantees the maximum stiffness while minimizing weight of overall system.

### MAXIMUM COMPATIBILITY:

by offering two separate rear brake designs, one specifically for seat stay and one for bottom bracket placement (under BB), there is a guaranteed Campagnolo<sup>®</sup> Direct Mount solution for all aero frames on the market.

#### 3. FAST ASSEMBLY:

easy assembly system does not require any additional parts.

#### FAST ADJUSTMENTS:

screws oriented in a direction that allows for the fastest adjustment while guaranteeing easy access to adjustment screws.



### **ERGOPOWER<sup>™</sup>CONTROLS**



#### 1. ULTRA-SHIFT<sup>™</sup> ERGONOMICS:

ensures a firm grip on the handlebars and fast, precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.

#### 2. VARI-CUSHION<sup>™</sup> BRAKE LEVER HOODS WITH VARIABLE DENSITY AND SURFACE FINISHES:

natural silicone material with differentiated areas to follow the grip of the 1st and 2nd finger. The grooved areas drain away water, keeping the brake lever hoods dry and improving grip. Internal weave to create a variable thickness that guarantees maximum comfort.

#### 3. ULTRA-SHIFT<sup>™</sup> FUNCTION ALLOWS FOR MULTIPLE SHIFTING AND GREATER CONTROL FOR RACING:

 $\mathsf{Campagnolo}^{\circ}$  offers the only mechanical groupset available with the capability of shifting multiple gears (up to 5 sprockets). Multishifiting allows the rider to react immediately to rapid changes in the course or necessary gearing.

3. SKELETON BRAKE ARMS: no-bend arms, modularity, reduced weight.





348 g







4. BRAKE LEVER HOODS AND CABLE HOUSING ARE AVAILABLE AS SPARE PARTS IN RED AND WHITE.

#### 5. DERAILLEUR CABLE ADJUSTING BARREL:

enables the tension of the derailleur cable to be adjusted perfectly, slashing adjustment time.

#### DOUBLE CURVATURE BRAKE LEVER:

allows you to engage and modulate the brake safely from any hand position.





### **REAR DERAILLEUR**



#### 1. COMPLETELY NEW DESIGN:

the shape of the external components enables the rear derailleur to move according to a different angle and the new internal design keeps the chain nearer the cassette to ensure better power transmission, greater and more secure traction, a better chain/sprocket interface and greater durability of components subject to wear and tear.

3

#### 2. EMBRACE TECHNOLOGY<sup>™</sup>:

the special chainring positioned inside the gear body acts on a rectangular section spring that allows the component to move along a trajectory that perfectly follows the curve of the sprockets, on both the 11-23 cassette and the 11-29.

#### 3. CARBON FIBER CAGE CONSTRUCTION:

extremely rigid construction ensures precise shifting while reducing weight considerably.





4. FRONT PLATE AND CAGE IN CARBON FIBRE:

#### maximum rigidity, fast actuation and reduced friction.

#### 5. UPPER AND LOWER BODY IN MONOLITHIC TECHNOPOLYMER WITH CARBON ELEMENTS:

reduces weight while ensuring maximum reliability and resistance to impact.

#### 6. ALUMINUM FIXING BOLT:

the two-part system is 53% lighter than steel and 22% lighter than titanium, without compromising resistance and rigidity levels while prolonging component life.



170 g





### **FRONT DERAILLEUR**



1. SPECIAL INNER CAGE DESIGN: - greater rigidity - faster shifting

- more space for the chain crossovers.

#### 2. OUTER SEMI-CAGE IN MONOCOQUE CARBON:

the single-piece outer semi-cage is a  ${\tt Campagnolo}^{\circ}$  work of art that improves the stiffness of the structure during downshifting.

#### 3. S2 SYSTEM (SECURE SHIFTING SYSTEM):

some frames allow for levels of flex that could negatively affect shifting performance. The S2 System ensures hightened stiffness and improved performance on flexible frames.





75 g







#### 4. CSD (CHAIN SECURITY DEVICE):

the CSD chain security device achieves extremely high stiffness levels, in addition to offering regulation that is completely independent from that of the derailleur. Compatible with all the braze-on derailleurs from the Campagnolo® range.

#### 5. DERAILLEUR CABLE DEVIATOR INSERT:

stops the cable touching the derailleur when the latter is closest to the frame. It is used on frames where the cable exits its housing very close to the derailleur.

#### 6. DERAILLEUR CLAMP:

allows perfect interfacing with the Campagnolo<sup>®</sup> braze-on derailleur, guaranteeing maximum possible stiffness on frames with this kind of derailleur attachment. Available in 32 mm and 35 mm diameters.

#### FRONT DERAILLEUR MOUNTING TOOL:

faster installation with better results, this mounting tool makes the mechanics job easier and more exact.







The Chorus<sup>™</sup> groupset family, whether you choose electronic or mechanic transmission, has extreme performance at the core of its DNA and will ensure that the technological advantage it represents is constant no matter how many kilometers you ride. World Tour performance without the need of a professional team's budget, the Campagnolo<sup>®</sup> Chorus<sup>™</sup> groupset is perhaps the first step towards pedaling like the pros. Sophisticated materials, extreme precision, Italian design and Campagnolo<sup>®</sup> authenticity make this groupset family a fantastic choice towards building up a true racing machine.



### **REAR DERAILLEUR**



#### 1. HIGH TORQUE, HIGH DRIVE RATIO MOTORS:

Campagnolo<sup>®</sup> uses the worlds best and most powerful motors. The motors used in EPS<sup>™</sup> components ensure precise shifting even under strain and deliver the speediest shifting available with no loss in perfomance over time.

2. EXCLUSIVE ULTRA-SHIFT<sup>™</sup> PARELLELOGRAM GEOMETRY: maximum rigidity, fast actuation and reduced friction.

#### 3. FRONT PLATE AND CAGE IN ALUMINUM:

lightweight construction and maximum stifness. For fast, precise shifts even under strain.

#### MULTI-SHIFTING<sup>™</sup> TECHNOLOGY:

gives the rider the option of shifting up or down 11 sprockets in one single action.

#### SPECIAL T.I.N. TREATMENT:

specially developed treatment for titanium components to ensure the highest performance and precision for the life of the product.

225 g



5



#### 4. POSITION SENSOR:

the "Magnetic Hall Sensor Resolver™" ensures that the rear derailleur always moves the chain into the ideal position for the selected sprocket.

#### 5. UPPER AND LOWER BODY IN MONOLITHIC CARBON TECHNOPOLYMER:

complex carbon engineering produces a lightweight and yet very stiff and resistant unit.

#### 6. EXCLUSIVE "UNLOCK SYSTEM™":

the manual release system lets the user position the rear derailleur and chain on the desired sprocket in the event of a drivetrain malfunction. The release system also prevents damage to the unit in a fall.

#### 100% WATERPROOF:

all the components of the rear derailleur are built to operate in any weather conditions in compliance with the IP67 standard.



### **ERGOPOWER<sup>™</sup> CONTROLS**



#### 1. ONE LEVER-ONE ACTION:

each lever of the command set has its own distinct function. This means absolute certainty of using the right control in all conditions (winter temperatures and gloves, poor road conditions etc.), eliminating the risk of error.

#### 100% WATERPROOF:

all control components are built to operate in any weather conditions in compliance with the IP67 standard.

#### 2. MODE BUTTON:

the "Mode" buttons allow the user to check battery charge, make fine adjustments to the rear or front derailleur - even in the middle of a race (with the "ride setting" procedure), and set the zero position of the rear and front derailleur ("zero setting" procedure).

#### 3. E-ERGONOMY<sup>™</sup>:

the lower position of the lever 3 ensures easier access from all riding positions allowing the athlete to shift easily from the hoods or the drops.

#### MULTI-DOME TECH<sup>™</sup>:

the 5-dome technology perfected by Campy Tech Lab™ together with Campagnolo<sup>®</sup> athletes has made it possible to strike the perfect balance between operating force and tactile shift feedback. It also eliminates the possibility of unintentionally shifting the rear or front derailleur.

### **FRONT DERAILLEUR**



293 a

CHORUS (CPS)



#### 1. HIGH TORQUE, HIGH DRIVE RATIO MOTORS:

Campagnolo<sup>®</sup> uses the worlds best and most powerful motors. The motors used in EPS<sup>™</sup> components ensure precise shifting even under strain and deliver the speediest shifting available with no loss in perfomance over time.

#### 2. FRONT DERAILLEUR BODY IN MONOLITHIC CARBON TECHNOPOLYMER:

complex carbon engineering produces a lightweight and yet very stiff and resistant unit.

#### 3. POSITION SENSOR:

with the "Magnetic Hall Sensor Resolver™", the front derailleur always moves the chain automatically into the ideal position for the selected sprocket/chainring.

#### SPECIAL INTERNAL AND EXTERNAL DERAILLER CAGE DESIGN:

a design optimised for the EPS<sup>™</sup> drivetrain for maximised lightness and stiffness. Extreme derailing speed and precision even under strain.

#### 100% WATERPROOF:

all the components of the front derailleur are built to operate in any weather conditions in compliance with the IP67 standard.

### CSD<sup>™</sup> (CHAIN SECURITY DEVICE)

DERAILLEUR CLIP CLAMP: available in 32 mm and 35 mm diameters.



149 g



### DTI<sup>™</sup> EPS<sup>™</sup> V2 POWER UNIT



#### SPECIALLY DEVELOPED INTERNAL CASING DESIGNED TO ABSORB ROAD VIBRATIONS AND IMPACT:

for maximum protection of the battery and electronic components on even the worst road surfaces.

#### DTI<sup>™</sup> DIGITAL TECH INTELLIGENCE:

the digital brain of the EPS™ drivetrain. DTI™ monitors and checks the battery, transmits and receives signals to and from the interface and controls and monitors the functions of the rear and front derailleur.

#### **INPUT/OUTPUT GATES:**

for charging the battery and, when necessary, diagnosing the system and updating the firmware and Eeprom.

#### **EXTERNAL OR INTERNAL MOUNTING:**

the cylindrical format allows the battery to be mounted in a variety of positions, all of which confer an aerodynamic advantage.

#### CASING WITH ULTRASONICALLY WELDED SEAMS:

makes the system 100% waterproof.

#### ADAPTER FOR POSITIONING INSIDE SEAT POST:

enables the Power Unit V2 to be fixed rapidly in seat posts with a round or aerodynamic section. Available in two versions (for seat posts 27,2 and 31.6 mm wide) to permit correct positioning in each seat post.





24 g



130 a

orus/ers





#### ANALOGUE-DIGITAL SIGNAL CONVERSION:

transforms the analogue signals received from the controls into the digital signals transmitted to the Power Unit.

#### "ZERO SETTING" AND "RIDE SETTING":

used to set the initial configuration of the components and make fine adjustments during a race.

#### **RGB LED:**

visualises battery charge status. The unit also checks for system faults, warning the user when necessary via an RGB LED.

#### TWO POSSIBLE INTERFACE MOUNTING OPTIONS:

the unique design of the interface lets the user choose whether to install it on the brake cable or on the handlebar mount.





### CRANKSET



**1. ULTRA-TORQUE™ AXLE:** pressure on the pedals is transmitted efficiently without any power loss.

#### 2. NEW CHAINRINGS:

sophisticated mechanical features on the parts that move the chain up and down guarantee maximum efficiency during shifting.

#### 3. OPTIMIZED UPSHIFTING PINS FOR EACH CHAINRING COMBINATION:

maximum shifting efficiency, with specific design for each chainring combination.

683 g





reduced weight of stress – free sections, improved crank set weight to stiffness ratio.

#### 5.8 BOLT RETENTION DESIGN INCREASES EFFICIENCY:

indipendant 4 bolt fixing system attaches large and small ring separately. Innovative design locates bolts at most efficient area for each individual chainring, improving performance, rigidity and power transfer.







**SPROCKETS** 



#### 1. ULTRA-SHIFT<sup>™</sup> TEETH DESIGN:

every sprocket tooth is designed and placed to perform a specific function, like lifting or lowering the chain or giving maximum power transmission to the wheel.

#### 2. ULTRA-SHIFT<sup>™</sup> SYNCHRONIZATION:

the sprocket tuning allows for maximum shifting performance without hesitation: fast, precise and quiet, even under stress.

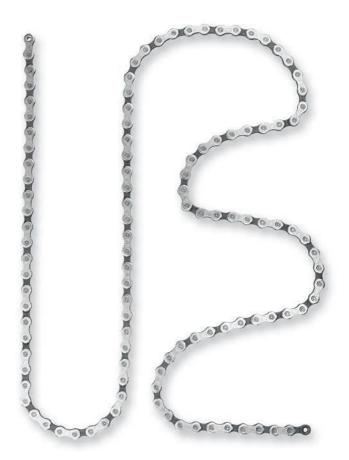
#### 11-29 COMBINATION (11, 12, 13, 14, 15, 17, 19, 21, 23, 26, 29):

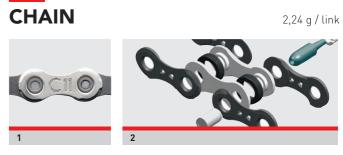
provides the ideal combination on any gradient: from pedaled descents to the steepest climbs.

#### 3. REINFORCED MOUNTS FOR ATHE TWO TRIPLETS:

greater sprocket set rigidity – performance, precision.







1. ULTRA-LINK<sup>™</sup> CHAIN CONNECTING SYSTEM: high strength chain connection – greater safety and longer chain life.

#### 2. ULTRA-LINK<sup>™</sup> CHAIN LINKS:

designed to give better performance to Campagnolo<sup>®</sup> drivetrains greater durability of the gears and sprockets, maximum efficiency in the transmission of power. 







**1. SKELETON BRAKE ARMS:** no-bend arms, modularity, reduced weight.

2. SPECIAL COMPOUND: reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life - Maximum silence.

**3. EXCLUSIVE BRAKE PAD COUPLING/UNCOUPLING SYSTEM:** fast and secure brake pad replacement.

**DUAL PIVOT FRONT/REAR:** enhanced braking at the rear.

### NEW

### DIRECT MOUNT BRAKE 176 g (one brake)





1. UNIVERSAL BRAKE SHOE:

guarantee compatibility of high-performance Campagnolo® brake pads even on non-Campagnolo branded brakes.

#### 2. AERODYNAMIC DESIGN:

the solid structure of the front and rear brake shoe levers allows for highly aerodynamic performance.

FAST ASSEMBLY:

easy assembly system does not require any additional parts.

#### 3. FAST ADJUSTMENTS:

screws oriented in a direction that allows for the fastest adjustment while guaranteeing easy access to adjustment screws.



### **ERGOPOWER<sup>™</sup>CONTROLS**



#### 1. ULTRA-SHIFT<sup>™</sup> ERGONOMICS:

ensures a firm grip on the handlebars and fast, precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.

### 2. VARI-CUSHION $^{\mbox{\tiny M}}$ brake lever hoods with variable density and surface finishes:

natural silicone material with differentiated areas to follow the grip of the 1st and 2nd finger. The grooved areas drain away water, keeping the brake lever hoods dry and improving grip. Internal weave to create a variable thickness that guarantees maximum comfort.

### 3. ULTRA-SHIFT FUNCTION ALLOWS FOR MULTIPLE SHIFTING AND GREATER CONTROL FOR RACING:

Campagnolo® offers the only mechanical groupset available with the capability of shifting multiple gears (up to 5 sprockets). Multishifting allows the rider to react immediately to rapid changes in the course or necessary gearing.



350 g







4. BRAKE LEVER HOODS AND CABLE HOUSING ARE AVAILABLE AS SPARE PARTS IN RED AND WHITE.

#### 5. DERAILLEUR CABLE ADJUSTING BARREL:

enables the tension of the derailleur cable to be adjusted perfectly, slashing adjustment time.

#### DOUBLE CURVATURE BRAKE LEVER:

allows you to engage and modulate the brake safely from any hand position.





### **REAR DERAILLEUR**



#### 1. COMPLETELY NEW DESIGN:

the shape of the external components enables the rear derailleur to move according to a different angle and the new internal design keeps the chain nearer the cassette to ensure better power transmission, greater and more secure traction, a better chain/sprocket interface and greater durability of components subject to wear and tear.

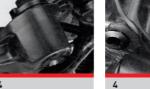
#### 2. EMBRACE TECHNOLOGY<sup>™</sup>:

the special chainring positioned inside the gear body acts on a rectangular section spring that allows the component to move along a trajectory that perfectly follows the curve of the sprockets, on both the 11-23 cassette and the 11-29.

#### 3. FRONT PLATE AND CAGE IN CARBON FIBRE:

maximum rigidity, fast actuation and reduced friction.







#### 4. UPPER AND LOWER BODY IN MONOLITHIC TECHNOPOLYMER WITH CARBON ELEMENTS:

reduces weight while ensuring maximum reliability and resistance to impact.

#### 5. REAR DERAILLEUR FIXING BOLTS IN ALUMINIUM:

with the same resistance and stiffness, the new two-part system makes it possible to reduce the weight by 53% compared to steel and 22% compared to titanium – prolongs the component life.





### **FRONT DERAILLEUR**



1. SPECIAL INNER CAGE DESIGN: - greater rigidity - faster shifting

- more space for the chain crossovers.

#### 2. CAGE IN LIGHT MOLDED ALLOY:

enabling crisp, rapid, precise and above all silent shifting thanks to the plate on the tip of the outer semi-cage.

#### 3. S2 SYSTEM (SECURE SHIFTING SYSTEM):

some frames allow for levels of flex that could negatively affect shifting performance. The S2 System ensures hightened stiffness and improved performance on flexible frames.

183 g



76 g







#### 4. CSD (CHAIN SECURITY DEVICE):

the CSD chain security device achieves extremely high stiffness levels, in addition to offering regulation that is completely independent from that of the derailleur. Compatible with all the braze-on derailleurs from the Campagnolo® range.

#### 5. DERAILLEUR CABLE DEVIATOR INSERT:

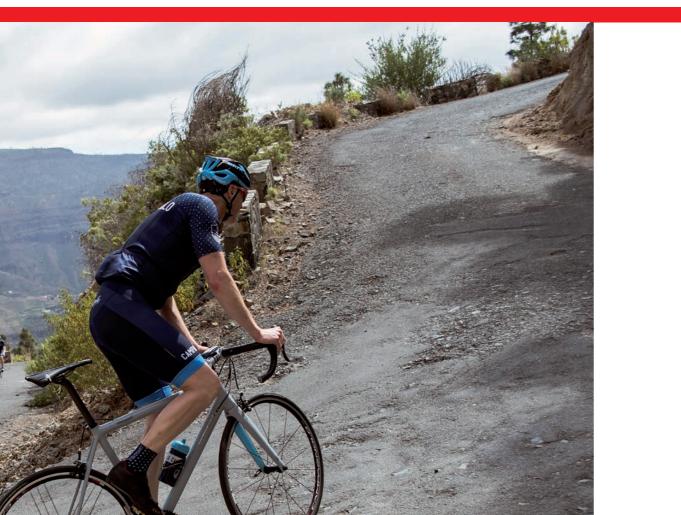
stops the cable touching the derailleur when the latter is closest to the frame. It is used on frames where the cable exits its housing very close to the derailleur.

#### DERAILLEUR CLAMP:

allows perfect interfacing with the Campagnolo<sup>®</sup> braze-on derailleur, guaranteeing maximum possible stiffness on frames with this kind of derailleur attachment. Available in 32 mm and 35 mm diameters

#### 6. FRONT DERAILLEUR MOUNTING TOOL:

faster installation with better results, this mounting tool makes the mechanics job easier and more exact.





The highest-tier aluminum groupset available offers the same race-winning shifting performance as its carbon fiber counterparts seen atop professional rider's bikes. For the most part the only differences between the two are represented by different material used in their construction. Potenza 11<sup>™</sup> is designed around the strengths that made its higher tier Revolution 11+ brethren so successful: Embrace Technology<sup>™</sup>, fantastic ergonomics, Campagnolo<sup>®</sup> performance and reliability.



CRANKSET



1. PERFORMANCE 4 ARM CRANKSET: same efficient and elegant design found on Super Record<sup>™</sup>, Record<sup>™</sup> and Chorus<sup>™</sup> but in an optimized aluminum construction complete with lightweight hollow crankarms.

#### 2. UNIVERSAL BCD:

new 4 arm, 8 bolt design means all chainring combinations are compatibile with one single crankset. 50/34, 52/36 and 53/39 can all be mounted upon the same crankset and changing from one standard to another is as easy as turning a tool.





Black

771 g



#### 3. NEW POWER TORQUE +<sup>™</sup>:

by maintaining all of the performance aspects of the previous Power Torque<sup>™</sup> system (extreme stiffness, power transfer) and adding an integrated extractor Power Torque +<sup>™</sup> becomes a race winning solution that is easy to maintain it mantains the appreciated "Power Torque<sup>™</sup> system, that allows to maximise stiffness and power transmission, improving the disassemble phase timing thanks to its integrated extractor.



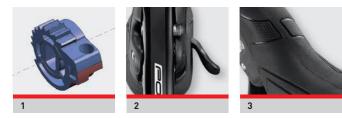






Black

# **ERGOPOWER<sup>™</sup> CONTROLS**



#### 1. NEW POWER-SHIFT<sup>™</sup> MECHANISM:

Campagnolo<sup>®</sup> engineers have taken the current Power-Shift<sup>™</sup> mechanism and introduced a new material in the internal mechanism that renders this new version even more reliable and long lasting than before.

#### **NEW DESIGN BAR/COMMAND INTERFACE:**

allows for perfect alignment with vast range of modern curved handlebars.

#### 2. DOWNSHIFT LEVER POSITION:

fantastic ergonomics derived from EPS<sup>™</sup> commands. Allows for complete control no matter your hand position.

#### 3. POTENZA 11<sup>™</sup> SPECIFIC HOOD DESIGN :

classic Campagnolo® ergonomics offering fantastic mobility and comfort. Surface studied to insure water drains away ensuring a safe grip in any condition.

#### HOODS IN SILICON MATERIAL WITH VARI-CUSHION<sup>™</sup> TECHNOLOGY:

high levels of comfort even after long training sessions thanks to the meticulously studied and developed Vari-Cushion<sup>™</sup> design.

### **FRONT DERAILLEUR**





94 g

**HIGH-END DESIGN:** 

370 q

POTENZA

the new Potenza 11<sup>™</sup> front derailleur has the same shape of the Super Record<sup>™</sup> one, in order to obtain similar performances.

#### 1. NEW STEEL CAGE:

the new Potenza 11<sup>™</sup> front derailleur has a one-piece cage with a design similar to the Super Record<sup>™</sup> one in order to assure the same shifting performances.

#### 2. NEW CAGE MOUNTING POSITION:

the front derailleur cage is positioned further back to allow the use of large sprockets range without friction on the bridge connector. This position allows also to increase the cage stiffness during the front shifting. The outer semi-cage tip is shaped to improve the downshifting and the chain containment during the upshifting.

#### SPECIFIC TRAJECTORY MADE BY THE NEW KINEMATIC:

great fluency and smoothness during the upshifting. The cage angle allows to have a silent transmission even for extreme crossovers.

#### 3. NEW ROD DESIGN:

the outer rod is redesigned in order to improve the force-displacement curve allowing to increase the shifting forces and the performances also when the rider is shifting when pushing hard on his pedals.

# **REAR DERAILLEUR**





#### **REVOLUTION 11+ INSPIRED DESIGN:**

similar design derived from Super Record™, Record™ and Chorus™ Revolution 11+ mechanic groupsets offers same top-end performance, functionality and reliability.

#### CAMPAGNOLO'S MOST VERSATILE GEARING TO DATE:

Potenza 11<sup>™</sup> groupset introduces the capability to use an 11-32 cassette, thus offering sufficient gearing for even the most extreme gradients. Two versions of rear derailleur are available, medium cage (72,5mm) for larger cassette use and a standard version (55mm) for gearing suited more for flatter terrain.

#### NEW UPPER BODY:

Ultra-light technopolymer construction. Low weight with the same Campagnolo® durability and reliability.











211 g



#### 1. TRAVEL LIMIT SCREW :

easy to reach, positioned on the back of the upper body.

#### 2. UPPER AND LOWER PULLEY WHEELS WITH BUSHINGS:

ensure smooth functioning and low resistance to chain flow.

#### 3. EMBRACE TECHNOLOGY<sup>™</sup>:

Revolution 11+ derived technology. Top end performance rear derailleur engages additional teeth ensuring better power transfer and less wear of consumable parts. New Potenza 11<sup>™</sup> derailleur incorporates this technology wwhile optimizing it for use with up to 32 tooth rear cassette cogs.



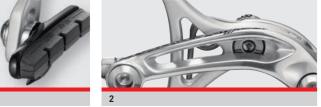
Medium cage



Black

# **SKELETON BRAKES**

319 g (Pair)



#### 1. SPECIAL BRAKE COMPOUND:

better braking performance in all weather conditions – less wear on the braking track.

2. SKELETON BRAKE ARMS: no-bend arms, modularity, reduced weight.

### DUAL PIVOT FRONT/REAR:

enhanced braking at the rear.





DIRECT

### DIRECT MOUNT BRAKE 176 g (one brake)





1. UNIVERSAL BRAKE SHOE:

# guarantee compatibility of high-performance Campagnolo® brake pads even on non-Campagnolo branded brakes.

#### 2. AERODYNAMIC DESIGN:

the solid structure of the front and rear brake shoe levers allows for highly aerodynamic performance.

#### FAST ASSEMBLY:

easy assembly system does not require any additional parts.

#### 3. FAST ADJUSTMENTS:

screws oriented in a direction that allows for the fastest adjustment while guaranteeing easy access to adjustment screws.



#### 1. NEW 11-32 CAMPAGNOLO 11<sup>™</sup> CASSETTE:

new wide range cassette in order to support every cyclist while climbing epic mountains. It is obtained with the following phased sprockets: 11 - 12 - 13 - 14 - 15 - 17 - 19 - 22 - 25 - 28 - 32

#### 2. NEW CASSETTE LAYOUT:

the new Campagnolo 11<sup>™</sup> cassette, based on one triplet (25-28-32) and 8 single sprockets with aluminum spacers between them, enables consistently responsive, fast and precise shifting at only 251 g (11-25 spec)

#### FIVE CASSETTE RANGES CAMPAGNOLO 11<sup>™</sup> NAMED:

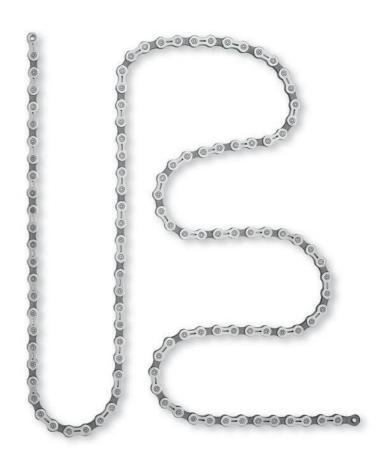
the Campagnolo 11<sup>™</sup> cassette is available in the following ranges: 11-25, 11-27, 11-29, 11-32, 12-27. Potenza 11<sup>™</sup> groupset is compatible also with Chorus<sup>™</sup>, Record<sup>™</sup> and Super Record<sup>™</sup> cassettes.

# **SPROCKETS**











251 g

CAMPAGNOLO.

2,22 g / link





#### 1. WIDER LINK DESIGN:

the new design of the Campagnolo 11<sup>™</sup> chain increases shifting performance and reduces the noise from chainring and sprocket engagement.

#### 2. ULTRA-LINK CHAIN CONNECTING SYSTEM:

high strength chain connection – greater safety and longer chain life.





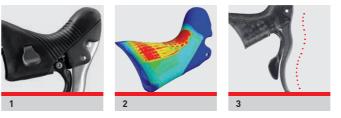
### Entry level drivetrain, Top level performance.

The same attention to detail that the Campy Tech Lab<sup>™</sup> has placed on Campagnolo's top end products has been applied to Veloce<sup>™</sup> to ensure that this groupset gives the same precision and satisfaction as our top end groupsets. Fast, precise and comfortable this groupset is available in either Deep Black or Bright Silver.



368 g

### **ERGOPOWER<sup>™</sup>CONTROLS**



Deep Black

#### 1. ULTRA-SHIFT<sup>™</sup> ERGONOMICS:

ensures a firm grip on the handlebars with fast and precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.

#### 2. VARI-CUSHION<sup>™</sup> HOOD:

made of non-allergenic elastic material, with variable cushioning that provides the maximum comfort and safety even after many hours on the bike. Thanks to a special treatment, it is resistant to UV rays and maintains its original colours without fading.

#### POWER-SHIFT<sup>™</sup> MECHANISM:

extremely precise and rapid, it allows you to upshift three sprockets at a time or downshift by one with just a single action.

#### 3. DOUBLE CURVATURE BRAKE LEVER:

allows you to engage and modulate the brake safely from any hand position.





Deep Black



753 g







#### 1. MPS™:

the perfect combination between chainring teeth, chain, and front derailleur. A perfectly synchronous system that enables fast and precise shifting even under load.

#### 2. POWER TORQUE SYSTEM<sup>™</sup> BOTTOM BRACKET:

pressure on the pedals is transmitted efficiently without any power loss.

#### 3.8 UP SHIFT AND 2 DOWNSHIFT ZONES:

faster and more accurate shifting, even under stress.



Bright Silver







Deep Black

### **REAR DERAILLEUR**



62

#### 1. ALUMINUM PARALLELOGRAM WITH EXCLUSIVE ULTRA-SHIFT<sup>™</sup> GEOMETRY:

maximum shifting rigidity, fast actuation, precision, friction reduction.

#### 2. ULTRA-SHIFT<sup>™</sup> ALUMINUM LOWER AND UPPER BODY:

lower weight – friction reduction – longer component life.



Bright Silver

Deep Black

### FRONT DERAILLEUR



227 g

1. NICKEL CHROME CAGE: longer component life – absolute rust protection.

**COMPATIBLE WITH STANDARD AND COMPACT CRANKSETS:** the groupset can be used with any 10-speed crank set.

#### 2. CSD (CHAIN SECURITY DEVICE):

the CSD chain security device achieves extremely high stiffness levels, in addition to offering regulation that is completely independent from that of the derailleur. Compatible with all the braze-on derailleurs from the Campagnolo range.

#### 3. FRONT DERAILLEUR MOUNTING TOOL:

to ensure perfect installation that will permit your new Campagnolo® drivetrain performs flawlessly, Campy Tech Lab™ engineers have developed a tool that calibrates the exact position for the front derailleur in relation to the chainrings. Faster installation with better results, this mounting tool makes the mechanics job easier and more exact.

- Ales

98 g



**1. SPECIAL DESIGN FOR FORGED ALUMINUM BRAKE ARMS:** greater resistance to flex – lighter weight.

#### 2. ADJUSTABLE SHOE HOLDERS:

BRAKES

shoe holders on rim's profile can be micro adjusted – longer life for rims and brake pads.



SPROCKET SYNCHRONIZATION:

sprocket tuning is carefully designed to make shifting faster and more accurate – less chain stress.

ULTRA-DRIVE<sup>™</sup> TEETH DESIGN:

enables consistently responsive, fast, and precise shifting.





### **DIRECT**<sup>™</sup> **BRAKE**

1



176 g (one brake)



**1. UNIVERSAL BRAKE SHOE:** guarantee compatibility of high-performance Campagnolo<sup>®</sup> brake pads even on non-Campagnolo branded brakes.

### 2. AERODYNAMIC DESIGN

3. FAST ADJUSTMENTS





258 g

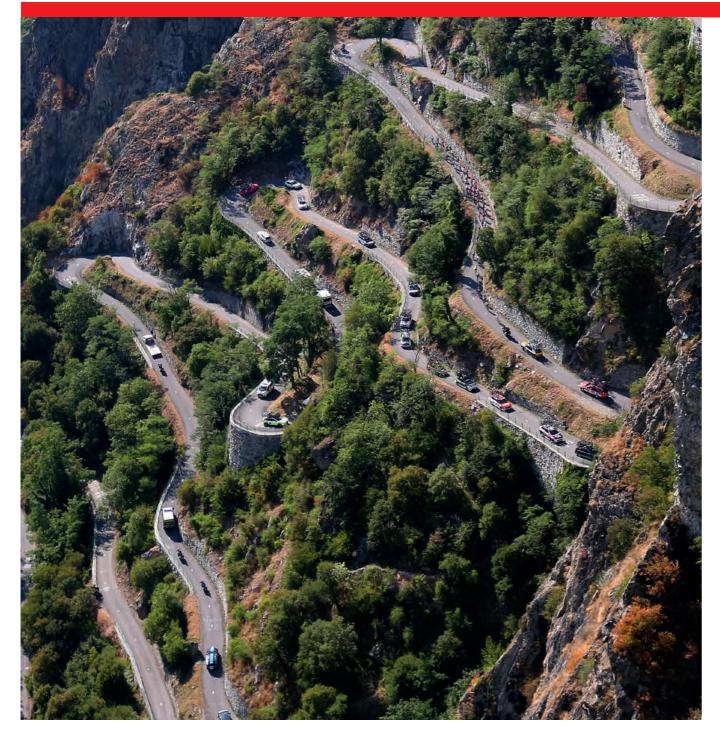
2,39 g / link

#### HD-LINK<sup>™</sup> CHAIN LINK FASTENING SYSTEM:

high strength link locking – greater safety and longer chain life.

### ANTIFRICTION NI-PTFE TREATMENT:

reduced friction, smooth pedaling, quiet operation and greater efficiency  $\,$  – longer chain life.





Campagnolo® has always been a frontrunner in terms of innovation of advanced cycling componentry and the triple crankset is yet another "first" developed in Vicenza. In 1961 the first triple crankset was developed by Campagnolo and is available even now in the modern **Athena™** Triple groupset; the perfect transmission for those who want to tackle the steepest climbs with the added security of 33 speeds.



### ERGOPOWER<sup>™</sup> 11x3 CONTROLS 372 g CRANKSET 11x3

ULTRA-SHIFT<sup>™</sup> ERGONOMICS: ensures a solid, firm and comfortable grip with easy and fast access to all control levers from any position.

POWER SHIFT<sup>™</sup> SYSTEM MECHANISM IN LEFT HAND CONTROL: specifically indexed for the triple drivetrain.



### **REAR DERAILLEUR 11x3**

### 216 g

### ULTRA-SHIFT<sup>™</sup> PARALLELOGRAM:

designed to wrap around the rear derailleur bodies and increase the overall stiffness of the rear derailleur. Makes shifting fast, precise, and clean in all conditions.

### LONG CAGE:

maximises triple drivetrain performance when using 12/29 sprockets.



"Q" AND "U" FACTORS:

the lowest "Q" factor in the triple crankset segment today lets the rider maintain an extremely natural position for the knee and ankle when pedalling, while a "U" factor of 12 mm less than the newest competitor triple crankset currently available on the market ensures maximum comfort and freedom of movement.

#### POWER TORQUE<sup>™</sup>:

system with single axle designed to maximise stiffness and power transmission.

#### XPSS™

HOLLOW ALUMINIUM CRANK:

superlative lightness.



# **FRONT DERAILLEUR 11x3**

101 g

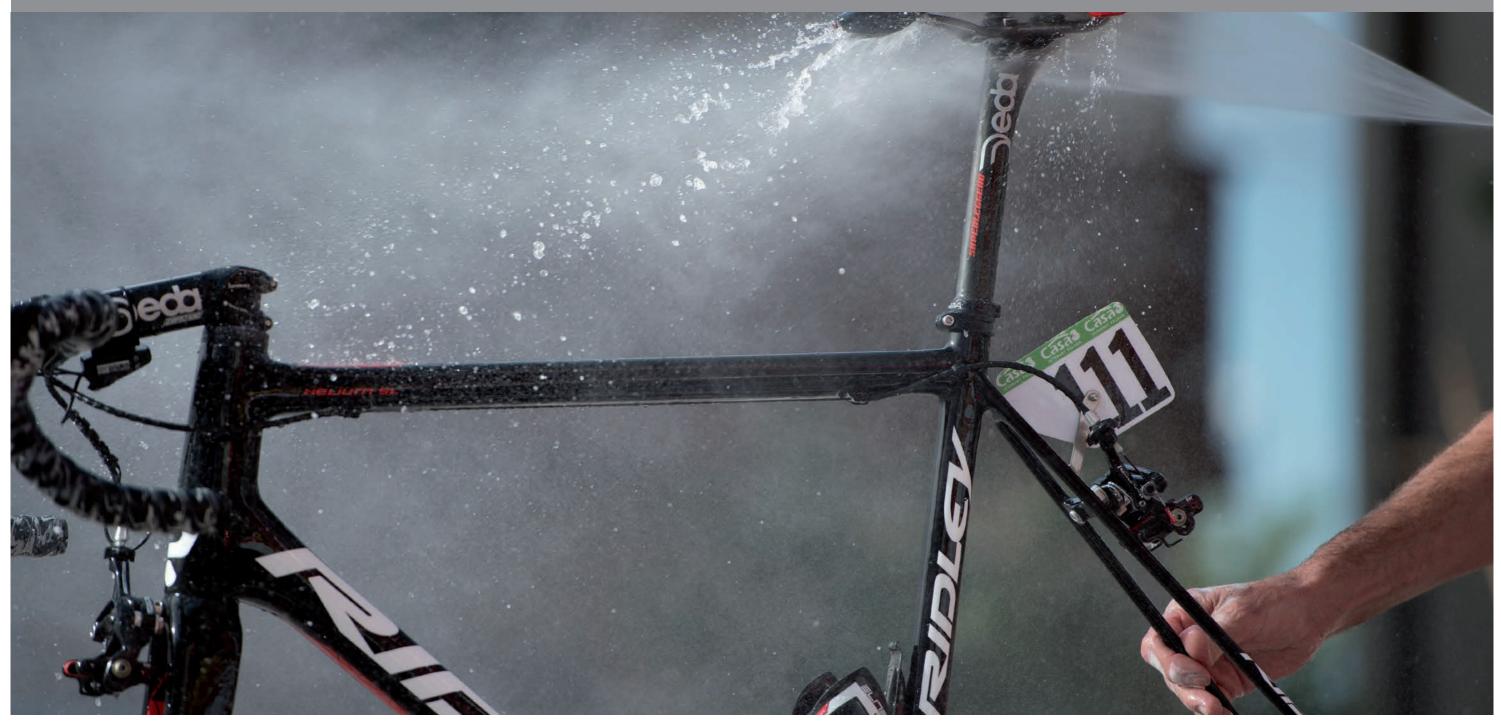
DEDICATED DERAILLEUR CAGE FOR TRIPLE DRIVETRAIN: for extremely precise and easy derailing on all chainrings.

INNER "H" LINK, EXTERNAL LINK AND FRONT DERAILLEUR BODY: maximum lightness and stiffness for precise, fast derailing.

FRONT DERAILLEUR MOUNTING TOOL:

faster installation with better results.

904 g



# **TECH DATA**

Over the course of the previous pages in this catalog you can find a great deal of general information regarding every Campagnolo product. However, if you need more specific information and technical data we have compiled an even greater resource in the following section.

Should you need yet more information please visit: **www.campagnolo.com** 

Please note that we reserve the right to change products, surface finish and specifications at any moment without prior notice.







COMPONENT	OPTIONS	FEATURES	WEIGHT (g)
SUPER RECORD™ EPS™ 11S REAR DERAILLEUR		upper to lower pulley-axle: 55 mm - composite outer plate - Titanium hanger and pivot bolt - parallelogram with 11s geometry - carbon fiber upper and lower body - metal-carbon cage - lightened special rubber pulleys - bottom pulley with ceramic bearings - on the upper and lower body - high torque ratio motors - Position sensor - Waterproof (IP67)"	198
ERGOPOWER™ SUPER RECORD™ EPS™ 11S CONTROL LEVERS		for caliper brakes - composite body - lightened carbon brake lever - Ultra-Shift ™ geometry - ergonomic brake lever with high fulcrum - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - front derailleur micro- adjustment possibility - multiple shifting - buttons Switch Mode™	262
SUPER RECORD™ EPS™ STD FRONT DERAILLEUR	Braze-on (optional clamp kit Ø32, 35mm)	for double crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum 11s fork - titanium bolts - antifriction treatment - body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)	127
DTI™ EPS™ V3 POWER UNIT		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12V rechargeable battery - DTI™ Digital Tech Intelligence Eeprom board - magnetic power block strap - compatible with SR/RE EPS™	106
DTI™ EPS™ V3 INTERFACE		Technopolymer, waterproof (IP67) - battery charger port - wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE)	35
SUPER RECORD™ ULTRA-TORQUE™ TITANIUM 11S CRANKSET	170, 172.5, 175 mm, 39-53 36-52 34-50	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings light alloy chainrings specially designed to facilitate shifting - chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA- TORQUE™ semi-axles in titanium - requires Super Record™ ULTRA- TORQUE™ BB cups	603
SUPER RECORD™ ULTRA-TORQUE™ THREADED CUPS	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	45
ULTRA-TORQUE™ PRESS-FIT CUPS	BB30 68x42 BB86 86,5x41 PF30 68x46 BB RIGHT 79x46 BB386 86,5x46	aluminium - with enhanced interference surface	29
SUPER RECORD™ 11S SPROCKETS	11-23, 11-25, 11-27, 11-29, 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	2,10/ link**
SUPER RECORD™ 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 - brake pad with elastomer compound with reinforcement in aramid fiber and silica - optional: front and rear dual-pivot brake (297 g)	272

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)
RECORD™ DIRECT MOUNT BRAKE	BB Front Fork Seat Stay	Independent adjustment of the individual brake shoe lever - compatible with all Campagnolo Ergopower shifters - easy mounting system - width that permits the use of tires up to 32 mm – separate models specific to individual mounting point (BB, Front Fork, Seat Stay)	158 (under BB
SUPER RECORD™ 11S REAR DERAILLEUR		carbon fiber outer link with three holes to reduce weight – outer derailleur cage in carbon fiber – titanium screws - parallelogram with Embrace™ geometry - upper and lower body in monolithic technopolymer - inner derailleur cage in metal – derailleur pulleys in special lightened technopolymer – lower derailleur pulley with ceramic ball bearings	166
SUPER RECORD™ ULTRA-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS		for caliper brakes - composite body – ball bearings - lightened carbon brake lever - Ultra-Shift ™ internal mechanism - ergonomic brake lever with pivot in line with support surface of Ergopower™ - 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	342
SUPER RECORD™ 11S FRONT DERAILLEUR	Braze-on (optional clamp kit Ø32, 35mm)	for double crankset - capacity 16 – max. chainring 56 – min. chainring 34 - inner semi-cage in aluminum - outer semi-cage in monocoque carbon fiber - titanium bolts	71
SUPER RECORD™ 11S FRONT DERAILLEUR with S2 System	Braze-on (optional clamp kit Ø32, 35mm)	for double crankset - capacity 16 – max. chainring 56 – min. chainring 34 - inner semi-cage in aluminum - outer semi-cage in monocoque carbon fiber - titanium bolts - S2 System for stabilizing drivechain	74
CSD™ Chain Security Device		aluminum structure with high levels of stiffness, positioning and adjustment independent of the derailleur, compatible with all Campagnolo® braze-on derailleurs	15
Derailleur cable Adjusting barrel		micrometric adjustment of derailleur cable tension	5
Derailleur cable deviator insert		in stainless steel	1,5
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	330
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 - 0.L.D. 130 mm - Symmetric Action™ lever on the release	116
RECORD™ HEADSET		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone systeme	104
RECORD™ WATER-BOTTLE CARRIER		monocoque carbon, supplied with water-bottle	18



## GROUPSETS



RECORD

COMPONENT	OPTIONS	FEATURES	WEIGHT (
RECORD™ EPS™ 11S REAR DERAILLEUR		upper to lower pulley-axle: 55 mm - composite outer plate - parallelogram with 11s geometry - black anodized forged aluminium upper and lower body - metal-carbon cage - lightened special rubber pulleys - pulley movement with ceramic ball bushings- high torque ratio motors - Position sensor - Waterproof (IP67)"	203
ERGOPOWER™ RECORD™ 11S CONTROL LEVERS		for caliper brakes - composite body and levers - 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 - front derailleur micro-adjustment possibility - multiple shifting - buttons Switch Mode™	266
RECORD™ EPS™ 11S FRONT DERAILLEUR	Braze-on (optional clamp kit Ø32, 35mm)	for double crankset - capacity 16 – max. chainring 55 – min. chainring 34 - aluminum fork - antifriction treatment - body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)"	133
DTI™ EPS™ V3 POWER UNIT		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12V rechargeable battery - DTI™ Digital Tech Intelligence Eeprom board - magnetic power block strap - compatible with SR/RE EPS™	106
DTI™ EPS™ V3 INTERFACE		Technopolymer, waterproof (IP67) - battery charger port - wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE)	35
RECORD™ ULTRA-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175 mm, 39-53 36-52 34-50	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - llight alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment -differentiated number of pins according to chainring combination - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA- TORQUE™ BB cups	651
RECORD™ ULTRA-TORQUE™ THREADED CUPS	ITA 70x (36x24 tpi) BSA 68x (1,37″x24 tpi)	aluminium	46
ULTRA-TORQUE™ PRESS-FIT CUPS	BB30 68x42 BB86 86,5x41 PF30 68x46 BB RIGHT 79x46 BB386 86,5x46	aluminium - with enhanced interference surface	29
RECORD™ 11S SPROCKETS	11-23, 11-25, 11-27, 11-29, 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	2,10/ link**
RECORD™ 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 - brake pad with elastomer compound with reinforcement in aramid fiber and silica - optional: front and rear dual-pivot brake (309 g)	284

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)
RECORD™ DIRECT MOUNT BRAKE	BB Front Fork Seat Stay	Independent adjustment of the individual brake shoe lever - compatible with all Campagnolo <sup>®</sup> Ergopower™ shifters - easy mounting system - width that permits the use of tires up to 32 mm – separate models specific to individual mounting point (BB, Front Fork, Seat Stay)	158 (under BB
RECORD™ 11S REAR DERAILLEUR		carbon fiber outer link with two holes to reduce weight – outer derailleur cage in carbon fiber – parallelogram with Embrace geometry - upper and lower body in monolithic technopolymer - inner derailleur cage in metal – derailleur pulleys in special lightened technopolymer – derailleur pulleys with bushings in sintered material	170
RECORD™ ULTRA-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS		for caliper brakes - composite body and levers - ball bearings - Ultra-Shift™ internal mechanism - ergonomic brake lever with pivot in line with support surface of Ergopower - 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	348
RECORD™ 11S FRONT DERAILLEUR	Braze-on (optional clamp kit Ø32, 35mm)	for double standard and CT™ crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum fork - antifriction treatment	75
RECORD™ 11S FRONT DERAILLEUR with S2 System	Braze-on (optional clamp kit Ø32, 35mm)	for double standard and CT™ crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum fork - antifriction treatment - S2 System for stabilizing drivechain	78
CSD™ Chain Security Device		aluminum structure with high levels of stiffness, positioning and adjustment independent of the derailleur, compatible with all Campagnolo braze-on derailleurs	15
Derailleur cable Adjusting barrel		micrometric adjustment of derailleur cable tension	5
Derailleur cable deviator insert		in stainless steel	1,5
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 - 0.L.D. 130 mm - Symmetric Action™ lever on the release	231
RECORD™ HEADSET		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104
		monocoque carbon, supplied with water-bottle	18

WATER-BOTTLE CARRIER

116



### GROUPSETS



(CHORUS)

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
CHORUS™ EPS™ 11S REAR DERAILLEUR		upper to lower pulley-axle: 55 mm - total capacity: 33 teeth - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys - on the upper and lower body - high torque ratio motors - Position sensor - Waterproof (IP67)"	225
ERGOPOWER™ CHORUS™ EPS™ 11S CONTROL LEVERS		for caliper brakes - composite body - brake lever in aluminium - 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 - front derailleur micro- adjustment possibility - multiple shifting - buttons Switch Mode™	293
CHORUS™ EPS™ 11S FRONT DERAILLEUR	Braze-on (optional clamp kit Ø32, 35mm)	for all chainring combinations - capacity 16 – max. chainring 55 - min. chainring 34 - chrome-plated nickel fork - antifriction insert + body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)	149
DTI™ CHORUS™ EPS™ V2 POWER UNIT		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12 V rechargeable battery - DTI™ Digital Tech Intelligence Eeprom board - data input/output port and battery charger - system shut-down magnet - magnetic power block strap - compatible with CHORUS™ EPS™	130
DTI™ CHORUS™ EPS™ V2 INTERFACE		Technopolymer, waterproof (IP67) - compatible with CHORUS™ EPS™	24
CHORUS™ ULTRA-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175mm 39-53 36-52 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - llight alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - integrated ULTRA- TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	683
RECORD™ ULTRA-TORQUE™ THREADED CUPS	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	46
ULTRA-TORQUE™ PRESS-FIT CUPS	BB30 68x42 BB86 86,5x41 PF30 68x46 BB RIGHT 79x46 BB386 86,5x46	aluminium - with enhanced interference surface	29
CHORUS™ 11S SPROCKETS	11-23, 11-25, 11-27, 11-29, 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	230
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™ SKELETON™ BRAKES		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - skeletonized arms - special pad compound - front and rear dual- pivot brake - Campagnolo® standard brake shoe	302
DIRECT™ Direct Mount BRAKE	black Front Fork Seat Stay	Independent adjustment of the individual brake shoe lever - compatible with all Campagnolo <sup>®</sup> Ergopower™ shifters - easy mounting system - width that permits the use of tires up to 32 mm	176

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)
CHORUS™ 11S REAR DERAILLEUR		carbon fiber outer link - parallelogram with Embrace Technology™ – upper body in monolithic technopolymer with long carbon fiber - lightened derailleur pulleys in special rubber	183
CHORUS™ ULTRA-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS		for caliper brakes - composite body - brake lever in carbon fiber - ball bearings - Ultra-Shift ™ internal mechanism - ergonomic brake lever with pivot in line with support surface of Ergopower™ - 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	350
CHORUS™ 11S FRONT DERAILLEUR	Braze-on (optional clamp kit Ø32, 35mm)	for double crankset - capacity 16 – max. chainring 56 - min. chainring 34 - cast aluminum internal semi-cage – cast aluminum external semi-cage with plate	76
CHORUS™ 11S FRONT DERAILLEUR with S2 System	Braze-on (optional clamp kit Ø32, 35mm)	for double crankset - capacity 16 – max. chainring 56 - min. chainring 34 - cast aluminum internal semi-cage – cast aluminum external semi-cage with plate - S2 System for stabilizing drivechain	79
CSD™ Chain Security Device		aluminum structure with high levels of stiffness, positioning and adjustment independent of the derailleur, compatible with all Campagnolo braze-on derailleurs	15
Derailleur cable Adjusting barrel		micrometric adjustment of derailleur cable tension	5
Derailleur cable deviator insert		in stainless steel	1,5



### GROUPSETS



COMPONENT	OPTIONS	FEATURES	WEIGHT (g)		
POTENZA 11™ 11S REAR DERAILLEUR	short cage black silver	upper to lower pulley-axle: 55 mm - aluminium outer plate - parallelogram with 11s geometry - body in technopolymer - lightened special rubber pulleys	209		
	medium cage black silver	upper to lower pulley-axle: 72,5 mm - aluminium outer plate - parallelogram with 11s geometry - body in technopolymer - lightened special rubber pulleys	211		
POTENZA 11™ 11S FRONT DERAILLEUR	Braze-on (optional clamp kit Ø32, 35mm)	for double crankset - capacity 16 – max. chainring 58 - min. chainring 34 - steel monolithic fork	94		
POTENZA 11™ POWER-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS	VER-SHIFT™ 11S   silver   - Power-Shift mechanism - ergonomic brake lever with high pivot     iOPOWER™   - ergonomic lever 3 - closer brake lever - brake opening control				
CAMPAGNOLO® 11S SPROCKETS	11-25, 11-27, 11-29, 11-32, 12-27	steel - nickel-chromed finish - light alloy supports for the final triplet - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1			
CAMPAGNOLO <sup>®</sup> 115 Chain		width 5,45 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - 11s outer link	2,22/ link**		
POTENZA 11™ POWER-TORQUE +™ 11S CRANKSET	170, 172.5, 175mm 34-50, 36-52, 39-53 black silver	n forged aluminum hollow cranks - light alloy fixing bolts - light alloy chainrings - differentiated number of pins according to chainring combination - integrated POWER-TORQUE +™ axle - requires POWER-TORQUE™ BB cups - unified BCD			
POWER-TORQUE™ THREADED CUPS	ITA 70x (36x24 tpi) BSA 68x (1,37″x24 tpi)	aluminium			
POWER-TORQUE™ PRESS-FIT CUPS	BB30 68x42 BB30A 73x42 BB86 86,5x41 PF30 68x46 BB386 86,5x46	aluminium - with enhanced interference surface			
POTENZA 11™ SKELETON™ BRAKES	black silver	brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - skeletonized arms - front and rear dual-pivot brake - universal standard brake shoe	319		
DIRECT™ Direct Mount BRAKE	black Front Fork Seat Stay	Independent adjustment of the individual brake shoe lever - compatible with all Campagnolo® Ergopower™ shifters - easy mounting system - width that permits the use of tires up to 32 mm	176		
RECORD™ WATER-BOTTLE CARRIER		monocoque carbon, supplied with water-bottle	5		

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)			
VELOCE™ 10S REAR DERAILLEUR	short cage deep black bright silver	upper to lower pulley-axle: 55 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	227			
	medium cage deep black bright silver	upper to lower pulley-axle: 72,5 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	260			
VELOCE™ QS™ STD + CT™ 9S/10S FRONT DERAILLEUR	braze-on / clip-on: Ø 32, 35mm black&red deep black	clip-on: 55 - min. chainring 34 - antifriction insert - chrome-plated nickel Ø 32, 35 mm fork - surface treatments black&red				
VELOCE™ POWER-SHIFT™ 10S ERGOPOWER™ SHIFTERS	for caliper brakes - composite body - aluminium brake lever - Power Shift™ mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - 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	368				
CENTAUR™ UD™ 10S SPROCKETS	12-27, 12-30, 14-23	steel - Ultra·Drive™ - nickel-chromed finish - supplied with lockring - light alloy supports				
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™ chai	2,39 link**			
VELOCE™ POWER-TORQUE™ 10S CRANKSET	170, 172.5, 175 mm 39-52, 39-53 deep black bright silver	forged aluminium cranks - chainrings MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER- TORQUE™ axle - requires POWER-TORQUE™ BB cups				
VELOCE™ POWER-TORQUE™ CT™ 10S CRANKSET	170, 172.5, 175mm 34-50 deep black bright silver	forged aluminium cranks - chainrings MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER- TORQUE™ axle - requires POWER-TORQUE™ BB cups	753			
POWER-TORQUE™ THREADED CUPS	ITA 70x (36x24 tpi) BSA 68x (1,37″x24 tpi)	aluminium	72			
POWER-TORQUE™ PRESS-FIT CUPS	BB30 68x42 BB30A 73x42 BB86 86,5x41 PF30 68x46 BB386 86,5x46	aluminium - with enhanced interference surface	50			
VELOCE™ BRAKES	deep black bright silver	brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - front and rear dual-pivot brake - universal standard brake shoe	325			
DIRECT™ Direct Mount BRAKE	black Front Fork Seat Stay	Independent adjustment of the individual brake shoe lever – compatible with all Campagnolo® Ergopower™ shifters – easy mounting system – width that permits the use of tires up to 32 mm	176			

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
VELOCE™ 10S REAR DERAILLEUR	short cage deep black bright silver	upper to lower pulley-axle: 55 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	227
	medium cage deep black bright silver	upper to lower pulley-axle: 72,5 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	260
VELOCE™ QS™ STD + CT™ 9S/10S FRONT DERAILLEUR	braze-on / clip-on: Ø 32, 35mm black&red deep black	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - antifriction insert - chrome-plated nickel fork - surface treatments	98
VELOCE™ POWER-SHIFT™ 10S ERGOPOWER™ SHIFTERS	deep black bright silver	for caliper brakes - composite body - aluminium brake lever - Power Shift™ mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - 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	368
CENTAUR™ UD™ 10S SPROCKETS	12-27, 12-30, 14-23	steel - Ultra-Drive^ $\ensuremath{^{\text{TM}}}$ - nickel-chromed finish - supplied with lockring - light alloy supports	248
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™ chai	2,39 link**
VELOCE™ POWER-TORQUE™ 10S CRANKSET	170, 172.5, 175 mm 39-52, 39-53 deep black bright silver	forged aluminium cranks - chainrings MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER- TORQUE™ axle - requires POWER-TORQUE™ BB cups	758
VELOCE™ POWER-TORQUE™ CT™ 10S CRANKSET	170, 172.5, 175mm 34-50 deep black bright silver	forged aluminium cranks - chainrings MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER- TORQUE™ axle - requires POWER-TORQUE™ BB cups	753
POWER-TORQUE™ THREADED CUPS	ITA 70x (36x24 tpi) BSA 68x (1,37″x24 tpi)	aluminium	72
POWER-TORQUE™ PRESS-FIT CUPS	BB30 68x42 BB30A 73x42 BB86 86,5x41 PF30 68x46 BB386 86,5x46	aluminium - with enhanced interference surface	50
VELOCE™ BRAKES	deep black bright silver	brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - front and rear dual-pivot brake - universal standard brake shoe	325
DIRECT™ Direct Mount BRAKE	black Front Fork Seat Stay	Independent adjustment of the individual brake shoe lever - compatible with all Campagnolo® Ergopower™ shifters - easy mounting system - width that permits the use of tires up to 32 mm	176





COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)
ATHENA™ 11X3 ERGOPOWER™ CONTROL LEVERS	Deep black Bright Silver Alu/Carbon	Dedicated left control for triple drivetrain for caliper brakes - composite body - Power-Shift mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - 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	372
ATHENA™ 11X3 FRONT DERAILLEUR	Braze-on/clip-on (Ø 32 and 35mm)	For triple 11x3 crankset - capacity 16 - chainring max 52 - chainring min. 30 - anti-friction insert - Nickel-chromium fork - surface treatment.	101
ATHENA™ 11X3 REAR DERAILLEUR	Long cage Black Silver	upper to lower pulley-axle: 82 mm - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys	216
ATHENA™ TRIPLE POWER-TORQUE™ 11X3 CRANKSET	170, 172.5, 175mm 30-39-52 Black Silver Carbon	Hollow aluminium hand crank - forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with silver anodization - 8 pins on the large chainring - integrated POWER- TORQUE™ axle - requires POWER-TORQUE™ BB cups	904

# TRIATHLON / TIME-TRIAL

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
BAR-END 11S RECORD™ EPS™ SHIFTING LEVERS		Lever in lightened aluminium - body in technopolymer - 11 speed compatible - Diameter 18.2mm - waterproof IP67 - Overall length 52 mm.	92
BAR-END 11S RECORD™ EPS™ BRAKE LEVERS		Brake lever in carbon - body and buttons in technopolymer - compatible 11 speed - Diameter 18.2 - waterproof IP67	110
TT DTI™ EPS™ V3 INTERFACE		Technopolymer, waterproof (IP67) - dual output for bar-end controls and brake controls - wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE)	45
BAR-END 11S SHIFTING LEVERS		technopolymer body - aluminium levers - Back to Zero position - adjustable initial position - Multi-shifting System™ - micrometric adjustment of the front derailleur - with ATHENA 11s drivetrain compatible	167
BAR-END 10S SHIFTING LEVERS		technopolymer body - aluminium levers - Back to Zero position - Adjustable initial position - Multi-shifting System™ - micrometric adjustment of the front derailleur - with Campagnolo 10s drivetrain compatible	167
BAR-END BRAKE LEVERS		technopolymer body - leva in alluminio - aerodynamic profile - ergonomic profile for the levers - Quick-release system	106

# PISTA

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
RECORD™ PISTA™ CRANKSET	165, 170 mm 47, 48, 49, 50, 51, 52	requires b.b. L. 111 mm (asymmetrical)	592
RECORD™ PISTA™ BOTTOM BRACKET	ENG	axle L. 111 mm (asymmetrical) - composite and light alloy cartridge - light alloy cups - without sealings	220
RECORD™ HEADSET		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104

122

### **INTEGRATED CUPS**

124

Uniquely compatible with all the frames on the market.

Thanks to accurate design that meets client needs, Campagnolo<sup>®</sup> cranksets can in fact be fitted to any type of frame: from the standard Italian to English types, to Press-Fit central movements of 86.5x41, BB30 68x42, BB30 68x46 and 86.5x46, with new design to improve coupling with Press-Fit central movements on the market. This means the well-known advantages of stiffness, lightness and performance over time typical of Campagnolo<sup>®</sup> cranksets remain unaltered.

This solution offers many advantages, one of which is the ability to change frames without having to purchase a new crankset. This allows Campagnolo® to maintain the tried, tested and proven geometries and designs of the Ultra-Torque™ crankset without having to modify the crankset itself for the wide array of standards available currently.

Campagnolo's integrated cups, available for Ultra-Torque™ cranksets as well as the Power-Torque System, have the same functionality as other systems but with the added technical advantage of maintaining the widest stance possible for the bearings. This reduces lateral forces acting on the bearings and makes for a smoother and more reactive performance that is more durable over time.

THRE		READ	PRESS-FIT				
ULTRA TORQUE™	ITA	BSA	BB30	BB86	PF30	BB RIGHT	BB386
	70x (36x24 tpi)	68x (1,37"x24 tpi)	68x42	86,5x41	68x46	79x46	86,5x46
	jej				<i>-</i>		
	OC12-SRI	OC12-SRG					
					фШ	<b>F B</b>	
	OC12-REI	OC12-REG	IC15-RE42	IC15-RE41	IC15-RE46	IC15-UTR51E	IC15-UT386
EURERRECORD							
	0C12-SRI	OC12-SRG					
					4	in de	
	OC12-REI	OC12-REG	IC15-RE42	IC15-RE41	IC15-RE46	IC15-UTR51E	IC15-UT386

	THF	READ			PRESS-FIT		
POWER TORQUE™	ITA	BSA	BB30	BB86	PF30	BB30A	BB386
	70x (36x24 tpi)	68x (1,37"x24 tpi)	68x42	86,5x41	68x46	73x42	86,5x46
M Potenza W	2 2						
ATHENA				1911			目目
veloce							
	OC13-CEI	OC13-CEG	IC15-PT42	IC15-PT41	IC15-PT46	IC15-PT7342	IC15-PT386

NOTES




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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<sup>®</sup> Service Centers.

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The 2017 range marks another historic milestone in the legendary history of the Campagnolo<sup>®</sup> brand: its entry into the world of the disc brake. While the Vicenza-based company is conducting tests with professional teams participating in the Disk Brake Project, great attention is given to the Campagnolo<sup>®</sup> hydraulic groupset (currently visible only in its "Campy Tech Lab" version). However, disc brake groupsets need compatible wheels and solutions worthy of the Campagnolo<sup>®</sup> name are a necessity.

The very first Campagnolo<sup>®</sup> branded wheelset developed specifically for disc brake equipped road bikes comes at a time where the market has plenty of solutions for road disc wheelsets but lacks many solutions that offer a level of performance, reliability, safety and integrity that has been associated with Campagnolo<sup>®</sup> wheels for traditional rim brakes.

The disc brake version of the Zonda<sup>™</sup>, includes advanced technologies found on rim brake models such as RDB, MoMag<sup>™</sup> and Mega-G3<sup>™</sup> and adds solutions developed specifically for the unique needs of a disc brake wheel. The asymmetric nature of the disc brake hub forces the design of such as wheelset to be not only asymmetric on the rear wheel, as was the case even with rim brakes, but also to design around an asymmetric unit on the front wheel. To take an asymmetric wheelset and bring forth symmetric performance and efficiency many technologies come into play such as the innovative asymmetric rim profiles incorporated into the design of the Zonda<sup>™</sup> DB. The asymmetric rims with differentiated profiles allow the rim to be perforated orthogonally to their surface, thus guaranteeing excellent rim-nipple-spoke combination. It is precisely where spokes are concerned that Campagnolo<sup>®</sup> has widened gap with its competitors. While considered almost a calling card of sorts for the quality construction of Campagnolo<sup>®</sup> wheels, the G3<sup>™</sup> spoke pattern has, until now been employed only on the rear wheel as until the arrival of the disc brake the front wheel was perfectly symmetrical. This aesthetically pleasing spoke pattern brings its performance benefits to the front wheel as well and compensates for the extreme forces applied to only the brake side of the wheel





front hub



A truly efficient wheel is not only aerodynamically efficient but also must roll as smoothly as possible. CULT<sup>™</sup> technology employs ceramic bearings that are technologically superior to any competitors as well as Cronitect<sup>®</sup> steel, guarantees that your Campagnolo<sup>®</sup> are the highest performance solution you can find. Cronitect<sup>®</sup> steel is highly resistant to corrosion to the point that grease is unnecessary and only a small amount of oil is used.



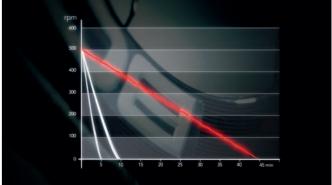
Technologically advanced superior quality ceramic bearings in addition to the precision machining of the cup/cone structure and absence of grease drastically reduce friction and increase the smoothness of the wheel by as much as 9 times when compared to standard bearings. An outstanding result achieved by using cuttingedge technologies in the field of materials processing.



#### USB<sup>™</sup>: CERAMIC ULTRA SMOOTH BEARINGS

Campagnolo® has a long-standing reputation for the extremely high performance of its hubs in terms of smoothness and reliability. In fact, all the projects are entirely developed in our R&D department and we have put obsessive care into taking care of every detail. The hubs with USB™ ceramic bearings (ULTRA SMOOTH BEARINGS) increase smoothness, decrease rolling resistance, reduce weight and reduce the need for maintenance. Comparative tests have shown that USB™ bearings are 50% smoother than standard bearings. Now improving your performance during the race or simply going for a ride with your friends will be easier.





Laboratory tests prove the efficiency of CULT<sup>™</sup> technology. Spinning a wheel with CULT<sup>™</sup> technology at 500 RPM and allowing it to decelerate show the Campagnolo<sup>®</sup> wheel to continue its motion for a full 45 minutes. In other words, CULT<sup>™</sup> ceramic bearings are 9 times more efficient than standard bearings, allowing you to waste less energy, increase your speed and push your limits even farther.



# CERTILOG0<sup>×</sup>

# CAMPAGNOLO® WHEEL IDENTIFICATION CARD

#### CAMPAGNOLO® AND CERTILOGO® AGAINST COUNTERFEITING: A TANGIBLE ANSWER THAT PROTECTS OUR CLIENTS' SAFETY AND PURCHASES.

Top-end Campagnolo<sup>®</sup> wheels are considered by the market and by aficionados to be reference products and as such are highly desirable. They have therefore also become appetizing to counterfeiters who have cloned some of our models (especially those in carbon fiber) releasing considerable numbers onto the international markets.

The wheel is a performance product, but also a safety component. This aspect means that those who purchase a fake product, while saving money on something that clearly costs much less than the going market price, puts their personal safety at great risk. The materials and production processes that together help to achieve a safe performing product are obviously not the same.

With the aim of fighting and combating these counterfeiters, Campagnolo<sup>®</sup> is the first in the cycling sector to have put in place, thanks to the support of Certilogo<sup>®</sup>, a control system that enables our clients to authenticate the product simply and immediately.

Starting with the products in the 2015 catalogue, each pair of Campagnolo<sup>®</sup> wheels in the Bora<sup>M</sup> and Hyperon<sup>M</sup> lines (see details) comes with an individual ID code (the Certilogo<sup>®</sup> Code or CLG Code) on a swing tag attached to a spoke on the wheel.

The tag will comprise a Certilogo<sup>®</sup> Code (in both numerical and QR code) that allows anyone, before or after purchase to check that the product is authentic. To authenticate Campagnolo<sup>®</sup> wheels, just visit www.certilogo.com, insert the CLG Code given on the tag or download the Certilogo APP free from Apple Store.

The tag will also have a Security Code covered by a silver stripe (technology similar to that used on mobile top-up cards). In certain circumstances, the end user (and only the end user) may be required to enter this code by Certilogo<sup>®</sup>. This countercheck may be useful, for example, in the case of online sales (when the client has no guarantee that the product viewed is the same one supplied).

We suggest you keep the Campagnolo<sup>®</sup> Original Wheels tag even after product authentication for possible future use and, if necessary, to confirm ownership of the product.

Warning: wheels without a tag bearing a CLG Code should be considered NOT ORIGINAL. Used wheels bought without their original tag bearing a CLG Code should be considered of uncertain origin.



#### PRODUCTS COVERED BY THE AUTHENTICATION SERVICE

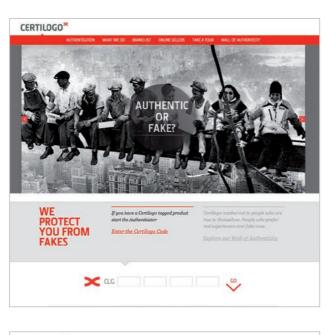
The Campagnolo® Original Wheels tag is present on a spoke of the following wheels starting from the 2015 range:

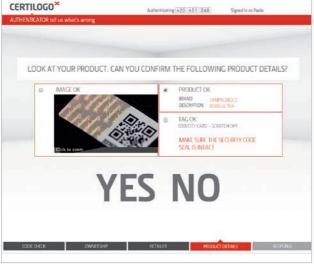
Bora<sup>™</sup> Ultra 35, Bora<sup>™</sup> One 35, Bora<sup>™</sup> Ultra 50, Bora<sup>™</sup> One 50, Bora<sup>™</sup> Ultra 80, Hyperon<sup>™</sup> Ultra (released from the Campagnolo warehouse from 1st October 2014)

Should you not find a Campagnolo<sup>®</sup> Original Wheels tag on the above listed wheels, immediately notify your nearest Pro-Shop<sup>™</sup> or Campy Code<sup>™</sup> store or Campagnolo Srl directly (addresses at www.campagnolo.com)









Since its birth over 80 years ago Campagnolo<sup>®</sup> has been dedicated to continuous innovation in order to produce the best, most competitive and reliable products possible. To continually push the limits in this way is the work of the engineers of the Campy Tech Lab<sup>™</sup>.

Even the smallest details and material choices are painstakingly scrutinized in an effort to produce what is often to become the newest performance standard. As a result, our testing department is one of the most important areas of the entire operation and each and every product must go through strenuous and extreme testing before it earns the right to bear the Campagnolo® name. We test at levels above and beyond anything required and as a result produce products that are a step ahead.

- **Fatigue test:** before the manufacturing stage, each wheel and each of its components are subjected to long and very challenging tests that ensure the durability and performance over time.
- Crash test: simulates the impact of the wheel in differing situations. Campagnolo<sup>®</sup> crash tests have successfully passed all requirements stipulated by the UCI.
- **Tyre burst test:** all Campagnolo<sup>®</sup> wheels are tested at inflation pressures well above those indicated on the tyre.
- Enviroment test: exposure to UVA and UVB rays, salt attack and exposure to moisture: these are the tests that all Campagnolo<sup>®</sup> wheels must pass to ensure maximum performance and reliability over time.

## HOLOGRAM CAMPAGNOLO®



Campagnolo<sup>®</sup> carbon fibre wheels are among the most highly sought-after components of their kind in the racing cycle world, and this inevitably attracts the attention of counterfeiters.

Starting from 2013 to defend its image and quality, and to protect the end customer, Campagnolo<sup>®</sup> applies a hologram decal to every wheel in its Bora range to certify that it is an original Campagnolo<sup>®</sup> product.

Demanding proof that you have purchased an original Campagnolo® product is your right as a consumer, and also offers the peace of mind of knowing that you can make full use of the superlative performance these wheels were designed to deliver.

Proof of originality also certifies that the wheel was built to Campagnolo®'s stringent standards and has passed all of our quality control tests.

Please note that the manufacturer's guarantee and all the support services offered are only valid for original products.





# TRACEABILITY



#### The keyword for our products is: traceability.

If you find a little label affixed to Campagnolo<sup>®</sup> 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 $^{\circ}$  demands absolute perfection and safety for its customers.

### S.H.A.R.C.

Because finding the perfect wheel means having the correct information.

Campagnolo®, in collaboration with professional racers as well as amateur enthusiasts, has identified and developed the five most significant indicators that will allow you to choose the best wheel for your riding style and your needs.

#### What does S.H.A.R.C. stand for?

#### SMOOTHNESS:

this indicator helps you understand the degree of smoothness of one wheel with respect to another thanks, for example, to the use of high performance the CULT<sup>™</sup> ceramic ball bearings, or the USB<sup>™</sup> ceramic ball bearings, or thanks to other technologies applied to the wheel such as 2-Way Fit<sup>™</sup>.

#### HANDLING:

no race course in cycling is a straight line and dealing with curves or changing directions quickly can often times make a difference in race results. Many factors determine how well a wheel handles and to evaluate this indicator we take into consideration the geometry of the spokes, lacing patterns, hub design, cross section of the rim, materials employed and even the type of tire to be used.

#### **AERODYNAMICS:**

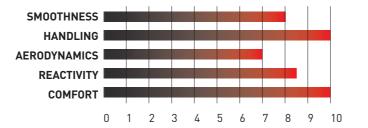
indicates the performance features of the wheel in terms of its propensity to penetrate the air. This factor depends on the height and profile of the rim, the section and form of the spokes, and the degrees of camber of the wheel.

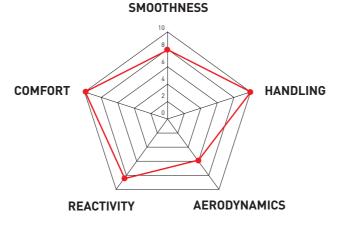
#### **REACTIVITY:**

how "ready" and guick is the wheel in response to your change of pace on the pedals? The reactivity index of the wheel refers precisely to this concept Reactivity depends on the weight of the rim and of the wheel in its entirety, on the torsional stiffness (i.e. how much the wheel deforms around the hub at the moment in which the cyclist pushes on the pedals), the flexional stiffness (i.e. the extent to which the wheel maintains its shape along its axis when it is shifted, due to the push on the pedal, from the vertical axis), and on inertia.

#### COMFORT:

do you prefer a wheel that can absorb the ruggedness of the terrain or an absolutely rigid wheel with no compromise? It depends on your driving style and your particular needs. The comfort index aims to help you to understand the behaviour of the wheel in the case of roads that are not perfectly smooth, and in any case to help you understand the extent to which the wheel transmits the vibrations of your bike.





	SMOOTHNESS	HANDLING	AERODYNAMICS	REACTIVITY	COMFORT
CARBON WHEELS	,				
BORA <sup>TM</sup> ULTRA <sup>TM</sup> TT	10	6	10	7,5	5
BORA <sup>™</sup> ULTRA <sup>™</sup> 80	10	7	10	9	8
BORA <sup>™</sup> ULTRA <sup>™</sup> 50	10	9,5	9,5	10	9
BORA <sup>™</sup> ULTRA <sup>™</sup> 35	10	9,5	9,5	9	9
BORA <sup>™</sup> ONE 50	9	9,5	9,5	9,5	9
BORA <sup>™</sup> ONE 35	9	9,5	9,5	9	9
HYPERON <sup>™</sup> ULTRA <sup>™</sup> TWO	10	10	6	10	9
ALUMINIUM/CARBON WHEELS					
BULLET <sup>™</sup> ULTRA <sup>™</sup>	10	8	9	7,5	8
BULLET™	8,5	8	9	7,5	8
ALUMINIUM WHEELS					
SHAMAL <sup>TM</sup> MILLE <sup>TM</sup>	9	9,5	8,5	9,5	8
SHAMAL <sup>™</sup> ULTRA <sup>™</sup>	9	9,5	8,5	9,5	8
EURUS™	8	9	8,5	8,5	8
ZONDA™	8	9	8,5	8	8,5
ZONDA™ for disc brake	8	8,5	8,5	8,5	8,5
SCIR0CC0 <sup>™</sup> 35mm	7,5	9	8,5	8	8
VENTO <sup>™</sup> ASYMMETRIC	7,5	8	7,5	7	9
KHAMSIN <sup>™</sup> ASYMMETRIC	7,5	7,5	7,5	6,5	8,5
NEUTRON <sup>™</sup> ULTRA <sup>™</sup>	8	10	6	8,5	10
CX WHEELS					
SCIROCCO <sup>™</sup> 35mm CX	7,5	9	8,5	8	8
KHAMSIN <sup>™</sup> ASYMMETRIC CX	7,5	7,5	7,5	6,5	8,5

#### What is the Campagnolo® Quick Release?

The Campagnolo® Quick Release is more than just a wheel retention system that acts as an axle. It is highly symbolic as it is the single piece from which the long and glorious history of Campagnolo® was born. The company's objective of continuously innovating to improve the cycling experience started with the guick release and it remains a a funtional and necessary symbol to this creed even now. Maximum performance in terms of assembly/disassebly ease, wieght and smoothness of the wheel without compromising safety in any way. The patented Campagnolo® mechanism is the one that best meets these needs. The lever is positioned centrally with respect to the axis of the hub axle, i.e. in the best position to put both ends of the axle in traction without differences in load between the sides. The axle is in the form of a cam and applies the closure traction on the axis of the quick release. Starting a few years ago, for the Bullet<sup>™</sup> Ultra<sup>™</sup> family and full-carbon wheels Campagnolo<sup>®</sup> incorporates a more aerodynamic version of the quick release. The mechanics and the design are those of the well-tested Campagnolo® patent, and the lever has been designed for the maximum aerodynamic penetration.

#### Advantages

Thanks to the cam axle closure, it is simple and intuitive to understand the force to be applied for correctly closing the quick release and, even more importantly, the cam creates a mechanical impediment to the opening of the release, making it extremely safe during road use. The fork positioned symmetrically with respect to the sides of the lever and centrally with respect to the axis of the skewer, enables an even distribution of the loads and forces at each point of the skewer, thus avoiding critical breakage points and at the same perfect closure the fork of the frame and the wheel. The symmetry of the lever and the special shape of the cam make locking and releasing the wheel extremely easy, fluid, and safe. The new aerodynamic form, moreover, considerably improves the aerodynamic coefficient of the range of wheels dedicated to time trial disciplines.

	Character Dige		Contraction of the second	
CARBON WHEELS				
BORA <sup>™</sup> ULTRA <sup>™</sup> TT				•
BORA <sup>™</sup> ULTRA <sup>™</sup> 80				•
BORA <sup>™</sup> ULTRA <sup>™</sup> 50				•
BORA <sup>™</sup> ULTRA <sup>™</sup> 35				•
BORA <sup>™</sup> ONE <sup>™</sup> 50				•
BORA <sup>™</sup> ONE <sup>™</sup> 35				•
HYPERON <sup>™</sup> ULTRA <sup>™</sup> TWO				•
ALUMINIUM/CARBON WHEELS				
BULLET <sup>™</sup> ULTRA <sup>™</sup>				•
BULLET™		٠		
ALUMINIUM WHEELS				
SHAMAL <sup>™</sup> MILLE <sup>™</sup>			•	
SHAMAL <sup>™</sup> ULTRA <sup>™</sup>			•	
EURUS™			•	
ZONDA <sup>TM</sup>		•		
SCIROCCO <sup>™</sup> 35mm		•		
VENT0 <sup>™</sup> ASYMMETRIC	•			
KHAMSIN <sup>™</sup> ASYMMETRIC	•			
NEUTRON <sup>™</sup> ULTRA <sup>™</sup>				•
CX WHEELS				
SCIROCCO <sup>™</sup> 35mm CX		•		
KHAMSIN <sup>™</sup> ASYMMETRIC CX	•			

## QUICK RELEASE CAMPAGNOLO®



Since its introduction, the Bora<sup>TM</sup> Ultra<sup>TM</sup> TT has accompanied cyclists of the highest caliber in winning international medals in time trials. In 2017, despite such success, the Campagnolo<sup>®</sup> road lenticular wheel sees further innovation, improving upon its main characteristics of low weight and extreme stiffness. The new Bora<sup>TM</sup> Ultra<sup>TM</sup> TT in fact weighs nearly 111 g less than the previous model and is 8% stiffer than the stiffest competitor's wheel. The Campy Tech Lab<sup>TM</sup> has focused additionally on creating a product that meets the needs of time trial bike braking systems and the results are impressive.





Tubular: 864 g





### WHEEL DEVELOPED FOR THE TIME TRIAL FRAME:

extremely stiff structure further eliminates flex near the bottom bracket, namely where the rear brake is positioned on most time trial frames, thus avoiding any possible friction with the brake itself.

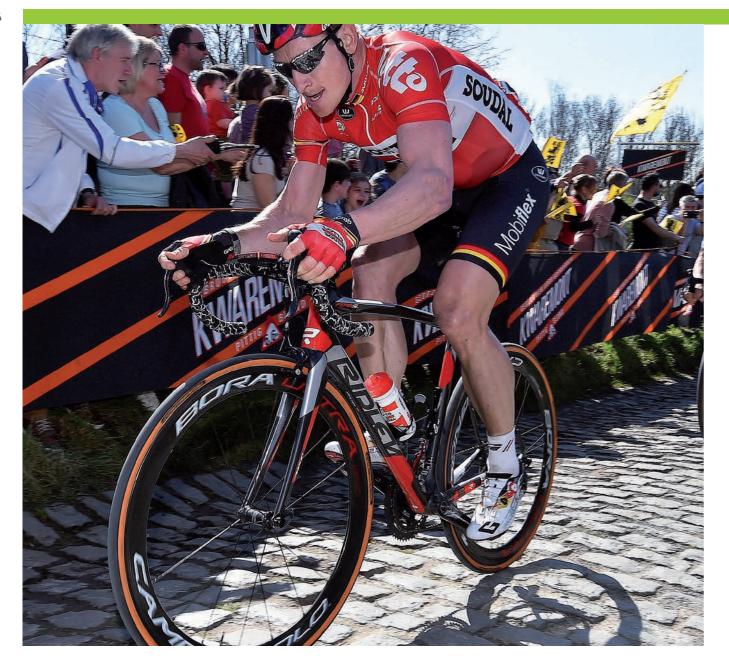
### FULL HIGH MODULUS CARBON RIM FOR TUBULAR

#### BRAKING SURFACE:

newly developed full carbon rim uses carbon braking surface in an effort to add uniform braking performance in addition to saving weight.

### BRAKE PADS MADE ESPECIALLY FOR CARBON WHEELS:

the special blend increases the brake performance on both dry and wet surfaces without increasing the wear and tear on the pad or wheel.



# **CARBON WHEELS**

The carbon fiber used by Campagnolo<sup>®</sup> is unrivalled and so, thanks to studies by the Campy Tech Lab<sup>™</sup> designers, Campagnolo<sup>®</sup> carbon wheels have become a market benchmark. In 2015, the Bora family was innovated yet again, not only with an increase in the width of the rim to better adapt to the new tires on the market and so guarantee maximum safety levels, aerodynamics and comfort, but also with introduction of the new well dedicated to the clincher on all Bora<sup>™</sup> 35 and 50 wheels: no more worrying about a puncture during training from today you are free to use your full-carbon wheel whenever you go out on your bike!

BORA <sup>™</sup> ULTRA <sup>™</sup> TT	75	BORA™
BORA <sup>™</sup> ULTRA <sup>™</sup> 80	76	BORA™
BORA <sup>™</sup> ULTRA <sup>™</sup> 50	77	HYPER
BORA <sup>™</sup> ULTRA <sup>™</sup> 35	78	

ORA™ ONE™ 50	
ORA™ ONE™ 35	
YPERON™ ULTRA™ TWO	

79

80

81

LEFT SIDE



DEVELOPED WEAVE

aerodynamic design.

PROFILE:

extreme new design reduces profile on both drive and non-drive sides for an even slimmer and more

#### **GRAPHICS FEATURING THE "WINGED WHEEL":**

the legendary Campagnolo<sup>®</sup> "Winged Wheel" logo identifies Campagnolo<sup>®</sup> lenticular wheels that use the very latest carbon fiber technologies.



#### BEARINGS WITH CULT<sup>™</sup> TECHNOLOGY:

the combination between the highest quality ceramic bearings and housing in special Cronitect<sup>®</sup> steel. CULT<sup>™</sup> makes the wheel nine times smoother than the standard system of steel bearings.

#### CUP AND CONE BEARINGS:

easy bearing adjustment – reduces the possibility bearing play – precision operation – maintains performance over time.

#### LIGHTWEIGHT AND EXTREMELY RIGID ALUMINUM HUB CONSTRUCTION

#### CASSETTE:

compatibile with Campagnolo® 10 and 11 speed cassettes as well as Shimano Inc. 9, 10, and 11 speed cassettes.



The Bora name is synonimous not only with a famous wind but also with the highest performing wheels in the professional peloton. The relatively new 80mm rim profile is yet another high perfomance option from the Bora™. Extremely light, lightning quick reactivity and highly aerodynamic the Bora<sup>™</sup> Ultra<sup>™</sup> 80 is a wheel that commands respect. Add CULT<sup>™</sup> bearings that make it 9 times smoother than a traditional system and this wheel strikes fear into its adversaries. Designed for professionals, available to everyone. The Bora™ Ultra™ 80 becomes even lighter thanks to the water transfer graphics that also gives this wheel the elegance it deserves.







Tubular: 1520 g

76





BALL BEARINGS WITH CULT<sup>™</sup> TECHNOLOGY:

the combination between the highest quality

Cronitect<sup>®</sup> steel. CULT<sup>™</sup> makes the wheel nine

times smoother than the standard system of steel

ceramic bearings and housing in special

#### FULL CARBON HIGH PROFILE FOR 80mm **TUBULAR:**

provides the maximum aerodynamic penetration. Extremely high lateral wheel stiffness and reactivity

#### **EXCLUSIVE PRESSING SYSTEM FOR THE RIM IN** UNPAINTED CARBON:

elegant polished finish is result of advanced and patented production technique. Eliminating need for paint keeps weight lower.

#### BRAKE PADS MADE ESPECIALLY FOR CARBON WHEELS:

the special blend increases the brake performance on both dry and wet surfaces without increasing the wear and tear on the pad.

**RDB<sup>™</sup> RIM DYNAMIC BALANCE** 

SPOKES WITH AERODYNAMIC PROFILE: provides the maximum aerodynamic penetration. Reduces aerodynamic drag saving rider energy.

#### EXCLUSIVE G3<sup>™</sup> SPOKE PATTERN: perfect balance of spoke tension on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

#### SELF-LOCKING ALUMINIUM NIPPLES

**OVERSIZED FLANGE:** greater torsional stiffness and greater reactivity.

provides a high degree of lateral stiffness and

#### CUP AND CONE BEARINGS

reduces weight to the minimum.

ALUMINIUM AXLE

ball bearings.

CARBON FIBRE HUB:

Innovating the wheel that has become perhaps the benchmark for quality, performance and race victories at the highest level of cycling was certainly an arduous task but one that the Campy Tech Lab™ engineers met with enthusiasm. The result of their labor is the newest version of the Bora<sup>™</sup> Ultra<sup>™</sup> 50 which maintains the positive performance aspects of the preceding version while incorporating new solutions and technologies to build further upon its race-winning potential. The wider stance brings forth a more efficient, comfortable and sharp handling wheelset without additional weight. Add the super reactive construction, smooth rolling CULT<sup>™</sup> bearings, aerodynamic profile and 3Diamant brake track and it is no wonder why the Bora™ has become one of the winningest wheels in history.



Tubular: 1215 g Clincher: 1435 g



FULL-CARBON RIM, 24.2mm WIDE, FOR TUBULARS AND CLINCHERS: handbuilt and technologically advanced carbon fiber rim. New wider profile increases rigidity and comfort without adding weight. Wider stance improves tire/rim interface, thus improving handling and aerodynamics.

#### **EXCLUSIVE RIM PRINTING SYSTEM:**

rim painting no longer required. The weight is greatly reduced and the surface is free from imperfections.

#### 3DIAMANT<sup>™</sup> - BRAKE SURFACE TREATMENT:

improves braking performance under both wet and dry conditions and creates a more linear and smooth overall braking performance.

BRAKE PADS MADE ESPECIALLY FOR CARBON WHEELS

RDB<sup>™</sup> RIM DYNAMIC BALANCE



EXCLUSIVE G3<sup>™</sup> SPOKE PATTERN: perfect balance of spoke tension on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.



FRONT WHEEL



SPOKES WITH AERODYNAMIC PROFILE: provides the maximum aerodynamic penetration. Reduces aerodynamic drag saving rider energy.

#### SELF-LOCKING ALUMINIUM NIPPLES



#### CULT™:

the combination of the highest quality ceramic bearings with housing in special Cronitect® steel. Nine times smoother than the standard system Eliminates oxidation and maintains performance over time.

#### CARBON FIBRE HUB:

provides a high degree of lateral stiffness and reduces weight to the minimum.

#### CUP AND CONE BEARINGS:

easy bearing adjustment

#### OVERSIZED FLANGE:

greater torsional stiffness and greater reactivity.

#### ALUMINIUM AXLE

reduces the weight of the wheel.

The Bora™ Ultra™ 35 has been welcomed with open arms by the strongest professional riders in the World Tour since its introduction and has now become a wheel that they cannot do without.

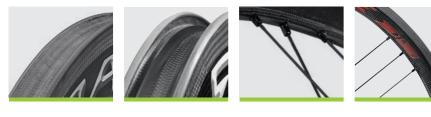
BORA LLTRA ==

Available in both clincher and tubular versions the 35mm profile Bora™ Ultra™ 35 is perhaps the most versatile wheelset ever offered by Campagnolo®. Light enough to be considered a climber's wheel but with an aerodynamic profile that aids on the flats and is plenty rigid for the most hotly contested sprint finish. This is a wheelset that represents no compromise and excels in any condition and over any course.



Clincher: 1360 g

78



#### FULL-CARBON RIM, 24.2mm WIDE, FOR TUBULARS AND CLINCHERS:

handbuilt and technologically advanced carbon fiber rim. New wider profile increases rigidity and comfort without adding weight. Wider stance improves tire/rim interface, thus improving handling and aerodynamics.

**3DIAMANT<sup>™</sup> - BRAKE SURFACE TREATMENT:** improves braking performance under both wet and dry conditions and creates a more linear and smooth overall braking performance.

BRAKE PADS MADE ESPECIALLY FOR CARBON WHEELS

#### **RDB<sup>™</sup> RIM DYNAMIC BALANCE**

#### SPOKES WITH AERODYNAMIC PROFILE IN STEEL:

ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

#### EXCLUSIVE G3<sup>™</sup> SPOKE PATTERN:

perfect balance of spoke tension on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

SELF-LOCKING ALUMINIUM NIPPLES

#### CUP AND CONE BEARINGS

**CARBON FIBRE HUB:** 

**OVERSIZED FLANGE:** 

reduces weight to the minimum.

ALUMINIUM AXLE

the combination of the highest quality ceramic

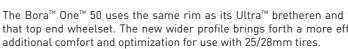
bearings and housing in special Cronitect® steel.

Nine times smoother than the standard system.

provides a high degree of lateral stiffness and

greater torsional stiffness and greater reactivity.

CULT™:



you to the top-step of the podium at a more modest price point.



BORA ONE SO

Tubular: 1265 g Clincher: 1485 g



#### FULL-CARBON RIM, 24.2mm WIDE, FOR TUBULARS AND CLINCHERS: handbuilt and technologically advanced carbon fiber rim. New wider profile increases rigidity

and comfort without adding weight. Wider stance improves tire/rim interface, thus improving handling and aerodynamics.

#### **EXCLUSIVE RIM PRINTING SYSTEM:**

rim painting no longer required. The weight is greatly reduced and the surface is free from imperfections.

#### 3DIAMANT<sup>™</sup> - BRAKE SURFACE TREATMENT

#### BRAKE PADS MADE ESPECIALLY FOR CARBON WHEELS:

special blend increases braking performance on both dry and wet surfaces without increasing the wear and tear on the pad or wheel

SPOKES ANTI-ROTATION SYSTEM<sup>™</sup>: allows the spokes to maintain the best aerodynamic position.

#### EXCLUSIVE G3<sup>™</sup> SPOKE PATTERN:

perfect balance of spoke tension on both sides of the wheel. Reduces stress, increases transversa rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

SPOKES WITH AERODYNAMIC PROFILE: provides the maximum aerodynamic penetration.

The Bora™ One™ 50 uses the same rim as its Ultra™ bretheren and thus brings along with it all of the performance that is afforded to that top end wheelset. The new wider profile brings forth a more efficient tire/rim interface, better handling, increased aerodynamics,

The same race-day technologies interpreted with different materials in the hub and bearings make this one wheelset capable of propelling







#### **USB<sup>™</sup> CERAMIC BALL BEARINGS:**

reduces friction, provides greater smoothness, and maintains performance over time.

#### ALUMINIUM HUB BODY

#### **CONE/CUP BEARINGS SYSTEM:**

high-performance ceramic bearings teamed with the cone/cup system ensure long-lasting performance, make adjustment easier, reduce possible play and improve smoothness.

#### ALUMINIUM AXLE:

reduces the weight of the wheel.

#### OVERSIZED FLANGE:

greater torsional stiffness and greater reactivity.

The same 35mm rim as found on the Ultra™ version, the Bora™ One™ 35 offers fantastic performance technologies such as the 3Diamant braking surface, Campagnolo® quality carbon construction, and a new wider and more efficient stance. Super smooth USB<sup>™</sup> ceramic bearings and a solid and reactive aluminum construction hub laced to aerodynamic spokes this most versatile of wheelsets is ready to take on anything you can put in front of it.

BORA ONE S

Accelerate on every incline, take on the most challenging climbs and have no fear of even the strongest of crosswinds with the Hyperon™ Ultra™ Two. Lightweight but also extremely fast thanks to the unbelievably efficient CULT™ bearings it is no wonder that this low-profile full-carbon wheelset has been a loyal ally to top professional riders since its introduction.

HYPERON ULTRA TWO



Tubular: 1215 g Clincher: 1406 g



FULL-CARBON RIM, 24.2mm WIDE, FOR TUBULARS AND CLINCHERS:

handbuilt and technologically advanced carbon fiber rim. New wider profile increases rigidity and comfort without adding weight. Wider stance improves tire/rim interface, thus improving handling and aerodynamics.

**EXCLUSIVE RIM PRINTING SYSTEM** 

3DIAMANT<sup>™</sup> - BRAKE SURFACE TREATMENT: improves braking performance under both wet and dry conditions and creates a more linear and smooth overall braking performance.

BRAKE PADS MADE ESPECIALLY FOR CARBON WHEELS

RDB<sup>™</sup> RIM DYNAMIC BALANCE

SPOKES ANTI-ROTATION SYSTEM<sup>™</sup>: allows the spokes to maintain the best aerodynamic position.

EXCLUSIVE G3<sup>™</sup> SPOKE PATTERN: perfect balance of spoke tension on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

SPOKES WITH AERODYNAMIC PROFILE: allows for the high degree of air penetration.

**USB<sup>™</sup> CERAMIC BALL BEARINGS:** reduces friction, provides greater smoothness, and maintains performance over time.

ALUMINIUM HUB BODY

**CONE/CUP BEARINGS SYSTEM:** high-performance ceramic bearings teamed

with the cone/cup system ensure long-lasting performance, make adjustment easier, reduce possible play and improve smoothness.

ALUMINIUM AXLE: reduces the weight of the wheel.

OVERSIZED FLANGE: greater torsional stiffness and greater reactivity.



Tubular: 1231 g

REAR WHEEL



FULL CARBON RIM: extremely lightweight yet rigid and reactive. STEEL, AERODYNAMIC SPOKES:

EXCLUSIVE RIM PRINTING SYSTEM

WHEELS:

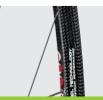
performance on both dry and wet surfaces without increasing the wear and tear on the pad allows for the high degree of air penetration.

### BRAKE PADS MADE ESPECIALLY FOR CARBON

the special blend increases the brake

80

#### FRONT WHEEL







#### CULT:

the combination of the highest quality ceramic bearings and housing in special Cronitect® steel. Nine times smoother than the standard system.

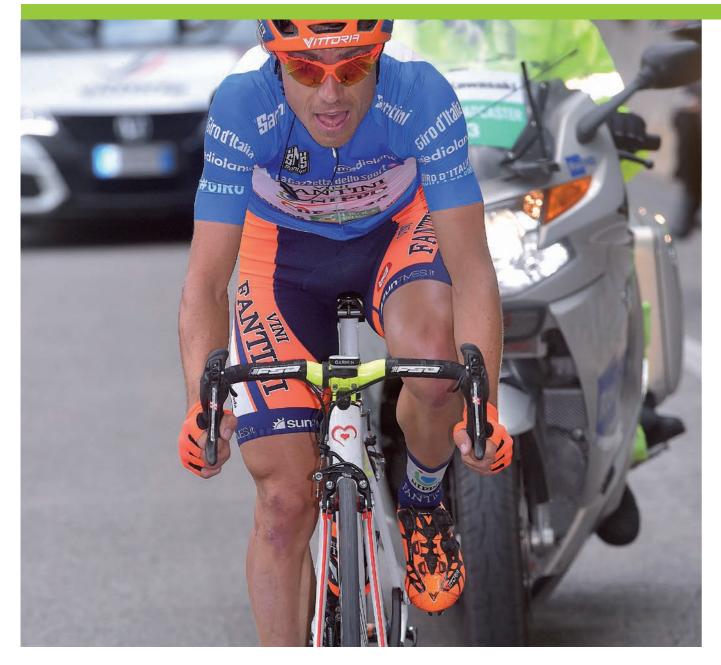
#### CARBON FIBRE HUB:

provides a high degree of lateral stiffness and reduces weight to the minimum.

#### CONE/CUP BEARINGS SYSTEM:

high-performance ceramic bearings teamed with the cone/cup system ensure long-lasting performance, make adjustment easier, reduce possible play and improve smoothness.

### BULLETULTRA



# **ALU/CARBON WHEELS**

Aerodynamic advantages aren't only for professional athletes. They give benefits to all cyclists. With Campagnolo's alu-carbon line of wheels you too can take advantage of aero and use it to slip by the competition. The performance profiles are derived from the world-class and widely coveted BORA™ full carbon line but offer the benefit of an aluminum braking surface.

BULLET<sup>™</sup> ULTRA<sup>™</sup>

83 BULLET™

84

Campagnolo® performance and quality in an Aluminum- Carbon construction. The Bullet™ Ultra™ offers serious performance advantages for the expert rider while including an aluminum braking surface. Special aluminum-carbon construction method coupled with an oversize hub, G3™ spoke lacing pattern and DRSC™ (Directional Rim-Spoke Coupling) system makes for an explosive wheelset that is both responsive and precise. Superior quality bearings also ensure efficiency and smooth functionality. Available in both "Dark" and "Bright" versions.



Clincher: 1590 g



EXCLUSIVE MOLDING SYSTEM FOR THE RIM ELIMINATES THE NEED FOR PAINT

SELF-LOCKING OVERSIZE ALUMINIUM

RDB<sup>™</sup> RIM DYNAMIC BALANCE

#### INTEGRATED ALUMINIUM/CARBON RIM STRUCTURE:

the exclusive coupling system of the aluminium rim and carbon structure makes the rim extremely rigid, it allows for excellent responsiveness levels and durability of the wheel.

#### MOMAG<sup>™</sup>:

allows the external profile of the rim to be free of holes - increases structural integrity - makes rim tape unnecessary and reduces the weight of the wheel.

NIPPLES

G3<sup>™</sup> SPOKE PATTERN

#### SPOKES ANTI-ROTATION SYSTEM: keeps the spokes in the position of maximum aerodynamic penetration.

DRSC™ (DIRECTIONAL RIM-SPOKE COUPLING): exclusive rim/spoke coupling system. It allows the

**AERODYNAMIC PROFILE IN STEEL** 







rim, spokes, nipples and hub to align properly with the same tensioning value in all areas.



#### **BEARINGS WITH CULT<sup>™</sup> TECHNOLOGY:**

the combination between the highest quality ceramic bearings and housing in special Cronitect<sup>®</sup> steel. CULT<sup>™</sup> makes the wheel nine times smoother than the standard system of steel bearings.

#### OVERSIZED FLANGE ON THE DRIVE SIDE:

increases the torsional stiffness, increasing reactivity at each change in rhythm of the pedal stroke.

#### ALUMINIUM AXLE

ALUMINIUM HUB BODY

#### CUP AND CONE BEARINGS

BULLET

Quality Campagnolo® Carbon construction mated with a fantastic aluminum milled braking surface make for a competition-ready wheelset that brings the best of both carbon and aluminum construction methods.

Highly aerodynamic thanks to the easily moldable properties of carbon fiber make this wheelset ready to slice through the wind while adding very few grams to the overall unit. The aluminum braking track offers reliable and sound braking performance and allows you to swap between raceday hoops and training wheels without the need to change brakepads.

REAR WHEEL

FRONT WHEEL







gives the wheel a high degree of lateral stiffness and reduces weight to the minimum.

OVERSIZED FLANGE ON THE DRIVE SIDE:

increases the torsional stiffness, increasing reactivity at each change in rhythm of the pedal

ALUMINIUM HUB BODY:

stroke

Clincher: 1755 g



#### INTEGRATED ALUMINIUM/CARBON RIM STRUCTURE:

the exclusive coupling system of the aluminium rim and carbon structure makes the rim extremely rigid, it allows for excellent responsiveness levels and durability of the wheel.

#### EXCLUSIVE MOLDING SYSTEM FOR THE RIM ELIMINATES THE NEED FOR PAINT

#### **RDB<sup>™</sup> RIM DYNAMIC BALANCE**

#### MOMAG<sup>™</sup>:

allows the external profile of the rim to be free of holes – increases structural integrity – makes rim tape unnecessary and reduces the weight of the wheel.



### SPOKES ANTI-ROTATION SYSTEM<sup>™</sup>

SELF-LOCKING NIPPLES: it allows to maintain the right tension of the spokes and does not require any maintenance.

### G3<sup>™</sup> SPOKE PATTERN

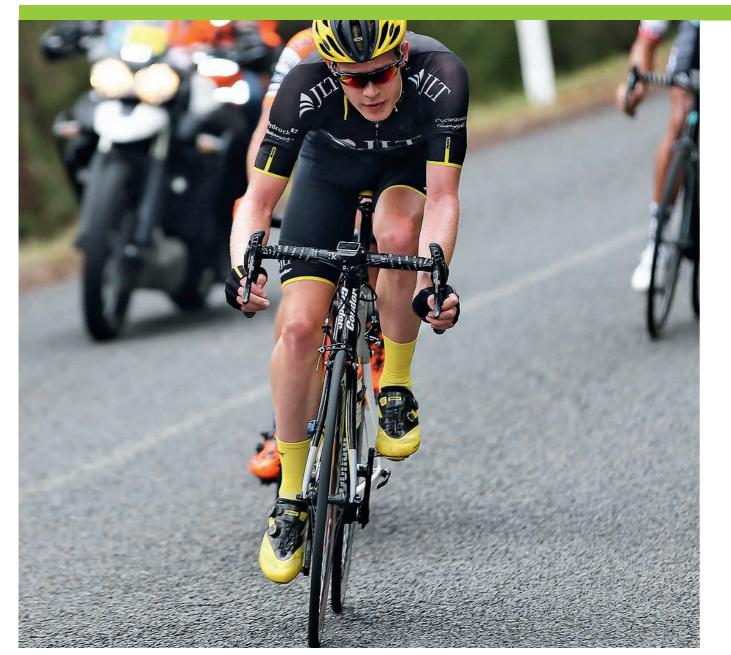
#### DRSC™ (DIRECTIONAL RIM-SPOKE COUPLING):

exclusive rim/spoke coupling system. It allows the rim, spokes, nipples and hub to align properly with the same tensioning value in all areas.

**AERODYNAMIC PROFILE IN STEEL** 







# **ALUMINIUM WHEELS**

Campagnolo<sup>®</sup> aluminum wheels have a very prestigious pedigree and offer performances in many cases that rival certain models of carbon wheelsets from the competition. The Shamal<sup>™</sup> began its life and continued it as a professional level wheel and it is with that spirit and track record that all Campagnolo<sup>®</sup> aluminum wheels are developed: to offer the maximum Campagnolo<sup>®</sup> performance possible. From Shamal<sup>™</sup> Ultra<sup>™</sup> to the Khamsin<sup>™</sup> you can be sure that you are getting a high performance wheelset that is above and beyond anything else offered in its class... with a performance that is as great after several seasons as it is the day you first put the wheels under your frame.

SHAMAL <sup>TM</sup> MILLE <sup>TM</sup>	87	SCIROCCO <sup>™</sup> 35mm	92
SHAMAL <sup>TM</sup> ULTRA <sup>TM</sup>	88	VENTO <sup>™</sup> ASYMMETRIC <sup>™</sup>	93
EURUS™	89	KHAMSIN <sup>™</sup> ASYMMETRIC <sup>™</sup>	94
ZONDA™	90	NEUTRON <sup>™</sup> ULTRA <sup>™</sup>	95
ZONDA <sup>™</sup> for DB	91		



The gold standard of performance aluminum racing wheels goes by the name of Shamal™. The stealth version of this performance wheelset goes by the name of Shamal Mille<sup>™</sup> and the sophisticated surface treatment that gives this wheelset its sleek and elegant dark look also represents a significant performance advantage. This treatment permits surefooted and strong braking power, above and beyond that of normal aluminium rims, in both wet and dry conditions.

New for this year is a C17 rim that ensures a better rim/tire interface and thus improved performance espescially when using 25 and 28mm tires. The already elegant wheelset gets a facelift in the form of black anodized nipples, to complete its understated dark look 100%. The new Shamal Mille™ is sure to turn heads of both the competition on race day as well as those next to you at the stoplight.

REAR WHEEL



Clincher: 1459 g



reactivity.

PLASMA ELECTROLYTIC OXIDATION: it offers elegant finish and enhances braking power and modularity.

#### TOROIDAL MILLING

SPIRAL GROOVE ON THE BRAKING TRACK: reduces braking distance while maintaining silent braking.

DIFFERENTIATED RIM HEIGHT FRONT (24 - 27 mm) AND REAR (27 - 30 mm)

DYNAMIC BALANCE

### MOMAG<sup>™</sup>:

holes

allows the external profile of the rim to be free of aerodynamics.

BLACK NIPPLES: black Oxidation Finishing self-locking aluminum nipples outside the rim. Allows easy maintenance and less truing over the wheel lifetime.

SPOKES ANTI-ROTATION SYSTEM: it keeps the spokes in a position of maximum

#### FRONT WHEEL



**AERODYNAMIC SPOKES IN ALUMINUM:** maximum air penetration, less weight and greater

#### **DIFFERENTIATED SPOKES:**

16 radial spokes for the front, 21 spokes for the rear, doubled on the right and exclusive  $\text{Mega-G3}^{\text{\tiny T}}$ spokes to reduce vibration, increase stiffness and transmission of power to the wheel.



#### CERAMIC USB BEARINGS WITH **DIFFERENTIATED DIAMETERS:**

28 mm for the front, 30 mm for the rear. Less friction, less weight, greater smoothness and the same performance over time.

#### **HUB BODY IN CARBON:**

high lateral stiffness, reducing weight to a minimum.

#### AXLE IN ALUMINUM:

low weight, high stiffness.

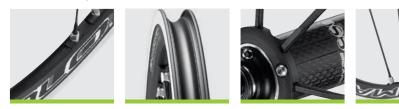
#### OVERSIZED FLANGE:

it increases torsional stiffness, increasing its reactivity at every change in the cyclist's pace. The new SHAMAL™ ULTRA™ C17 represents the same fantastic performance that has made it THE go to aluminum race wheel for the better part of two decades while adding even more versatility and performance. The new, wider profile meets the C17 standard and is perfect for use with the increasingly popular 25/28mm tire sizes. The new rim/tire interface proves to be more aerodynamic when compared to the same size tires mated to a C15 rim. The new C17 also allows for a more surefooted grip in addition to increased comfort while increasing rigidity and thus reactivity at the same time thanks to its wider stance and optimized material usage.

SHAMAL' ULTRA

The Eurus<sup>™</sup> wheel was designed to be both extremely durable and high performance. Lightweight design ready for any course and sturdy construction ready for the toughest terrain make this wheelset an easy choice. Thanks to the oversized flange and innovative Mega-G3™ technology, Eurus™ wheels have made a true leap to become, alongside the Shamal<sup>™</sup>, a reference point for top end aluminum wheels.





**TOROIDAL MILLING:** reduces the peripheral weight of the rim – makes the wheel extremely reactive.

#### DYNAMIC BALANCE<sup>™</sup>

### 2-WAY FIT<sup>™</sup> PROFILE: allows you to use either the classic clincher or the

innovative tubeless tire.

#### **ULTRA-FIT<sup>™</sup>:**

88

easy tire mounting - maximum safety - less friction - less energy dispersion - improved performance.

#### MOMAG<sup>™</sup>:

allows the external profile of the rim to be free of holes.

DIFFERENTIATED RIM HEIGHT FRONT (24 - 27 mm) AND REAR (27 - 30 mm) SPOKES ANTI-ROTATION SYSTEM<sup>™</sup>: keeps the spokes in the position of maximum aerodynamic penetration.

#### SELF-LOCKING NIPPLES: allow the ideal spoke tension to be maintained at length, eliminating friction on the rim. All this translates into constant high performance throughout the life of the product.

EXCLUSIVE MEGA-G3<sup>™</sup> SPOKE PATTERN: perfect balance of spoke tension on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. Mega-G3<sup>™</sup> eliminates vibrations even with "heavy" cyclists.

#### **AERO SPOKES IN ALUMINIUM:**

maximum aerodynamic penetration - lower weight and greater reactivity.

**USB<sup>™</sup> CERAMIC BALL BEARINGS:** reduces friction, provides greater smoothness, and maintains performance over time.

CARBON FIBRE HUB BODY: high degree of lateral stiffness - reduces the weight to the minimum.

ALUMINIUM AXLE low weight, high stiffness.

**OVERSIZED FLANGE:** increases the torsional stiffness, increasing reactivity at each change of pace of the cyclist.

#### DIFFERENTIATED HUB DIAMETER FRONT AND REAR:

optimized for structural integrity and performance. Small front hub aids in aerodynamic efficiency.

 $\bigcirc$ 

2-Way Fit<sup>™</sup>: 1485 g Clincher: 1465 g

REAR WHEEL





#### TOROIDAL MILLING

DIFFERENTIATED RIM HEIGHT: 26mm at the front; 30mm at the rear.

2-WAY FIT<sup>™</sup> PROFILE: allows you to use either the classic clincher or the innovative tubeless tire

ULTRA-FIT<sup>™</sup>: easy tire mounting – maximum safety – less friction - less energy dispersion - improved performance.

#### MOMAG<sup>™</sup>:

allows the external profile of the rim to be free of holes - increases structural resistance - makes rim tape unnecessary and reduces the weight of the wheel.

DYNAMIC BALANCE™

SPOKES ANTI-ROTATION SYSTEM: keeps the spokes in the position of maximum aerodynamic penetration

EXCLUSIVE MEGA-G3<sup>™</sup> SPOKE PATTERN: perfect balance of spoke tension on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. Mega-G3<sup>™</sup> eliminates vibrations even with "heavy" cyclists.

### **AERO SPOKES IN ALUMINIUM**

#### **ALUMINIUM NIPPLES**



FRONT WHEEL









REAR HUB WITH OVERSIZED FLANGE: increases the torsional stiffness, increasing reactivity at each change of pace of the cyclist.

ALUMINIUM AXLE: low weight, high stiffness.

ALUMINIUM HUB BODY: provides a high degree of lateral stiffness.



RIM BRAKE The universally lauded Zonda<sup>™</sup> gets an update for 2017 and the best-selling Campagnolo<sup>®</sup> wheelset incorporates a C17 class rim. The highly respected Zonda™ with its new 22,5 mm wide rim accepts larger clincher tires making for increased performance, comfort and a more efficient tire/rim interface. A new rim coupled with the same technologies that put the Zonda™ in a league apart from the rest of the wheels in its segment make this wheelset one that punches far above its weight. And while speaking of weight, the Zonda<sup>™</sup> offers this added performance and wider profile while reducing its overall weight more than 10 grams.

REAR WHEEL

FRONT WHEEL



Clincher: 1540 g







#### MOMAG<sup>™</sup>:

allows the external profile of the rim to be free of holes - increases structural resistance - makes rim tape unnecessary and reduces the weight of the wheel.

#### MILLED RIM

DIFFERENTIATED RIM HEIGHT FRONT (24 - 27 mm) AND REAR (27 - 30 mm)

#### DYNAMIC BALANCE™

SPOKES ANTI-ROTATION SYSTEM keeps the spokes in the position of maximum aerodynamic penetration.

#### EXCLUSIVE MEGA-G3<sup>™</sup> SPOKE PATTERN:

perfect balance of spoke tension on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. Mega-G3<sup>™</sup> eliminates vibrations even with "heavy" cyclists.

#### SPOKES WITH AERODYNAMIC PROFILE:

Front: 16 spoke variable profile Aero radials in stainless steel. Rear: 21 spoke variable profile Aero in stainless steel with doubling on the cassette side.

#### SELF-LOCKING NIPPLES:

allow the ideal spoke tension to be maintained at length, eliminating friction on the rim. All this translates into constant high performance throughout the life of the product.

REAR HUB WITH MEGA-G3<sup>™</sup> OVERSIZED FI ANGE. increases the torsional stiffness, increasing

reactivity at each change of pace of the cyclist

ALUMINIUM HUB BODY: provides a high degree of lateral stiffness.

ALUMINIUM AXLE: low weight, high stiffness.

#### DIFFERENTIATED HUB DIAMETER FRONT AND REAR:

optimized for structural integrity and performance. Small front hub aids in aerodynamic efficiency.

#### NEW ADJUSTING LOCK RING WITH MICRO-SETTING:

for an accurate adjustment of the hub that prevents the creation of play.

The very first Campagnolo® branded wheelset developed specifically for disc brake equipped road bikes comes at a time where the market has plenty of solutions for road disc wheelsets but lacks many solutions that offer a level of performance, reliability, safety and integrity that has been associated with Campagnolo® wheels for traditional rim brakes. In the rim-brake wheel market the Zonda™ wheel has been an extremely well respected wheel preforming above and beyond the competition in its segment. The Zonda<sup>™</sup> disk brake wheelset is not only more reactive when compared to the rim brake version but it is also 25 grams lighter than its closest competitor. Adding more tech and more componentry to a wheel while increasing its performance, lowering its weight and ensuring that same Campagnolo® reliability cyclists have come to expect make a wheelset that should be at the top of any disc brake riding athlete in the market for a serious upgrade.

#### REAR WHEEL



Clincher: 1675 g



#### NEW ASYMMETRIC RIMS PROFILE (26 – 28 mm) SPOKES:

#### MILLED RIM:

this machining makes possible to reduce the peripheral weight of the rim and makes the wheel extremely reactive

#### RDB<sup>™</sup> - RIM DYNAMIC BALANCE:

the concept is simple and elegant: balance the weight of the gasket, with an item of similar weight placed on the exact opposite side.

#### MOMAG™:

allows the external profile of the rim to be free of holes to benefit of both stiffness and weight.

#### G3™ technology applied also to the front wheel to better perform at high braking power

#### FRONT WHEEL SPOKES: 14 spokes in stainless steel section diameter

2/1,6/2 mm (left side - braking side) mm (right side).

#### **REAR WHEEL SPOKES:**

7 spokes in stainless steel section diameter 2/1,6/2 . mm (left side - braking side) 14 spokes in stainless steel section diameter 2/1,6/2 mm (right side - cassette side).

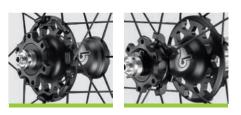
NIPPLES: black anodized self-locking nipples outside the rim allows for easy maintenance.





#### FRONT WHEEL

7 spokes in stainless steel section diameter 2/1,6/2



#### CUP AND CONE BEARINGS:

easy bearing adjustment that reduces possible bearing play, maintaining performances over time and keeping the optimal contact angle between ball and track.

#### NEW ADJUSTING LOCKING WITH MICRO-SETTING TECH:

for an accurate adjustment of the hub that prevents the creation of any play.

#### TWO DIFFERENT INTERFACES WITH THE ROTOR: 6 BOLTS AND AFS<sup>™</sup>:

for allowing the full compatibility with every rotor available in the market.

#### 21 SPOKES IN STAINLESS STEEL WITH MEGA-G3<sup>™</sup> SYSTEM:

ensures extremely good stiffness and reactivity, reinforcement on braking side at the front and cassette side at the rear. It gives a very race design to the wheelset

Introduced last season, the new 35mm profile of the Scirocco™ offers aerodynamic benefits in a lightweight aluminum construction. A versatile 35mm profile provides for aero advantages with low cross wind interferance making this wheel the perfect all-conditions

solution. Technologically advanced design and profile with an aluminum braking surface make the Scirocco™ ready for any situation.

The redesigned VENTO<sup>™</sup> ASYMMETRIC takes the same qualities that have made the Vento<sup>™</sup> wheel so popular in the past and takes this wheelset to the next level. The new design in addition to the asymmetric rear rim profile offers notable performance increases in terms of both increased lateral and torsional rigidity as well as increased reactivity. New design allows for more homogenous spoke tensions and makes for a sturdier, higher performing wheelset. A race ready wheelset with guaranteed Campagnolo® quality makes the Vento™ Asymmetric a solid choice for any cyclist.



Clincher: 1725 g



#### 35mm PROFILE FOR A STANDARD TYRE: translates into good penetration while being

extremely easy to handle even in a cross wind.

#### DYNAMIC BALANCE™:

every point of the rim is counter-balanced by an equal weight on the opposite side. Maximum stability of the wheel even at high speeds.

#### SPOKES WITH AERODYNAMIC PROFILE:

Front: 16 spoke variable profile Aero radials in stainless steel. Rear: 21 spoke variable profile Aero in stainless steel with doubling on the cassette side.

#### EXCLUSIVE MEGA-G3<sup>™</sup> SPOKE PATTERN:

perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. Mega-G3™ eliminates vibrations even with "heavy" cyclists.

### ALUMINIUM HUB:

ALUMINIUM AXLE:

low weight, high stiffness.

OVERSIZE FLANGE MEGA-G3<sup>™</sup> CASSETTE SIDE:

high side stiffness yet with low weight.

increases torsional stiffness, greater reactivity with each change in the cyclist's pace.

REAR WHEEL



Clincher: 1660 g



#### DIFFERENTIATED RIM HEIGHT:

24 mm at the front to provide optimal handling; 27,5 mm at the rear for transmitting all your power to the wheel.

#### ASYMMETRIC RIM PROFILE:

asymmetrical rear rim profile allows for better balancing of spoke tensions between drive and non STEEL SPOKES IN VARIABLE SECTIONS: drive side, giving better symetry to an asymmetric component. Increased efficiency and reactivity are sure to be noted.

#### DYNAMIC BALANCE<sup>™</sup>:

every point of the rim is counter-balanced by an equal weight on the opposite side. Maximum stability of the wheel even at high speeds.

#### EXCLUSIVE MEGA-G3<sup>™</sup> SPOKE PATTERN: perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. Mega-G3™ eliminates vibrations even with "heavy" cyclists.

stability even at high speeds.

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### 

#### FRONT WHEEL



OVERSIZE FLANGE MEGA-G3<sup>™</sup> CASSETTE SIDE: increases torsional stiffness, greater reactivity with each change in the cyclist's pace.

ALUMINIUM AXLE: low weight, high stiffness.

#### ALUMINIUM HUB:

high side stiffness yet with low weight.

The redesigned Khamsin<sup>M</sup> Asymmetric represents the entry level for Campagnolo<sup>®</sup> wheels only because of its fantastic pricing. With advanced characteristics such as Mega-G3<sup>M</sup> spoke lacing patterns, oversized flange and Spoke Dynamic Balance<sup>M</sup> technology it is clear that this wheel is a step above its competition. Campy Tech Lab<sup>M</sup> engineers have pushed the quality of this wheel even further incorporating an asymmetric rear rim that, when coupled with Mega-G3<sup>M</sup> lacing provides increased performance in terms of lateral and torsional rigidity as well as reactivity. Available in both Mega-G3<sup>M</sup> and traditional lacing patterns, the Khamsin<sup>M</sup> Asymmetric permits all cyclists with the opportunity to experience Campagnolo<sup>®</sup> guality and performance.



Clincher: 1750 g

### .....

**DIFFERENTIATED RIM HEIGHT:** 24 mm at the front to provide optimal handling; 27,5 mm at the rear for transmitting all your power to the wheel.

#### ASYMMETRIC RIM PROFILE:

asymmetrical rear rim profile allows for better balancing of spoke tensions between drive and non drive side, giving better symetry to an asymmetric component. Increased efficiency and reactivity are sure to be noted.

#### DYNAMIC BALANCE<sup>™</sup>:

every point of the rim is counter-balanced by an equal weight on the opposite side. Maximum stability of the wheel even at high speeds.

### AVAILABLE IN TWO VERSIONS OF REAR WHEEL:

radial lacing pattern of spokes
exclusive Mega-G3<sup>™</sup> spoke pattern:

perfect balance of spoke tension on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. Mega-G3<sup>™</sup> eliminates vibrations even with "heavy" cyclists.

### STRAIGHT-HEAD SPOKE (LEFT SIDE):

maximum stiffness of the wheel – maintains the spoke tension and long-lasting performance.

#### **OVERSIZED FLANGE:** increases the torsional stiffness, increasing reactivity at each change of pace of the cyclist.

ALUMINIUM AXLE: low weight, high stiffness.

SEALED BEARINGS: maintains performance over time – longer bearing life.



#### Classic. And never skips a beat.

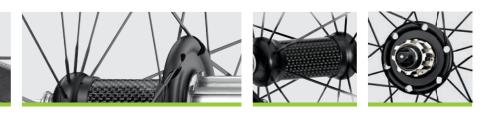
REAR WHEEL

The Neutron<sup>™</sup> Ultra<sup>™</sup> are now a well-established symbol of success for Campagnolo<sup>®</sup> wheels. Sought after by professionals and amateur cyclists alike, its characteristics are inimitable. Super lightweight on inclines and extremely reliable; they can be responsive when called upon, or comfortable against the hard pavement, even after hours in the saddle. The Neutron<sup>™</sup> Ultra<sup>™</sup> encompasses everything a cyclist requires.



Clincher: 1470 g





### EXCLUSIVE GEOMETRY OF THE POLYGONAL RIM:

allows for an elastic rim, which is both comfortable and extremely responsive at the same time.

#### REAR RIM WITH AN ASYMMETRICAL DRILLING:

allows for a perfect alignment of the nipples and hub for better spoke tension, leaving no weak points.

#### MILLED, LOW-PROFILE RIM:

reduces the peripheral weight of the rim, and makes the wheel responsive and fast, especially in up-hill rides.

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NEUTRON<sup>®</sup> ULTRA<sup>®</sup>

#### FRONT WHEEL

#### STRAIGHT-HEAD STEEL SPOKES IN VARIABLE

SECTIONS:

speeds

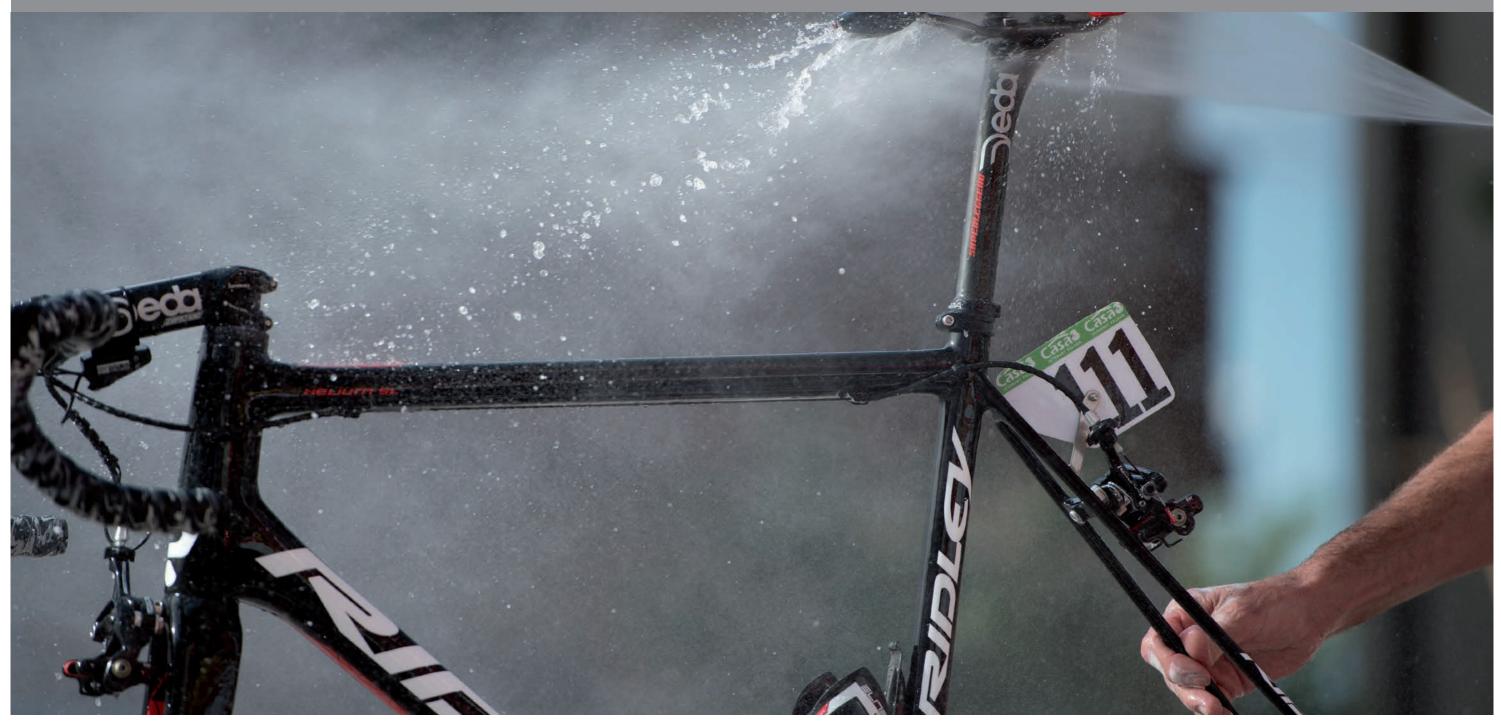
maximum wheel torsional stiffness. Spoke tension is maintained and guaranteed performance with the best aerodynamics. Stability even at high **CARBON FIBRE HUB BODY:** high degree of lateral stiffness – reduces the weight to the minimum.

#### OVERSIZED FLANGE:

increases the torsional stiffness, increasing reactivity at each change of pace of the cyclist.

#### CUP AND CONE BEARINGS:

easy bearing adjustment – reduces possible bearing play – precision operation – maintains performance over time.



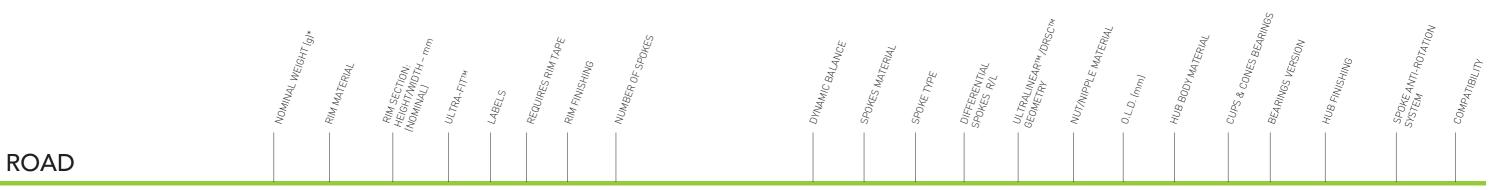
# **TECH DATA**

Over the course of the previous pages in this catalog you can find a great deal of general information regarding every Campagnolo product. However, if you need more specific information and technical data we have compiled an even greater resource in the following section.

Should you need yet more information please visit: **www.campagnolo.com** 

Please note that we reserve the right to change products, surface finish and specifications at any moment without prior notice.





# **CARBON WHEELS**

BORA™ ULTRA™ TT front tub.	864	carbon	D/20	В	carb			carbon					130	alu	•	С	black		9/10/11
BORA™ ULTRA™ 35 front tub.	480	carb	35/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	С	blk/carb	•	
BORA™ ULTRA™ 35 rear tub.	690	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 35 rear tub. (HG)	690	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 50 front tub.	520	carb	50/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	С	carb	•	
BORA™ ULTRA™ 50 rear tub.	695	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 50 rear tub. (HG)	695	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 80 front tub.	705	carb	80/20	B/D	carb	16	RDB	SS	AE DB		UL	alu	100	carb	•	С	blk/carb	•	
BORA™ ULTRA™ 80 rear tub.	815	carb	80/20	B/D	carb	18/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 80 rear tub. (HG)	854	carb	80/20	B/D	carb	18/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ONE 35 front cl.	505	carb	35/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
BORA™ ONE 35 rear cl.	710	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 35 rear cl. (HG)	710	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 50 front tub.	545	carb	50/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
BORA™ ONE 50 rear tub.	720	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 50 rear tub. (HG)	720	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ULTRA™ 35 front cl.	575	carb	35/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	С	blk/carb	•	
BORA™ ULTRA™ 35 rear cl.	785	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 35 rear cl. (HG)	785	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 50 front cl.	630	carb	50/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	С	carb	•	
BORA™ ULTRA™ 50 rear cl.	805	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 50 rear cl. (HG)	805	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ONE 35 front cl.	600	carb	35/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
BORA™ ONE 35 rear cl.	805	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 35 rear cl. (HG)	805	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 50 front cl.	655	carb	50/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
BORA™ ONE 50 rear cl.	830	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 50 rear cl. (HG)	830	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
HYPERON™ ULTRA™ Two front tub.	536	carb	19/20	В	carb	22	RDB	SS	AE DB		UL	alu	100	carb	•	С	carb		
HYPERON™ ULTRA™ Two rear tub.	695	carb	21/20	В	carb	24	RDB	SS	AE DB	•	UL	alu	130	carb	•	С	blk/carb		9/10/11
HYPERON™ ULTRA™ Two rear tub. (HG)	734	carb	21/20	В	carb	24	RDB	SS	AE DB	•	UL	alu	130	carb	•	С	blk/carb		9/10/11

KEY DB=Butted - AE=Aero - UAE=Ultra Aero - SS=Stainless steel - BR=Brass - S=steel - U=USB™ - C=CULT™ - SDB=Spoke Dynamic Balance - RDB=Rim Dynamic Balance **B**=Bright - **D**=Dark

WHEELS

ALUMINIUM WHEEI	LS													
SHAMAL™ MILLE™ front cl.	638	alu	24-27/22	D		black	16	RDB	alu	AE DB		UL	alu	100
SHAMAL™ MILLE™ rear cl.	821	alu	27-30/22	D		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
SHAMAL™ MILLE™ rear cl. (HG)	821	alu	27-30/22	D		black	21/MG3™ 21/MG3™	RDB	alu	AE DB		UL	alu	130
	021	alu	27-30/22	D		DIGCK	21/14103	RDD	alu	AE DD		UL	alu	130
SHAMAL™ ULTRA™ front cl.	623	alu	24-27/22	В		black	16	RDB	alu	AE DB		UL	alu	100
SHAMAL™ ULTRA™ rear cl.	826	alu	27-30/22	В		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
SHAMAL™ ULTRA™ rear cl. (HG)	826	alu	27-30/22	В		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
SHAMAL™ ULTRA™ 2-Way Fit™ front	641	alu	24-27/22	• B		black	16	RDB	alu	AE DB		UL	alu	100
		alu	,	• B					alu				alu	
SHAMAL™ ULTRA™ 2-Way Fit™ rear	834	alu	27-30/22	5		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
SHAMAL™ ULTRA™ 2-Way Fit™ rear (HG)	834	alu	27-30/22	• B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
EURUS™ front cl.	640	alu	24-27/20	В		black	16	RDB	alu	AE DB		UL	alu	100
EURUS™ rear cl.	825	alu	27-30/20	В		black	21/G3™	RDB	alu	AE DB		UL	alu	130
EURUS™ rear cl. (HG)	864	alu	27-30/20	В		black	21/G3™	RDB	alu	AE DB		UL	alu	130
			-				-							
EURUS™ 2-Way Fit™ front	645	alu	24-27/20	• B		black	16	RDB	alu	AE DB		UL	alu	100
EURUS™ 2-Way Fit™ rear	840	alu	27-30/20	• B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
EURUS™ 2-Way Fit™ rear (HG)	879	alu	27-30/20	• B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
ZONDA™ front cl.	678	alu	24-27/22	В		black	16	RDB	SS	AE DB		UL	BR	100
ZONDA™ rear cl.	862	alu	27-30/22	B		black	21/MG3™	RDB	SS	AE DB		UL	BR	130
ZONDA™ rear cl. (HG)	862	alu	27-30/22	B		black	21/MG3™	RDB	SS	AE DB		UL	BR	130
		ata	27 00,22			Diabit	2.,					01	Bit	
ZONDA™ DB front cl.	786	alu	26-28/22	В		black	21	RDB	SS	AE DB		UL	alu	100
ZONDA™ DB rear cl. (HG)	889	alu	26-28/22	В		black	21/MG3™	RDB	SS	AE DB		UL	alu	135-142
							•							
SCIROCCO™ 35mm front cl.	788	alu	35/20	В		black	16	RDB	SS	AE DB			alu	100
SCIROCCO™ 35mm rear cl.	937	alu	35/20	В		black	21/MG3™	RDB	SS	AE DB			alu	130
SCIROCCO™ 35mm rear cl. (HG)	1004	alu	35/20	В		black	21/MG3™	RDB	SS	AE DB			alu	130
VENTO™ ASYMMETRIC front cl.	750	alu	24/20,5	В		blook	18		SS	AE DB			مان	100
VENTO™ ASYMMETRIC II on cl.	910	alu alu	27,5/20,5	B		black black	16 24/G3™		SS	AE DB			alu alu	130
VENTO™ ASYMMETRIC G3™ rear cl. (HG)	949	alu	27,5/20,5	B		black	24/G3™ 24/G3™		SS	AE DB			alu	130
VENTO ASTMMETRIC 03Teal CL. (HO)	747	alu	27,3720,3	D	•	DIGCK	24/03		33	AE DD			alu	130
KHAMSIN™ ASYMMETRIC front cl.	815	alu	24/20,5	В	•	black	18		S				BR	100
KHAMSIN™ ASYMMETRIC rear cl.	935	alu	27,5/20,5	В	•	black	20		S/SS				BR	130
KHAMSIN™ ASYMMETRIC rear cl. (HG)	974	alu	27,5/20,5	В	•	black	20		S/SS				BR	130
KHAMSIN™ ASYMMETRIC front cl.	815	alu	2420.5	В	•	black	18		S				BR	100
KHAMSIN™ ASYMMETRIC G3™ rear cl.	975	alu	27,5/20,5	B	•	black	24/G3™		S/SS				BR	130
KHAMSIN™ ASYMMETRIC G3™ rear cl. (HG)	1014	alu	27,5/20,5	B		black	24/G3™		S/SS				BR	130
NEUTRON™ ULTRA™ front cl.	630	alu	18/20,5	В		black	22		SS	AE DB		UL	alu	100
NEUTRON™ ULTRA™ rear cl.	840	alu	18/20,5	В	•	black	24		SS	AE DB	•	UL	alu	130
NEUTRON™ ULTRA™ rear cl. (HG)	879	alu	18/20,5	В	•	black	24		SS	AE DB	•	UL	alu	130

NUMBER OF SPOKES

DYNAMIC BALANCE

SPOKES MATERIAL

SPOKE TYPE

REQUIRES RIM TAPE

RIM FINISHING

# ROAD

RIM MATERIAL

- FIM SECTION: INOMINALJ TH -

UL TRA-FITTM

LABELS

NOMINAL WEIGHT (g)\*

KEY

- ULTRALINEARM, DRSCM

DIFFERENTIAL SPOKES RIL

NIPPLE MATERIAL

0.L.D. (mm)

128

CUPS & CONES BEARINGS SPOKEANTI-ROTATION <sup>HUB</sup> BODY MATERIAL BEARINGS VERSION HUB FINISHING COMPATIBILITY

alu/carb alu/carb alu/carb	• •	U U U	blk/carb blk/carb blk/carb	• •	9/10/11 9/10/11
alu/carb alu/carb alu/carb	• •	U U U	blk/carb blk/carb blk/carb	• •	9/10/11 9/10/11
alu/carb alu/carb alu/carb	• •	U U U	blk/carb blk/carb blk/carb	• •	9/10/11 9/10/11
alu alu alu	• •	S S S	black black black	• •	9/10/11 9/10/11
alu alu alu	• •	S S S	black black black	• •	9/10/11 9/10/11
alu alu alu	• •	S S S	black black black	• •	9/10/11 9/10/11
alu alu	•	S S	black black	•	9/10/11
alu alu alu		S S S	black black black	•	9/10/11 9/10/11
alu alu alu		S S S	black black black		9/10/11 9/10/11
alu alu alu		S S S	black black black		9/10/11 9/10/11
alu alu alu		S S S	black black black		9/10/11 9/10/11
alu/carb alu/carb alu/carb	• •	S S S	blk/carb blk/carb blk/carb		9/10/11 9/10/11

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RIM MATERIAL

RIM SECTION: HEIGHT/WIDTH -INOMINALJ

UL TRA-FITIM

LABELS

NOMINAL WEIGHT (g)\*

NUTMIPPLE MATERIAL

ULTRALINEARM /DR.

DIFFERENTIAL SPOKES RIL

# ROAD

# **ALU/CARBON WHEELS**

BULLET™ ULTRA™ front cl.	727	alu/carb	50/20,5	B/D	carb	18	RDB	SS	AE DB	DRSC™	alu	100
BULLET™ ULTRA™ rear cl.	863	alu/carb	50/20,5	B/D	carb	21/G3™	RDB	SS	AE DB	DRSC™	alu	130
BULLET™ ULTRA™ rear cl. (HG)	902	alu/carb	50/20,5	B/D	carb	21/G3™	RDB	SS	AE DB	DRSC™	alu	130
BULLET™ front cl.	785	alu/carb	50/20,5	B	carb	18	RDB	SS	AE DB	DRSC™	BR	100
BULLET™ rear cl.	970	alu/carb	50/20,5	B	carb	21/G3™	RDB	SS	AE DB	DRSC™	BR	130
BULLET™ rear cl. (HG)	1009	alu/carb	50/20,5	B	carb	21/G3™	RDB	SS	AE DB	DRSC™	BR	130

REQUIRES RIM TAPE

RIM FINISHING

NUMBER OF SPOKES

DYNAMIC BALANCE

SPOKES MATERIAL

SPOKE TYPE

# **TRIATHLON - TIME TRIAL**

BORA™ ULTRA™ TT front tub.	864	carbon	D/20	В		carb				carbon			130
CYCLOCROSS													
KHAMSIN™ ASYMMETRIC CX front cl. KHAMSIN™ ASYMMETRIC CX rear cl. KHAMSIN™ ASYMMETRIC CX rear cl. (HG)	815 935 974	alu alu alu	24/20,5 27,5/20,5 27,5/20,5	B B B	• •	black black black	18 20 20			S S/SS S/SS		BR BR BR	100 130 130
SCIROCCO™ 35mm CX front cl. SCIROCCO™ 35mm CX rear cl. SCIROCCO™ 35mm CX rear cl. (HG)	778 937 1004	alu alu alu	24/20,5 24/20,5 24/20,5	B B B	•	black black black	20 27/G3™ 27/G3™	S	SDB SDB SDB	SS SS SS	AE DB AE DB AE DB	alu alu alu	100 130 130

### PISTA

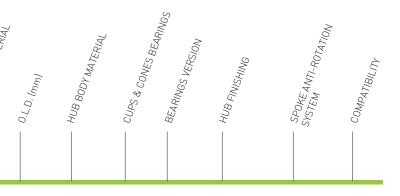
GHIBLI™ front tub. track GHIBLI™ rear tub. track	800 825	carb carb	D/20 D/20										100 120
PISTA™ front tub. track PISTA™ rear tub. track	995 1040	alu alu	38/20 38/20	B B	black black	20 24			SS SS	AE		alu alu	100 120
BORA™ ULTRA™ 80 front tub. track	705	carb	80/20	В	carb	16	RE	В	SS	AE DB	UL	alu	100

**B**=Bright - **D**=Dark

KEY

\* Average weight - does not include the quick-release and the rim-tape - wheel weight may vary depending on the tolerance of the production process.

130



alu alu alu	• •	U/C U/C U/C	black black black	• •	9/10/11 9/10/11
alu alu alu		S S S	black black black	• •	9/10/11 9/10/11

alu	•	С	black		9/10/11
alu alu alu		S S S	black black black		9/10/11 9/10/11
alu alu alu		S S S	black black black	• •	9/10/11 9/10/11
alu alu	•	C C			
alu alu	•	S S	black black		
carb	•	С	blk/carb	•	

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### 

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<sup>®</sup> Service Centers.

### SERVICE CENTERS

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# **TRIATHLON-TIME TRIAL**

### Running against time and winning.

When the margin of victory is measured in millimeters or milliseconds the smallest things count and perfection is the ultimate goal. To give you all of this Campagnolo® has designed and developed, in collaboration with the best Triathlon and Time Trial athletes, the range dedicated to these disciplines. With new technology such as bar-end brake levers that allow you to change gears you can see that Campagnolo® is making sure that technical advantages are within your grasp in your quest for victory atop your triathlon or TT bike. The starting gun has sounded. With Campagnolo® Triathlon/TT equipment you will reach the finish line faster and fresher than you ever imagined.



### **EPS<sup>™</sup> CONTROLS**

#### Triathlon and Time Trial cyclists, just like any other athlete, must have perfect control, regardless of the position they assume. The Bar-End EPS<sup>™</sup> controls and EPS<sup>™</sup> brake levers allow the cyclist to shift no matter the position of his or her hands. The EPS<sup>™</sup> TT controls have been designed not only to offer easy access, but also to enable the cyclist to maintain the best posture from an aerodynamic point of view while still maintaining maximum control. In other words, a simple click in any position brings you closer to victory with Campagnolo<sup>®</sup>.

Designed for Triathlon and Time Trial bicycles, the EPS<sup>™</sup> interface has two separate cable inputs for use both with Bar End levers and brake lever controls. This ultra-light component may be installed on either the brake cables or the handlebar mount. Starting from the 2016 versions of Super Record<sup>™</sup> EPS<sup>™</sup> and Record<sup>™</sup> EPS<sup>™</sup> groupsets use the V3 interface.





RECORD™ EPS™ 92 g/Pair

### RECORD™ EPS™ 110 g/Pair

rio y/raii

# **EPS<sup>™</sup> BAR-END CONTROLS**



#### 1. BACK-TO-ZERO POSITION:

allows the lever to return always to its initial position. Reduces effort required to shift and maintains the lever in the most aerodynamic position

#### MULTI-DOME TECH<sup>™</sup>:

the 5-dome technology perfected by Campy Tech Lab<sup>™</sup> together with Campagnolo athletes has made it possible to strike the perfect balance between operating force and tactile shift feedback. It also eliminates the possibility of unintentionally shifting the rear or front derailleur.

#### 2. MULTI-SHIFTING SYSTEM<sup>™</sup>:

lets the rider shift up or down by up to 11 sprockets in a single action

#### 3. MODE BUTTON:

the "Mode" buttons allow the user to check battery charge, make fine adjustments to the rear or front derailleur - even in the middle of a race (with the "ride setting" procedure), and set the zero position of the rear and front derailleur ("zero setting" procedure).

#### 100% WATER-PROOF:

all control components are built to operate in any weather conditions in compliance with the IP67 standard.

# **EPS<sup>™</sup> BRAKE CONTROLS**



1. AERODYNAMIC PROFILE:

maximum aerodynamic coefficient.

#### 2. QUICK-RELEASE SYSTEM:

it makes it easier to install and remove the wheel and allows, even during the race, to open the distance between the rim and the brake pads.

#### 3. ERGONOMIC PROFILE FOR THE LEVERS:

maximum safety and adjustable braking system. - Carbon fibre (Record™ EPS™)

#### **ONE LEVER-ONE ACTION:**

each lever of the control set has its own distinct function. This means absolute certainty of using the right control in all conditions (winter temperatures and gloves, poor road conditions etc.), eliminating the risk of error.

## DTI<sup>™</sup> EPS<sup>™</sup> V3 INTERFACE



#### 1. DIALOGUE WITH "MYCAMPY" APP:

Wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE), which allows the EPS groupset holder to personalize its own settings.

#### 2. EASY ACCESS TO THE CHARGING PORT:

recharging port positioned on the upper part and covered by a rubber cover linked to the interface.

#### ANALOGUE-DIGITAL SIGNAL CONVERSION:

transforms the analogue signals received from the controls into the digital signals transmitted to the Power Unit.

# DTI<sup>™</sup> EPS<sup>™</sup> BAR-END INTERFACE

45 g



GREEN : 100% - 60% FLASHING GREEN : 60% - 40% YELLOW : 40% - 20% RED : 20% - 6% FLASHING RED : 6% - 0%

#### 1. DIALOGUE WITH "MYCAMPY" APP:

Wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE), which allows the EPS groupset holder to personalize its own settings.

#### 2. EASY ACCESS TO THE CHARGING PORT:

recharging port positioned on the upper part and covered by a rubber cover linked to the interface.

#### ANALOGUE-DIGITAL SIGNAL CONVERSION:

transforms the analogue signals received from the controls into the digital signals transmitted to the Power Unit.

### CONTROLS

Designed using the hands of the world's greatest athletes by the best engineers at Campagnolo<sup>®</sup>. Every single detail has been studied and each and every product tested in the real world by top athletes. The engineers of the Campy Tech Lab<sup>™</sup>, realizing the importance of even the most minute details in TT/TRI, set about to develop solutions such as Back-to-Zero technology that allow the lever to always remain in the most aerodynamic position as well as the Multi-Shifting System<sup>™</sup> that allows the rider to change 3 gears with only one simple and swift movement. More aero, more ergonomic and more efficient, the bar-end controls for mechanic transmissions are your best ally in your fight against the clock.









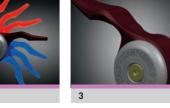
NEW 11v Aluminium

10v Aluminiu

167 g

## **BAR-END CONTROLS**







#### 1. BACK-TO-ZERO POSITION:

it allows the lever to maintain the initial position selected by the athlete. It reduces the effort required to shift it and to keep the lever in a position of maximum aerodynamic efficiency.

#### 2. MULTI-SHIFTING SYSTEM<sup>™</sup>:

possibility to shift up or down up to 3 cogs at a time.

#### 3. ADJUSTABLE INITIAL POSITION:

it allows you to place the controls in a fully ergonomic position with respect to the shape of the handlebar and the personal position of the hands.

#### EXTERNAL CABLE CONNECTION:

cables are easy to install and remove – there is no need to remove the controls.

#### INDEXED BUSHING (ONLY FOR 11S VERSION):

perfectly synchronized with the Super Record<sup>TM</sup>, Record<sup>TM</sup>, Chorus<sup>TM</sup> and Potenza 11<sup>TM</sup> derailleurs and gears. Upshifting occurs in three clicks, downshifting in one.

Aluminium

106 g

### **BRAKE LEVERS**





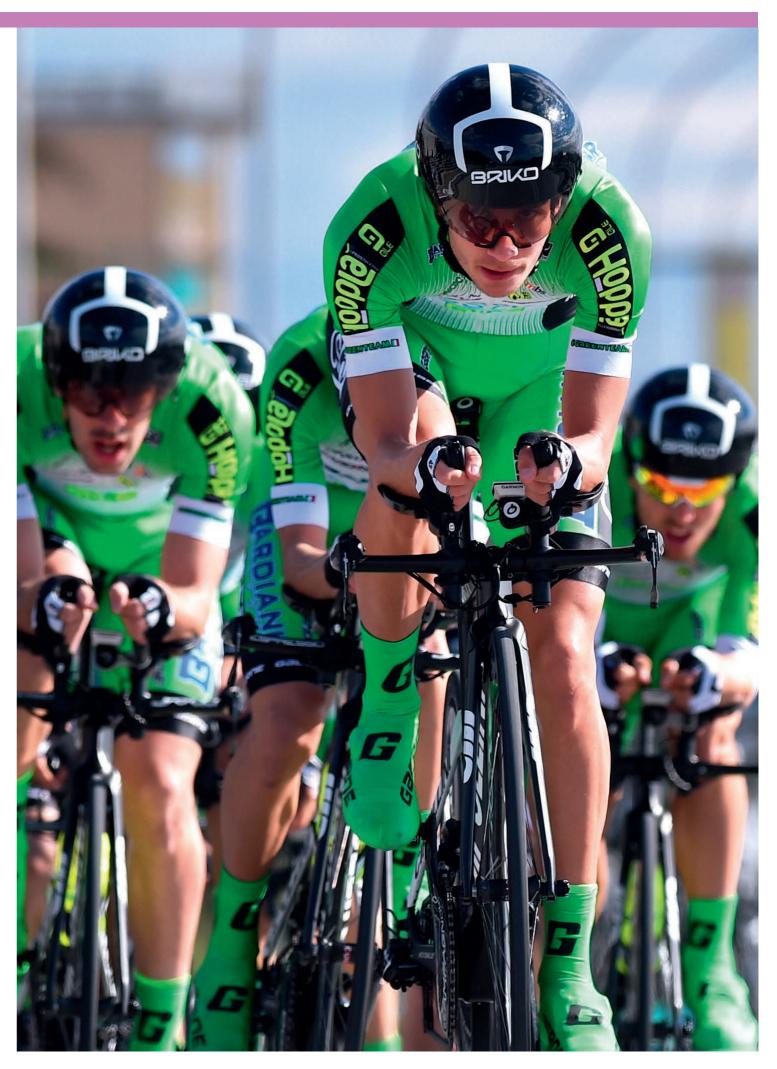
1. AERODYNAMIC PROFILE: maximum aerodynamic coefficient.

#### 2. QUICK-RELEASE SYSTEM:

it makes it easier to install and remove the wheel and allows, even during the race, to open the distance between the rim and the brake pads.

#### 3. ERGONOMIC PROFILE FOR THE LEVERS:

maximum safety and adjustable braking system.



Since its introduction, the Bora<sup>™</sup> Ultra<sup>™</sup> TT has accompanied cyclists of the highest caliber in winning international medals in time trials. In 2017, despite such success, the Campagnolo road lenticular wheel sees further innovation, improving upon its main characteristics of low weight and extreme stiffness. The new Bora™ Ultra™ TT in fact weighs nearly 111 g less than the previous model and is 8% stiffer than the stiffest competitor's wheel. The Campy Tech Lab™ has focused additionally on creating a product that meets the needs of time trial bike braking systems and the results are impressive.

Time trials and triathlons are always a combination of battles against the clock and the performance of your adversaries. However, no two races are ever the same. Courses are flat, ondulating or hilly. Conditions can be windy and treacherous or calm and easy. No matter the conditions, course or situation at hand there is a perfect Campagnolo® wheelset for any given day or competition. Whether you are taking on a triathlon or time trial you will find the perfect performance ally in Campagnolo® wheels.

**RIGHT SIDE** 

LEFT SIDE

7\_/



BORA" LJL



BORA<sup>™</sup> ULTRA<sup>™</sup> 80



BULLET<sup>™</sup> ULTRA<sup>™</sup>







extremely stiff structure further eliminates flex near the bottom bracket, namely where the rear brake is positioned on most time trial frames, thus avoiding any possible friction with the brake itself.

#### FULL HIGH MODULUS CARBON RIM FOR TUBULAR

#### BRAKING SURFACE:

newly developed full carbon rim uses carbon braking surface in an effort to add uniform braking performance in addition to saving weight.

#### BRAKE PADS MADE ESPECIALLY FOR CARBON WHEELS:

the new blend increases the brake performance on both dry and wet surfaces without increasing the wear and tear on the pad or wheel.

#### FULL CARBON DISC IN A SPECIALLY DEVELOPED WEAVE

#### PROFILE:

extreme new design reduces profile on both drive and non-drive sides for an even slimmer and more aerodynamic design.

#### **GRAPHICS FEATURING THE "WINGED WHEEL":** the legendary Campagnolo<sup>®</sup> "Winged Wheel" logo

identifies Campagnolo® lenticular wheels that use the very latest carbon fiber technologies.

# bearings.

## CUP AND CONE BEARINGS:

easy bearing adjustment - reduces the possibility of bearing play - precision operation - maintains performance over time.

0001

#### LIGHTWEIGHT AND EXTREMELY RIGID ALUMINUM HUB CONSTRUCTION

**BEARINGS WITH CULT<sup>™</sup> TECHNOLOGY:** 

ceramic bearings and housing in special

the combination between the highest quality

Cronitect<sup>®</sup> steel. CULT<sup>™</sup> makes the wheel nine

times smoother than the standard system of steel

#### CASSETTE:

compatibile with Campagnolo® 10 and 11 speed cassettes as well as Shimano Inc. 9, 10, and 11 speed cassettes.

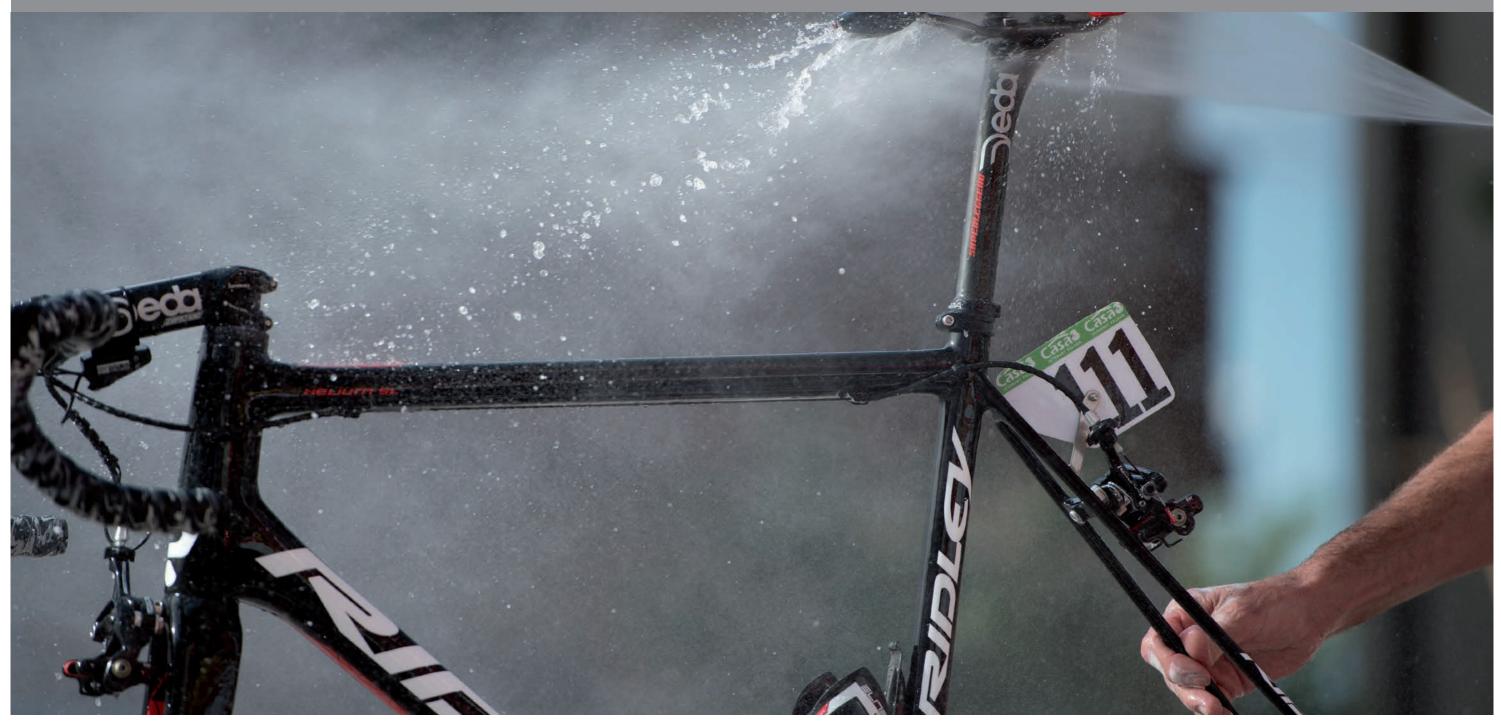
# SUGGESTED WHEELS



**BORA<sup>™</sup> ONE<sup>™</sup> 50** 

BULLET™





# **TECH DATA**

Over the course of the previous pages in this catalog you can find a great deal of general information regarding every Campagnolo product. However, if you need more specific information and technical data we have compiled an even greater resource in the following section.

Should you need yet more information please visit: **www.campagnolo.com** 

Please note that we reserve the right to change products, surface finish and specifications at any moment without prior notice.



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)
ATHENA™ 11X3 ERGOPOWER™ CONTROL LEVERS	Deep black Bright Silver Alu/Carbon	Dedicated left control for triple drivetrain for caliper brakes - composite body - Power-Shift mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - 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	372
ATHENA™ 11X3 FRONT DERAILLEUR	Braze-on/clip-on (Ø 32 and 35mm)	For triple 11x3 crankset - capacity 16 - chainring max 52 - chainring min. 30 - anti-friction insert - Nickel-chromium fork - surface treatment.	101
ATHENA™ 11X3 REAR DERAILLEUR	Long cage Black Silver	upper to lower pulley-axle: 82 mm - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys	216
ATHENA™ TRIPLE POWER-TORQUE™ 11X3 CRANKSET	170, 172.5, 175mm 30-39-52 Black Silver Carbon	Hollow aluminium hand crank - forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with silver anodization - 8 pins on the large chainring - integrated POWER- TORQUE™ axle - requires POWER-TORQUE™ BB cups	904

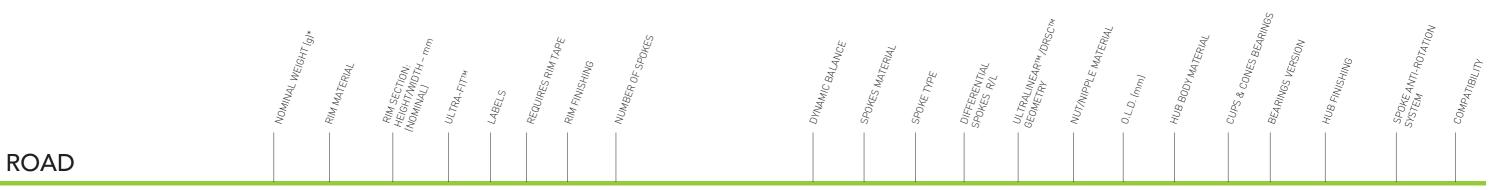
# TRIATHLON / TIME-TRIAL

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
BAR-END 11S RECORD™ EPS™ SHIFTING LEVERS		Lever in lightened aluminium - body in technopolymer - 11 speed compatible - Diameter 18.2mm - waterproof IP67 - Overall length 52 mm.	92
BAR-END 11S RECORD™ EPS™ BRAKE LEVERS		Brake lever in carbon - body and buttons in technopolymer - compatible 11 speed - Diameter 18.2 - waterproof IP67	110
TT DTI™ EPS™ V3 INTERFACE		Technopolymer, waterproof (IP67) - dual output for bar-end controls and brake controls - wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE)	45
BAR-END 11S SHIFTING LEVERS		technopolymer body - aluminium levers - Back to Zero position - adjustable initial position - Multi-shifting System™ - micrometric adjustment of the front derailleur - with ATHENA 11s drivetrain compatible	167
BAR-END 10S SHIFTING LEVERS		technopolymer body - aluminium levers - Back to Zero position - Adjustable initial position - Multi-shifting System™ - micrometric adjustment of the front derailleur - with Campagnolo 10s drivetrain compatible	167
BAR-END BRAKE LEVERS		technopolymer body - leva in alluminio - aerodynamic profile - ergonomic profile for the levers - Quick-release system	106

# PISTA

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
RECORD™ PISTA™ CRANKSET	165, 170 mm 47, 48, 49, 50, 51, 52	requires b.b. L. 111 mm (asymmetrical)	592
RECORD™ PISTA™ BOTTOM BRACKET	ENG	axle L. 111 mm (asymmetrical) - composite and light alloy cartridge - light alloy cups - without sealings	220
RECORD™ HEADSET		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104

122



# **CARBON WHEELS**

BORA™ ULTRA™ TT front tub.	864	carbon	D/20	В	carb			carbon					130	alu	•	С	black		9/10/11
BORA™ ULTRA™ 35 front tub.	480	carb	35/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	С	blk/carb	•	
BORA™ ULTRA™ 35 rear tub.	690	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 35 rear tub. (HG)	690	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 50 front tub.	520	carb	50/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	С	carb	•	
BORA™ ULTRA™ 50 rear tub.	695	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 50 rear tub. (HG)	695	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 80 front tub.	705	carb	80/20	B/D	carb	16	RDB	SS	AE DB		UL	alu	100	carb	•	С	blk/carb	•	
BORA™ ULTRA™ 80 rear tub.	815	carb	80/20	B/D	carb	18/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 80 rear tub. (HG)	854	carb	80/20	B/D	carb	18/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ONE 35 front cl.	505	carb	35/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
BORA™ ONE 35 rear cl.	710	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 35 rear cl. (HG)	710	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 50 front tub.	545	carb	50/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
BORA™ ONE 50 rear tub.	720	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 50 rear tub. (HG)	720	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ULTRA™ 35 front cl.	575	carb	35/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	С	blk/carb	•	
BORA™ ULTRA™ 35 rear cl.	785	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 35 rear cl. (HG)	785	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 50 front cl.	630	carb	50/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	С	carb	•	
BORA™ ULTRA™ 50 rear cl.	805	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 50 rear cl. (HG)	805	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ONE 35 front cl.	600	carb	35/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
BORA™ ONE 35 rear cl.	805	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	٠	9/10/11
BORA™ ONE 35 rear cl. (HG)	805	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 50 front cl.	655	carb	50/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
BORA™ ONE 50 rear cl.	830	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 50 rear cl. (HG)	830	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
HYPERON™ ULTRA™ Two front tub.	536	carb	19/20	В	carb	22	RDB	SS	AE DB		UL	alu	100	carb	•	С	carb		
HYPERON™ ULTRA™ Two rear tub.	695	carb	21/20	В	carb	24	RDB	SS	AE DB	•	UL	alu	130	carb	•	С	blk/carb		9/10/11
HYPERON™ ULTRA™ Two rear tub. (HG)	734	carb	21/20	В	carb	24	RDB	SS	AE DB	•	UL	alu	130	carb	•	С	blk/carb		9/10/11

KEY DB=Butted - AE=Aero - UAE=Ultra Aero - SS=Stainless steel - BR=Brass - S=steel - U=USB™ - C=CULT™ - SDB=Spoke Dynamic Balance - RDB=Rim Dynamic Balance **B**=Bright - **D**=Dark

WHEELS

ALUMINIUM WHEEI	LS													
SHAMAL™ MILLE™ front cl.	638	alu	24-27/22	D		black	16	RDB	alu	AE DB		UL	alu	100
SHAMAL™ MILLE™ rear cl.	821	alu	27-30/22	D		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
SHAMAL™ MILLE™ rear cl. (HG)	821	alu	27-30/22	D		black	21/MG3™ 21/MG3™	RDB	alu	AE DB		UL	alu	130
	021	alu	27-30/22	D		DIGCK	21/14103	RDD	alu	AE DD		UL	alu	130
SHAMAL™ ULTRA™ front cl.	623	alu	24-27/22	В		black	16	RDB	alu	AE DB		UL	alu	100
SHAMAL™ ULTRA™ rear cl.	826	alu	27-30/22	В		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
SHAMAL™ ULTRA™ rear cl. (HG)	826	alu	27-30/22	В		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
SHAMAL™ ULTRA™ 2-Way Fit™ front	641	alu	24-27/22	• B		black	16	RDB	alu	AE DB		UL	alu	100
		alu	,	• B					alu				alu	
SHAMAL™ ULTRA™ 2-Way Fit™ rear	834	alu	27-30/22	5		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
SHAMAL™ ULTRA™ 2-Way Fit™ rear (HG)	834	alu	27-30/22	• B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
EURUS™ front cl.	640	alu	24-27/20	В		black	16	RDB	alu	AE DB		UL	alu	100
EURUS™ rear cl.	825	alu	27-30/20	В		black	21/G3™	RDB	alu	AE DB		UL	alu	130
EURUS™ rear cl. (HG)	864	alu	27-30/20	В		black	21/G3™	RDB	alu	AE DB		UL	alu	130
			-				-							
EURUS™ 2-Way Fit™ front	645	alu	24-27/20	• B		black	16	RDB	alu	AE DB		UL	alu	100
EURUS™ 2-Way Fit™ rear	840	alu	27-30/20	• B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
EURUS™ 2-Way Fit™ rear (HG)	879	alu	27-30/20	• B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
ZONDA™ front cl.	678	alu	24-27/22	В		black	16	RDB	SS	AE DB		UL	BR	100
ZONDA™ rear cl.	862	alu	27-30/22	B		black	21/MG3™	RDB	SS	AE DB		UL	BR	130
ZONDA™ rear cl. (HG)	862	alu	27-30/22	B		black	21/MG3™	RDB	SS	AE DB		UL	BR	130
		ata	27 00,22			Diabit	2.,					01	Bit	
ZONDA™ DB front cl.	786	alu	26-28/22	В		black	21	RDB	SS	AE DB		UL	alu	100
ZONDA™ DB rear cl. (HG)	889	alu	26-28/22	В		black	21/MG3™	RDB	SS	AE DB		UL	alu	135-142
							•							
SCIROCCO™ 35mm front cl.	788	alu	35/20	В		black	16	RDB	SS	AE DB			alu	100
SCIROCCO™ 35mm rear cl.	937	alu	35/20	В		black	21/MG3™	RDB	SS	AE DB			alu	130
SCIROCCO™ 35mm rear cl. (HG)	1004	alu	35/20	В		black	21/MG3™	RDB	SS	AE DB			alu	130
VENTO™ ASYMMETRIC front cl.	750	alu	24/20,5	В		blook	18		SS	AE DB			مان	100
VENTO™ ASYMMETRIC II on cl.	910	alu alu	27,5/20,5	B		black black	10 24/G3™		SS	AE DB			alu alu	130
VENTO™ ASYMMETRIC G3™ rear cl. (HG)	949	alu	27,5/20,5	B		black	24/G3™ 24/G3™		SS	AE DB			alu	130
VENTO ASTMMETRIC 03Teal CL. (HO)	747	alu	27,3720,3	D	•	DIGCK	24/03		33	AE DD			alu	130
KHAMSIN™ ASYMMETRIC front cl.	815	alu	24/20,5	В	•	black	18		S				BR	100
KHAMSIN™ ASYMMETRIC rear cl.	935	alu	27,5/20,5	В	•	black	20		S/SS				BR	130
KHAMSIN™ ASYMMETRIC rear cl. (HG)	974	alu	27,5/20,5	В	•	black	20		S/SS				BR	130
KHAMSIN™ ASYMMETRIC front cl.	815	alu	2420.5	В	•	black	18		S				BR	100
KHAMSIN™ ASYMMETRIC G3™ rear cl.	975	alu	27,5/20,5	B	•	black	24/G3™		S/SS				BR	130
KHAMSIN™ ASYMMETRIC G3™ rear cl. (HG)	1014	alu	27,5/20,5	B		black	24/G3™		S/SS				BR	130
NEUTRON™ ULTRA™ front cl.	630	alu	18/20,5	В		black	22		SS	AE DB		UL	alu	100
NEUTRON™ ULTRA™ rear cl.	840	alu	18/20,5	В	•	black	24		SS	AE DB	•	UL	alu	130
NEUTRON™ ULTRA™ rear cl. (HG)	879	alu	18/20,5	В	•	black	24		SS	AE DB	•	UL	alu	130

NUMBER OF SPOKES

DYNAMIC BALANCE

SPOKES MATERIAL

SPOKE TYPE

REQUIRES RIM TAPE

RIM FINISHING

# ROAD

RIM MATERIAL

- FIM SECTION: INOMINALJ TH -

UL TRA-FITTM

LABELS

NOMINAL WEIGHT (g)\*

KEY

- ULTRALINEARM, DRSCM

DIFFERENTIAL SPOKES RIL

NIPPLE MATERIAL

0.L.D. (mm)

128

CUPS & CONES BEARINGS SPOKEANTI-ROTATION <sup>HUB</sup> BODY <sub>MA</sub> TERIAL BEARINGS VERSION HUB FINISHING COMPATIBILITY

alu/carb alu/carb alu/carb	• •	U U U	blk/carb blk/carb blk/carb	• •	9/10/11 9/10/11
alu/carb alu/carb alu/carb	• •	U U U	blk/carb blk/carb blk/carb	• •	9/10/11 9/10/11
alu/carb alu/carb alu/carb	• •	U U U	blk/carb blk/carb blk/carb	• •	9/10/11 9/10/11
alu alu alu	• •	S S S	black black black	• •	9/10/11 9/10/11
alu alu alu	• •	S S S	black black black	• •	9/10/11 9/10/11
alu alu alu	• •	S S S	black black black	• •	9/10/11 9/10/11
alu alu	•	S S	black black	•	9/10/11
alu alu alu		S S S	black black black	•	9/10/11 9/10/11
alu alu alu		S S S	black black black		9/10/11 9/10/11
alu alu alu		S S S	black black black		9/10/11 9/10/11
alu alu alu		S S S	black black black		9/10/11 9/10/11
alu/carb alu/carb alu/carb	• •	S S S	blk/carb blk/carb blk/carb		9/10/11 9/10/11

DB=Butted - AE=Aero - UAE=Ultra Aero - SS=Stainless steel - BR=Brass - S=steel - U=USB™ - C=CULT™ - SDB=Spoke Dynamic Balance - RDB=Rim Dynamic Balance

RIM MATERIAL

RIM SECTION: HEIGHT/WIDTH -INOMINALJ

UL TRA-FITIM

LABELS

NOMINAL WEIGHT (g)\*

NUTMIPPLE MATERIAL

ULTRALINEARM /DR.

DIFFERENTIAL SPOKES RIL

# ROAD

# **ALU/CARBON WHEELS**

BULLET™ ULTRA™ front cl.	727	alu/carb	50/20,5	B/D	carb	18	RDB	SS	AE DB	DRSC™	alu	100
BULLET™ ULTRA™ rear cl.	863	alu/carb	50/20,5	B/D	carb	21/G3™	RDB	SS	AE DB	DRSC™	alu	130
BULLET™ ULTRA™ rear cl. (HG)	902	alu/carb	50/20,5	B/D	carb	21/G3™	RDB	SS	AE DB	DRSC™	alu	130
BULLET™ front cl.	785	alu/carb	50/20,5	B	carb	18	RDB	SS	AE DB	DRSC™	BR	100
BULLET™ rear cl.	970	alu/carb	50/20,5	B	carb	21/G3™	RDB	SS	AE DB	DRSC™	BR	130
BULLET™ rear cl. (HG)	1009	alu/carb	50/20,5	B	carb	21/G3™	RDB	SS	AE DB	DRSC™	BR	130

REQUIRES RIM TAPE

RIM FINISHING

NUMBER OF SPOKES

DYNAMIC BALANCE

SPOKES MATERIAL

SPOKE TYPE

# **TRIATHLON - TIME TRIAL**

BORA™ ULTRA™ TT front tub.	864	carbon	D/20	В		carb				carbon			130
CYCLOCROSS													
KHAMSIN™ ASYMMETRIC CX front cl. KHAMSIN™ ASYMMETRIC CX rear cl. KHAMSIN™ ASYMMETRIC CX rear cl. (HG)	815 935 974	alu alu alu	24/20,5 27,5/20,5 27,5/20,5	B B B	• •	black black black	18 20 20			S S/SS S/SS		BR BR BR	100 130 130
SCIROCCO™ 35mm CX front cl. SCIROCCO™ 35mm CX rear cl. SCIROCCO™ 35mm CX rear cl. (HG)	778 937 1004	alu alu alu	24/20,5 24/20,5 24/20,5	B B B	•	black black black	20 27/G3™ 27/G3™	S	SDB SDB SDB	SS SS SS	AE DB AE DB AE DB	alu alu alu	100 130 130

# PISTA

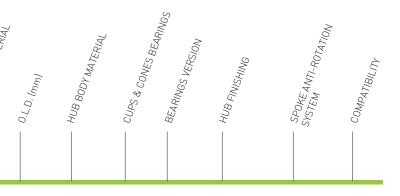
GHIBLI™ front tub. track GHIBLI™ rear tub. track	800 825	carb carb	D/20 D/20										100 120
PISTA™ front tub. track PISTA™ rear tub. track	995 1040	alu alu	38/20 38/20	B B	black black	20 24			SS SS	AE		alu alu	100 120
BORA™ ULTRA™ 80 front tub. track	705	carb	80/20	В	carb	16	RE	В	SS	AE DB	UL	alu	100

**B**=Bright - **D**=Dark

KEY

\* Average weight - does not include the quick-release and the rim-tape - wheel weight may vary depending on the tolerance of the production process.

130



alu alu alu	• •	U/C U/C U/C	black black black	•	9/10/11 9/10/11
alu alu alu		S S S	black black black	• •	9/10/11 9/10/11

alu	•	С	black		9/10/11
alu alu alu		S S S	black black black		9/10/11 9/10/11
alu alu alu		S S S	black black black	• •	9/10/11 9/10/11
alu alu	•	C C			
alu alu	•	S S	black black		
carb	•	С	blk/carb	•	

DB=Butted - AE=Aero - UAE=Ultra Aero - SS=Stainless steel - BR=Brass - S=steel - U=USB™ - C=CULT™ - SDB=Spoke Dynamic Balance - RDB=Rim Dynamic Balance

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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<sup>®</sup> Service Centers.

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Campagnolo<sup>®</sup>, Campy<sup>™</sup>, Super Record<sup>™</sup>, Record<sup>™</sup>, Chorus<sup>™</sup>, Athena<sup>™</sup>, Potenza 11<sup>™</sup>, EPS<sup>™</sup>, CT<sup>™</sup>, Centaur<sup>™</sup>, Veloce<sup>™</sup>, Mirage<sup>™</sup>, Xenon™, MyCampy™, MyGarage™, MyEPS™, MySessions™, ESP™, ESP™ ACTUATION SYSTEM™, Ultra-Shift™, Vari-Cushion™, No-Bulge™, OS-Fit™, Ultra-Link™, CULT™, USB™, XPSS™, MPS™, Power Torque System<sup>™</sup>, Power Torque +<sup>™</sup>, Power-Shift<sup>™</sup>, Embrace Technology™, S2 System™, CSD™, BE 11™, Revolution 11™, Campy Tech Lab™, 2-Way Fit™, Ultra-Fit™ Tubeless, 3Diamant™, Hyperon™, Neutron<sup>™</sup>, Proton<sup>™</sup>, Eurus<sup>™</sup>, Zonda<sup>™</sup>, Scirocco<sup>™</sup>, Vento<sup>™</sup>, Vento Asymmetric™, Bora™, Ghibli™, Pista™, Khamsin™, Khamsin Asymmetric<sup>™</sup>, Shamal<sup>™</sup>, Bullet<sup>™</sup>, Time Trial<sup>™</sup>, Ergobrain<sup>™</sup>, Symmetric Action™, Z-shape™, M-brace™, Even-O™, Superlative™, Floating-Link-Action™, HD-Link™, HD-L™, Exa-Drive™, Ultra-Drive™, Pro-Fit™, Pro-Fit PLUS™, Differential brakes™, Threadless™, Hiddenset™, Hiddenset TTC™, TTC™, Ergopower™, BB System™, C10™, C9™, ED<sup>TM</sup>, UD<sup>TM</sup>, Ultra Narrow<sup>TM</sup>, Over-Torque<sup>TM</sup>, UT<sup>TM</sup>, Ultra-Torque<sup>TM</sup>, Over-Torque<sup>TM</sup> Technology, Ultra-Hollow<sup>TM</sup>, Skeleton<sup>TM</sup>, Quick Shift<sup>TM</sup>, QS<sup>TM</sup>, Escape<sup>TM</sup>, Infinite<sup>TM</sup>, Champ Triple<sup>TM</sup>, Race Triple<sup>TM</sup>, Comp Triple<sup>TM</sup>, HPW<sup>TM</sup>, Mega-G3<sup>TM</sup>, G3<sup>TM</sup>, Grouped Spokes<sup>TM</sup>, DPRO<sup>TM</sup>, Dual Profile<sup>TM</sup>, Ultralinear-Geometry™, Ultralinear™, Differential rims™, Differential spokes<sup>™</sup>, Ultra<sup>™</sup>, Ultra Aero<sup>™</sup>, DRSC<sup>™</sup>, RDB<sup>™</sup>, Spokes Anti-Roation System™, Spoke Dynamic Balance™, Comp Ultra™, Comp One™, 3Diamant<sup>™</sup>, Dynamic Balance<sup>™</sup>, Full Carbon<sup>™</sup>, Multidirectional<sup>™</sup>, Unidirectional<sup>™</sup>, AC-H<sup>™</sup>, AC-S<sup>™</sup>, SC-S<sup>™</sup>, Big<sup>™</sup>, Miro<sup>™</sup>, Pro-Shop<sup>™</sup>, Tecnologia ed Emozione™, Pure Performance™, are Campagnolo Srl trademarks.

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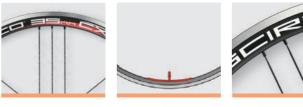
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The 35mm rim is perhaps the most versatile profile available as it offers an aerodynamic advantage without adding unnecessary weight of an even higher profile. A slight profile helps to reduce mud build up while also making for a more rigid and reactive construction. Previously seen only on carbon fiber wheels the Scirocco™ 35mm CX offers the advantages of a mid-profile rim at a fraction of the cost. Add in specific cyclocross construction and protections for the internals and you have a wheelset ready to propel you through the mud, sand, wind and snow straight to the podium.

REAR WHEEL



Clincher: 1725 g



#### 35mm PROFILE FOR CLINCHER TYRE: translates into an aerodynamic advantage while being extremely easy to handle even in a cross wind.

#### DYNAMIC BALANCE<sup>™</sup>:

every point of the rim is counter-balanced by an equal weight on the opposite side. Maximum stability of the wheel even at high speeds.

16 spoke variable profile Aero radials in stainless steel. REAR:

with "heavy" cyclists.

FRONT:

21 spoke variable profile Aero in stainless steel with doubling on the cassette side.

SPOKES ANTI-ROTATION SYSTEM™

# **CYCLOCROSS**

# Anyone can make componentry that stands up to nice weather and clean asphalt.

Campagnolo<sup>®</sup> builds all of its components to a higher standard and the same performance that has made it such a symbol for quality upon the road is an even bigger advantage when taken to the off-road courses of the tough and grueling cyclocross season.

Cyclocross riders are a hardened bunch and Campagnolo<sup>®</sup> builds each and every wheelset and component to be every bit as hard and long lasting. Road fast, off-road durable.



#### FRONT WHEEL



EXCLUSIVE MEGA-G3<sup>™</sup> SPOKE PATTERN: perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. Mega-G3™ eliminates vibrations even



HUBS WITH ADDITIONAL SEAL: keeps the bearing zone clean and smooth running, maintaining performance over time.

#### ALUMINIUM HUB BODY

#### ALUMINIUM NIPPLES

ALUMINIUM AXLE: reduces wheel weight.

OVERSIZE FLANGE MEGA-G3<sup>™</sup> CASSETTE SIDE: increases torsional stiffness, greater reactivity with each change in the cyclist's pace.

The Khamsin<sup>™</sup> Asymmetric CX is the entry level wheel for an CX family but it is every bit as competitive as other models that compete in a higher category. With advanced characteristics such as oversized flange and Spoke Dynamic Balance™ technology it is clear that this wheel is a step above your normal entry level wheel. Campy Tech Lab™ engineers have pushed the quality of this wheel even further incorporating an asymmetric rear rim that provides increased performance in terms of lateral and torsional rigidity as well as reactivity. New design and performance coupled with specific Campagnolo® CX construction hubs that ensure perfect functionality despite the mud, sand and water of cyclocross make this wheelset a must have for the upcoming season.

KHAMSIN EX

Campagnolo® designs, develops tests and produces componentry and wheelsets to stand the test of time and to offer the same extreme performance despite the conditions they may find in front of them though many a race and training day. With this in mind you can choose any groupset, mechanical or electronic and feel confident that your choice will not let you down. While there are specific CX versions for the Khamsin<sup>™</sup> and Scirocco<sup>™</sup>, thte rest of the performance line of wheels are more than capable of giving you a leg up on the competition at your next cross race.



Clincher: 1750 g



STRAIGHT-HEAD SPOKE (LEFT SIDE):

**RADIAL LACING PATTERN OF SPOKES** 

spoke tension and long-lasting performance.



DIFFERENTIATED RIM HEIGHT:

24 mm at the front to provide optimal handling; 27,5 mm at the rear for a slight aero advantge and increased power transfer.

#### ASYMMETRIC RIM PROFILE:

asymmetrical rear rim profile allows for better balancing of spoke tensions between drive and non drive side, giving better symetry to an asymmetric component. Increased efficiency and reactivity are sure to be noted.

#### DYNAMIC BALANCE<sup>™</sup>:

every point of the rim is counter-balanced by an equal weight on the opposite side. Maximum stability of the wheel even at high speeds.

OVERSIZED FLANGE: increases the torsional stiffness, increasing maximum stiffness of the wheel – maintains the reactivity at each change of pace of the cyclist.

> ALUMINIUM AXLE: reduces the weight of the whee.

SEALED BEARINGS: maintains performance over time - longer bearing life.

HUBS WITH ADDITIONAL SEAL: keeps the bearing zone clean and smooth running, maintaining performance over time.



BORA<sup>™</sup> ONE<sup>™</sup> 50



HYPERON<sup>™</sup> ULTRA<sup>™</sup> TWO



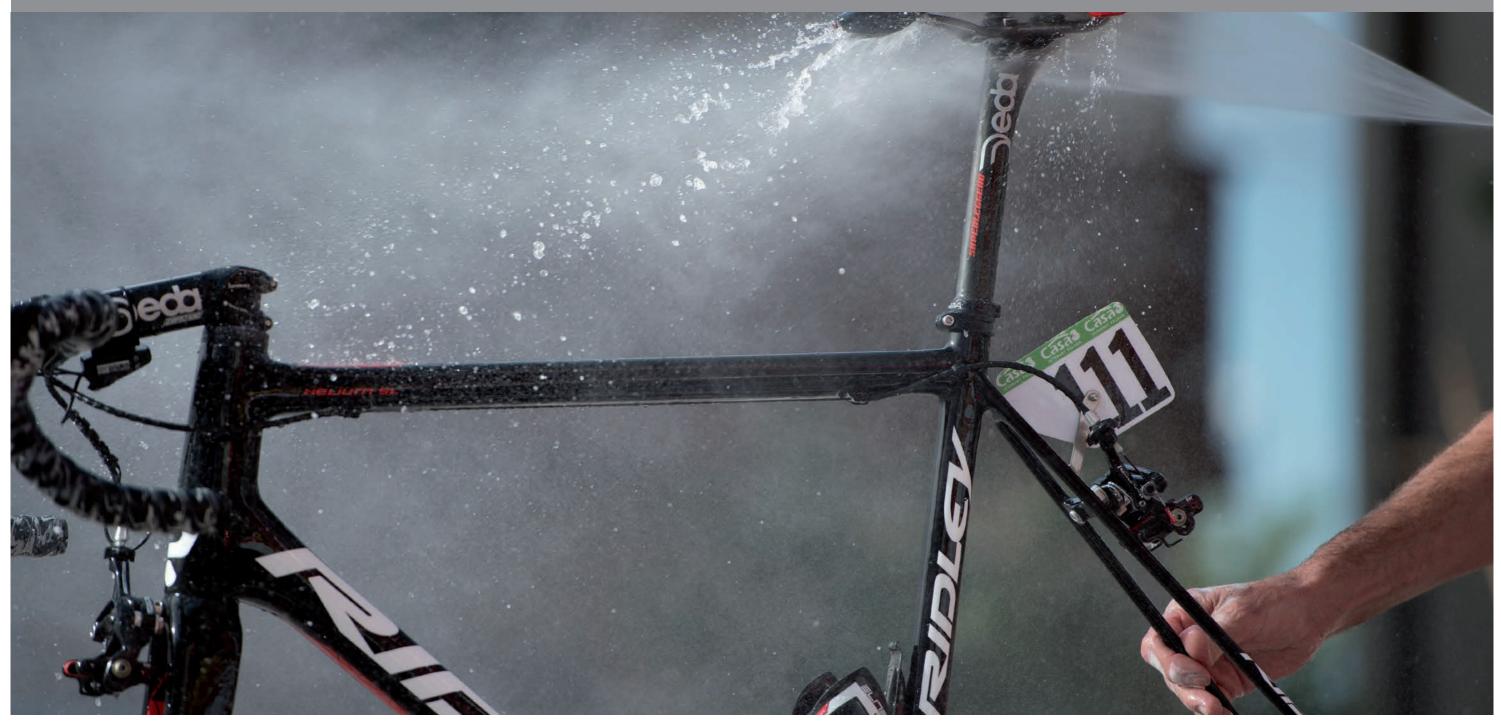
ZONDA



# **RECOMMENDED GROUPSETS AND WHEELS**



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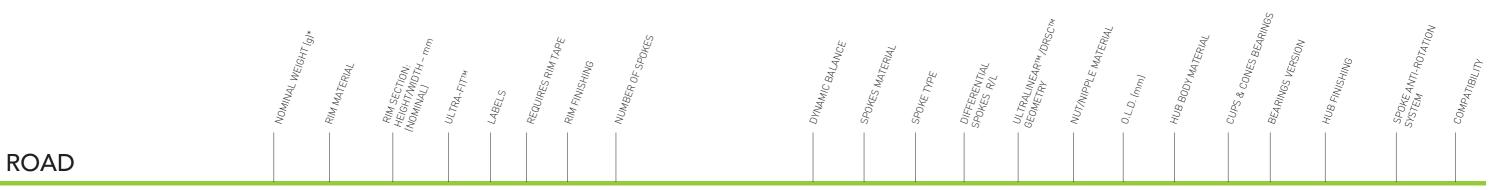
# **TECH DATA**

Over the course of the previous pages in this catalog you can find a great deal of general information regarding every Campagnolo product. However, if you need more specific information and technical data we have compiled an even greater resource in the following section.

Should you need yet more information please visit: **www.campagnolo.com** 

Please note that we reserve the right to change products, surface finish and specifications at any moment without prior notice.





# **CARBON WHEELS**

BORA™ ULTRA™ TT front tub.	864	carbon	D/20	В	carb			carbon					130	alu	•	С	black		9/10/11
BORA™ ULTRA™ 35 front tub.	480	carb	35/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	С	blk/carb	•	
BORA™ ULTRA™ 35 rear tub.	690	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 35 rear tub. (HG)	690	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 50 front tub.	520	carb	50/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	С	carb	•	
BORA™ ULTRA™ 50 rear tub.	695	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 50 rear tub. (HG)	695	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 80 front tub.	705	carb	80/20	B/D	carb	16	RDB	SS	AE DB		UL	alu	100	carb	•	С	blk/carb	•	
BORA™ ULTRA™ 80 rear tub.	815	carb	80/20	B/D	carb	18/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 80 rear tub. (HG)	854	carb	80/20	B/D	carb	18/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ONE 35 front cl.	505	carb	35/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
BORA™ ONE 35 rear cl.	710	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 35 rear cl. (HG)	710	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 50 front tub.	545	carb	50/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
BORA™ ONE 50 rear tub.	720	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 50 rear tub. (HG)	720	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ULTRA™ 35 front cl.	575	carb	35/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	С	blk/carb	•	
BORA™ ULTRA™ 35 rear cl.	785	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 35 rear cl. (HG)	785	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 50 front cl.	630	carb	50/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	С	carb	•	
BORA™ ULTRA™ 50 rear cl.	805	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ULTRA™ 50 rear cl. (HG)	805	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	С	blk/carb	•	9/10/11
BORA™ ONE 35 front cl.	600	carb	35/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
BORA™ ONE 35 rear cl.	805	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 35 rear cl. (HG)	805	carb	35/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 50 front cl.	655	carb	50/24,2	B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
BORA™ ONE 50 rear cl.	830	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
BORA™ ONE 50 rear cl. (HG)	830	carb	50/24,2	B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
HYPERON™ ULTRA™ Two front tub.	536	carb	19/20	В	carb	22	RDB	SS	AE DB		UL	alu	100	carb	•	С	carb		
HYPERON™ ULTRA™ Two rear tub.	695	carb	21/20	В	carb	24	RDB	SS	AE DB	•	UL	alu	130	carb	•	С	blk/carb		9/10/11
HYPERON™ ULTRA™ Two rear tub. (HG)	734	carb	21/20	В	carb	24	RDB	SS	AE DB	•	UL	alu	130	carb	•	С	blk/carb		9/10/11

KEY DB=Butted - AE=Aero - UAE=Ultra Aero - SS=Stainless steel - BR=Brass - S=steel - U=USB™ - C=CULT™ - SDB=Spoke Dynamic Balance - RDB=Rim Dynamic Balance **B**=Bright - **D**=Dark

WHEELS

ALUMINIUM WHEEI	LS													
SHAMAL™ MILLE™ front cl.	638	alu	24-27/22	D		black	16	RDB	alu	AE DB		UL	alu	100
SHAMAL™ MILLE™ rear cl.	821	alu	27-30/22	D		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
SHAMAL™ MILLE™ rear cl. (HG)	821	alu	27-30/22	D		black	21/MG3™ 21/MG3™	RDB	alu	AE DB		UL	alu	130
	021	alu	27-30/22	D		DIGCK	21/14103	RDD	alu	AE DD		UL	alu	130
SHAMAL™ ULTRA™ front cl.	623	alu	24-27/22	В		black	16	RDB	alu	AE DB		UL	alu	100
SHAMAL™ ULTRA™ rear cl.	826	alu	27-30/22	В		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
SHAMAL™ ULTRA™ rear cl. (HG)	826	alu	27-30/22	В		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
SHAMAL™ ULTRA™ 2-Way Fit™ front	641	alu	24-27/22	• B		black	16	RDB	alu	AE DB		UL	alu	100
		alu	,	• B					alu				alu	
SHAMAL™ ULTRA™ 2-Way Fit™ rear	834	alu	27-30/22	5		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
SHAMAL™ ULTRA™ 2-Way Fit™ rear (HG)	834	alu	27-30/22	• B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
EURUS™ front cl.	640	alu	24-27/20	В		black	16	RDB	alu	AE DB		UL	alu	100
EURUS™ rear cl.	825	alu	27-30/20	В		black	21/G3™	RDB	alu	AE DB		UL	alu	130
EURUS™ rear cl. (HG)	864	alu	27-30/20	В		black	21/G3™	RDB	alu	AE DB		UL	alu	130
			-				-							
EURUS™ 2-Way Fit™ front	645	alu	24-27/20	• B		black	16	RDB	alu	AE DB		UL	alu	100
EURUS™ 2-Way Fit™ rear	840	alu	27-30/20	• B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
EURUS™ 2-Way Fit™ rear (HG)	879	alu	27-30/20	• B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130
ZONDA™ front cl.	678	alu	24-27/22	В		black	16	RDB	SS	AE DB		UL	BR	100
ZONDA™ rear cl.	862	alu	27-30/22	B		black	21/MG3™	RDB	SS	AE DB		UL	BR	130
ZONDA™ rear cl. (HG)	862	alu	27-30/22	B		black	21/MG3™	RDB	SS	AE DB		UL	BR	130
		ata	27 00,22			Diabit	2.,					01	Bit	
ZONDA™ DB front cl.	786	alu	26-28/22	В		black	21	RDB	SS	AE DB		UL	alu	100
ZONDA™ DB rear cl. (HG)	889	alu	26-28/22	В		black	21/MG3™	RDB	SS	AE DB		UL	alu	135-142
							•							
SCIROCCO™ 35mm front cl.	788	alu	35/20	В		black	16	RDB	SS	AE DB			alu	100
SCIROCCO™ 35mm rear cl.	937	alu	35/20	В		black	21/MG3™	RDB	SS	AE DB			alu	130
SCIROCCO™ 35mm rear cl. (HG)	1004	alu	35/20	В		black	21/MG3™	RDB	SS	AE DB			alu	130
VENTO™ ASYMMETRIC front cl.	750	alu	24/20,5	В		blook	18		SS	AE DB			مان	100
VENTO™ ASYMMETRIC II on cl.	910	alu alu	27,5/20,5	B		black black	10 24/G3™		SS	AE DB			alu alu	130
VENTO™ ASYMMETRIC G3™ rear cl. (HG)	949	alu	27,5/20,5	B		black	24/G3™ 24/G3™		SS	AE DB			alu	130
VENTO ASTMMETRIC 03Teal CL. (HO)	747	alu	27,3720,3	D	•	DIGCK	24/03		33	AE DD			alu	130
KHAMSIN™ ASYMMETRIC front cl.	815	alu	24/20,5	В	•	black	18		S				BR	100
KHAMSIN™ ASYMMETRIC rear cl.	935	alu	27,5/20,5	В	•	black	20		S/SS				BR	130
KHAMSIN™ ASYMMETRIC rear cl. (HG)	974	alu	27,5/20,5	В	•	black	20		S/SS				BR	130
KHAMSIN™ ASYMMETRIC front cl.	815	alu	2420.5	В	•	black	18		S				BR	100
KHAMSIN™ ASYMMETRIC G3™ rear cl.	975	alu	27,5/20,5	B	•	black	24/G3™		S/SS				BR	130
KHAMSIN™ ASYMMETRIC G3™ rear cl. (HG)	1014	alu	27,5/20,5	B		black	24/G3™		S/SS				BR	130
NEUTRON™ ULTRA™ front cl.	630	alu	18/20,5	В		black	22		SS	AE DB		UL	alu	100
NEUTRON™ ULTRA™ rear cl.	840	alu	18/20,5	В	•	black	24		SS	AE DB	•	UL	alu	130
NEUTRON™ ULTRA™ rear cl. (HG)	879	alu	18/20,5	В	•	black	24		SS	AE DB	•	UL	alu	130

NUMBER OF SPOKES

DYNAMIC BALANCE

SPOKES MATERIAL

SPOKE TYPE

REQUIRES RIM TAPE

RIM FINISHING

# ROAD

RIM MATERIAL

- FIM SECTION: INOMINALJ TH -

UL TRA-FITTM

LABELS

NOMINAL WEIGHT (g)\*

KEY

- ULTRALINEARM, DRSCM

DIFFERENTIAL SPOKES RIL

NIPPLE MATERIAL

0.L.D. (mm)

128

CUPS & CONES BEARINGS SPOKEANTI-ROTATION <sup>HUB</sup> BODY <sub>MA</sub> TERIAL BEARINGS VERSION HUB FINISHING COMPATIBILITY

alu/carb alu/carb alu/carb	• •	U U U	blk/carb blk/carb blk/carb	• •	9/10/11 9/10/11
alu/carb alu/carb alu/carb	• •	U U U	blk/carb blk/carb blk/carb	• •	9/10/11 9/10/11
alu/carb alu/carb alu/carb	• •	U U U	blk/carb blk/carb blk/carb	• •	9/10/11 9/10/11
alu alu alu	• •	S S S	black black black	• •	9/10/11 9/10/11
alu alu alu	• •	S S S	black black black	• •	9/10/11 9/10/11
alu alu alu	• •	S S S	black black black	• •	9/10/11 9/10/11
alu alu	•	S S	black black	•	9/10/11
alu alu alu		S S S	black black black	•	9/10/11 9/10/11
alu alu alu		S S S	black black black		9/10/11 9/10/11
alu alu alu		S S S	black black black		9/10/11 9/10/11
alu alu alu		S S S	black black black		9/10/11 9/10/11
alu/carb alu/carb alu/carb	• •	S S S	blk/carb blk/carb blk/carb		9/10/11 9/10/11

DB=Butted - AE=Aero - UAE=Ultra Aero - SS=Stainless steel - BR=Brass - S=steel - U=USB™ - C=CULT™ - SDB=Spoke Dynamic Balance - RDB=Rim Dynamic Balance

RIM MATERIAL

RIM SECTION: HEIGHT/WIDTH -INOMINALJ

UL TRA-FITIM

LABELS

NOMINAL WEIGHT (g)\*

NUTMIPPLE MATERIAL

ULTRALINEARM /DR.

DIFFERENTIAL SPOKES RIL

# ROAD

# **ALU/CARBON WHEELS**

BULLET™ ULTRA™ front cl.	727	alu/carb	50/20,5	B/D	carb	18	RDB	SS	AE DB	DRSC™	alu	100
BULLET™ ULTRA™ rear cl.	863	alu/carb	50/20,5	B/D	carb	21/G3™	RDB	SS	AE DB	DRSC™	alu	130
BULLET™ ULTRA™ rear cl. (HG)	902	alu/carb	50/20,5	B/D	carb	21/G3™	RDB	SS	AE DB	DRSC™	alu	130
BULLET™ front cl.	785	alu/carb	50/20,5	B	carb	18	RDB	SS	AE DB	DRSC™	BR	100
BULLET™ rear cl.	970	alu/carb	50/20,5	B	carb	21/G3™	RDB	SS	AE DB	DRSC™	BR	130
BULLET™ rear cl. (HG)	1009	alu/carb	50/20,5	B	carb	21/G3™	RDB	SS	AE DB	DRSC™	BR	130

REQUIRES RIM TAPE

RIM FINISHING

NUMBER OF SPOKES

DYNAMIC BALANCE

SPOKES MATERIAL

SPOKE TYPE

# **TRIATHLON - TIME TRIAL**

BORA™ ULTRA™ TT front tub.	864	carbon	D/20	В		carb				carbon			130
CYCLOCROSS													
KHAMSIN™ ASYMMETRIC CX front cl. KHAMSIN™ ASYMMETRIC CX rear cl. KHAMSIN™ ASYMMETRIC CX rear cl. (HG)	815 935 974	alu alu alu	24/20,5 27,5/20,5 27,5/20,5	B B B	• •	black black black	18 20 20			S S/SS S/SS		BR BR BR	100 130 130
SCIROCCO™ 35mm CX front cl. SCIROCCO™ 35mm CX rear cl. SCIROCCO™ 35mm CX rear cl. (HG)	778 937 1004	alu alu alu	24/20,5 24/20,5 24/20,5	B B B	•	black black black	20 27/G3™ 27/G3™	S	SDB SDB SDB	SS SS SS	AE DB AE DB AE DB	alu alu alu	100 130 130

# PISTA

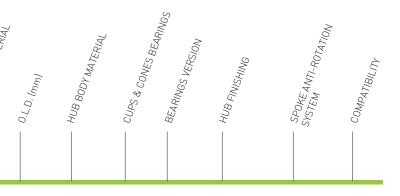
GHIBLI™ front tub. track GHIBLI™ rear tub. track	800 825	carb carb	D/20 D/20										100 120
PISTA™ front tub. track PISTA™ rear tub. track	995 1040	alu alu	38/20 38/20	B B	black black	20 24			SS SS	AE		alu alu	100 120
BORA™ ULTRA™ 80 front tub. track	705	carb	80/20	В	carb	16	RE	В	SS	AE DB	UL	alu	100

**B**=Bright - **D**=Dark

KEY

\* Average weight - does not include the quick-release and the rim-tape - wheel weight may vary depending on the tolerance of the production process.

130



alu alu alu	• •	U/C U/C U/C	black black black	•	9/10/11 9/10/11
alu alu alu		S S S	black black black	• •	9/10/11 9/10/11

alu	•	С	black		9/10/11
alu alu alu		S S S	black black black		9/10/11 9/10/11
alu alu alu		S S S	black black black	• •	9/10/11 9/10/11
alu alu	•	C C			
alu alu	•	S S	black black		
carb	•	С	blk/carb	•	

DB=Butted - AE=Aero - UAE=Ultra Aero - SS=Stainless steel - BR=Brass - S=steel - U=USB™ - C=CULT™ - SDB=Spoke Dynamic Balance - RDB=Rim Dynamic Balance

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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<sup>®</sup> Service Centers.

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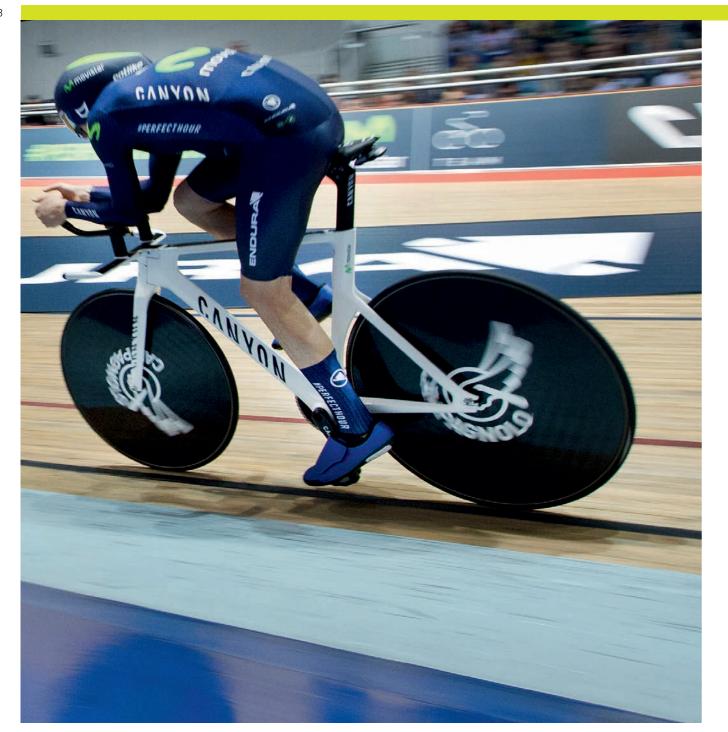
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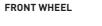
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# **PISTA**

From the starting gun a track racer exerts an extreme amount of force and the physical test increases exponentially as the race continues. No matter what the event, the track athlete is obligated to run a perfect race. Nowhere to hide. No place for even the slightest error. Track racing demands an incredible amount of expertise and extreme attention to detail in order for an athlete to be successful. It is with this same spirit that Campagnolo<sup>®</sup> develops its products; attention to detail, search for perfection and desire to continuously improve. Campagnolo® Track components are made with passion and are backed by a great deal of experience and heritage. Crankset and wheels bearing the Campagnolo<sup>®</sup> name have seen some of the strongest athletes in history to victory... ride them towards YOUR victory!

Campagnolo® is quite proud of its glorious track record with the Ghibli™ disc wheel, the very first tenso-structure wheel ever introduced in the cycling world. Despite the fact that the Ghibli™ was still very competitive with newer models, the R&D department at Campagnolo® sought to take lessons from this iconic wheel and build upon them in order to produce the next generation of extreme performance. Incorporation of carbon fiber throughout in addition to completely new construction techniques give the new wheelset an ultralight build while not sacrificing its performance attributes.





Tubular: 1625 g (pair)





Minimizing material but maximizing efficiency in its employment allowed the Campy Tech Lab<sup>™</sup> to not only make this new wheel lighter but, more importantly for its specific intended purpose of battling the clock, to improve its reactivity and rigidity. The new structure and design allows for solid and stable stance that transfers power towards forward motion as opposed to allowing lateral flex or torsion.

The new structure, despite its lightweight construction, is also the stiffest amongst the leading disc wheel competitors according to laboratory tests.

With a front wheel tipping the scales at a scant 800 grams and the rear at an incredibly low 825 grams the Ghibli™ wheels are effectively the lightest performance solution available.



The hub of this new wheelset was developed in a way to house Campagnolo's ultra-smooth and efficient CULT<sup>™</sup> Ceramic Bearing Technology.

GI-IIBL I

REAR WHEEL



This new wheelset was proven not only via strenuous lab testing and countless hours under athletes in training, but also in competition.

In its first official competition the Ghibli™ and its new ultra-performance construction were able to confer to **Alex Dowsett** a technological advantage that played a fundamental role in breaking the Hour Record.

A few months later, the Ghibli<sup>™</sup> was the star of the 4 km individual pursuit thanks to Filippo Ganna, the nineteen-year-old world champion aided tremendously in his quest for victory by his ultraperformance Campagnolo® wheels.

The remarkable performance advantage represented by the Ghibli™ did not go unnoticed, so much so that the Canadian and British national **teams** will use them in their attempts to win Olympic medals for the team pursuit in Rio de Janeiro.

The Bora™ Ultra™ 80 track version matches perfectly to the Ghibli™ disc wheel to make an extremely competitive and race-winning combination. The two wheels work well together for all of the track disciplines involving group activity such as the points race, Madison, Elimination and Scratch thanks to the extreme lightweight of both the disc wheel (perhaps the lightest available) as well as the Bora™Ultra™ 80's 705 grams. This spoked wheel allows for extreme agility, continuous relaunches and quick changes of direction... making it an excellent choice for certain disciplines on the track. The Bora<sup>™</sup> Ultra<sup>™</sup> 80 track version brings Bora<sup>™</sup> performance to the track and with it, Campagnolo® results. Previously well known for climbing mountains and crushing time trials on the road, the Pista version of the Bora™ will be sure to climb podiums and crush records on the wooden boards of the track.

BORA" LIL



Tubular: 705 g (front)







**TUBULAR:** 

provides the maximum aerodynamic penetration. Extremely high lateral wheel stiffness and reactivity.

#### **EXCLUSIVE PRESSING SYSTEM FOR THE RIM IN** UNPAINTED CARBON:

elegant polished finish is result of advanced and patented production technique. Eliminating need for paint keeps weight lower..

RDB<sup>™</sup> RIM DYNAMIC BALANCE

FULL CARBON HIGH PROFILE FOR 80mm SPOKES WITH AERODYNAMIC PROFILE: provides the maximum aerodynamic penetration. Reduces aerodynamic drag saving rider energy.

#### SELF-LOCKING ALUMINIUM NIPPLES



#### BALL BEARINGS WITH CULT<sup>™</sup> TECHNOLOGY:

the combination between the highest quality ceramic bearings and housing in special Cronitect® steel. CULT<sup>™</sup> makes the wheel nine times smoother than the standard system of steel ball bearings.

CARBON FIBRE HUB: provides a high degree of lateral stiffness and reduces weight to the minimum.

#### CUP AND CONE BEARINGS

#### ALUMINIUM AXLE

The Pista<sup>™</sup> wheel has only two jobs:

1- to transfer the immense power generated from powerful track athletes into forward motion without flexing or wasting energy. 2- slice through the wind to offer the lowest resistance possible. With numerous victories it appears that the Pista<sup>™</sup> is quite capable in succeeding at both.



Tubular: 2035 g



38mm ALUMINIUM AERO RIM: maximum lateral and torsional stiffness - maintains stiffness features over time.

#### STAINLESS STEEL AERO SPOKES: maximum stiffness maintained over time



PISTA<sup>™</sup>

# 

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

These products are designed exclusively for the specific needs of track racing. The other components have been borrowed directly from the Record<sup>™</sup> road groupset.



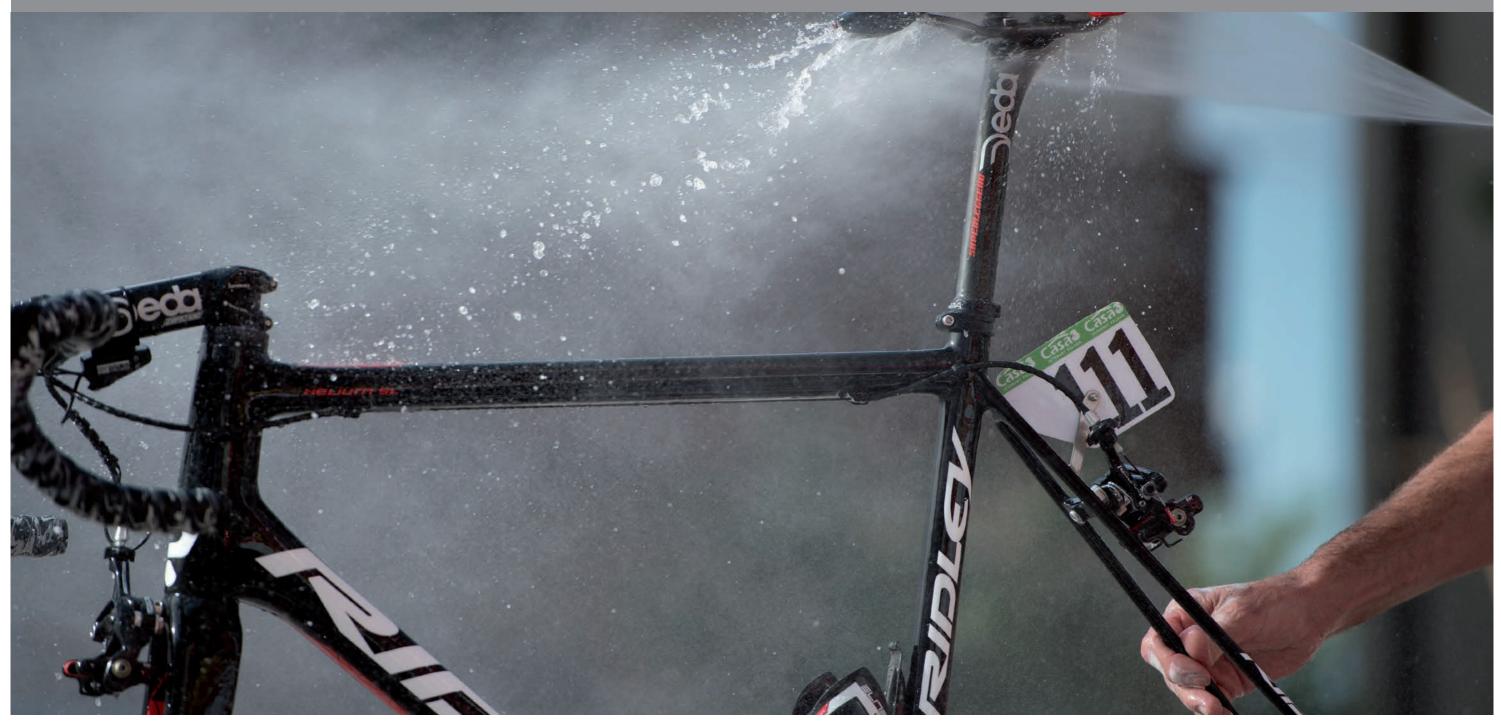
995 g CRANKSETS



**BOTTOM BRACKET** 



THREADLESS™ HEADSET



# **TECH DATA**

Over the course of the previous pages in this catalog you can find a great deal of general information regarding every Campagnolo product. However, if you need more specific information and technical data we have compiled an even greater resource in the following section.

Should you need yet more information please visit: **www.campagnolo.com** 

Please note that we reserve the right to change products, surface finish and specifications at any moment without prior notice.



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)
ATHENA™ 11X3 ERGOPOWER™ CONTROL LEVERS	Deep black Bright Silver Alu/Carbon	Dedicated left control for triple drivetrain for caliper brakes - composite body - Power-Shift mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - 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	372
ATHENA™ 11X3 FRONT DERAILLEUR	Braze-on/clip-on (Ø 32 and 35mm)	For triple 11x3 crankset - capacity 16 - chainring max 52 - chainring min. 30 - anti-friction insert - Nickel-chromium fork - surface treatment.	101
ATHENA™ 11X3 REAR DERAILLEUR	Long cage Black Silver	upper to lower pulley-axle: 82 mm - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys	216
ATHENA™ TRIPLE POWER-TORQUE™ 11X3 CRANKSET	170, 172.5, 175mm 30-39-52 Black Silver Carbon	Hollow aluminium hand crank - forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with silver anodization - 8 pins on the large chainring - integrated POWER- TORQUE™ axle - requires POWER-TORQUE™ BB cups	904

# TRIATHLON / TIME-TRIAL

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
BAR-END 11S RECORD™ EPS™ SHIFTING LEVERS		Lever in lightened aluminium - body in technopolymer - 11 speed compatible - Diameter 18.2mm - waterproof IP67 - Overall length 52 mm.	92
BAR-END 11S RECORD™ EPS™ BRAKE LEVERS		Brake lever in carbon - body and buttons in technopolymer - compatible 11 speed - Diameter 18.2 - waterproof IP67	110
TT DTI™ EPS™ V3 INTERFACE		Technopolymer, waterproof (IP67) - dual output for bar-end controls and brake controls - wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE)	45
BAR-END 11S SHIFTING LEVERS		technopolymer body - aluminium levers - Back to Zero position - adjustable initial position - Multi-shifting System™ - micrometric adjustment of the front derailleur - with ATHENA 11s drivetrain compatible	167
BAR-END 10S SHIFTING LEVERS		technopolymer body - aluminium levers - Back to Zero position - Adjustable initial position - Multi-shifting System™ - micrometric adjustment of the front derailleur - with Campagnolo 10s drivetrain compatible	167
BAR-END BRAKE LEVERS		technopolymer body - leva in alluminio - aerodynamic profile - ergonomic profile for the levers - Quick-release system	106

# PISTA

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
RECORD™ PISTA™ CRANKSET	165, 170 mm 47, 48, 49, 50, 51, 52	requires b.b. L. 111 mm (asymmetrical)	592
RECORD™ PISTA™ BOTTOM BRACKET	ENG	axle L. 111 mm (asymmetrical) - composite and light alloy cartridge - light alloy cups - without sealings	220
RECORD™ HEADSET		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104

122

RIM MATERIAL

RIM SECTION: HEIGHT/WIDTH -INOMINALJ

UL TRA-FITIM

LABELS

NOMINAL WEIGHT (g)\*

NUTMIPPLE MATERIAL

ULTRALINEARM /DR.

DIFFERENTIAL SPOKES RIL

# ROAD

# **ALU/CARBON WHEELS**

BULLET™ ULTRA™ front cl.	727	alu/carb	50/20,5	B/D	carb	18	RDB	SS	AE DB	DRSC™	alu	100
BULLET™ ULTRA™ rear cl.	863	alu/carb	50/20,5	B/D	carb	21/G3™	RDB	SS	AE DB	DRSC™	alu	130
BULLET™ ULTRA™ rear cl. (HG)	902	alu/carb	50/20,5	B/D	carb	21/G3™	RDB	SS	AE DB	DRSC™	alu	130
BULLET™ front cl.	785	alu/carb	50/20,5	B	carb	18	RDB	SS	AE DB	DRSC™	BR	100
BULLET™ rear cl.	970	alu/carb	50/20,5	B	carb	21/G3™	RDB	SS	AE DB	DRSC™	BR	130
BULLET™ rear cl. (HG)	1009	alu/carb	50/20,5	B	carb	21/G3™	RDB	SS	AE DB	DRSC™	BR	130

REQUIRES RIM TAPE

RIM FINISHING

NUMBER OF SPOKES

DYNAMIC BALANCE

SPOKES MATERIAL

SPOKE TYPE

# **TRIATHLON - TIME TRIAL**

BORA™ ULTRA™ TT front tub.	864	carbon	D/20	В		carb				carbon			130
CYCLOCROSS													
KHAMSIN™ ASYMMETRIC CX front cl. KHAMSIN™ ASYMMETRIC CX rear cl. KHAMSIN™ ASYMMETRIC CX rear cl. (HG)	815 935 974	alu alu alu	24/20,5 27,5/20,5 27,5/20,5	B B B	• •	black black black	18 20 20			S S/SS S/SS		BR BR BR	100 130 130
SCIROCCO™ 35mm CX front cl. SCIROCCO™ 35mm CX rear cl. SCIROCCO™ 35mm CX rear cl. (HG)	778 937 1004	alu alu alu	24/20,5 24/20,5 24/20,5	B B B	•	black black black	20 27/G3™ 27/G3™	S	SDB SDB SDB	SS SS SS	AE DB AE DB AE DB	alu alu alu	100 130 130

# PISTA

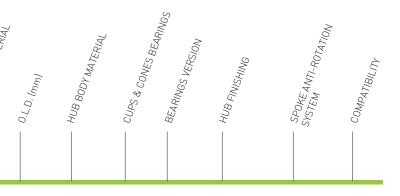
GHIBLI™ front tub. track GHIBLI™ rear tub. track	800 825	carb carb	D/20 D/20										100 120
PISTA™ front tub. track PISTA™ rear tub. track	995 1040	alu alu	38/20 38/20	B B	black black	20 24			SS SS	AE		alu alu	100 120
BORA™ ULTRA™ 80 front tub. track	705	carb	80/20	В	carb	16	RE	В	SS	AE DB	UL	alu	100

**B**=Bright - **D**=Dark

KEY

\* Average weight - does not include the quick-release and the rim-tape - wheel weight may vary depending on the tolerance of the production process.

130



alu alu alu	• •	U/C U/C U/C	black black black	•	9/10/11 9/10/11
alu alu alu		S S S	black black black	• •	9/10/11 9/10/11

alu	•	С	black		9/10/11	
alu alu alu		S S S	black black black		9/10/11 9/10/11	
alu alu alu		S S S	black black black	• •	9/10/11 9/10/11	
alu alu	•	C C				
alu alu	•	S S	black black			
carb	•	С	blk/carb	•		

DB=Butted - AE=Aero - UAE=Ultra Aero - SS=Stainless steel - BR=Brass - S=steel - U=USB™ - C=CULT™ - SDB=Spoke Dynamic Balance - RDB=Rim Dynamic Balance

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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<sup>®</sup> Service Centers.

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