ENG

2013

PRODUKTOVÝ KATALOG

Campagnolo

PURE PERFORMANCE

Campagnolo

PURE PERFORMANCE

The Campagnolo history began 80 years ago with a mission: to provide cyclists all over the world with the best possible bicycle components.

Today this mission continues with ever more energy, force and enthusiasm.
The secret of Campagnolo quality and performance can be found precisely in this: a passion for bicycles and racing, a passion for innovation and technology, a passion which transforms ideas into Campagnolo components and wheels.

The Campagnolo electric drivetrains are just the latest exceptional and tangible result of a path which began with the first Campagnolo rear derailleur and progressed, year after year, through numerous milestones where Campagnolo has always been a key player.

'Innovate', 'evolve', 'look to the future' are all key words, but the Campagnolo mission is the same as it has always been: to thrill and excite through technology, performance and victory.

Index

TEAMS

Exertion, sweat, breakaways and final sprints: they're all synonyms of passion, performance, and goals to be achieved.

And they're also the ingredients that make up the life of the pros whose passion has become their professional life, their dreams and goals.
Goals that can be achieved thanks to the commitment, effort, and determination that these champions demand of themselves and of those who supply them with the tools they need in order to compete and win.

The quest for excellence and victory is the daily challenge that links Campagnolo with the champions: when you've achieved one goal, there's always the next one.

And the new EPS™ electronic drivetrains are proof. New goals, new levels of performance and new victories to give our champions the competitive edge.

A fusion of legend, passion and technology for the cycling world.


COLNAGO

ROAD

If the road is your playground, Campagnolo® is your ideal ally.

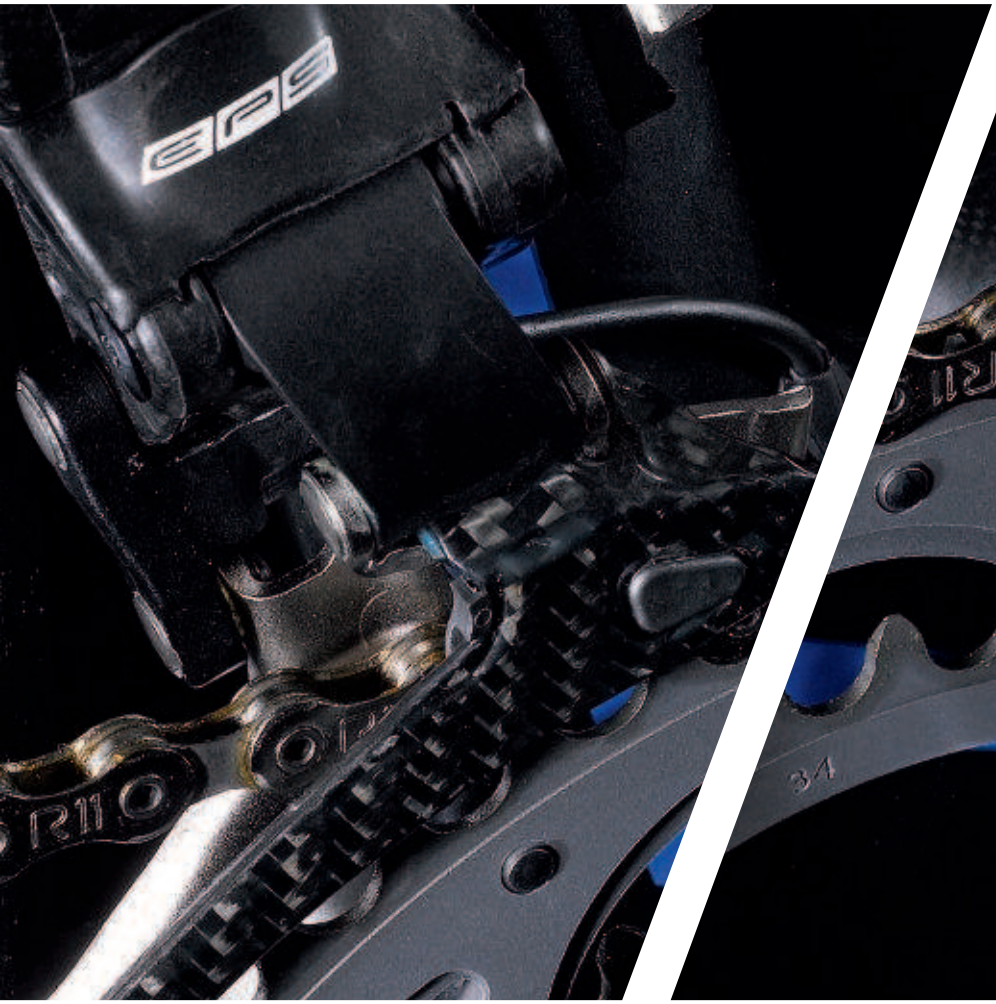
For 2013, Campagnolo® continues to offer the classic **Centaur™** and **Veloce™** 10-speed drivetrains and the 4 **11-speed sets** that have become synonymous with **victory in countless competitions worldwide.**

But the **most important news for the 2013 range concerns our EPS electronic drivetrains:** for the most discerning cyclist who demands advanced, prestigious materials such as carbon fibre and titanium, Campagnolo® offers the **Super Record EPS 11-speed** and the **Record™ EPS™ 11-speed**, while the brand new **Athena™ EPS™ 11-speed** is the sensible choice for cyclists wanting maximum performance at an affordable price.

A range catering for any possible need. Whichever model you choose, Campagnolo® drivetrains offer unparalleled performance and reliability matched by **Italian design.**


SUPER RECORD


CAMPAGNOLO
DIGITAL TECH+
INTELLIGENCE


EPS
R11


R11
34
11 SPEED

ELECTRONIC TRANSMISSIONS

EPS™
ELECTRONIC POWER SHIFT

SUPER RECORD™ EPS™

The dream.

For Campagnolo®, this has been a significant company achievement and an extremely important project, while for the cyclist, it represents the zenith of cycling technology today.

Super Record™ EPS™ is the lightest complete groupset in the world. Carbon fibre and titanium - materials offering unparalleled performance and renowned for their lightness - come together with Italian design to make the Super Record™ truly a thing of distinctive, exclusive beauty.

Just one click of the controls will be enough for you to realise that this is the beginning of a new era.

SUPER RECORD™ EPS™ ERGOPOWER™

Just a simple click. And you experience with the all-new EPS™ electronic groupset begins.
Just a simple click of the new Ergopower™ EPS™ controls, and the rear or front derailleur moves the chain with levels of speed and precision only possible with a Campagnolo electronic drivetrain.
The ergonomics are the same as the tried and tested electronic controls, but the down shift lever is now easier to use in all riding positions. Especially when you're giving it your all for maximum speed!

262 g

***All control mount covers and sheaths are available as red or white variants.**
Any other colour may be chosen as an option

TECHNOLOGIES

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.

New e-Ergonomy™:
the lower new position of lever 3 ensures easier, more precise shifting and derailing action in all riding positions.

100% waterproof:
all control components are built to operate in any weather conditions in compliance with the IP67 standard.

Multi-Dome Tech™:
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.

Switch 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).

EPS™ DTI™ INTERFACE

A tiny electronic component that performs an extremely important job. The interface transforms the analogue signals received from the controls into the digital signals transmitted to the EPS™ Power Unit™. But that's not all it does. It is also used to sets the initial configuration and adjust drivetrain settings during a race, as well as displaying battery level.
A vital component for the electronic drivetrain, it may be installed on the handlebar mount or on the brake cables.

24 g

TECHNOLOGIES

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.

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.

POWER UNIT DTI™ EPS™

The brain of the system. The EPS™ Power Unit™ is much more than just a battery. Its housing contains all the electronics of the EPS™ drivetrain, the system memory input/output gates and the battery charger plug. This design choice benefits both the reliability and the performance of the system, which is also upgradeable.

167 g

TECHNOLOGIES

Casing in vibration absorbent material with specially contoured interior:
for maximum protection of the battery and electronic components against vibration even on very poor road surfaces.

DTI™ 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. The unit also checks for system faults, warning the user when necessary via an RGB LED and a buzzer.

Input/output gates:
for charging the battery and, when necessary, diagnosing the system and updating the firmware and Eeprom.

Casing with ultrasonically welded seams:
makes the system 100% waterproof

SUPER RECORD™ EPS™ REAR DERAILLEUR

Carbon fibre, titanium and class-beating drive motors.
These are the secrets behind the incredible performance of the Super Record™ EPS™: an ultra-light, incredibly responsive drivetrain delivering lightning-fast, precise shifts in all conditions. With its eye-catching exclusive design, the Super Record™ EPS™ rear derailleur will change the way you think of shifting.

198 g

TECHNOLOGIES

High torque, high drive ratio motors:
Campagnolo® has used the world's best electric motors for this application. These units ensure effective shifting even under strain, deliver the same performance time after time and make extremely fast, precise shifts possible.

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

Special T.I.N. treatment:
this special treatment keEPS™ titanium components in their original condition, so they continue to deliver maximum performance.

Upper and lower body in monolithic carbon powder technopolymer:
for maximum lightness and superlative stiffness.

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 "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.

Exclusive Multi-shifting System:
lets the rider shift up or down by up to 11 sprockets in a single action!

100% waterproof:
all the components of the rear derailleur are built to operate in any weather conditions in compliance with the IP67 standard.

SUPER RECORD™ EPS™ FRONT DERAILLEUR

A powerful punch in a tiny package!
Boasting an optimised design and driven by the highest quality motors available today, the front derailleur moves the chain precisely in all conditions, even under strain.
The result is a derailing speed like nothing you've ever seen before, with the chain shifting up and down from one chainring to the next with truly astonishing speed and precision.

129 g

TECHNOLOGIES

High torque, high drive ratio motors:
Campagnolo® has used the world's best electric motors for this application. These units ensure effective shifting even under strain, deliver the same performance time after time and make extremely fast, precise shifts possible.

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.

Front derailleur body in monolithic carbon powder technopolymer:
for maximum lightness and superlative stiffness.

New internal and external derailler cage design, with aluminium and carbon fibre construction:
a design optimised for the EPS™ 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.

SUPER RECORD™ CRANKSET

The maximum that you could ask for in performance and smoothness. The Super Record™ crankset is an extraordinary concentration of technology and performance: extremely high overall stiffness, extraordinary lightness, fast and precise shifting; the CULT™ system and the option with titanium axle, all this enhances even more the performance and uniqueness of this crankset.

CULT™
CERAMIC ULTIMATE LEVEL TECHNOLOGY

UHS™
ULTRA-HOLLOW STRUCTURE

ULTRA TORQUE™

585 g

New 11-Speed 165mm crankset:
allows for an agile pedal stroke and a correct movement in relation to the length of the lower limbs.

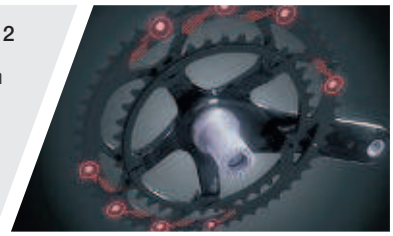
TECHNOLOGIES

XPSS™:
Special design of chain up and downshift zones – chainring pin profile optimization – allows for faster and more precise shifting in all conditions.

Titanium axle and reverse thread titanium fixing bolt:
reduces the overall weight of the crankset by 40 grams.

Ultra-Torque™ Bottom Bracket:
pressure on the pedals is transmitted efficiently without any power loss.

8 Chain Up Shift Zones, And 2 Chain Downshift Zones:
faster and more precise shifting, even under stress.



Hollow Cranks and spider arms with Ultra-Hollow™ Technology:
reduced weight of stress – free sections, improved crank set weight to stiffness ratio.

CULT™:
The combination of the best ceramic balls available on the market and special Cronitect™ steel. The bearings are lubricated with only a film of oil, increasing the smoothness of the crank nine-fold. Resistant to corrosion – performance unaltered over time.

SUPER RECORD™ SPROCKETS

Maximum performance and low noise with no compromise on components. With this in mind Campagnolo® engineers designed our Super Record™ sprockets with double frame on the last two sprocket triplets. This results in a more solid and lighter frame, thanks to the use of titanium in the 6 larger sprockets. The Ultra-Shift™ teeth design has been upgraded to make shifting faster, with perfect synchronization and to eliminate chain stress

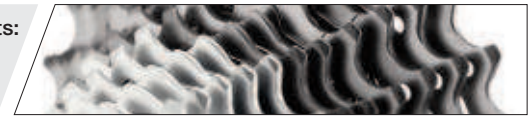
177 g

TECHNOLOGIES

Ultra-Shift™ 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.

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

6 titanium sprockets:
less weight.



RECORD™ CHAIN

All your power is transmitted by the transmission component: the chain. Super Record™ groupsets include Record™ chains: fast, long-lasting and safe. Links and pins have been designed to adhere perfectly to the teeth of chainrings and sprockets to reduce friction. There is no power loss and component life is extended.

2,10 g/link

TECHNOLOGIES

Ultra-Link™ chain link connecting system:
high strength chain connection – greater safety and longer chain life.

Ultra-Link™ chain links:
designed to provide maximum performance to Campagnolo® transmissions: longer life for chainrings and sprockets, maximum efficiency in power transmission.

SUPER RECORD™ BRAKES

For a fast descent you need a safe and reliable braking system that is powerful and adjustable. The Super Record™ system guarantees shorter braking distance and complete control of breaking power thanks to our Skeleton arm design and new brake pads. In its standard version Campagnolo® offers the classic front brake Dual Pivot and rear brake Mono Pivot design to provide maximum braking power modulation. But for those looking for the maximum braking power, even at the rear, Campagnolo® offers the rear brake Dual Pivot option.

Mono/Dual Pivot version
272 g (pair)

Mono/Dual Pivot version
297 g (pair)

TECHNOLOGIES

Special compound:
reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life.

Front/Rear differentiated braking:
lighter rear brake – greater braking power modulation.

Exclusive brake pad coupling/uncoupling system:
fast and secure brake pad replacement

Skeleton brake arms:
no-bend arms, modularity, reduced weight.

RECORD™ EPS™

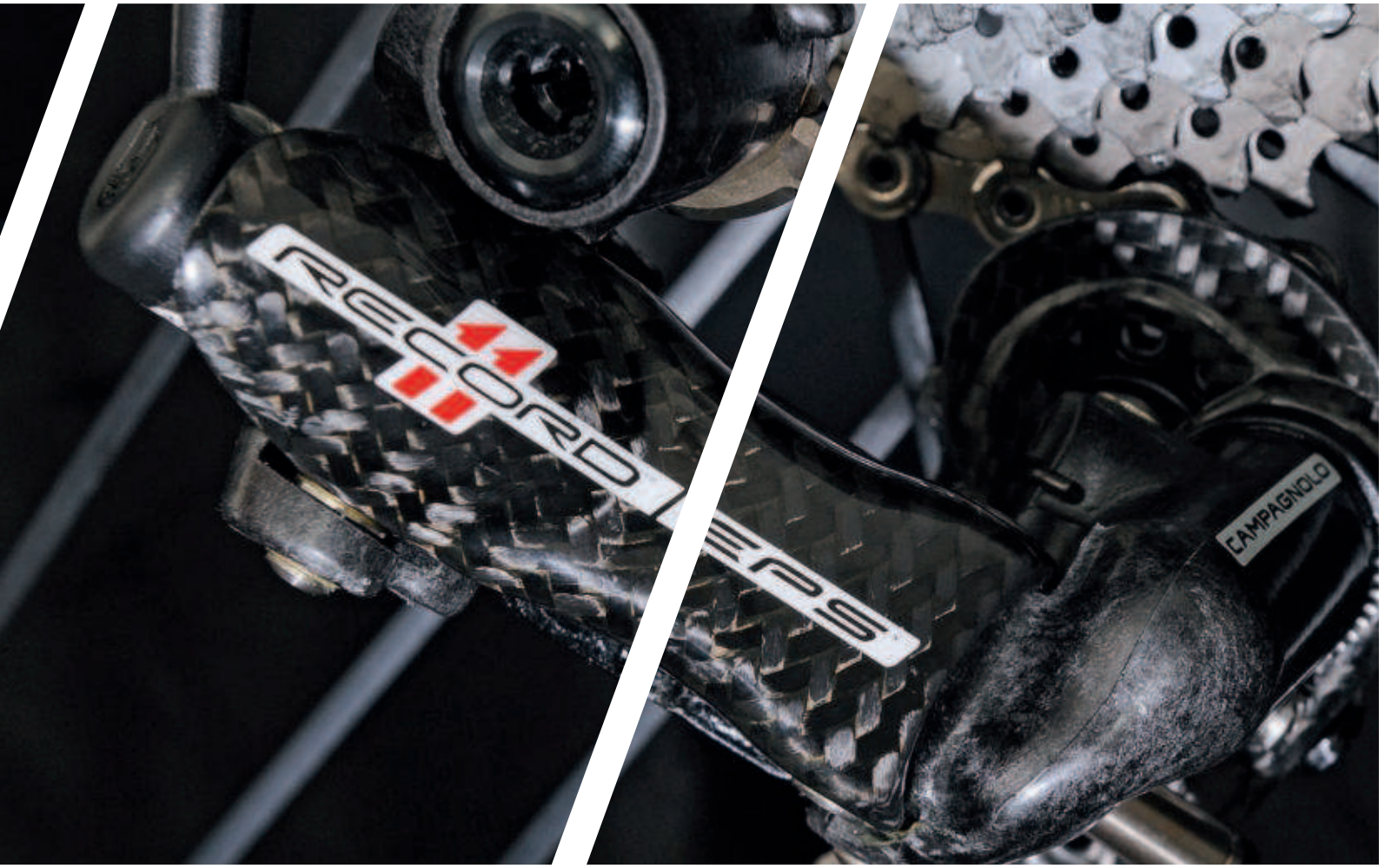
Competition, sweat and an endless string of victories.

The Record name has always been associated with professional racing, and today, the Record 11s™ version of the EPS™ drivetrain continues to bring glory to both athletes and Campagnolo®.

Carbon fibre makes it light and aggressive, while precision machining and exclusive engineering make it reliable, precise and lightning-fast, for unrivalled levels of performance.

The choice of athletes bringing victory within reach of all cycling enthusiasts.


RECORD
EPS
SHIFTING SYSTEM


RECORD
EPS
CAMPAGNOLO

RECORD™ EPS™ ERGOPOWER™

The hallmark carbon levers with the white and red livery of the Record™ 11 EPS™ are immediately recognisable, symbolising a name that has always been associated with extreme performance and victory.
With just a simple click of the controls, the front or rear derailleur moves the chain precisely and extremely rapidly in any situation.

266 g

***All control mount covers and sheaths are available as red or white variants.**
Any other colour may be chosen as an option

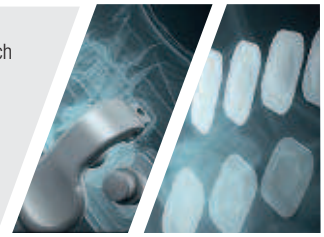
TECHNOLOGIES

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.

New e-Ergonomy™:
the lower new position of lever 3 ensures easier, more precise shifting and derailing action in all riding positions.

100% waterproof:
all control components are built to operate in any weather conditions in compliance with the IP67 standard.

Multi-Dome Tech™:
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.



Switch 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).

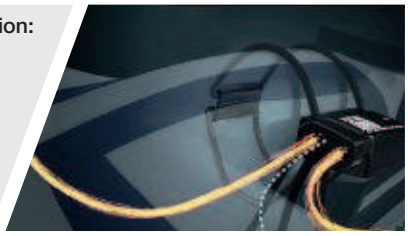
EPS™ DTI™ INTERFACE

A tiny electronic component that performs an extremely important job. The interface transforms the analogue signals received from the controls into the digital signals transmitted to the EPS™ Power Unit™. But that's not all it does. It is also used to sets the initial configuration and adjust drivetrain settings during a race, as well as displaying battery level.
A vital component for the electronic drivetrain, it may be installed on the handlebar mount or on the brake cables.

24 g

TECHNOLOGIES

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.

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.

POWER UNIT DTI™ EPS™

The brain of the system. The EPS™ Power Unit™ is much more than just a battery. Its housing contains all the electronics of the EPS™ drivetrain, the system memory input/output gates and the battery charger plug. This design choice benefits both the reliability and the performance of the system, which is also upgradeable.

167 g

TECHNOLOGIES

Casing in vibration absorbent material with specially contoured interior:
for maximum protection of the battery and electronic components against vibration even on very poor road surfaces.

DTI™ 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. The unit also checks for system faults, warning the user when necessary via an RGB LED and a buzzer.

Input/output gates:
for charging the battery and, when necessary, diagnosing the system and updating the firmware and Eeprom.

Casing with ultrasonically welded seams:
makes the system 100% waterproof

RECORD™ EPS™ REAR DERAILLEUR

Shift up or down by 11 sprockets in under 1.5 seconds!
This astonishing performance has only been made possible through the relentless pursuit of perfection in every part of the component. Every single detail has been optimised to strike the perfect balance between lightness and stiffness, for maximum shifting speed and precision.

203 g

TECHNOLOGIES

High torque, high drive ratio motors:
Campagnolo® has used the world's best electric motors for this application. These units ensure effective shifting even under strain, deliver the same performance time after time and make extremely fast, precise shifts possible.

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

Ultra-Shift™ exclusive geometry parallelogram:
maximum shifting rigidity, fast actuation, precision, friction reduction.

Upper and lower body in monolithic carbon powder technopolymer:
for maximum lightness and superlative stiffness.

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 "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.

Exclusive Multi-shifting System:
lets the rider shift up or down by up to 11 sprockets in a single action!

100% waterproof:
all the components of the rear derailleur are built to operate in any weather conditions in compliance with the IP67 standard.

RECORD™ EPS™ FRONT DERAILLEUR

A powerful punch in a tiny package!
Boasting an optimised design and driven by the highest quality motors available today, the front derailleur moves the chain precisely in all conditions, even under strain.
The result is a derailing speed like nothing you've ever seen before, with the chain shifting up and down from one chainring to the next with truly astonishing speed and precision.

133 g

TECHNOLOGIES

High torque, high drive ratio motors:
Campagnolo® has used the world's best electric motors for this application. These units ensure effective shifting even under strain, deliver the same performance time after time and make extremely fast, precise shifts possible.

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.

Front derailleur body in monolithic carbon powder technopolymer:
for maximum lightness and superlative stiffness.

New internal and external derailler cage design, with aluminium and carbon fibre construction:
a design optimised for the EPS™ 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.

RECORD™ CRANKSET

An extra weapon for achieving victory. The Record™ crankset is designed to transmit 100% of the cyclist's power to the wheel: maximum torsional stiffness of the system, the best U and Q factors in the category, and cranks made entirely of unidirectional carbon fibre. But the real surprise comes with the first shift: precise, extremely fast, and with no hesitation, thanks to the design of the upshifting and downshifting zones of the XPSS™ chainrings. Shifting is no longer a problem, not even under extreme conditions.

CERAMIC ULTRA SMOOTH BEARINGS

UHS ULTRA-HOLLOW STRUCTURE

ULTRA TORQUE™

627 g

New 11-Speed 165mm crankset:
allows for an agile pedal stroke and a correct movement in relation to the length of the lower limbs.

TECHNOLOGIES

XPSS™:
Exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.

Integrated crank/chainring mounting system:
reduced weight – easy maintenance.

Ultra-Torque™ bottom bracket:
pressure on the pedals is transmitted efficiently without any loss of power.

8 Chain up shifting areas and 2 chain downshifting areas:
faster and more precise shifting, even under stress

Hollow cranks and spider arms with Ultra-Hollow™ Technology:
reduces weight of stress – free areas, improves crank set weight and rigidity ratio.

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

RECORD™ SPROCKETS

In competition every little detail counts; that's why steel and titanium were used when producing Record™ sprockets.
The perfect teeth design results in a perfect synchronization between shifting and chain movement.
The six larger sprockets are divided in triplets, which are mounted on special frames to increase rigidity.

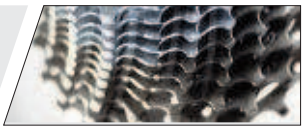
201 g

TECHNOLOGIES

Ultra-Shift™ teeth design:
every sprocket tooth is designed and placed to perform a specific function, such as raising or lowering the chain or giving maximum power transmission to the wheel.

Reinforced mounts for second and third triplets:
greater sprocket set rigidity – performance, precision.

Ultra-Shift™ synchronization:
sprocket tuning allows for maximum shifting performance without hesitation: fast, accurate, and quiet, even under stress.



RECORD™ CHAIN

Pros are the everyday testing ground for the chain fitted on all advanced Record™ 11 and Super Record™ 11 groups.
Links and pins have been designed to adhere perfectly to gears and sprockets teeth providing maximum fluidity, reduced friction and improved chain life.

2,10 g/link

TECHNOLOGIES

Chain link Ultra-Link™ connecting system:
high strength chain connection - greater safety and longer chain life.

Ultra-Link™ chain links:
designed to provide the best possible performance for Campagnolo® transmissions – longer life for gears and sprockets, maximum efficiency in power transmission.

RECORD™ BRAKES

Following professional cyclists means meeting all their needs. This is why Campagnolo® has designed two Record™ brake options.
An extra pivot has been added to the standard single pivot rear version for those who want an immediate and decisive brake response.
Braking power results from both our Skeleton design and the new brake shoe combination. The shoe holder allows for better regulation and helps to improve the friction surface.

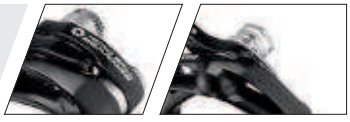
Mono/Dual Pivot version
278 g (pair)

Mono/Dual Pivot version
303 g (pair)

TECHNOLOGIES

Special compound:
reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life.

Front/rear differentiated braking:
lighter rear brake – greater braking power modulation.



Exclusive brake pad Coupling/Uncoupling System:
fast and secure brake pad replacement.

Skeleton brake arms:
no-bend arms, modularity, reduced weight.

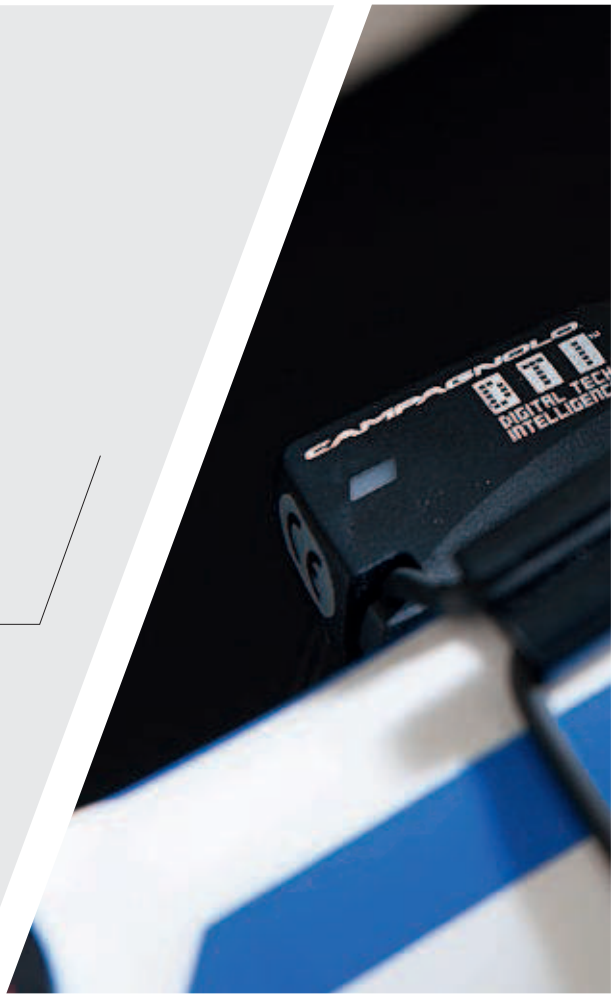
ATHENA™ EPS™

Just like the Super Record™ and Record™.

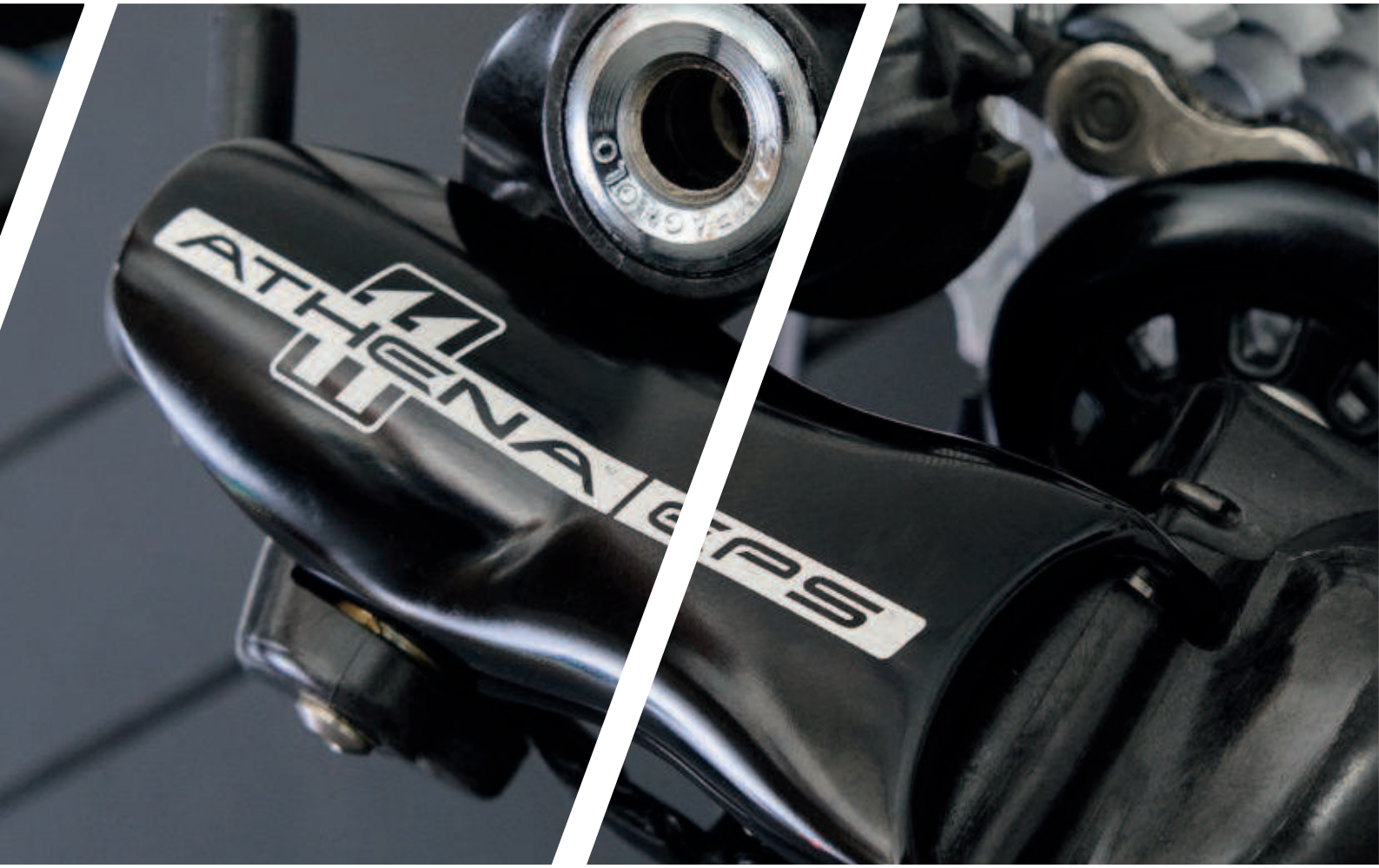
This alone is a sufficient introduction for the new Athena™ EPS™, a groupset differing from these prestigious models only in the materials used and price.

Although made predominantly from aluminium, Athena still includes a number of carbon fibre components, making it the lightest electronic drivetrain in its class, while its ergonomics and derailing and shift performance are exactly the same as Campagnolo's range-topping drivetrains.

A dream within reach of all Campagnolo® enthusiasts.




CAMPAGNOLO
DIGITAL TECH
INTELLIGENCE


ATHENA
GPS

ATHENA™EPS™ ERGOPOWER™

Multi-shifting give the rider the possibility of shifting up or down by up to 11 sprockets at a time. This is a functionality possible only with the EPS™ electronic drivetrain.
But Ergopower™ Athena EPS™ offers even more than this: with superb ergonomics, simplicity, comfort and safety in all riding positions. A single click of the controls and you're headed for a whole new experience.

288 g

***All control mount covers and sheaths are available as red or white variants.**
Any other colour may be chosen as an option

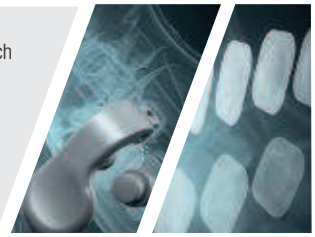
TECHNOLOGIES

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.

New e-Ergonomy™:
the lower new position of lever 3 ensures easier, more precise shifting and derailing action in all riding positions.

100% waterproof:
all control components are built to operate in any weather conditions in compliance with the IP67 standard.

Multi-Dome Tech™:
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.



Switch 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).

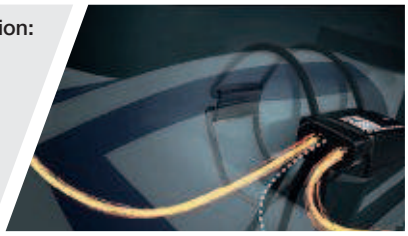
EPS™ DTI™ INTERFACE

A tiny electronic component that performs an extremely important job. The interface transforms the analogue signals received from the controls into the digital signals transmitted to the EPS™ Power Unit™. But that's not all it does. It is also used to sets the initial configuration and adjust drivetrain settings during a race, as well as displaying battery level.
A vital component for the electronic drivetrain, it may be installed on the handlebar mount or on the brake cables.

24 g

TECHNOLOGIES

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.

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.

POWER UNIT DTI™ EPS™

The brain of the system. The EPS™ Power Unit™ is much more than just a battery. Its housing contains all the electronics of the EPS™ drivetrain, the system memory input/output gates and the battery charger plug. This design choice benefits both the reliability and the performance of the system, which is also upgradeable.

167 g

TECHNOLOGIES

Casing in vibration absorbent material with specially contoured interior:
for maximum protection of the battery and electronic components against vibration even on very poor road surfaces.

DTI™ 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. The unit also checks for system faults, warning the user when necessary via an RGB LED and a buzzer.

Input/output gates:
for charging the battery and, when necessary, diagnosing the system and updating the firmware and Eeprom.

Casing with ultrasonically welded seams:
makes the system 100% waterproof

ATHENA™ EPS™ REAR DERAILLEUR

Aluminium, carbon fibre, high technology and design.
The EPS™ 11 speed rear derailleur is the product of exactly the same project which spawned the Campagnolo®'s range topping EPS™ groupsets. And it has inherited the same class-beating performance.

225 g

TECHNOLOGIES

High torque, high drive ratio motors:
Campagnolo® has used the world's best electric motors for this application. These units ensure effective shifting even under strain, deliver the same performance time after time and make extremely fast, precise shifts possible.

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

Ultra-Shift™ exclusive geometry parallelogram:
maximum shifting rigidity, fast actuation, precision, friction reduction.

Upper and lower body in monolithic carbon powder technopolymer:
for maximum lightness and superlative stiffness.

Front plate and cage in aluminum:
for maximum lightness and superlative maximum stiffness. For fast, precise shifts even under strain.

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.

Exclusive Multi-shifting System:
lets the rider shift up or down by up to 11 sprockets in a single action!

100% waterproof:
all the components of the rear derailleur are built to operate in any weather conditions in compliance with the IP67 standard.

ATHENA™ EPS™ FRONT DERAILLEUR

A powerful punch in a tiny package!
Boasting an optimised design and driven by the highest quality motors available today, the front derailleur moves the chain precisely in all conditions, even under strain.
The result is a derailing speed like nothing you've ever seen before, with the chain shifting up and down from one chainring to the next with truly astonishing speed and precision.

149 g

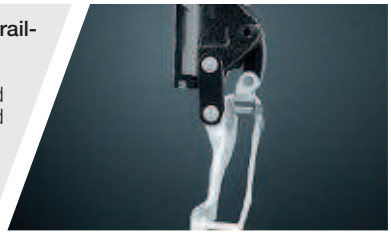
TECHNOLOGIES

High torque, high drive ratio motors:
Campagnolo® has used the world's best electric motors for this application. These units ensure effective shifting even under strain, deliver the same performance time after time and make extremely fast, precise shifts possible.

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.

Front derailleur body in monolithic carbon powder technopolymer:
for maximum lightness and superlative stiffness.

New internal and external derailler cage design:
a design optimised for the EPS™ 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.

ATHENA™ CRANKSET

Aluminium or carbon fibre? Athena™ 11s gives you the freedom to choose the crankset configuration that best suits your bicycle. As always, its performance that's the strong point of Campagnolo® components. The extreme rigidity of cranks/chainrings and the Power Torque™ axle ensure the maximum efficiency of power transmission. It's the entry level 11-speed groupset with top-of-the-range features

POWER TORQUE SYSTEM™
XPSS EXTREME PERFORMANCE SHIFTING SYSTEM™

Bright Silver
aluminium 736 g

New Athena™ 165mm carbon crankset:
it allows for an agile pedal stroke and a correct movement in relation to the length of the lower limbs.

Carbon 640 g

Deep Black
aluminium 736 g

TECHNOLOGIES

XPSS™:
Exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.

Power-Torque™ System:
System with single axle designed to maximise stiffness and power transmission.

CHORUS™ SPROCKETS

The Athena™ groupset uses the Chorus™ sprockets. The Campy Tech Lab™ engineers have designed each single tooth to assure optimal drive train engagement along with fast and precise shifting. The positioning of each sprocket has been designed to reduce friction to the maximum and make the pedal rotation silent and efficient. The six largest sprockets are mounted on separate frames, which increase their stiffness.

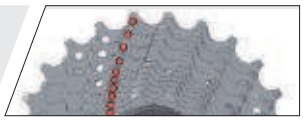
230 g

TECHNOLOGIES

Ultra-Shift™ Teeth Design:
every sprocket tooth is designed and placed to perform a specific function, such as raising or lowering the chain or giving maximum power transmission to the wheel.

Reinforced mounts for second and third triplets:
greater sprocket set rigidity – performance, precision.

Ultra-Shift™ Synchronization:
sprocket tuning allows for maximum shifting performance without hesitation: fast, accurate, and quiet, even under stress.



CHORUS™ CHAIN

Fluidity, smoothness, and noise reduction: the 5.5mm Chorus™ chain fully meets the quality and performance standards of the 11-speedTM groupsets. The strength of the treated steel links is absolute, and the Ultra-Link™ closure system guarantees safety and the long life of the chain.

2,24 g/link

TECHNOLOGIES

Ultra-Link™ Chain Connecting System:
high strength chain connection – greater safety and longer chain life.

Ultra-Link™ chain links:
designed to give better performance to Campagnolo® drivetrains: greater durability of the gears and sprockets, maximum efficiency in the transmission of power.

ATHENA™ BRAKES

Campagnolo®'s objective is to provide both professional and amateur cyclists with the best braking system possible, adapted to their riding style. There are those who prefer to always have the maximum power available (dual pivot on the front and rear), and those, on the other hand, who prefer more controlled and modulated braking, with the monopivot in place of the dual on the rear brake.

Bright Silver
Mono/Dual-Pivot Version
306 g (pair)

Deep Black
Dual-Pivot Version
331 g (pair)

TECHNOLOGIES

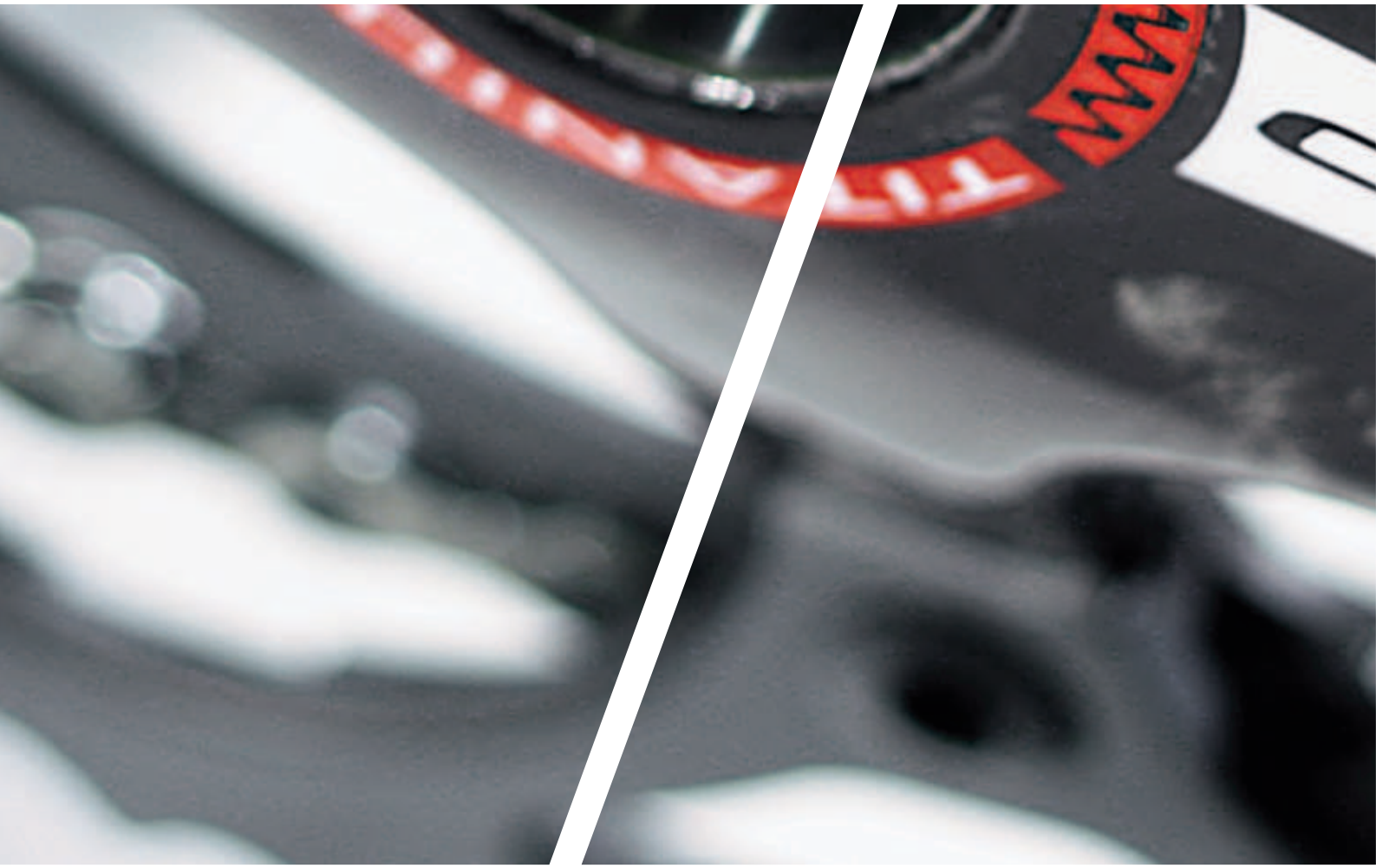
Special brake compound:
better braking performance in all weather conditions – less wear on the braking track.

Front/rear differentiated braking:
lighter rear brake – greater braking power modulation.

Skeleton brake arms:
no-bend arms, modularity, reduced weight.

Version dual pivot front/rear:
Enhanced braking at the rear


ULTRA TORQUE™



MECHANICAL DRIVETRAINS

SUPER RECORD™

Carbon, titanium and state of the art technology.

Once again, the Super Record™ drivetrain confirms its supremacy in terms of performance, reliability and distinctive Italian design.

In winning a race or achieving your own goals, using a drivetrain that responds immediately and precisely to the controls without hesitation can make all the difference.

For those who prefer the appeal of a mechanical drivetrain, the 11-speed Super Record™ is your perfectally.


0
-1
-2
-3
-4
-5


SUPER RECORD

SUPER RECORD™ ERGOPOWER™ CONTROLS

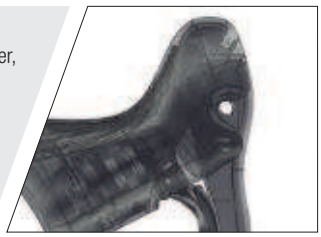
Dominate your bike at every turn, relax on the long straights, and prepare for the final sprint: whatever your racing position, Ergopower™ controls, with the exclusive Campagnolo® mechanism allows you to shift up 3 sprockets at a time and down 5 sprockets. Make every movement natural, fast and precise. The Ergopower™ Ultra-Shift™ controls of the Super Record™ series represent the top of the line in terms of technology applied to the ergonomics of the hand – all to the advantage of safety, speed and precision in the controls. Your every wish is a command.

330 g

***All control mount covers and sheaths are available as red or white variants.**
Any other colour may be chosen as an option.

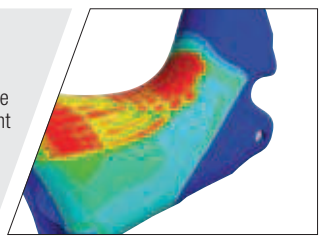
TECHNOLOGIES

Ultra-Shift™ Ergonomics:
safe grip on handlebars in all positions and faster, more precise command on levers.

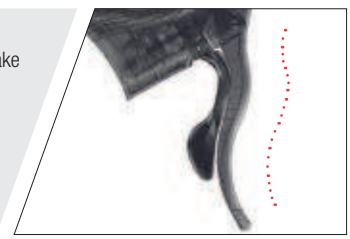


Exclusive Ultra-Shift™ Mechanism:
with just one action of the lever, you can upshift by 1, 2 or 3 chainrings and downshift by 1 to 5 chainrings at a time.

Vari-Cushion™ 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.



Double Curvature Brake Lever:
allows you to engage and modulate the brake safely from any hand position.



SUPER RECORD™ CRANKSET

The maximum that you could ask for in performance and smoothness. The Super Record™ crankset is an extraordinary concentration of technology and performance: extremely high overall stiffness, extraordinary lightness, fast and precise shifting; the CULT™ system and the option with titanium axle, all this enhances even more the performance and uniqueness of this crankset.

585 g

CULT
CERAMIC ULTIMATE LEVEL TECHNOLOGY
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE

UHS
ULTRA-HOLLOW STRUCTURE

ULTRA TORQUE™

XPSS EXTREME PERFORMANCE SHIFTING SYSTEM™

New 11-Speed 165mm crankset: allows for an agile pedal stroke and a correct movement in relation to the length of the lower limbs.

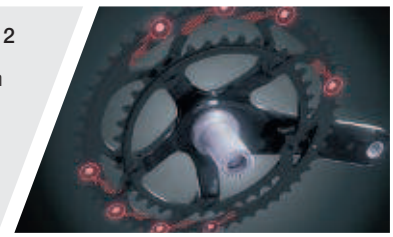
TECHNOLOGIES

XPSS™:
special design of chain up and downshift zones – chainring pin profile optimization – allows for faster and more precise shifting in all conditions.

Titanium axle and reverse thread titanium fixing bolt:
reduces the overall weight of the crankset by 40 grams.

Ultra-Torque™ Bottom Bracket:
pressure on the pedals is transmitted efficiently without any power loss.

8 Chain Up Shift Zones, And 2 Chain Downshift Zones:
faster and more precise shifting, even under stress.



Hollow Cranks And Spider Arms With Ultra-Hollow™ Technology:
reduced weight of stress – free sections, improved crank set weight to stiffness ratio.

CULT™:
the combination of the best ceramic balls available on the market and special Cronitect™ steel. The bearings are lubricated with only a film of oil, increasing the smoothness of the crank nine-fold. Resistant to corrosion – performance unaltered over time.

SUPER RECORD™ REAR DERAILLEUR

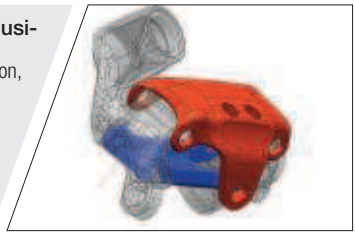
Speed, precision, smoothness and better looks: the first rear derailleur with carbon fibre upper and lower body will amaze even the most demanding of cyclists. Lower and upper bodies, outer plate, parallelogram: all carbon-made components. The white "11" on a red rectangle printed on the carbon fibre makes the image of the Super Record™ rear derailleur even more unique and aggressive.

330 g

TECHNOLOGIES

Carbon fibre upper and lower body:
extreme rigidity and reduced weight. It increases rear derailleur precision and prolongs the life of component.

Carbon fiber parallelogram, and Exclusive Ultra-Shift™ Geometry:
maximum shifting rigidity, fast actuation, precision, friction reduction.



Carbon fiber cage plate:
shifting positioning is exceedingly precise – extremely light.

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

SUPER RECORD™ FRONT DERAILLEUR

Absolutely unrivalled precision and speed: the Super Record™ front derailleur with Ultra Shift™ geometries combined with the Campagnolo® crankset and chain guarantee the best of shifting performance under any condition.

72 g

Braze-on version

TECHNOLOGIES

Ultra-Shift™ Carbon Cage:
thanks to its graduated curvature, shifting is fast and extremely precise.

Special inner cage design:
greater rigidity - faster shifting - more space for the chain crossovers.

Exclusive Campagnolo® Geometry Derailleur:
high system rigidity and shifting precision.

SUPER RECORD™ SPROCKET

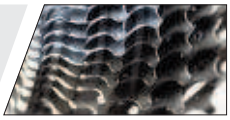
Maximum performance and low noise with no compromise on components. With this in mind Campagnolo® engineers designed our Super Record™ sprockets with double frame on the last two sprocket triplets. This results in a more solid and lighter frame, thanks to the use of titanium in the 6 larger sprockets. The Ultra-Shift™ teeth design has been upgraded to make shifting faster, with perfect synchronization and to eliminate chain stress.

177 g

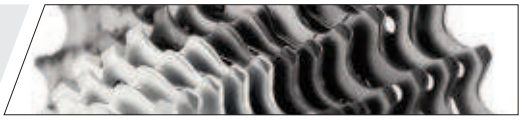
TECHNOLOGIES

Ultra-Shift™ 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.

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



6 titanium sprockets:
less weight.



RECORD™ CHAIN

All your power is transmitted by the transmission component: the chain. Super Record™ groupsets include Record™ chains: fast, long-lasting and safe. Links and pins have been designed to adhere perfectly to the teeth of chainrings and sprockets to reduce friction. There is no power loss and component life is extended.

2,10 g/link

TECHNOLOGIES

Ultra-Link™ Chain Link Connecting System:
high strength chain connection – greater safety and longer chain life.

Ultra-Link™ Chain Links:
designed to provide maximum performance to Campagnolo® transmissions: longer life for chainrings and sprockets, maximum efficiency in power transmission.

SUPER RECORD™ BRAKES

For a fast descent you need a safe and reliable braking system that is powerful and adjustable. The Super Record™ system guarantees shorter braking distance and complete control of breaking power thanks to our Skeleton arm design and new brake pads. In its standard version Campagnolo® offers the classic front brake Dual Pivot and rear brake Mono Pivot design to provide maximum braking power modulation. But for those looking for the maximum braking power, even at the rear, Campagnolo® offers the rear brake Dual Pivot option.

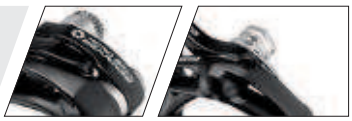
Mono/Dual Pivot version
272 g (pair)

Mono/Dual Pivot version
297 g (pair)

TECHNOLOGIES

Special Compound:
reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life.

Front/Rear Differentiated Braking:
lighter rear brake – greater braking power modulation.



Exclusive Brake Pad Coupling/Uncoupling System:
fast and secure brake pad replacement

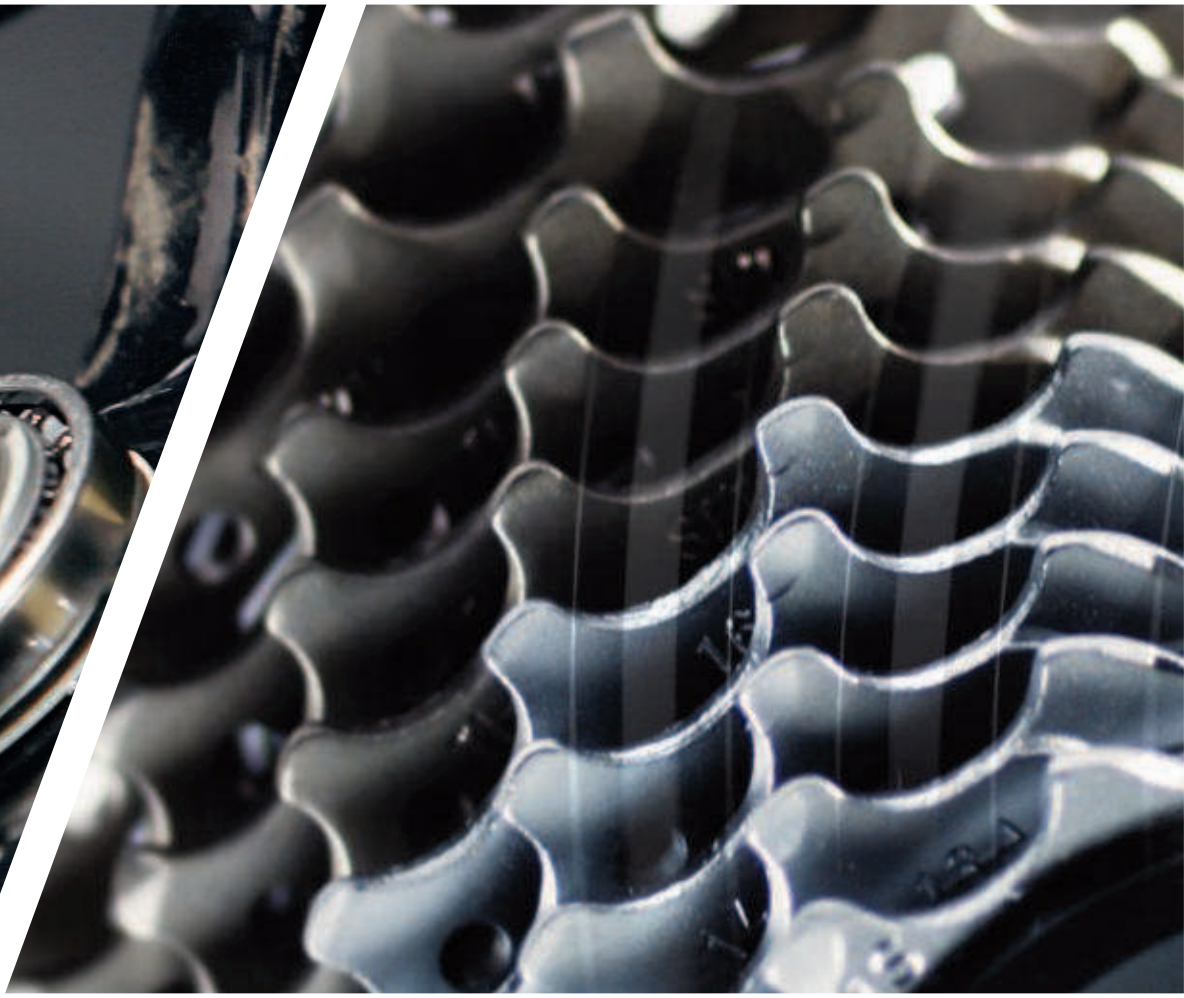
Skeleton brake arms:
no-bend arms, modularity, reduced weight.

RECORD™

Record™ is synonymous with countless Campagnolo® victories in professional and non-professional racing.

An athlete puts everything he or she has into each pedal stroke, and - naturally - demands the same from every component. And this is why racing represents the most challenging, severe test for a component.

A host of past and present victories, with many more yet to come.




RECORD


RECORD

RECORD™ ERGOPOWER™ CONTROLS

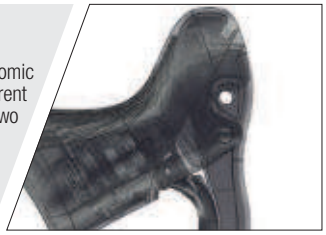
It's all in your hands. From any position on the handlebars, the ergonomics of Ergopower™ controls enable you to engage the rear derailleur and front derailleur with extreme speed and precision. The maximum in performance while safety and comfort are not to be neglected: every detail is designed to provide the maximum comfort even after long hours on the bike.

337 g

***All control mount covers and sheaths are available as red or white variants.**
Any other colour may be chosen as an option.

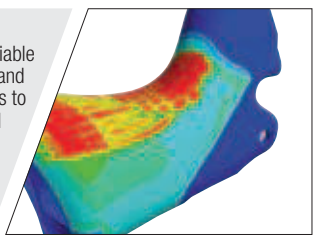
TECHNOLOGIES

Ultra-shift™ 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.

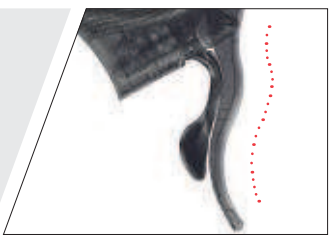


Exclusive Ultra-Shift™ mechanism:
with just one action of the lever, you can upshift by 1, 2 or 3 chainrings and downshift by 1 to 5 chainrings at a time.

Vari-cushion™ 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.



Double curvature brake lever:
allows you to engage and modulate the brake safely from any hand position.



RECORD™ CRANKSET

An extra weapon for achieving victory. The Record™ crankset is designed to transmit 100% of the cyclist's power to the wheel: maximum torsional stiffness of the system, the best U and Q factors in the category, and cranks made entirely of unidirectional carbon fibre. But the real surprise comes with the first shift: precise, extremely fast, and with no hesitation, thanks to the design of the upshifting and downshifting zones of the XPSS™ chainrings. Shifting is no longer a problem, not even under extreme conditions.

627 g

UHS ULTRA-HOLLOW STRUCTURE

ULTRA TORQUE™

OSB CERAMIC ULTRA SMOOTH BEARINGS

XPSS EXTREME PERFORMANCE SHIFTING SYSTEM™

New 11-Speed 165mm crankset: allows for an agile pedal stroke and a correct movement in relation to the length of the lower limbs.

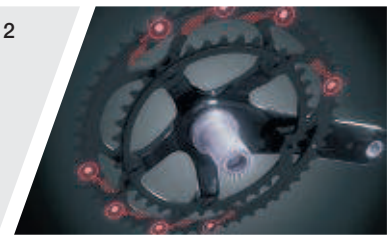
TECHNOLOGIES

XPSS™:
Exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.

Integrated crank/chainring mounting system:
reduced weight – easy maintenance.

Ultra-Torque™ Bottom Bracket:
pressure on the pedals is transmitted efficiently without any loss of power.

8 Chain up shifting areas and 2 chain downshifting areas:
faster and more precise shifting, even under stress



Hollow cranks and spider arms with Ultra-Hollow™ Technology:
reduces weight of stress – free areas, improves crank set weight and rigidity ratio.

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

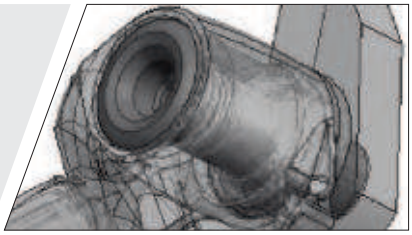
RECORD™ REAR DERAILLEUR

It's the heart and soul of the Record™ 11s drivetrain! The Record™ rear derailleur has always evoked competitions and wins, and still today represents for professional racers the certainty of fast and extremely precise shifting, even under load.
But you don't have to be a pro to take advantage of the performance features of the Record™ 11-speed: the fun is for all.

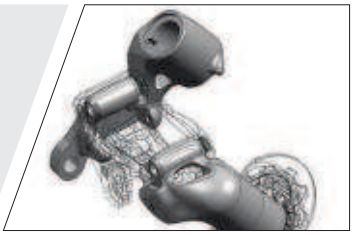
172 g

TECHNOLOGIES

Aluminium rear derailleur fastening screws:
the two-piece system, while maintaining resistance and rigidity, makes it possible to reduce the weight by 53% compared to steel and 22% compared to titanium, and prolongs the life of the component.



Ultra-Shift™ aluminum lower and upper bodies:
less weight, less friction, shifting precision.



Ultra-Shift™ exclusive geometry parallelogram:
maximum shifting rigidity, fast actuation, precision, friction reduction.

Carbon fibre front plate:
extreme stiffness and reduced weight. Increases the precision of the rear derailleur.

RECORD™ FRONT DERAILLEUR

This is the component that, together with the chainrings and chain, assures the exceptional shifting of the Record™ groupset.
Ultra-Shift™ geometry makes the cage extremely rigid, while the body and frame attachment systems make this front derailleur precise, fast, and hesitation-free.

74 g

Clip-on version

TECHNOLOGIES

Ultra-Shift™ carbon outer cage:
thanks to its graduated curvature, shifting is fast and extremely precise.

Special inner cage design:
greater rigidity - faster shifting - more space for the chain crossovers.

Exclusive Campagnolo® geometry derailleur:
high system rigidity and shifting precision.

RECORD™ SPROCKET

In competition every little detail counts; that's why steel and titanium were used when producing Record™ sprockets.
The perfect teeth design results in a perfect synchronization between shifting and chain movement.
The six larger sprockets are divided in triplets, which are mounted on special frames to increase rigidity.

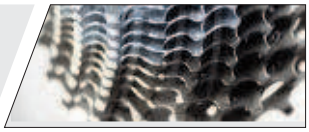
201 g

TECHNOLOGIES

Ultra-Shift™ teeth design:
every sprocket tooth is designed and placed to perform a specific function, such as raising or lowering the chain or giving maximum power transmission to the wheel.

Reinforced mounts for second and third triplets:
greater sprocket set rigidity – performance, precision.

Ultra-Shift™ synchronization:
sprocket tuning allows for maximum shifting performance without hesitation: fast, accurate, and quiet, even under stress.



RECORD™ CHAIN

Pros are the everyday testing ground for the chain fitted on all advanced Record™ 11 and Super Record™ 11 groups.
Links and pins have been designed to adhere perfectly to gears and sprockets teeth providing maximum fluidity, reduced friction and improved chain life.

2,10 g/link

TECHNOLOGIES

Chain link Ultra-Link™ connecting system:
high strength chain connection - greater safety and longer chain life.

Ultra-Link™ chain links:
designed to provide the best possible performance for Campagnolo® transmissions – longer life for gears and sprockets, maximum efficiency in power transmission.

RECORD™ BRAKES

Following professional cyclists means meeting all their needs. This is why Campagnolo® has designed two Record™ brake options.
An extra pivot has been added to the standard single pivot rear version for those who want an immediate and decisive brake response.
Braking power results from both our Skeleton design and the new brake shoe combination. The shoe holder allows for better regulation and helps to improve the friction surface.

Mono/Dual Pivot version
278 g (pair)

Mono/Dual Pivot version
303 g (front+rear)

TECHNOLOGIES

Special compound:
reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life.

Front/rear differentiated braking:
lighter rear brake – greater braking power modulation.

Exclusive brake pad Coupling/Uncoupling System:
fast and secure brake pad replacement.

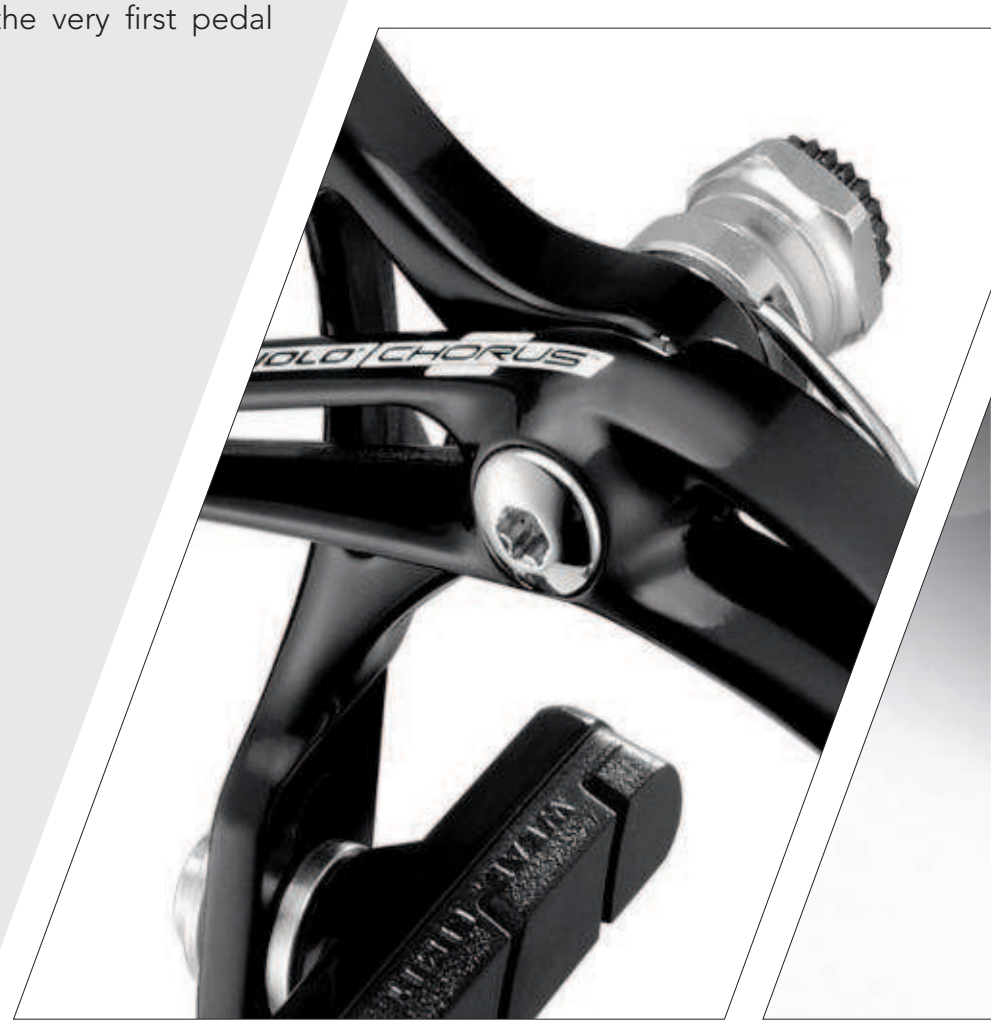
Skeleton brake arms:
no-bend arms, modularity, reduced weight.

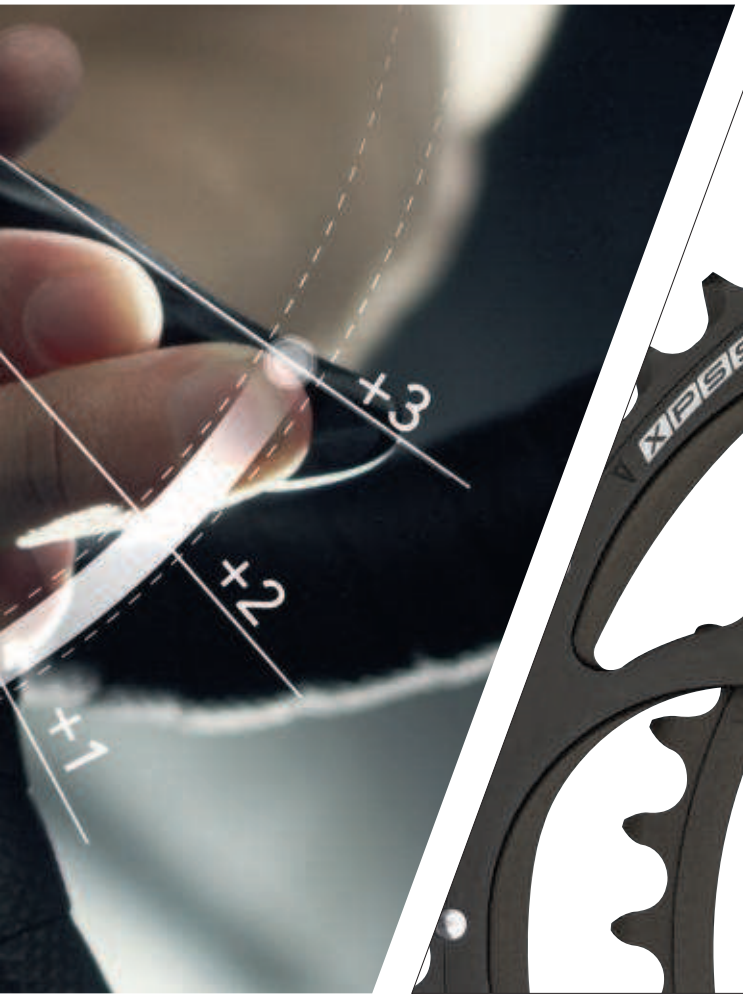
CHORUS™

The distinctive design, performance and high-tech appeal of carbon fibre at a decidedly competitive price.

The same derailing and shift speed, control ergonomics and incredible precision as the Super Record™ and Record™ drivetrains.

The Chorus™ 11-speed drivetrain can stand up to comparison with the best that the market has to offer and will astonish you right from the very first pedal strokes.




+3
+2
+1


XPSS EXTREME PERFORMANCE SHIFTING SYSTEM™
TORQUE


CAMPAGNOLO

CHORUS™ ERGOPOWER™ CONTROLS

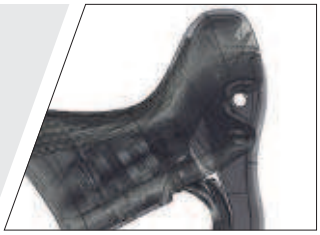
You can grasp the Chorus™ Ergopower™ controls any way you want: you'll always feel safe and responsive.
The ergonomic design of the Ergopower™ body enables you to grip the controls more firmly. The brake lever with double curvature and the classic double lever of the brake/shifter controls guarantee efficient braking in all conditions and easier operation.

337 g

***All control mount covers and sheaths are available as red or white variants.**
Any other colour may be chosen as an option.

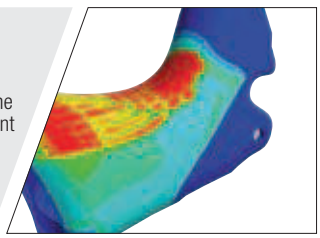
TECHNOLOGIES

Ultra-Shift™ 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.

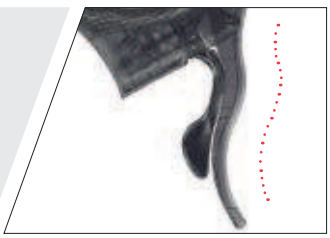


Exclusive Ultra-Shift™ mechanism:
with just one action of the lever, you can upshift by 1, 2 or 3 chainrings and downshift by 1 to 5 chainrings at a time.

Vari-Cushion™ 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.



Double curvature brake lever:
allows you to engage and modulate the brake safely from any hand position.



CHORUS™ CRANKSET

X.P.S.S.™ (eXtreme Performance Shifting System) is the acronym that denotes the most effective and efficient system ever, with the absolute best shifting speed and precision even under load.
The Chorus™ crankset with carbon fibre is the ideal partner for any competition.

XPSS EXTREME PERFORMANCE SHIFTING SYSTEM™

ULTRA TORQUE™

625 g

New 11-Speed 165mm crankset:
it allows for an agile pedal stroke and a correct movement in relation to the length of the lower limbs.

TECHNOLOGIES

XPSS™:
Exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.

Exclusive Crank/Chainring Mounting System:
reduced weight – easy maintenance.

Ultra-Torque™ Bottom Bracket:
pressure on the pedals is transmitted efficiently without any loss of power.

8 Chain up shift and 2 chain downshift zones:
faster and more precise shifting, even under stress.

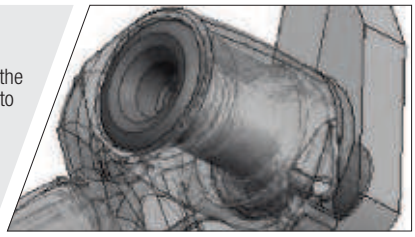
CHORUS™ REAR DERAILLEUR

Chorus™ 11-speed's shifting precision is comparable to its older siblings Record™ and Super Record™.
The design and geometry of the rear derailleur are exactly the same. The only difference lies in the materials used, which made it possible to keep a favourable price without lowering the performance levels. A groupset dedicated to competition like the Chorus™ 11-speed can't forego showing its true competitive spirit, and the carbon fibre front plate is the proof.

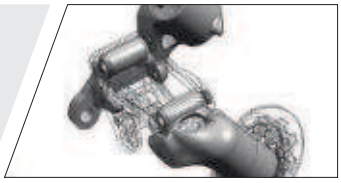
186 g

TECHNOLOGIES

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.



Ultra-Shift™ aluminum lower and upper bodies:
less weight, less friction, shifting precision.



Ultra-Shift™ exclusive geometry parallelogram:
maximum derailleur stiffness, fast shifting, precision, reduction of possible play.

Carbon fibre front plate:
the body of the front plate wraps the upper and lower parts, providing 150% more torsional stiffness compared to a traditional rear derailleur.

CHORUS™ FRONT DERAILLEUR

This system is fast, responsive, and precise, and the chain shifts across chainrings with no hesitations. The Chorus™ 11-speed front derailleur is compatible with standard crank sets and the Compact™. The geometry of the fork and the movement of the front plate have been designed and optimised to obtain maximum performance when used with the other Campagnolo® components.

76 g

Braze-on version

TECHNOLOGIES

Ultra-Shift™
Light alloy cage:
thanks to its graduated curvature shape, shifting is fast and extremely precise.

Exclusive Campagnolo® front derailleur body:
high system stiffness and shifting precision.

Special inner cage design:
greater rigidity - faster shifting - more space for the chain crossovers

CHORUS™ SPROCKET

Every sprocket tooth has been designed to achieve the maximum synchronization, shifting speed, and silent operation.
The six larger sprockets have a double frame system for extreme torsional stiffness, so that operating precision is maintained even during shifting under stress. The surface treatment of the eleven steel sprockets assures longer component life, maintaining the maximum performance through time.

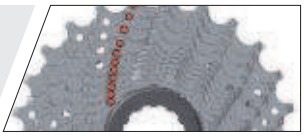
230 g

TECHNOLOGIES

Ultra-Shift™ teeth design:
every sprocket tooth is designed and placed to perform a specific function, such as raising or lowering the chain or giving maximum power transmission to the wheel.

Reinforced mounts for second and third triplets:
greater sprocket set rigidity – performance, precision.

Ultra-Shift™ Synchronization:
sprocket tuning allows for maximum shifting performance without hesitation: fast, accurate, and quiet, even under stress.



CHORUS™ CHAIN

Fluidity, smoothness, and noise reduction: the 5.5mm Chorus™ chain fully meets the quality and performance standards of the 11-speedTM groupsets. The strength of the treated steel links is absolute, and the Ultra-Link™ closure system guarantees safety and the long life of the chain.

2,24 g/link

TECHNOLOGIES

Ultra-Link™ chain connecting system:
high strength chain connection – greater safety and longer chain life.

Ultra-Link™ Chain Links:
designed to give better performance to Campagnolo® drivetrains - greater durability of the gears and sprockets, maximum efficiency in the transmission of power.

CHORUS™ BRAKES

The compounds used yield superior braking performance and the lightened pad holders make pad replacement fast and easy.
But that's not all. Campagnolo® offers two options: alongside the classic front/rear brake differentiation for maximum lightness and braking modulation, there is also a dual pivot option available for the rear brake, for even more decisive and powerful braking. The choice is yours!

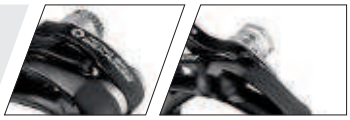
Mono/Dual Pivot version
319 g (pair)

Mono/Dual Pivot version
299 g (pair)

TECHNOLOGIES

Special compound:
reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life.

Front/rear differentiated braking:
lighter rear brake – greater braking power modulation



Exclusive brake pad coupling/uncoupling system:
fast and secure brake pad replacement.

Skeleton brake arms:
no-bend arms, modularity, reduced weight.

ATHENA™

Cutting edge technology accessible to all.

Your Athena™ can be chosen with carbon look finish or with black or silver aluminium finish. Whatever version you choose, Athena™ is the only entry-level 11-speed drivetrain delivering class beating performance.


CAMPAGNOLO
POWER TORQUE SYSTEM
CAM


ATHENA

ATHENA™ ERGOPOWER™ CONTROLS

Deep Black, Bright Silver, or if you like, with carbon finish: three alternatives for personalising your bike to the max.
The performance features are top of the line thanks to Power-Shift™ technology which enables multiple upshifting (3 gears) and single downshifting. The strong points of the Athena controls are comfort and safety. The brake levers with double curvature and the hoods design based on the ergonomics of the hand make these controls the absolute benchmark on the market.

372 g

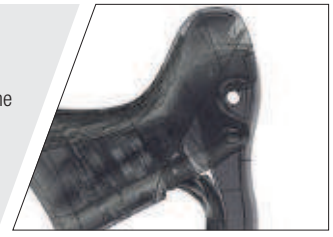
Bright Silver

Carbon Finishing **Deep Black**

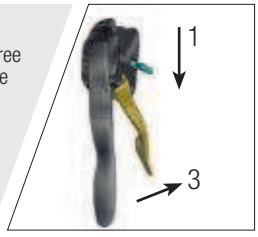
***All control mount covers and sheaths are available as red or white variants.**
Any other colour may be chosen as an option.

TECHNOLOGIES

Ultra-Shift™ 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.

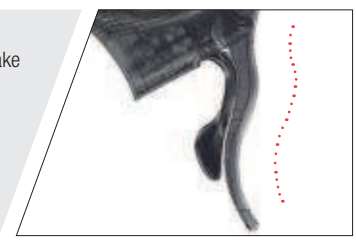


Power-Shift™ Mechanism:
extremely fast and precise, it allows you to upshift by three sprockets at a time or downshift by one with just a single action.



Vari-Cushion™ 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.

Double curvature brake lever:
allows you to engage and modulate the brake safely from any hand position.



Ergonomic brake lever:
lowered position of the fulcrum of the brake lever – reduces the stress of operating the brakes – greater braking modulability.

ATHENA™ CRANKSET

Aluminium or carbon fibre? Athena™ 11s gives you the freedom to choose the crankset configuration that best suits your bicycle. As always, its performance that's the strong point of Campagnolo® components. The extreme rigidity of cranks/chainrings and the Power Torque™ axle ensure the maximum efficiency of power transmission. It's the entry level 11-speed groupset with top-of-the-range features

XPSS EXTREME PERFORMANCE SHIFTING SYSTEM™

POWER TORQUE SYSTEM™

Bright Silver aluminium 736 g

New Athena™ 165mm carbon crankset: it allows for an agile pedal stroke and a correct movement in relation to the length of the lower limbs.

Carbon 640 g

Deep Black aluminium 736 g

TECHNOLOGIES

XPSS™:
Exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.

Power-Torque™ System:
System with single axle designed to maximise stiffness and power transmission.

ATHENA™ REAR DERAILLEUR

Absolute precision.
The rear derailleur with Ultra Shift™ geometry is designed to give you the certainty of immediate shifting in all conditions.
The oversized outer plate wraps around the upper and lower bodies of the rear derailleur, providing superior stiffness. This translates into the absence of play and the maximum speed of chain movement upward and downward.

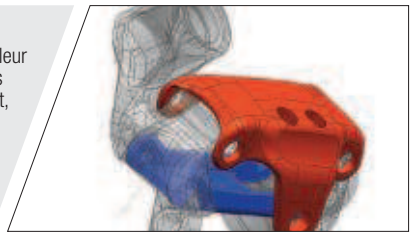
Bright Silver

209 g

Deep Black

TECHNOLOGIES

Ultra-Shift™ 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.



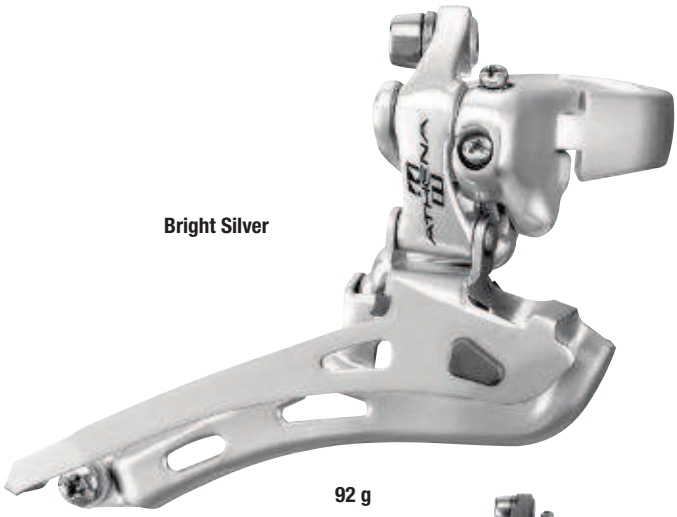
Pulleys in special rubber:
friction reduction

Single cage version:
flexibility of use with all the sprocket combinations

Lightened upper body:
weight reduction

ATHENA™ FRONT DERAILLEUR

Thanks to the Ultra-Shift™ geometry of the cage typical of all the Campagnolo® 11-speed groupsets, the chain can move between the gears of the crankset with the maximum speed and precision in any situation, even when "chain crossings" are extreme or under stress.
The Athena™ front derailleur is compatible with both standard and compact cranksets.



Bright Silver

92 g

Deep Black

TECHNOLOGIES

Outer cage With Ultra-Shift™ Design:
maximum cage stiffness – speed and precision of shifting.

Special Inner Cage Design:
greater rigidity - faster shifting - more space for the chain crossovers.

Exclusive Campagnolo® front derailleur body:
designed to make the system stiffer – improves the speed and precision of shifting.

CHORUS™ SPROCKET

The Athena™ groupset uses the Chorus™ sprockets. The Campy Tech Lab™ engineers have designed each single tooth to assure optimal drive train engagement along with fast and precise shifting. The positioning of each sprocket has been designed to reduce friction to the maximum and make the pedal rotation silent and efficient. The six largest sprockets are mounted on separate frames, which increase their stiffness.

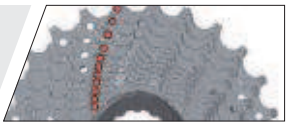
230 g

TECHNOLOGIES

Ultra-Shift™ Teeth Design:
every sprocket tooth is designed and placed to perform a specific function, such as raising or lowering the chain or giving maximum power transmission to the wheel.

Reinforced mounts for second and third triplets:
greater sprocket set rigidity – performance, precision.

Ultra-Shift™ Synchronization:
sprocket tuning allows for maximum shifting performance without hesitation: fast, accurate, and quiet, even under stress.



CHORUS™ CHAIN

Fluidity, smoothness, and noise reduction: the 5.5mm Chorus™ chain fully meets the quality and performance standards of the 11-speedTM groupsets. The strength of the treated steel links is absolute, and the Ultra-Link™ closure system guarantees safety and the long life of the chain.

2,24 g/link

TECHNOLOGIES

Ultra-Link™ Chain Connecting System:
high strength chain connection – greater safety and longer chain life.

Ultra-Link™ chain links:
designed to give better performance to Campagnolo® drivetrains: greater durability of the gears and sprockets, maximum efficiency in the transmission of power.

ATHENA™ BRAKES

Campagnolo®'s objective is to provide both professional and amateur cyclists with the best braking system possible, adapted to their riding style. There are those who prefer to always have the maximum power available (dual pivot on the front and rear), and those, on the other hand, who prefer more controlled and modulated braking, with the monopivot in place of the dual on the rear brake.

Bright Silver

Mono/Dual Pivot version : 306 g (pair)

Deep Black

Dual-Pivot : 331 g (pair)

TECHNOLOGIES

Special brake compound:
better braking performance in all weather conditions – less wear on the braking track.

Front/rear differentiated braking:
lighter rear brake – greater braking power modulation.

Skeleton brake arms:
no-bend arms, modularity, reduced weight.

Version dual pivot front/rear:
Enhanced braking at the rear

ATHENA™ TRIPLE CONTROL

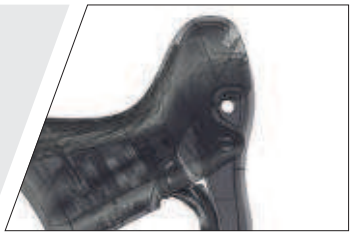
Ergonomics, safety and ease of use. The left hand control of the Athena™ 11s Ergopower™ Powershift™ control set is specific for the triple drivetrain, while the right hand control is the same component already used for the double drivetrain.

375 g

TECHNOLOGIES

Power Shift™ system mechanism in left hand control:
specifically indexed for the triple drivetrain.

Ultra-Shift™ 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.



Two colour versions:
Athena 11x3 is available in Deep Black or Bright Silver.

ATHENA™ TRIPLE CRANKSET

The new triple crankset created to the 11 speed Athena™ drivetrain is a concentrated package of innovation, unparalleled performance and technology. Designed for maximum pedalling ergonomics, the Athena™ 11 speed represents the benchmark today for derailing precision and speed.

904 g

TECHNOLOGIES

"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 best rival triple crankset currently available on the market ensures maximum comfort and freedom of movement.

Power-Torque™ System:
System with single axle designed to maximise stiffness and power transmission.

XPSS™:
Exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.

Hollow aluminium crank:
superlative lightness

Two colour versions:
Athena™ 11x3 is available in Deep Black or Bright Silver.

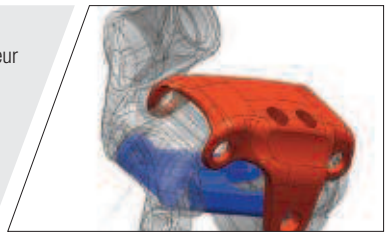
ATHENA™ REAR DERAILLEUR

Uncompromised performance. With this goal in mind, Campagnolo® chose to equip the Athena™ 11s rear derailleur with a long cage for maximum shift speed and precision even with the triple drivetrain.

216 g

TECHNOLOGIES

Ultra-Shift™ 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.

Two colour versions:
Athena 11x3 is available in Deep Black or Bright Silver.

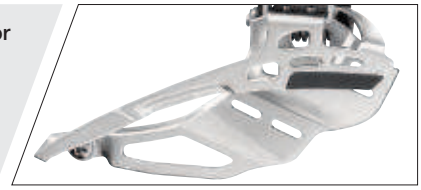
ATHENA™ TRIPLE FRONT DERAILLEUR

Completely redesigned for the triple drivetrain. Campagnolo® has succeeded in giving this component the same levels of performance as the double drivetrain: an extraordinary achievement that benefits riders who prefer a triple-chainring drivetrain.

101 g

TECHNOLOGIES

Dedicated derailleur cage for triple drivetrain:
for extremely precise and easy derailing on all chainrings.



New inner “H” link, external link and front derailleur body:
maximum lightness and stiffness for precise, fast derailing.

Two colour versions:
Athena™ 11x3 is available in Deep Black or Bright Silver.

CENTAUR™

CENTAUR™

Created to offer riders preferring 10-speeds a drivetrain with the best shift and derailing performance in the cycle world.

Achieving this challenging goal called on all the experience, expertise and genius of the engineers at the Campy Tech Lab™, who created a 10-speed drivetrain delivering all the performance necessary to transform each pedal stroke into power and take you to victory.


CENTAUR


10 SPEED
POWER TORQUE SYSTEM
CAMPAGN
CAMPAGNOLO


CENTAUR


CENTAUR

CENTAUR™ ERGOPOWER™ CONTROLS

The ergonomic design of the Campagnolo® Ergopower™ controls also used for our 11s groupsets provides the most correct and secure support for the hands in all driving positions. The Centaur™ Ergopower™ controls feature the Power Shift System™ mechanism, which makes it possible to move the chain by three sprockets in downshifting and one in upshifting.
Two lever versions are available: in aluminium or in carbon fibre with core in light alloy.

375 g

Deep Black

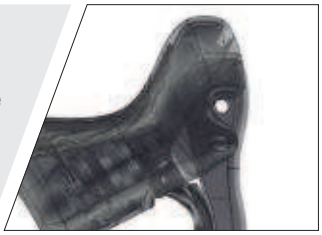
373 g

Black & Red **Carbon** **Carbon Black&Red**

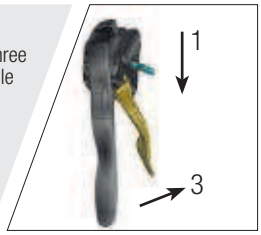
***All control mount covers and sheaths are available as red or white variants.**
Any other colour may be chosen as an option.

TECHNOLOGIES

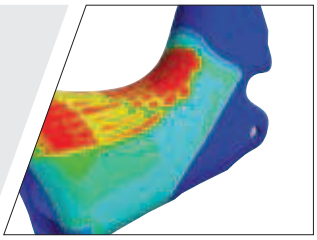
Ultra-Shift™ Ergonomics:
ensures a firm grip on the handlebars and fast, precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.



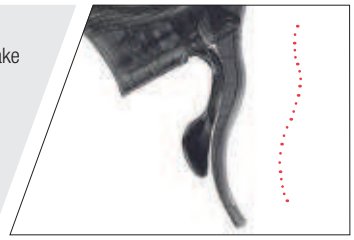
Power-Shift™ Mechanism:
extremely fast and precise, it allows you to upshift by three sprockets at a time or downshift by one with just a single action.



Vari-Cushion™ 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.



Double curvature brake lever:
allows you to engage and modulate the brake safely from any hand position.



CENTAUR™ CRANKSET

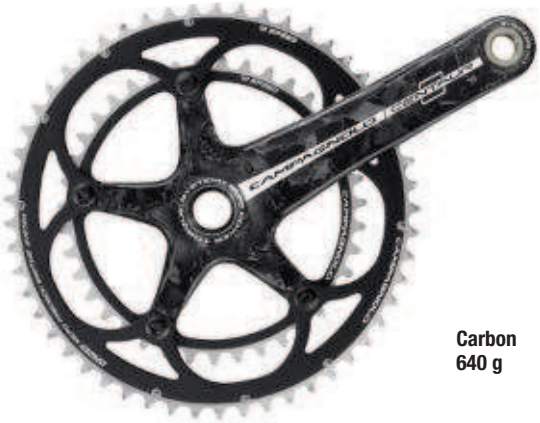
Like a precision timepiece. The Centaur™ crankset is designed to never make a mistake. The rigidity values of the crank and chainrings are at the top of the category. But that's not all… Thanks to the design of the teeth and the eight ascending zones and two descending zones of the chainring, the shifting speed and precision are first-rate, consistently guaranteeing the maximum power transmission.

POWER TORQUE SYSTEM™

MPS MICRO PRECISION SHIFTING™ SYSTEM

Deep Black
738 g

Black &Red
738 g

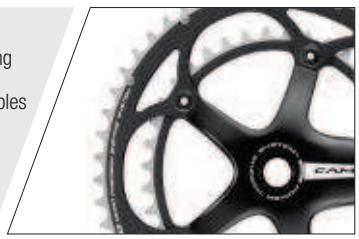


Carbon
640 g

Carbon Black&Red
738 g

TECHNOLOGIES

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



Power Torque System™ bottom bracket:
pressure on the pedals is transmitted efficiently without any power loss.

8 Up shift and 2 downshift zones:
faster and more accurate shifting, even under stress.

CENTAUR™ REAR DERAILLEUR

Absolute precision and reactivity are guaranteed by the new outer plate made of aluminium as per the 11s design. The design of the upper and lower bodies has been optimised to achieve the maximum rigidity and at the same time to reduce the weight.
The cage, thanks to the new geometry, is more rigid and lighter, and the silicone rollers reduce vibration and improve the silence of the drivetrain.

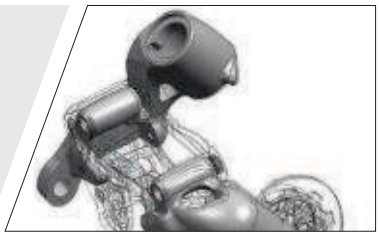
Deep Black

220 g

Black & Red

TECHNOLOGIES

Ultra-Shift™ Aluminum lower and upper body:
lower weight – rigidity – friction reduction – longer component life.



Ultra-Shift™ exclusive geometry parallelogram:
maximum shifting rigidity, fast actuation, precision, friction reduction.

CENTAUR™ FRONT DERAILLEUR

Compact or traditional crankset? The Centaur™ front derailleur can handle both solutions with no indecision. The M-Brace™ design of the front derailleur body and the inner arm in Z-Shape™ configuration ensure an unprecedented rigidity that translates into excellent shifting precision and speed.

Deep Black

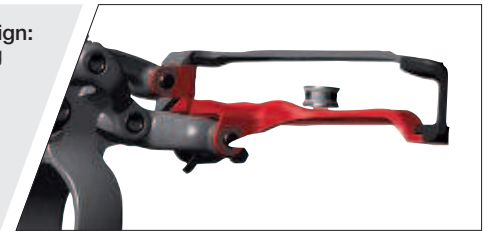
92 g

Black & Red

Clip-on version

TECHNOLOGIES

Special inner cage design:
greater rigidity - faster shifting - more space for the chain crossovers.



Derailleur body with exclusive Campagnolo® M-brace™ geometry:
high system rigidity and shifting precision.

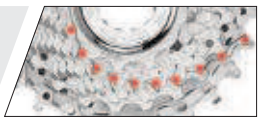
CENTAUR™ SPROCKET

The profile of the teeth, completely redesigned in line with the Ultra-Drive™ project, makes it possible to achieve the maximum response speed at the moment of shifting. The synchronisation obtained by establishing a specific position of the teeth between sprocket and sprocket makes the passage from one sprocket to the next very fluid and fast. And in order not to lose rigidity, the last two are fitted on an aluminium frame.

248 g

TECHNOLOGIES

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



Ultra-Drive™ Teeth Design:
optimized upshifting.

New 12/27 and 12/30 ratio combinations:
Completely redesigned for extremely precise, rapid shifting.

CENTAUR™ CHAIN

The Centaur™ chain is incredibly quiet thanks to the Teflon wax treatment and the link-pin coupling geometry that reduces friction to the minimum, prolonging the life of the chain and ensuring less dispersion of the power transmitted.
The precise sizing of links, rollers and pins reduces the interference with chainrings and sprockets adjacent to the ones in motion.

2,36 g/link

TECHNOLOGIES

Chain link HD-Link™ fastening system:
excellent link locking – greater safety and longer chain life.

CENTAUR™ BRAKES

Have no fear of going too fast. Safe stopping is assured by the Centaur™ brakes. The forged aluminium lever arms and their particular form provide an extremely high level of rigidity even in extreme situations.
Combined with Campagnolo® brake pads and Ergopower™ brake levers, braking is absolutely safe and easily modulated for all situations, all this in just 310 grams!

Black

310 g

TECHNOLOGIES

Special compound:
reduction of braking distance on both dry and wet surfaces – longer life for brake pad and rim.

Black & Red

CENTAUR™ TRIPLE CONTROL

Ergonomics, safety and ease of use. The left hand control of the Centaur™ Ergopower™ Powershift™ control set is specific for the triple drivetrain, while the right hand control is the same component already used for the double drivetrain.

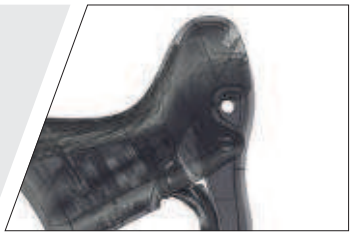
376 g

Balck & Red

TECHNOLOGIES

Power Shift™ System mechanism in left hand control:
specifically indexed for the triple drivetrain.

Ultra-Shift™ 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.



CENTAUR™ TRIPLE CRANKSET

Designed specifically for the triple drivetrain. The new crankset for the Centaur™ represents the state of the art in triple chainring drivetrains. With a hollow crank and the best "U" and "Q" factors on the market, this is the benchmark crankset for any cyclist.

Deep Black 914 g

Black & Red

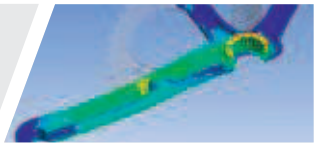
TECHNOLOGIES

"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 best rival triple crankset currently available on the market ensures maximum comfort and freedom of movement.

Power Torque System™ bottom bracket:
pressure on the pedals is transmitted efficiently without any power loss.

XPSS™:
exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.

Hollow aluminium crank:
superlative lightness



CENTAUR™ REAR DERAILLEUR

For the 2013 Centaur™ 10s range, a new rear derailleur with long cage has been introduced, which is necessary when using the drivetrain in combination with 12/30 sprockets.

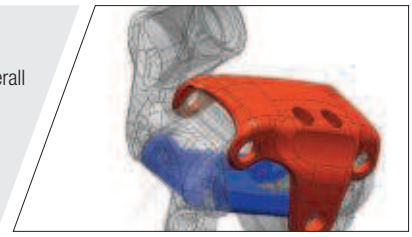
Deep Black

229 g

Balck & Red

TECHNOLOGIES

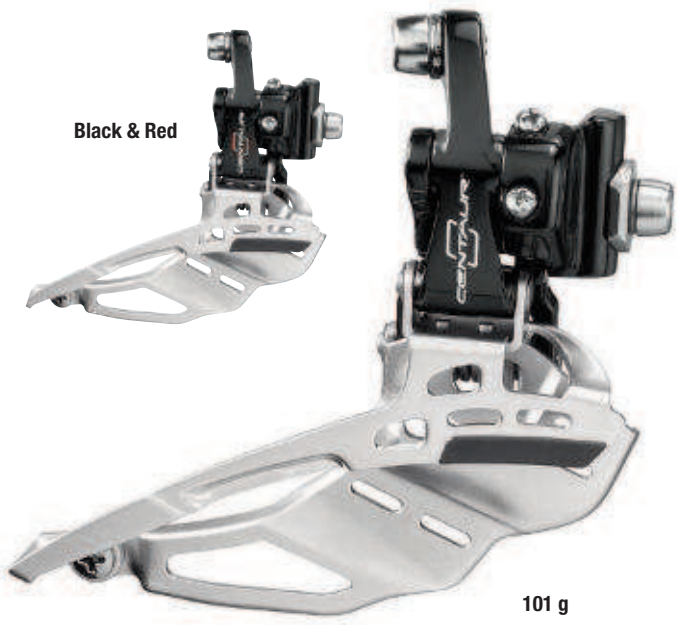
Ultra-Shift™ Parallelogram:
designed to wrap around the rear derailleur bodies and increase the overall stiffness of the rear derailleur. Makes shifting fast, precise, and clean in all conditions.



Long cage:
maximises triple drivetrain performance when using 12/30 sprockets.

CENTAUR™ TRIPLE FRONT DERAILLEUR

Class-beating derailing performance made possible by a new derailleur cage and front derailler levers with a completely new design specifically for the triple drivetrain.



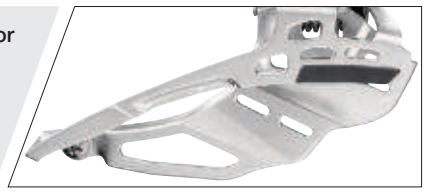
Black & Red

101 g

Deep Black

TECHNOLOGIES

Dedicated derailleur cage for triple drivetrain:
for extremely precise and easy derailing on all chainrings.

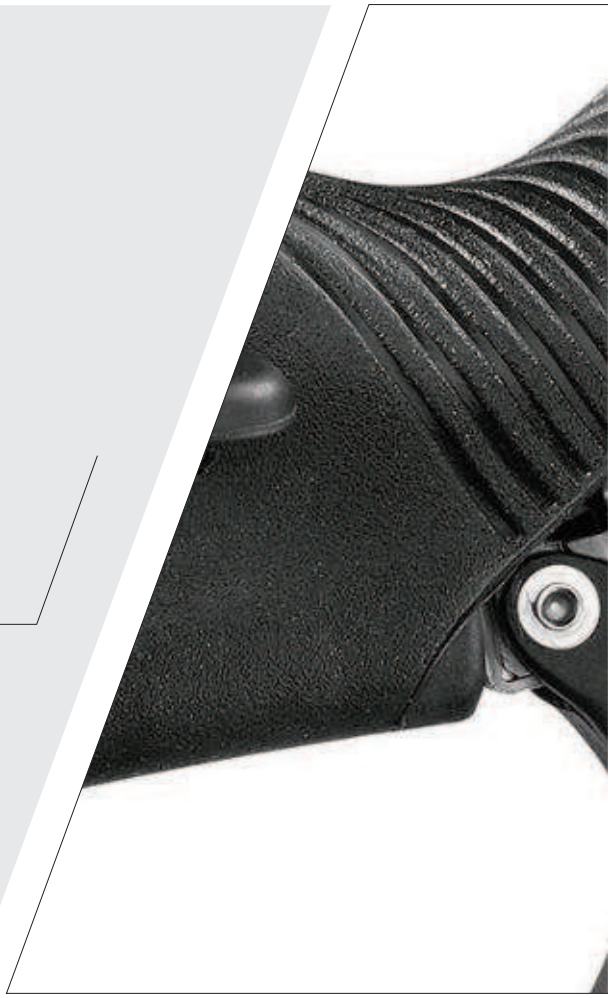


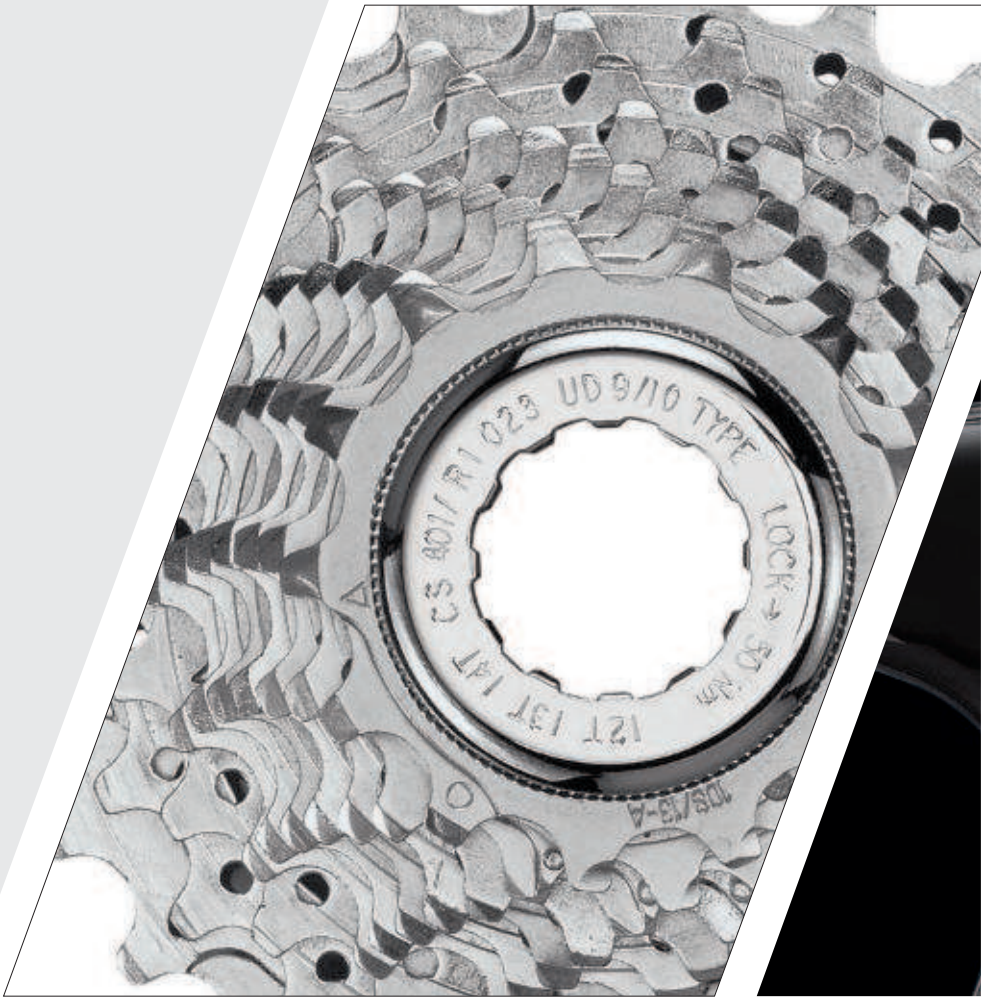
New inner "H" link, external link and front derailleur body:
maximum lightness and stiffness for precise, fast derailing

VELOCE™

The entry-level drivetrain with the qualities of a champion.

Derived from the project for 11-speed drivetrains, with the same form and design. And the performance is no less impressive: class-beating speed and precision, the same ergonomics as the 11-speed sets, and the choice of black or silver finish. You decide.






3x


VELOCE™


POWER TORQUE SYSTEM™


VELOCE™
CAMPAGN

VELOCE™ ERGOPOWER™ CONTROLS

Designed for your hands.
An in-depth study of the ergonomics between the hand and the control lever made it possible to achieve a level of safety, comfort, and speed of control far beyond all expectations. On a climb or in a sprint, your hands will always find the ideal position, without compromise.

368 g

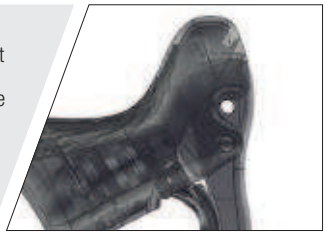
Deep Black

Bright Silver

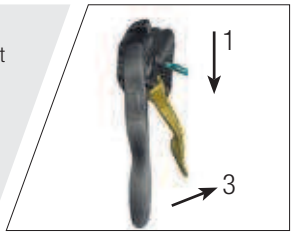
***All control mount covers and sheaths are available as red or white variants.**
Any other colour may be chosen as an option.

TECHNOLOGIES

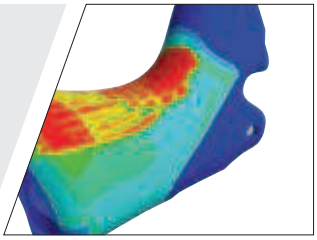
Ultra-Shift™ ergonomics:
ensures a firm grip on the handlebars with fast and precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.



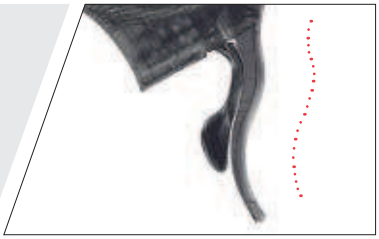
Power-Shift™ Mechanism:
extremely precise and rapid, it allows you to upshift three sprockets at a time or downshift by one with just a single action.



Vari-Cushion™ 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.



Double curvature brake lever:
allows you to engage and modulate the brake safely from any hand position.



VELOCE™ CRANKSET

The Veloce™ crankset adopts the Power Torque System™ also used for its "big brother" Centaur™.
The Power Torque System™ represents the ideal solution for the Campagnolo® 10s drivetrains: high rigidity of cranks and chainrings along with extremely limited weight, efficient power transmission thanks to optimised "Q" and "U" factors, new chainrings with MPS Micro Precision Shifting™ machining of the teeth and new machining on the upward zone of the chain. All this makes the Veloce™ crankset one of the most highly evolved technological solutions, but also one of the most economical, existing on the market.

POWER TORQUE SYSTEM™

MPS MICRO PRECISION SHIFTING™ SYSTEM

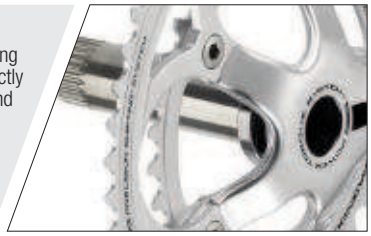
Deep Black

753 g

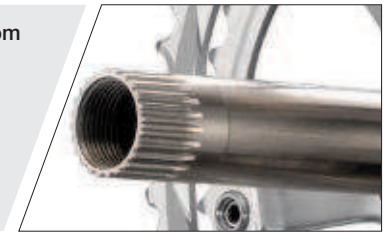
Bright Silver

TECHNOLOGIES

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



Power Torque Tystem™ bottom bracket:
pressure on the pedals is transmitted efficiently without any power loss.



8 up shift and 2 downshift zones:
faster and more accurate shifting, even under stress.

VELOCE™ REAR DERAILLEUR

Zero compromise. The Veloce™ rear derailleur raises the bar on 10-speed drivetrains, taking them to even higher levels of performance. The design of the parallelogram and oversized outer plate, already used for the 11-speed drivetrain, is "enveloping" and makes shifting incredibly fast, precise, and silent.

Black Deep

227 g

Bright Silver

TECHNOLOGIES

Ultra-Shift™ Aluminum Lower And Upper Body:
lower weight – friction reduction – longer component life.

Aluminum parallelogram with exclusive Ultra-Shift™ Geometry:
maximum shifting rigidity, fast actuation, precision, friction reduction.

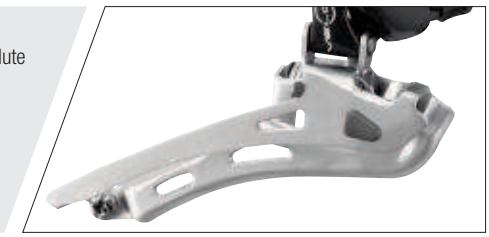
VELOCE™ FRONT DERAILLEUR

Less than 100 grams!
…Plus no compromise in terms of rigidity, precision, and shifting speed. The design of the Veloce™ front derailleur cage enables perfect handling of both traditional and compact cranksets.

Deep Black 98 g

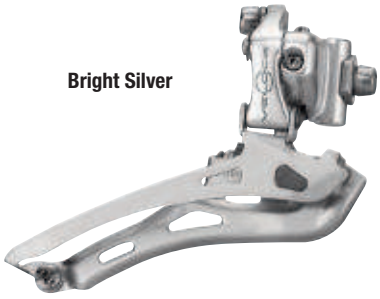
TECHNOLOGIES

Nickel chrome cage:
longer component life – absolute rust protection



Compatible for standard and compact cranksets:
the groupset can be used with any 10-speed crank set

Bright Silver



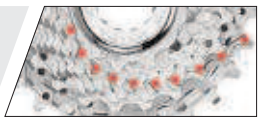
VELOCE™ SPROCKET

Chain and sprockets have to work in perfect harmony: this is the reason why we have optimised the profile of the sprocket teeth. The result is perfect synchronisation in traction and rapid shifting thanks to the Ultra-Drive™ design.

258 g

TECHNOLOGIES

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



Ultra-Drive™ Teeth Design:
enables consistently responsive, fast, and precise shifting.

New combinations 12/27 and 12/30:
completely redesigned, allowing extremely precise and quick shifting.

VELOCE™ CHAIN

Preventing energy dispersion is possible. With the Veloce™ chain, power transmission is assured.
The HD-Link™ system protects you from any risk of the chain not keeping traction at the delicate closure point. Silence and fluidity of pedalling are achieved by the perfect machining of the link profile.

2,39 g/link

TECHNOLOGIES

HD-Link™ chain link fastening system:
high strength link locking – greater safety and longer chain life.

VELOCE™ BRAKES

You don't have to be a bicycle expert: with the brakes of the Veloce™ groupset you'll have the necessary security at all times.
The possibility of orbital brake-pad adjustment makes it possible to obtain the optimal braking torque with any wheel. The forged caliper with double fulcrum design ensures excellent power transmission.

Deep Black

325 g

TECNOLOGIE

Special compound:
reduction of braking distance on both dry and wet surfaces – longer life for brake pad and rim.

Bright Silver

VELOCE™ TRIPLE CONTROL

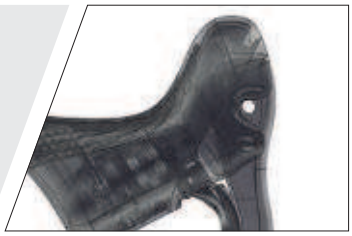
Ergonomics, safety and ease of use. The left hand control of the Veloce™ Ergopower™ Powershift™ control set is specific for the triple drivetrain, while the right hand control is the same component already used for the double drivetrain.

371 g

TECHNOLOGIES

Power Shift™ System mechanism in left hand control:
specifically indexed for the triple drivetrain.

Ultra-Shift™ 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.



Two colour versions:
Veloce™ 10x3 is available in Deep Black or Bright Silver.

VELOCE™ TRIPLE CRANKSET

The best "U" and "Q" factors for a triple crankset. With an all-new crank and chainring design, the Veloce™ crankset delivers the highest performance in this class.

896 g

TECHNOLOGIES

"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 best rival triple crankset currently available on the market ensures maximum comfort and freedom of movement.

Power Torque System™ bottom bracket:
pressure on the pedals is transmitted efficiently without any power loss.

XPSS™:
Exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.

Hollow aluminium crank:
superlative lightness

Two colour versions:
Veloce™ 10x3 is available in Deep Black or Bright Silver.

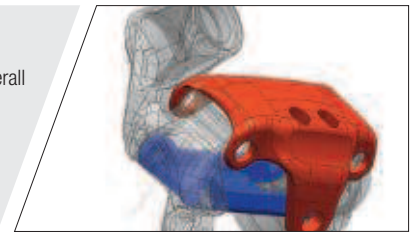
VELOCE™ REAR DERAILLEUR

The rear derailleur is the same as the component used in the 2012 range, but is now also available with a long cage for using the triple drivetrain in combination with the new 12/30 sprocket.

238 g

TECHNOLOGIES

Ultra-Shift™ 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 12/30 sprockets.

Two colour versions:
Veloce™ 10x3 is available in Deep Black or Bright Silver.

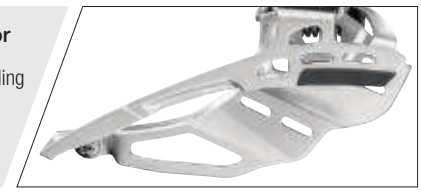
VELOCE™ TRIPLE FRONT DERAILLEUR

Class-beating derailing performance made possible by a new derailleur cage and front derailler levers with a completely new design specifically for the triple drivetrain.

101 g

TECHNOLOGIES

Dedicated derailleur cage for triple drivetrain:
for extremely precise and easy derailing on all chainrings.



New inner "H" link, external link and front derailleur body:
maximum lightness and stiffness for precise, fast derailing.

Two colour versions:
Veloce™ 10x3 is available in Deep Black or Bright Silver.

WHEELS

CARBON WHEELS

Long, daunting climbs, edgy, fast sequences and a burst of acceleration out of every bend.

When minimal rotating mass is your first priority in choosing a wheel, carbon fibre is the perfect material.

A complete range of wheels from the hill-climber's favourite, the legendary **Hyperon™**, to the ultra-fast **Bora Ultra™**, available as a 50mm and even an 80mm variant.

No compromise. Campagnolo® carbon fibre wheels are destined exclusively for cyclists who love leading the pack!


ULTRA


ULTRA

BORA™ ULTRA™ 80

TUBOLAR

Bora™ is every cyclist's dream.
And now, Campagnolo® presents a new version with an 80mm rim. This project stems from the famous and winning 50mm Bora™ Ultra™ Two: extremely light due to the full unpainted carbon rim, extremely responsive and 9 times smoother than standard systems thanks to the CULT™ system. Fears no comparison. Not a slightest detail has been missed to make Bora™ Ultra™ 80 specially for time trial and sprint races: designed for professionals, it will win over many enthusiasts among amateurs and competitors of all levels.

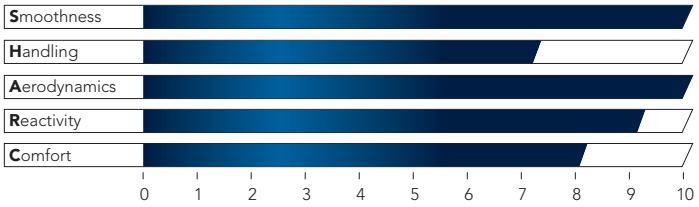
1540 g

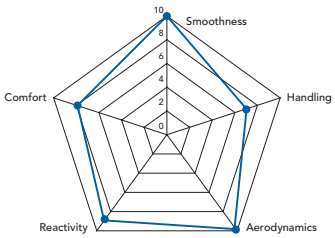
Rear wheel
Bright label

Front wheels
Dark label

The Bora™ Ultra™ 80 wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.





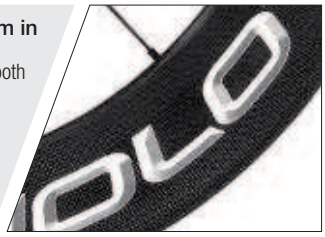
CULT
CERAMIC ULTIMATE LEVEL TECHNOLOGY
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE

TECHNOLOGY

RIM

Full carbon high profile for 80mm tubular:
extremely limited weight. Gives the wheel an extremely high level of lateral stiffness and greater reactivity. enables the maximum aerodynamic penetration, reducing friction. The design of the profile details makes the wheel extremely manageable even in a crosswind.

Exclusive pressing system for the rim in unpainted carbon:
enables an extremely limited weight and a smooth surface free from imperfections.



New 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. For a more modular and more secure stop.

Dynamic balancing on the rim:
thanks to a special operation of the production process, the carbon fiber layup is positioned in such a way as to obtain perfect balancing of the rim even at high speeds.

SPOKES

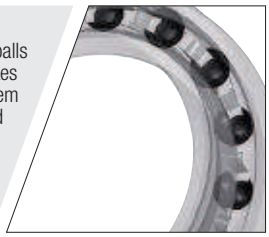
Exclusive G3™ spoke pattern:
perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with “heavy” cyclists.

Aerodynamic profile in steel:
ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

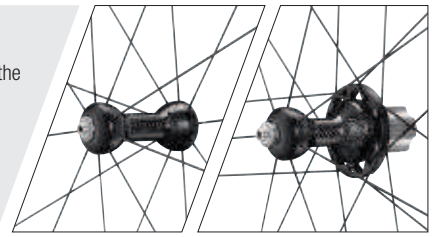
Self-locking aluminium nipples:
it allows to maintain the right tension of the spoke and does not require any maintenance.

HUB

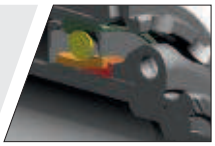
Ball bearings with CULT™ technology:
the combination between the highest quality ceramic balls and bearings in special Cronitec™ steel. CULT™ makes the wheel nine times smoother than the standard system of steel ball bearings. Balls and bearings are lubricated with only a thin film of oil rather than grease. CULT™ makes it possible to eliminate rust and maintain the performance features over time.



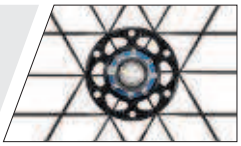
Carbon fibre hub:
provides a high degree of lateral stiffness and reduces weight to the minimum.



Cup and cone bearings:
easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.



Oversized flange:
greater torsional stiffness and greater reactivity.



Aluminium axle:
reduces the weight of the wheel.

QUICK RELEASE

New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

BORA™ ULTRA™ TWO

TUBOLAR

For a race against time, with the wind at your back.
Bora™ Ultra™ Two is the choice of the pros, the ideal competition wheel. The maximum aerodynamic performance, extreme lightness, and the surprising reactivity combined with incredible smoothness. Bora™ Ultra™ Two provides characteristics that every cyclist wants. The secret of this legendary wheel lies in the details that make it truly unique and unrivalled. And the innumerable victories are its best testimony. The Bora™ Ultra™ Two wheelset is now available also in the new Dark Label version.

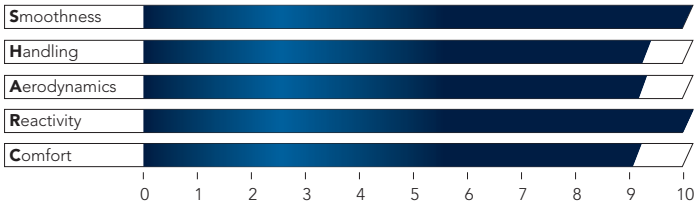
1310 g

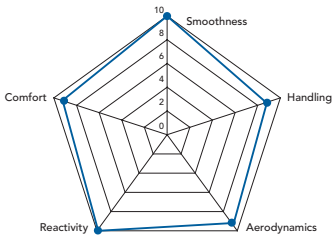
Rear wheel
Dark label

Front Wheel
Bright label

The Bora™ Ultra™ Two wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.





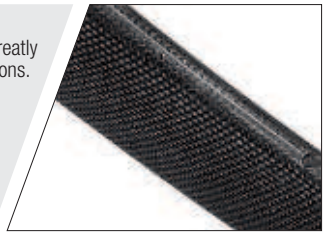
CULT
CERAMIC ULTIMATE LEVEL TECHNOLOGY
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE

TECHNOLOGY

RIM

Full carbon high profile for 50mm tubular:
provides the maximum aerodynamic penetration. Extremely limited weight. The highest degree of lateral stiffness and reactivity of the wheel.

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



RDB™ rim dynamic balance:
exclusive system that assures perfect balancing of the rim even at high speeds. Moulded into the rim itself.

New 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. For a more modular and more secure stop.

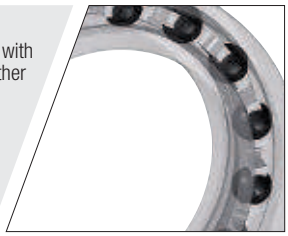
SPOKES

Spokes with aerodynamic profile:
provides the maximum aerodynamic penetration. Reduces aerodynamic drag saving rider energy.

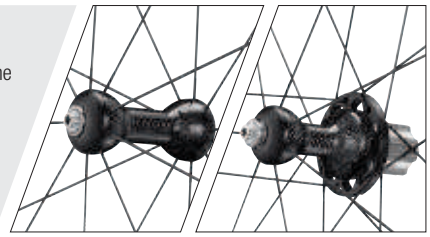
Exclusive G3™ spoke pattern:
perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with “heavy” cyclists.

HUB

CULT™:
the combination of the highest quality ceramic balls with races 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.



Oversized flange:
greater torsional stiffness and greater reactivity.

Cup and cone bearings:
easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.

Aluminium axle:
reduces the weight of the wheel.

QUICK RELEASE

New, completely redesigned and lighter aerodynamic-profile wheel block.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

BORA™ ONE

TUBOLAR

The legendary Bora is not just for the pros. That's why the Campy Tech Lab™ engineers designed the Bora™ One.
The tubular set with full carbon rim that will make you feel like a true champion.
Maximum aerodynamics, extreme speed, incredible handling. The Bora™ One is sure to give you the utmost satisfaction in any situation. Even on the most challenging mountain curves. The Bora™ One wheelset is now available also in the new Dark Label version.

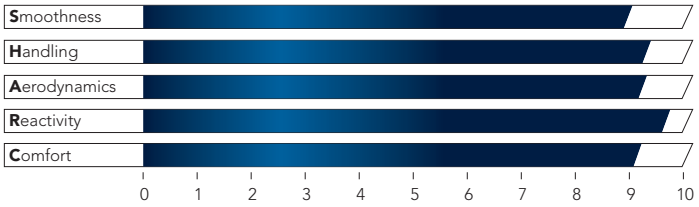
1350 g

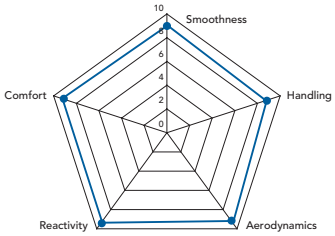
Rear wheel
Dark label

Front wheel
Bright label

The Bora™ One wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.



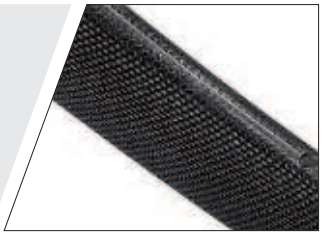


TECHNOLOGY

RIM

Full carbon high profile for 50mm tubular:
provides the maximum aerodynamic penetration. Extremely limited weight. The highest degree of lateral stiffness and reactivity of the wheel.

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

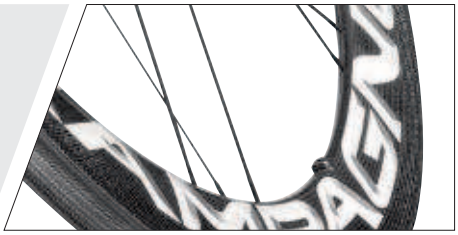


RDB™ Rim Dynamic Balance:
the new blend increases the brake performance on both dry and wet surfaces without increasing the wear and tear on the pad. For a more modular and more secure stop.

New 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. For a more modular and more secure stop.

SPOKES

Exclusive G3™ 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. G3™ eliminates vibrations even with “heavy” cyclists.



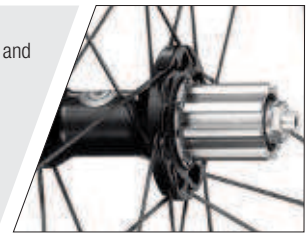
Spokes with aerodynamic profile:
provides the maximum aerodynamic penetration. Reduces aerodynamic drag saving rider energy.

Spokes anti-rotation system™:
allows the spokes to maintain the best aerodynamic position.

HUB

Aluminium hub:
provides a high degree of lateral stiffness while keeping the weight low.

Oversized flange:
greater torsional stiffness and greater reactivity.



Cup and cone bearings:
easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.

Aluminium axle:
reduces the weight of the wheel.

QUICK RELEASE

New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

HYPERON™ ULTRA™ TWO

CLINCHER
TUBOLAR

Accelerate on every incline, take off from every hairpin turn.
The Hyperon™ Ultra™ Two are the "low profiles" that let you handle any route with perfect agility.
The bearing/race system with CULT ™ technology makes for maximum smoothness while the full carbon rim allows for the combination of extreme lightness and high level of torsional stiffness. This all translates into an explosive responsiveness.
The mountain peak is drawing near – enjoy yourselves!

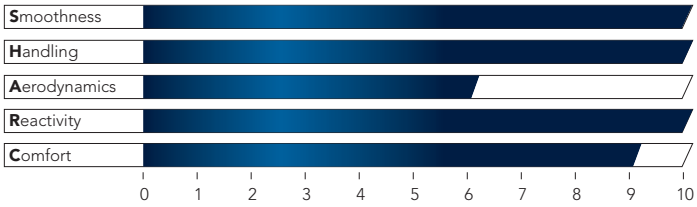
Tubolar: 1231 g
Clincher: 1345 g

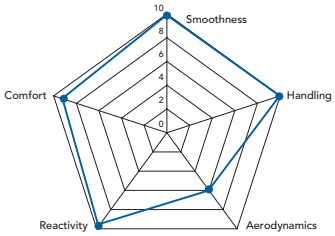
Rear wheel

Front wheel

The Hyperon™ Ultra™ Two wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.





CULT™
CERAMIC ULTIMATE LEVEL TECHNOLOGY
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE

TECHNOLOGY

RIM

Full carbon:
extremely reduced drag. A high lateral rigidity value and responsiveness to the wheel.

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

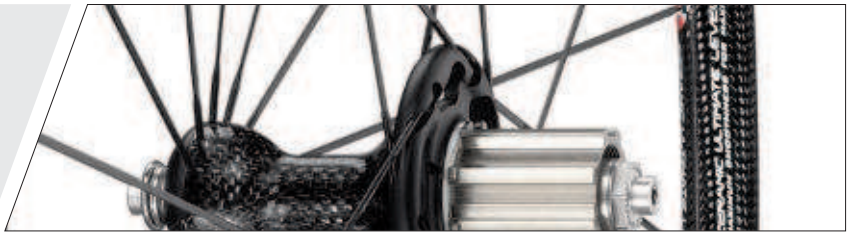
RDB™ Rim Dynamic Balance:
exclusive system that assures perfect balancing of the rim even at high speeds. Moulded into the rim itself.
(tubolar version)

Spokes Dynamic Balance:
exclusive system that assures perfect balancing of the rim even at high speeds. Moulded into the rim itself.
(clincher version)

New 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. For a more modular and more secure stop.

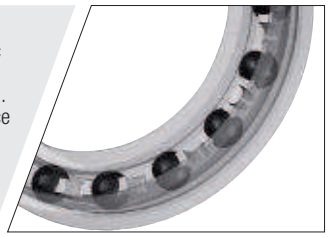
SPOKES

Steel, aerodynamic spokes:
allows for the high degree of air penetration.

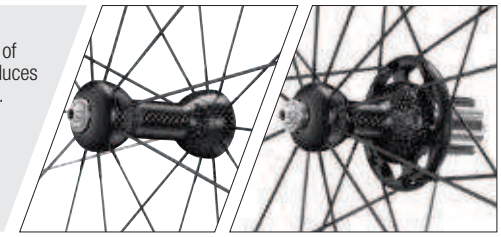


HUB

CULT™:
The combination of the highest quality ceramic balls with races 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.



Oversized flange:
greater torsional stiffness and greater reactivity.

Cup and cone bearings:
easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.

Aluminium axle:
reduces the weight of the wheel.

QUICK RELEASE

New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die:
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

HYPERON™ ONE

CLINCHER

Their natural terrain? Steep mountains. Those who have come to love the "classic clincher" can now enjoy each and every climb. Lightweight and solid, Hyperon™ One's carbon rim makes your pedaling effective and responsive.
With the "One", Campagnolo® hopes to enhance all the possibilities of enjoying extreme performance situations. Comparable to the Ultra™ Two, the formidable wheels that professionals use for races, including major wins. Try them, and see for yourself.

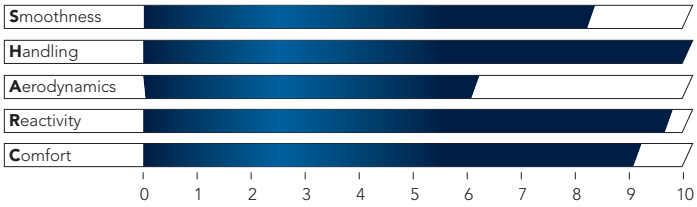
1380 g

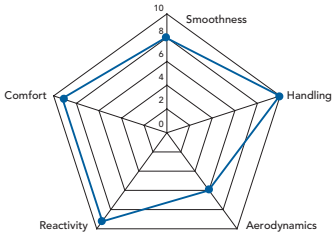
Rear wheel

Front wheel

The Hyperon™ One Two wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.





TECHNOLOGY

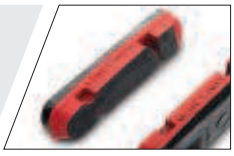
RIM

Full carbon:
extremely limited weight. The highest degree of lateral stiffness and reactivity of the wheel.

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

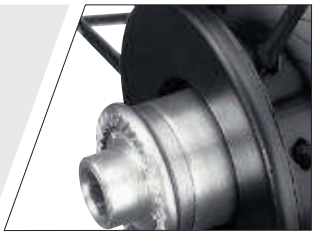
RDB™ Rim Dynamic Balance:
exclusive system that assures perfect balancing of the rim even at high speeds. Moulded into the rim itself.

New 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. For a more modular and more secure stop.

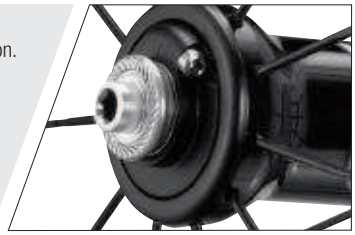


SPOKES

Spokes anti-rotation system™:
keeps the spokes in the position of maximum aerodynamic penetration.

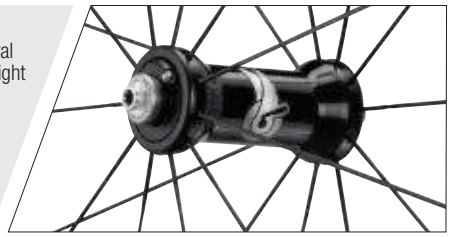


Steel, aerodynamic spokes:
allows for the high degree of air penetration.

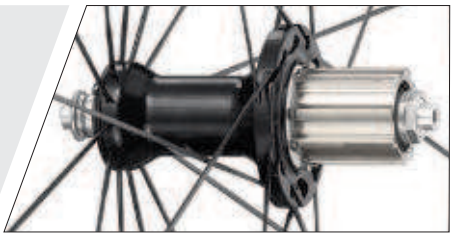


HUB

Aluminium hub:
provides a high degree of lateral stiffness while keeping the weight low.



Oversized flange:
greater torsional stiffness and greater reactivity.



Cup and cone bearings:
easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.

Aluminium axle:
reduces the weight of the wheel.

QUICK RELEASE

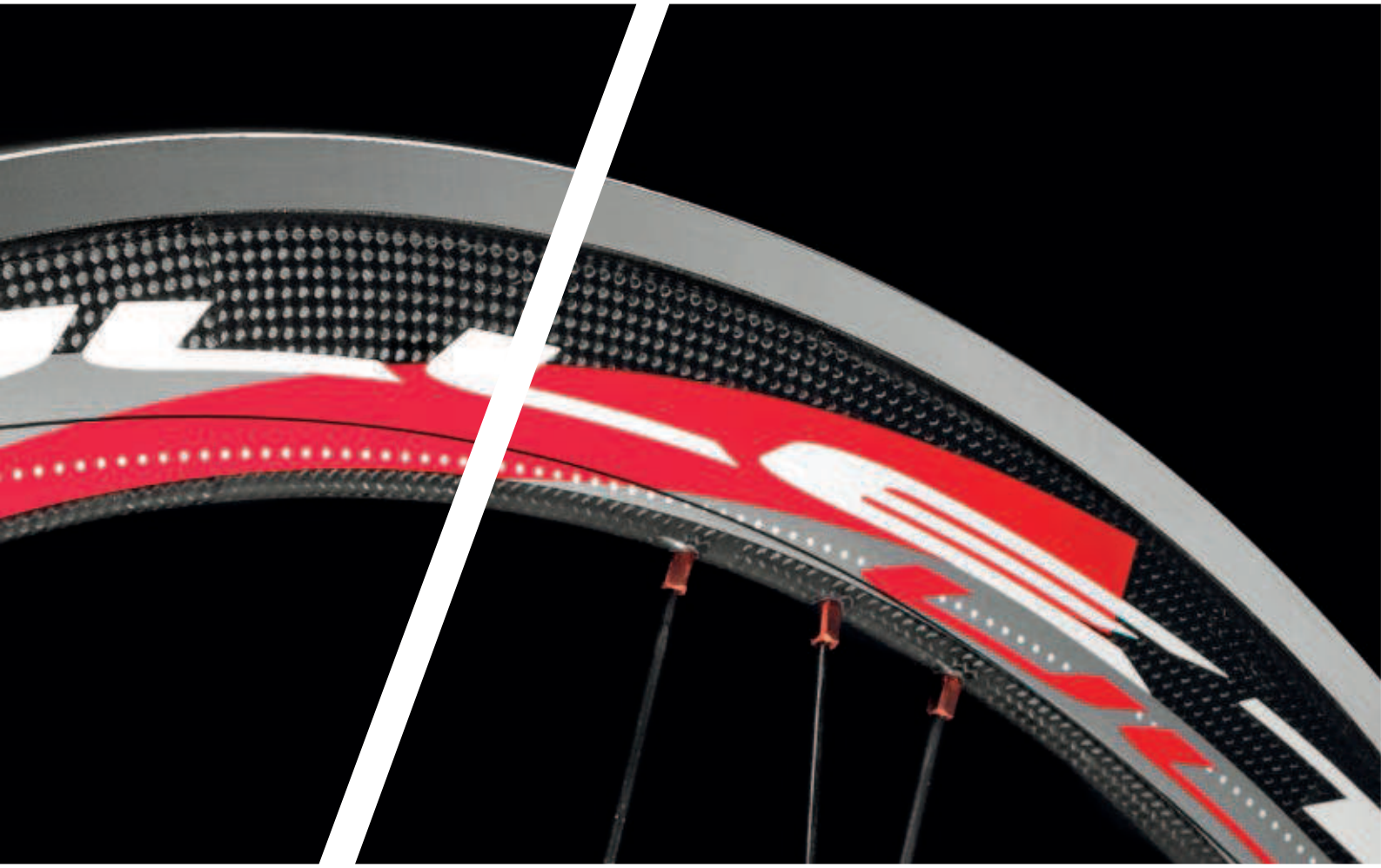
New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die:
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

ALUMINIUM / CARBON WHEELS

Versatility, performance and a profile maximising all the energy and power of your cycle.

The **50mm** versions are extraordinary for all types of road, the **80mm** versions are perfect for straight line and for Triathlon facing, while the over the top **105mm** are created to make you fly like the wind in time trials.
The carbon fibre profile is the same as the renowned Bora™ Ultra wheels, while the aluminium braking rim makes for easier real-world use in all weathers.

The Bullet™ family offers a choice of standard or lightened configurations, steel, USB™ or CULT™ bearings, and bright or black graphics.



BULLET™ ULTRA™

CLINCHER

Ready to win, always.
The Bullet™ Ultra™ are the brand new wheels by Campagnolo® that everyone was waiting for: an attractive design and the performance of a real leader. The special structure of the rim, combined with the oversize hub and the G3™ spoking solution with the DRSC™ (Directional Rim-Spoke Coupling) system, give the wheel and explosive responsiveness combined with great manoeuvrability and steering precision. In turn, the CULT™, the USB™ and the top-quality balls/bearings allow force movements and durability over time beyond that of any other competitor. The Bullet™ Ultra™ wheels are available in the "Dark" and "Bright" versions.
Les roues Bullet™ Ultra™ sont disponibles dans les versions "Dark" et "Bright" Label.

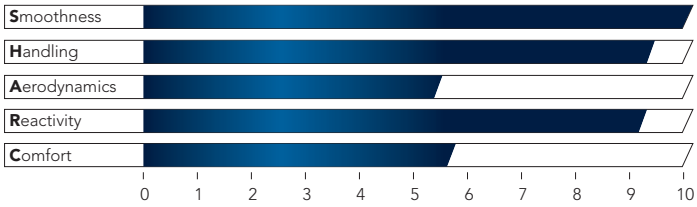
1590 g

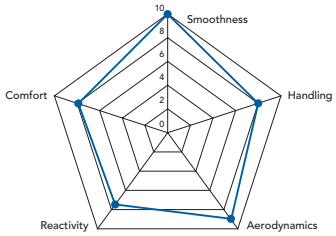
Rear wheel
Bright label

Front wheel
Dark label

The Bullet™ Ultra™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.





CERAMIC ULTRA SMOOTH BEARINGS

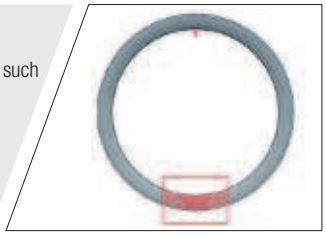
CULT™ CERAMIC ULTIMATE LEVEL TECHNOLOGY

TECHNOLOGY

RIM

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.

Dynamic balancing on the rim:
thanks to a special operation of the production process, the carbon fiber layup is positioned in such a way as to obtain perfect balancing of the rim even at high speeds.



Exclusive pressing system for the rim in unpainted carbon:
enables an extremely limited weight and a smooth surface free from imperfections.

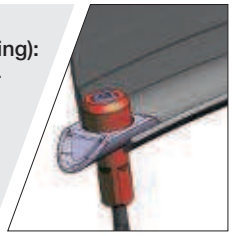
MoMag™:
allows the external profile of the rim to be free of holes – increases structural resistance – makes rim tape unnecessary and reduces the weight of the wheel.

SPOKES

Spokes anti-rotation system:
keeps the spokes in the position of maximum aerodynamic penetration.

G3^{tTM} 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. G3™ eliminates vibrations even with "heavy" cyclists.

DRSCt™ (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.



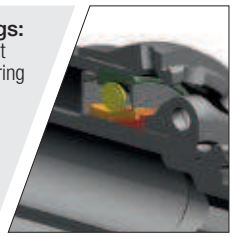
Aerodynamic profile in steel:
ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

Self-locking oversize aluminium nipples:
they reduce the peripheral mass of the wheel to a minimum, thus increasing responsiveness. The nipples' self-locking system provides the correct tension of the spokes and does not require any maintenance.

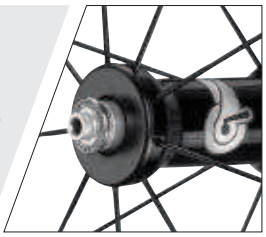
HUB

3 Different ball/bearings options:
configure the wheel according to your needs:
1. top quality standard bearings
2. USB™ ceramic balls
3. balls/bearings with CULT™ system.

Cup and cone bearings:
easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.



Aluminium hub body:
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 stroke.

Aluminium axle:
reduces the overall weight of the wheel.

QUICK RELEASE

New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

BULLET™

CLINCHER

Campagnolo enthusiasts have been waiting for this wheel for a long time. Their wait has been rewarded with a product that definitely exceeds all expectations. Indeed Bullet™ is not only an attractive design: Behind their confident and aggressive design and graphics, there is also "top-class" performance. A carbon wheel with all the benefits of the aluminium braking track: responsive and agile when needed, it can also be comfortable and "docile" on every kind of track.

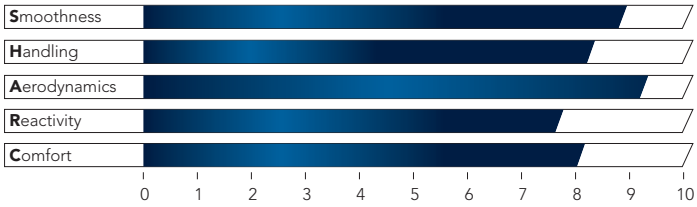
1755 g

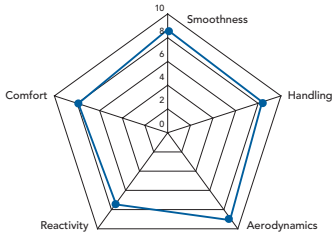
Rear wheel

Front wheel

The Bullet™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.



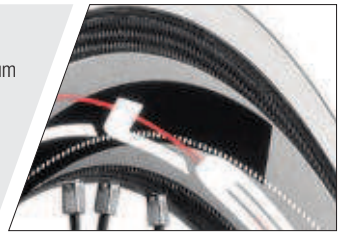


USB™ CERAMIC ULTRA SMOOTH BEARINGS

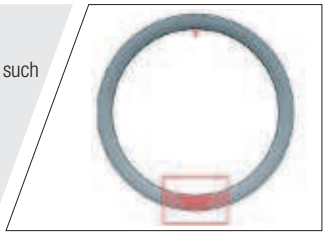
TECHNOLOGY

RIM

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.



Dynamic balancing on the rim:
thanks to a special operation of the production process, the carbon fiber layup is positioned in such a way as to obtain perfect balancing of the rim even at high speeds.



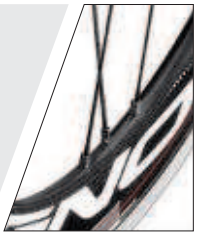
Exclusive pressing system for the rim in unpainted carbon:
enables an extremely limited weight and a smooth surface free from imperfections.

MoMag™:
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.

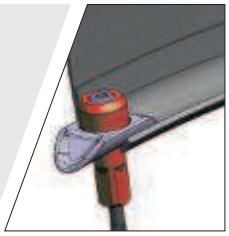
SPOKES

Spokes anti-rotation system:
keeps the spokes in the position of maximum aerodynamic penetration.

G3^{tTM} 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. G3™ eliminates vibrations even with “heavy” cyclists.



DRSC^{tTM} (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.

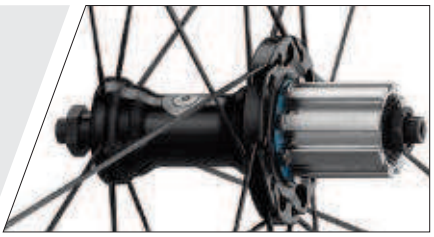


Aerodynamic profile in steel:
ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

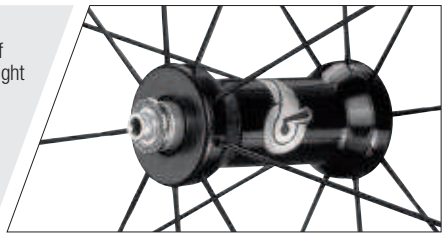
Self-locking nipples:
it allows to maintain the right tension of the spokes and does not require any maintenance.

HUB

2 different ball/bearings options:
it allows to configure the wheel according to your needs:
1.top quality standard bearings
2.USB™ ceramic balls



Aluminium hub body:
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 stroke.

QUICK RELEASE

New, completely redesigned and lighter wheel block Steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

BULLET™ ULTRA™ 80mm

CLINCHER

Grab the handlebars, lower your head and push on the pedals: the impressive and equally reactive and smooth 80mm will push you faster to victory. The profile has been optimised in our wind tunnel to obtain the maximum aerodynamic coefficient combined with excellent manoeuvrability even with cross winds: the Ultra™ 80 will impress you with their racing talent in every situation.
And now, for the Bullet™ Ultra™, Campagnolo® gives you the chance of configuring the type of profile, the balls/bearings system and the colour of the graphics according to your preferences. Come and discover them.

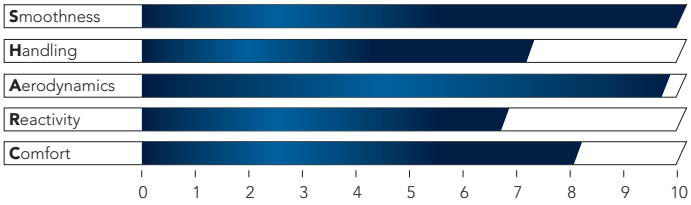
1770 g

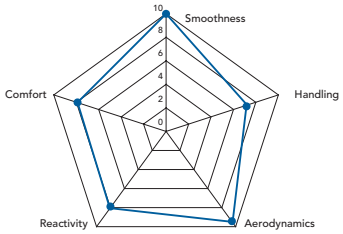
Rear wheel
Bright label

Front wheel
Dark label

The Bullet™ Ultra™ 80 wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.





CERAMIC ULTRA SMOOTH BEARINGS

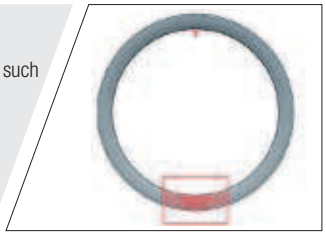
CULT™ CERAMIC ULTIMATE LEVEL TECHNOLOGY

TECHNOLOGY

RIM

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.

Dynamic balancing on the rim:
thanks to a special operation of the production process, the carbon fiber layup is positioned in such a way as to obtain perfect balancing of the rim even at high speeds.



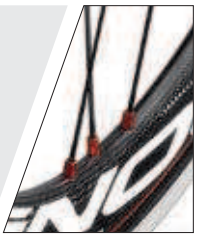
Exclusive pressing system for the rim in unpainted carbon:
enables an extremely limited weight and a smooth surface free from imperfections.

MoMag™:
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.

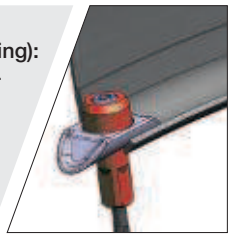
SPOKES

Spokes anti-rotation system:
keeps the spokes in the position of maximum aerodynamic penetration.

Exclusive G3™ Spoke pattern:
perfect balance of the spoke tensions on both sides of the wheel. Increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.



DRSC^{tTM} (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.

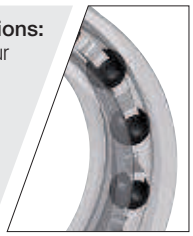


Aerodynamic profile in steel:
ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

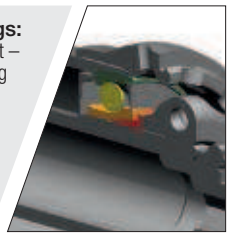
Self-locking oversize aluminium nipples:
they reduce the peripheral mass of the wheel to a minimum, thus increasing responsiveness. The nipples' self-locking system provides the correct tension of the spokes and does not require any maintenance.

HUB

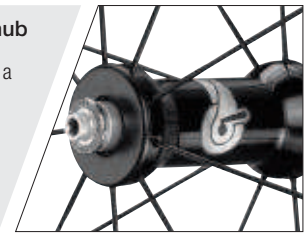
3 different ball/bearings options:
configure the wheel according to your needs:
1. top quality standard bearings
2. USB™ ceramic balls
3. balls/bearings with CULT™ system.



Cup and cone bearings:
easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.



Aluminium hub body:
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 stroke.

Aluminium axle:
reduces the overall weight of the wheel.

QUICK RELEASE

New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

BULLET™ 80mm

CLINCHER

Pure speed. The 80 mm rim cuts through the air like a knife and the km/h increase at every pedal stroke.
The special structure of the aluminium and carbon rim gives Bullet™ an extreme rigidity that instantly turns into power and responsiveness. With an impressive and distinctive design, thanks to Bullet™ your bike will have a new look, turning into a true machine against time.

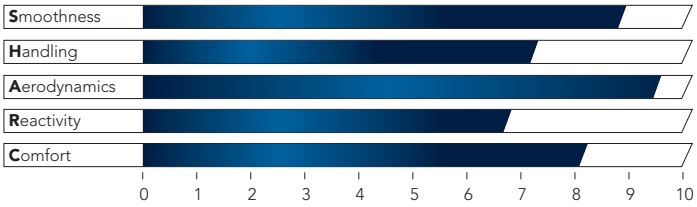
1930 g

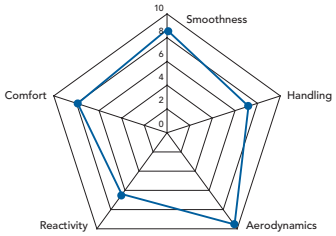
Rear wheel

Front wheel

The Bullet™ 80mm wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.



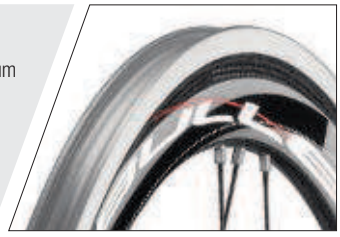


USB™ CERAMIC ULTRA SMOOTH BEARINGS

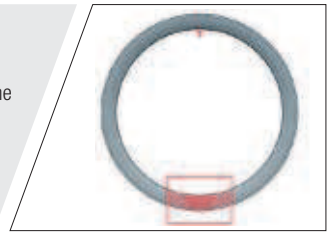
TECHNOLOGY

RIM

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.



Dynamic balancing on the rim:
thanks to a special operation of the production process, the carbon fiber layup is positioned in such a way as to obtain perfect balancing of the rim even at high speeds.

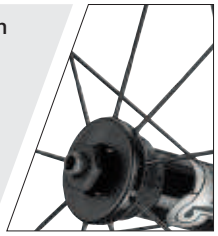


Exclusive pressing system for the rim in unpainted carbon:
enables an extremely limited weight and a smooth surface free from imperfections.

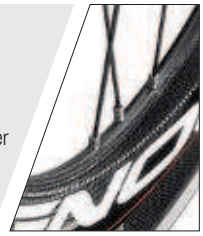
MoMag™:
allows the external profile of the rim to be free of holes – increases structural resistance – makes rim tape unnecessary and reduces the weight of the wheel.

SPOKES

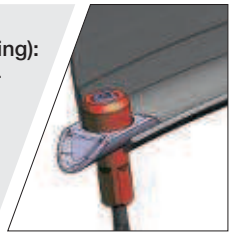
Spokes anti-rotation system:
keeps the spokes in the position of maximum aerodynamic penetration.



G3™ 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. G3™ eliminates vibrations even with "heavy" cyclists.



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.

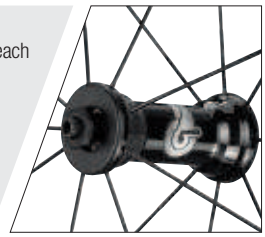


Aerodynamic profile in steel:
ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

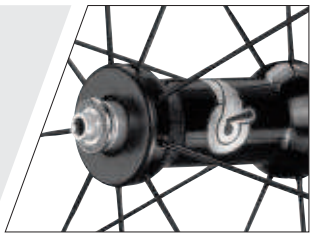
Self-locking nipples:
it allows to maintain the right tension of the spokes and does not require any maintenance.

HUB

Oversized flange on the drive side:
increases the torsional stiffness, increasing reactivity at each change in rhythm of the pedal stroke.



Aluminium hub body:
gives the wheel a high degree of lateral stiffness and reduces weight to the minimum.



2 different ball/bearings options:
it allows to configure the wheel according to your needs:
1. top quality standard bearings
2. USB™ ceramic balls

QUICK RELEASE

New, completely redesigned and lighter wheel block Steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

BULLET™ ULTRA™ 105mm

CLINCHER

Only for those seeking extreme results.
The Bullet™ Ultra™ with a 105mm profile accepts no compromise: it requires determination, strength, focus, but the extreme performances that the new aluminium/carbon solution can offer you, can be fully appreciated only by using them.
Use them combined with the rear lens profile or even fitted on your bicycles with the 105mm at the back with a fantastic 50 or 80mm at the front. Regardless of your choice, the new high-profile Bullet™ Ultra™ by Campagnolo® will stop the time before your rivals.

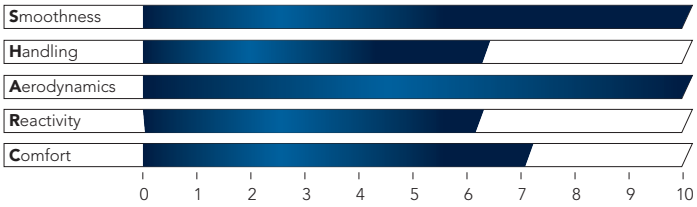
1960 g

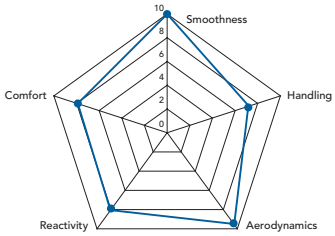
Rear wheel
Bright label

Front wheel
Dark label

The Bullet™ Ultra™ 105mm wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.





CERAMIC ULTRA SMOOTH BEARINGS

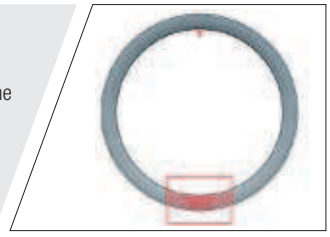
CULT
CERAMIC ULTIMATE LEVEL TECHNOLOGY

TECHNOLOGY

RIM

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.

Dynamic balancing on the rim:
thanks to a special operation of the production process, the carbon fiber layup is positioned in such a way as to obtain perfect balancing of the rim even at high speeds.



Exclusive pressing system for the rim in unpainted carbon:
enables an extremely limited weight and a smooth surface free from imperfections.

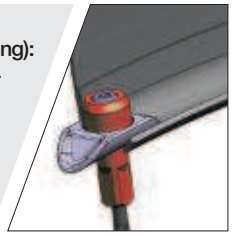
MoMag™:
allows the external profile of the rim to be free of holes – increases structural resistance – makes rim tape unnecessary and reduces the weight of the wheel.

SPOKES

Spokes Anti-Rotation System:
keeps the spokes in the position of maximum aerodynamic penetration.

G3™ 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. G3™ eliminates vibrations even with "heavy" cyclists.

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.



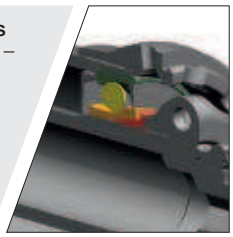
Aerodynamic profile in steel:
ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

Self-locking oversize aluminium nipples:
they reduce the peripheral mass of the wheel to a minimum, thus increasing responsiveness. The nipples' self-locking system provides the correct tension of the spokes and does not require any maintenance.

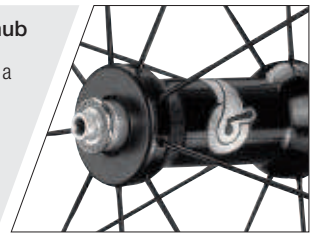
HUB

3 different ball/bearings options:
configure the wheel according to your needs:
1. top quality standard bearings
2. USB™ ceramic balls
3. balls/bearings with CULT™ system.

Cup and cone bearings
easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time



Aluminium hub body:
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 strok

Aluminium axle:
it reduces the weight of the wheel.

QUICK RELEASE

New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

ALUMINIUM WHEELS

When you demand versatility, aluminium wheels are the winning choice.

The low profile Neutron wheels are the choice of the hard-core hill-climber, while the medium profile version rides fast on level terrain and takes mountain roads in its stride.

Setting this range apart are the **exclusive G3™ spoke layout** and the use of a standard tyre, as well as **the innovative 2-Way Fit™ profile for the Shamal™, Eurus™ and Zonda™.**

But the most significant characteristic is the **new 35 mm profile of the Scirocco™ H35** which, like the Zonda, features **the new Mega G3™ oversize flange**, for even greater rear wheel stiffness and reactivity.

SHAMAL™ ULTRA™

2-Way Fit™
CLINCHER
TUBOLAR

Always staying ahead of the pack.
As in the 2-Way Fit™ version, the Shamal™ Ultra™ wheels for tubular or clincher, roll to the starting line with the best performance ever. Mega-G3™ and the oversized flange make this wheel extremely quick off the line and reactive, featuring a full 17% increase in reactivity over the previous version! This incredible improvement in performance, along with the extreme smoothness of the ceramic ball bearings, will enable you to transfer all the power of your pedal stroke when accelerating on level ground as well as in explosive sprints or a climb. The Shamal™ Ultra™ clincher is available in the Dark and Bright Label versions.

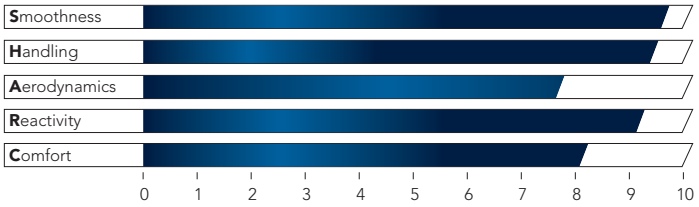
2-Way Fit: 1440 g
Clincher: 1425 g
Tubolar: 1425 g

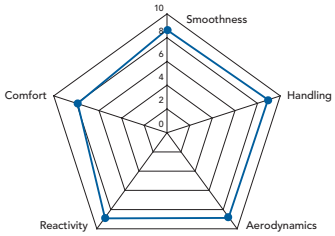
Rear wheel
Dark Label

Front wheel
Bright Label

The Shamal™ Ultra™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.





TECHNOLOGY

RIM

Toroidal milling:
reduces the peripheral weight of the rim – makes the wheel extremely reactive.

MoMag™:
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.

2-Way fit™ profile:
allows you to use either the classic clincher or the innovative tubeless tire.

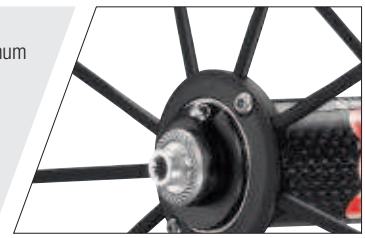
Ultra-fit™:
easy tire mounting – maximum safety – less friction – less energy dispersion – improved performance.

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.

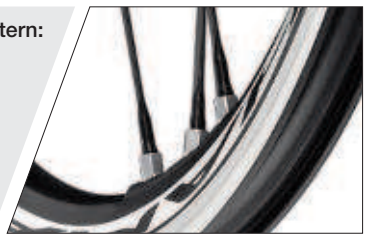
Differentiated rim height:
26mm at the front to provide optimal handling;
30mm at the rear for transmitting all your power to the wheel.

SPOKES

Spokes anti-rotation system:
keeps the spokes in the position of maximum aerodynamic penetratio



Exclusive mega-G3™ 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. G3™ eliminates vibrations even with “heavy” cyclists.

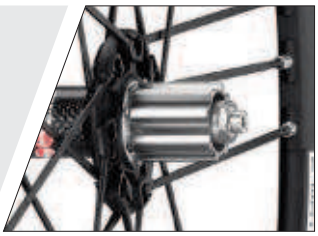


Aero spokes in aluminium:
maximum aerodynamic penetration - lower weight and greater reactivity.

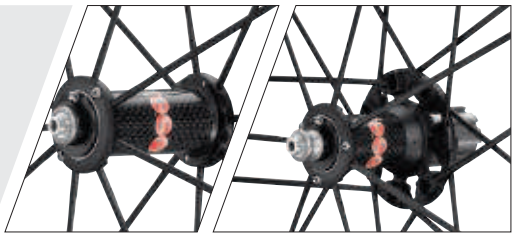
Aluminium nipples:
reduces the peripheral mass of the wheel - increases reactivity.

HUB

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



Carbon fibre hub body:
high degree of lateral stiffness – reduces the weight to the minimum.



Usb™ ceramic ball bearings:
reduces friction, provides greater smoothness, and maintains performance over time.

Aluminium axle:
reduces the weight of the wheel.

QUICK RELEASE

New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

EURUS™

2-Way Fit™
CLINCHER

Eurus™ wheels are designed to be extremely versatile. Light on climbs and quick to respond to changes of pace, they know how to adapt to any type of ride and any type of course.
And now, thanks to the new oversized flange and the innovative Mega-G3™ system, Eurus™ wheels have made a true leap in quality to become, alongside the Shamal™ Ultra™, the top of the range aluminium wheels to reference on the market.

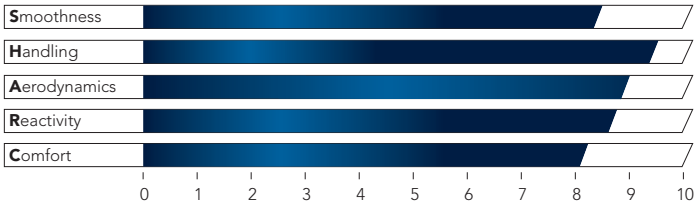
2-Way Fit: 1500 g
Clincher: 1482 g

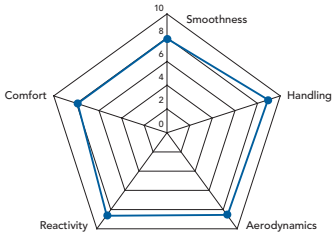
Clincher
Rear wheel

Clincher
Front wheel

The Eurus™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.

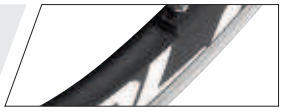




TECHNOLOGY

RIM

Toroidal milling:
reduces the peripheral weight of the rim – makes the wheel extremely reactive.



MoMag™:
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.

2-Way fit™ profile:
allows you to use either the classic clincher or the innovative tubeless tire.

Ultra-fit™:
easy tire mounting – maximum safety – less friction – less energy dispersion – improved performance.

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.

Differentiated rim height:
26mm at the front to provide optimal handling;
30mm at the rear for transmitting all your power to the wheel.

SPOKES

Spokes anti-rotation system:
keeps the spokes in the position of maximum aerodynamic penetration.

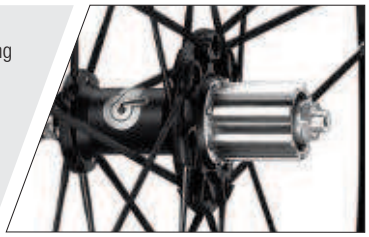
Exclusive mega-G3™ spoke pattern:
perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with “heavy” cyclists.

Aero spokes in aluminium:
maximum aerodynamic penetration – lower weight and greater reactivity.

Aluminium nipples:
reduces the peripheral mass of the wheel – increases reactivity.

HUB

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



Aluminium hub body:
provides a hi gh degree of lateral stiffness.

Aluminium axle:
reduces the weight of the wheel.

QUICK RELEASE

Steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

ZONDA™

2-Way Fit™
CLINCHER

MEGA G3™ on the rear wheel makes Zonda™ of the 2013 range the benchmark wheel in the market: greater torsional stiffness and greater side stiffness that transform into greater energy transmitted to the wheel.
Zonda™ 2013, in the 2 standard tyre versions and 2-Way Fit™, raises the performance level, boasting greater performance and more aggressiveness.

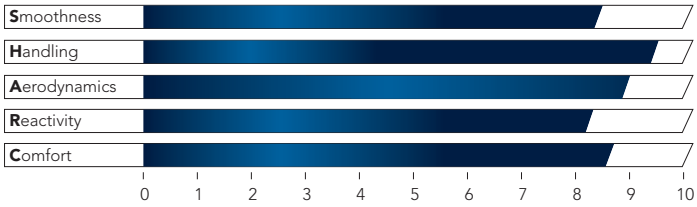
2-Way Fit 1570 g
Clincher: 1550 g

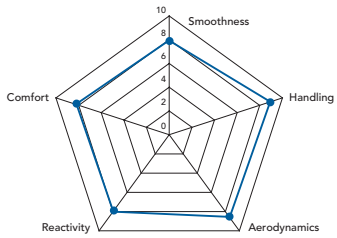
Clincher
Rear wheel

Clincher
Front wheel

The Zonda™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.





2-WAY FIT™ TUBELESS & CLINCHER PROFILE

ULTRA TUBELESS FIT™

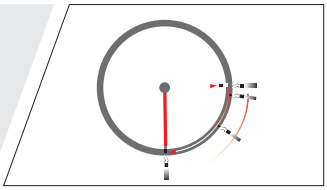
TECHNOLOGY

RIM

Ultra-fit™:
easy tire mounting – maximum safety – less friction – less energy dispersion – improved perform

2-Way fit™ profile:
allows you to use either the classic clincher or the innovative tubeless tire.

MoMag™:
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.



Differentiated rim height:
26mm at the front to provide optimal handling;
30mm at the rear for transmitting all your power to the wheel.

Milled rim:
reduces the peripheral weight of the rim and makes the wheel extremely reactive.

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

Spokes anti-rotation system:
keeps the spokes in the position of maximum aerodynamic penetration.

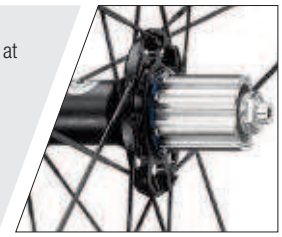
Exclusive MEGA-G3™ spoke pattern:
perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

Aerodynamic profile in steel:
ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

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.

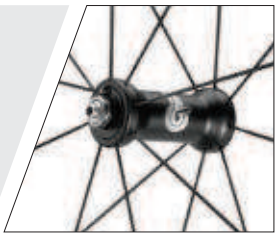
HUB

Oversized flange MEGA G3™:
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:
reduces the weight of the wheel.



QUICK RELEASE

New, completely redesigned and lighter wheel block steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

SCIROCCO™ H35 mm

CLINCHER

A new 35 mm high profile that makes the new Scirocco™ of the 2013 range unique.
Aerodynamic yet easy to handle, reactive and light but with all the advantages of a standard tyre wheel with aluminium braking rim.
Suitable for all routes, the new Scirocco™ satisfies the demands of amateurs and great long-distance riders as well as cyclists with a pronounced "racing" spirit. State of the art technology and great performance at the very first click.

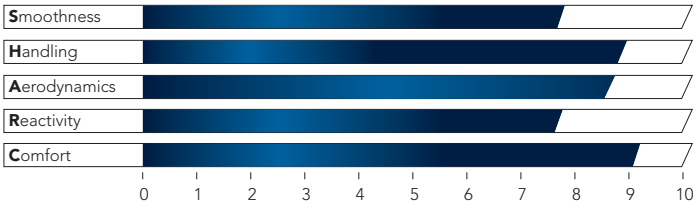
1725 g

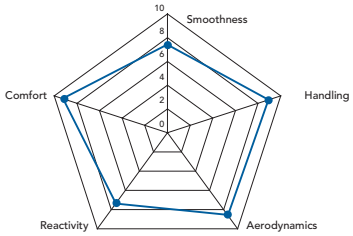
Rear wheel

Front Wheel

The Scirocco™ H35™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.



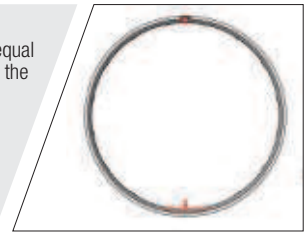


TECHNOLOGY

RIM

35 mm profile for a standard tyre:
translates into good penetration while being extremely easy to handle even in a cross wind.

Dynamic balance[tm]:
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

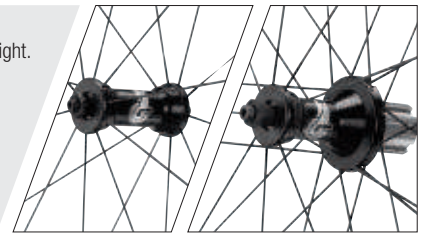
Aerodynamic profile in steel:
ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

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.

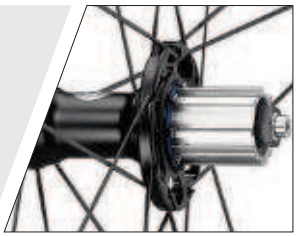
Exclusive MEGA-G3™ spoke pattern:
perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

HUB

Aluminium hub:
high side stiffness yet with low weight.



Oversize flange MEGA G3™ cassette side:
increases torsional stiffness, greater reactivity with each change in the cyclist's pace



Aluminium pin:
reduces wheel weight

Aluminium nipples:
reduce the peripheral weight of the wheel.

QUICK RELEASE

New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

VENTO™ REACTION™

CLINCHER

Oversized hubs, spokes with differentiated thickness and G3™ geometry, along with aggressive graphics, all make the Vento™ Reaction™ a wheel with an attractive price/performance ratio.
Just the right compromise to be able to take advantage of Campagnolo® technology for everyday training but also, why not in a granfondo?

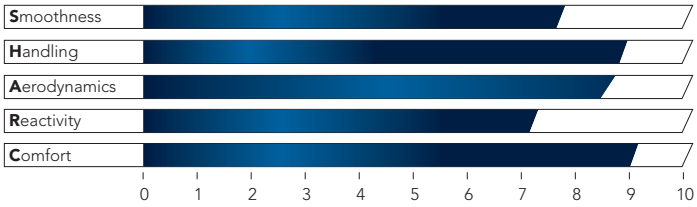
1827 g

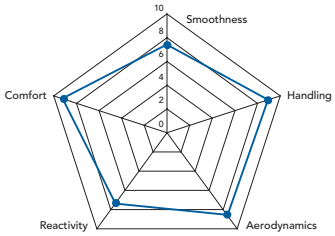
Rear wheel

Front Wheel

The Vento™ Reaction™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.

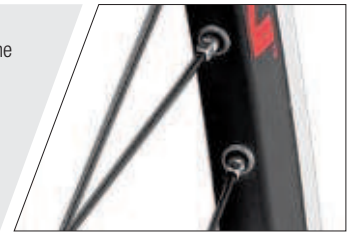




TECHNOLOGY

RIM

Rim with eyelets:
correct nipple/spoke alignment – reduces the noise level, reinforces the spoke seats.



Spoke Dynamic Balance™:
the balancing spoke assures the maximum wheel stability even at high speeds.

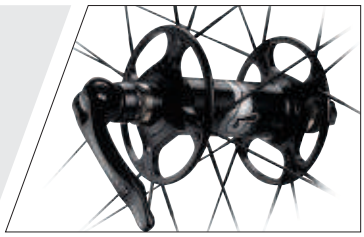
SPOKES

Exclusive G3™ 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. G3™ eliminates vibrations even with "heavy" cyclists.

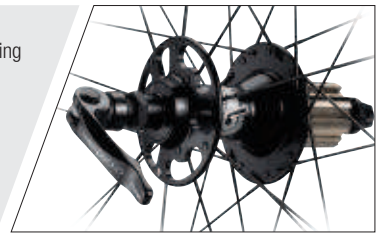
Steel spokes with variable thickness:
maximum aerodynamic penetration and stability at high speeds.

HUB

Aluminium hub body:
provides a high degree of lateral stiffness.



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



Sealed bearings:
maintains performance over time – longer life of the balls/bearings.

QUICK RELEASE

Steel spine and eccentric, aluminum lever and die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

KHAMSIN™

CLINCHER

The entry level model of the medium profile range, but only the price is entry level.
The Khamsin™ in fact, thanks to its reduced weight (1873 g), straight-head spokes, and the exclusive G3™ spoke pattern, undoubtedly belongs to a category of superior level.
The intense work carried out by the Campy Tech Lab™ engineers has made it possible for all cycling enthusiasts to experience the Campagnolo® brand by enjoying Khamsin™ wheels aggressive and high performance, at an affordable price.
The Khamsin™ wheelset is now also available in the new Black & Red version.

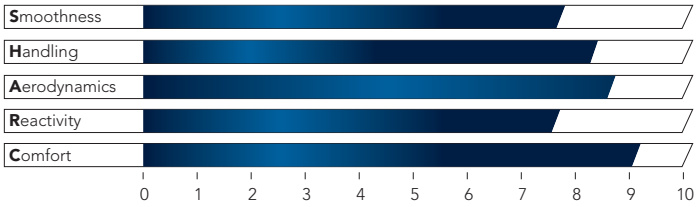
1873 g

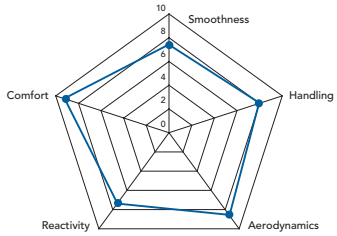
Rear wheel
Black & Red

Front Wheel

The Khamsin™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.



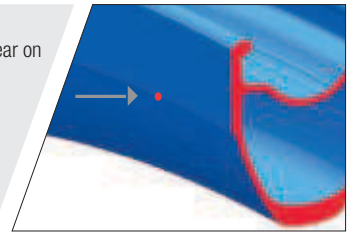


TECHNOLOGY

RIM

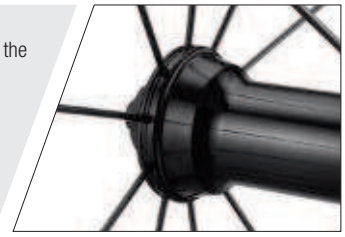
Spoke dynamic balance™:
the balancing spoke assures the maximum wheel stability even at high speeds.

Wear indicator:
allows you to check the state of wear and tear on the rim instantaneously.



SPOKES

Straight-head spokes:
maximum stiffness of the wheel – maintains the spoke tension and long-lasting performance.

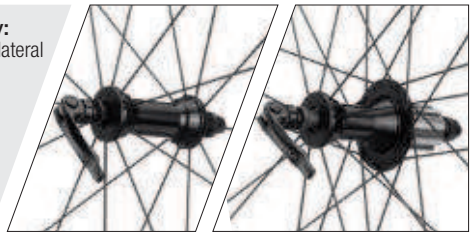


Exclusive G3™ spoke pattern:
perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

HUB

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

Aluminium hub body:
provides a high degree of lateral stiffness.



Sealed bearings:
maintains performance over time – longer life of the balls/bearings.

QUICK RELEASE

Steel spine and eccentric, aluminum lever and die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

New special quick releases for black & red version.

NEUTRON™ ULTRA™

CLINCHER

Classic. And never skips a beat.
The Neutron™ Ultra™ are now a well-established symbol of success for Campagnolo® 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 on the seat.
The Neutron™ Ultra™ encompasses everything a cyclist requires.

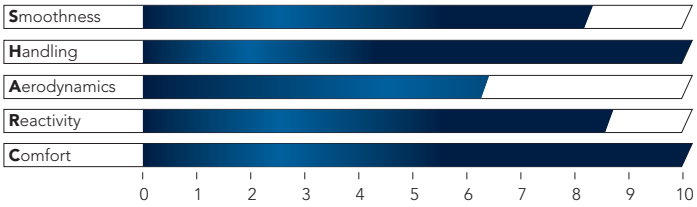
1470 g

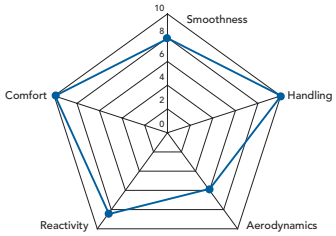
Rear wheel
Black & Red

Front Wheel

The Neutron™ Ultra™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.





TECHNOLOGY

RIM

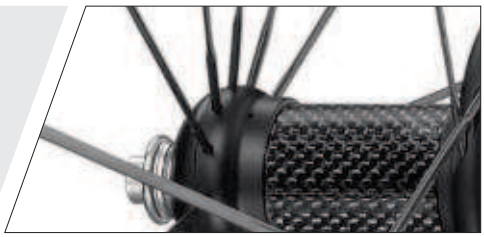
The exclusive geometry of the polygonal rim:
allows for an elastic rim, which is both comfortable and extremely responsive at the same time.

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.

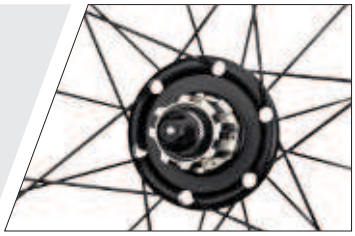
SPOKES

Straight-head steel spokes in variable sections:
maximum wheel torsional stiffness. Spoke tension is maintained and guaranteed performance with the best aerodynamics. Stability even at high speeds.

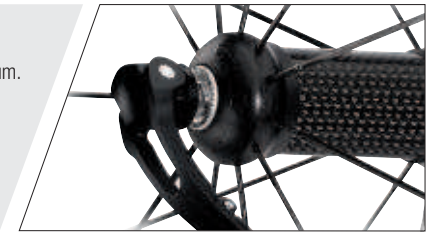


HUB

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



Carbon fibre hub body:
high degree of lateral stiffness – reduces the weight to the minimum.



Cup and cone bearings:
easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.

QUICK RELEASE

Steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

TECH DATA

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ERGOPOWER™ SUPER RECORD™ EPS™ 11S COMMANDS		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
EPS™ INTERFACE		Technopolymer, waterproof (IP67)	24
EPS™ 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.	167
SUPER RECORD™ EPS™ STD + CT 11S FRONT DERAILLEUR	Welded with clamp-on kit Ø32, 35mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum 11s fork - titanium bolts - antifriction treatment - body in techno-polymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)	129
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
SUPER RECORD™ 11S SPROCKETS	11-23, 11-25, 12-25, 12-27, 12-29	5 steel and 6 titanium - nickel-chromed finish for steel sprockets - light alloy carrier - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	177
RECORD™ 11S CHAIN		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - lightened links - hollow pins - 11s outer link	2,10/ link **
SUPER RECORD™ ULTRA-TORQUE™ TITANIUM 11S CRANKSET	170, 172.5, 175, 177.5, 180 mm, 39-52, 39-53 170, 172.5, 175 mm, 42-54, 42-55	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles in titanium - requires Super Record ULTRA-TORQUE™ BB cups	584
SUPER RECORD™ ULTRA-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175, 177.5, 180 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles - requires Super Record ULTRA-TORQUE™ BB cups	625
ULTRA-TORQUE™ CARBON 11S CRANKSET	165 mm 39-52, 39-53, 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	667
SUPER RECORD™ ULTRA-TORQUE™ BB OUTBOARD CUPS	ITA, ENG	aluminium	45
ULTRA-TORQUE™ OS-FITTM INTEGRATED CUPS	BB30 Ø 42, BB30 Ø 46, 86,5x41, BB right Ø 51	aluminium - integrated cups for oversize shells BB30 and 86,5x41, BB right Ø 51	29

EPS ELECTRONIC POWER SHIFT

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
RECORD™ PRO·FIT PLUS™ PEDALS		Titanium axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - broad support base - release adjustment display - sealed cartridge axle	266
SUPER RECORD™ 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 - lighte-ned rear brake - skeletonized arms - special pad compound - optional: front and rear dual-pivot brake (297 g)	272
RECORD™ FRONT HUB		32 holes - light alloy oversize axle and body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 100 mm - Sym-metric 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 alu-minium lock nuts - O.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™ THREADLESS™ HEADSET		1" - for unthreaded fork tube - height 24.5 mm - composite cover and light alloy fixing screw - lubrication port - cup and cone system - patented centering system	110
RECORD™ HIDDENSET™ HEADSET	1-1/8", 1-1/8" TTC™	internal headset for unthreaded fork tube - version 1-1/8": height 5.9 mm, version 1-1/8" TTC™: height 15.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73
RECORD™ WATER-BOTTLE CARRIER		monocoque carbon, supplied with water-bottle	18
RECORD ™ CABLE GUIDE PLATE		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* Average weight - it refers to the lighter specification among the available options.
** Example: 2,10 x 108 links = 227 g

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ERGOPOWER™ RECORD™ 11S COMMANDS		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
EPS™ INTERFACE		Technopolymer, waterproof (IP67)	24
EPS™ 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.	167
RECORD™ EPS™ STD + CT 11S FRONT DERAILLEUR	Welded with clamp-on kit Ø32, 35mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum fork - antifriction treatment - body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)"	133
RECORD™ EPS™ 11S REAR DERAILLEUR		upper to lower pulley-axle: 55 mm - composite outer pla-te - parallelogram with 11s geometry - black anodized forged aluminium upper and lower body - metal-carbon cage - lighte-ned special rubber pulleys - pulley movement with ceramic ball bushings- high torque ratio motors - Position sensor - Waterproof (IP67)"	203
RECORD™ 11S SPROCKETS	11-23, 11-25, 12-25, 12-27, 12-29	8 steel and 3 titanium - nickel-chromed finish for steel sprockets - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	201
RECORD™ 11S CHAIN		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - lightened links - hollow pins - 11s outer link	2,10/ link**
RECORD™ ULTRA-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175, 177,5, 180 mm, 39-52, 39-53 170, 172.5, 175 mm, 42-54, 42-55	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	627
RECORD™ ULTRA-TORQUE™ CT™ CARBON 11S CRANKSET	170, 172.5, 175 mm 34-50, 52-36	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	627
ULTRA-TORQUE™ CARBON 11S CRANKSET	165 mm, 39-52, 39-53, 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Per-formance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	667
RECORD™ ULTRA-TORQUE™ BB OUTBOARD CUPS	ITA, ENG	aluminium	46
ULTRA-TORQUE™ OS-FIT™ INTEGRATED CUPS	BB30 Ø 42, BB30 Ø 46, 86,5x41, BB right Ø 51	aluminium - integrated cups for oversize shells BB30 and 86,5x41, BB right Ø 51	29
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 - special pad compound - optional: front and rear dual-pivot brake (303 g)	278

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
RECORD™ PRO·FIT PLUS™ PEDALS		Titanium axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - broad support base - release adjustment display - sealed cartridge axle	266
RECORD™ FRONT HUB		32 holes - light alloy oversize axle and body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 100 mm - Symmetric Action™ lever on the release	116
RECORD™ REAR HUB		32 holes - 9s/10s/11s - light alloy body, axle and one-piece freewheel body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 130 mm - Symmetric Action™ lever on the release	231
RECORD™ HEADSET		BC 1”x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104
RECORD™ VTHREADLESS™ HEADSET		1” - for unthreaded fork tube - height 24.5 mm - composite cover and light alloy fixing screw - lubrication port - cup and cone system - patented centering system	110
RECORD™ HIDDENSET™ HEADSET	1-1/8”, 1-1/8” TTC™	internal headset for unthreaded fork tube - version 1-1/8”: height 5.9 mm, version 1-1/8” TTC™: height 15.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73
RECORD™ WATER-BOTTLE CARRIER		monocoque carbon, supplied with water-bottle	18
RECORD ™ CABLE GUIDE PLATE		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* Average weight - it refers to the lighter specification among the available options.
** Example: 2,39 x 108 links = 258 g

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ERGOPOWER™ ATHENA™ EPS™ 11S COMMANDS		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™	288
EPS™ INTERFACE		Tecnopolimero, waterproof (IP67) - compatible with Athena EPS	24
EPS™ 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 - compatible with Athena EPS	167
ATHENA™ EPS™ STD + CT 11S FRONT DERAILLEUR	Welded with clamp-on kit Ø32, 35mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - chrome-plated nickel fork - anti-friction insert + body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)	149
ATHENA™ EPS™ 11S REAR DERAILLEUR		upper to lower pulley-axle: 55 mm - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys - on the upper and lower body - high torque ratio motors - Position sensor - Waterproof (IP67)"	225
CHORUS™ 11S SPROCKETS	11-23, 11-25, 12-25, 12-27, 12-29	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	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 **
ATHENA™ POWER-TORQUE™ 11S CRANKSET	170, 172.5, 175 mm 39-52, 39-53 deep black bright silver	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	736
ATHENA™ POWER-TORQUE™ 11S CRANKSET	170, 172.5, 175 mm 34-50, 52-36 deep black bright silver	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	740
ATHENA™ POWER-TORQUE™ CARBON 11S CRANKSET	165, 170, 172.5, 175 mm 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	644
ATHENA™ POWER-TORQUE™ CT™ CARBON 11S CRANKSET	165, 170, 172.5, 175 mm 34-50, 52-36	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	640
POWER-TORQUE™ BB OUTBOARD CUPS	ITA, ENG	aluminium	72
POWER-TORQUE™ OS-FIT™ INTEGRATED CUPS	BB30 Ø 42, BB30 Ø 46, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	50

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ATHENA™ SKELETON™ 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 - lightened rear brake - skeletonized arms - special pad compound - optional: front and rear dual-pivot brake (331 g)	306
RECORD ™ CABLE GUIDE PLATE		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* Average weight - it refers to the lighter specification among the available options.
** Example: 2,24 x 108 links = 242 g

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD

SUPER RECORD

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
SUPER RECORD™ 11S REAR DERAILLEUR		upper to lower pulley-axle: 55 mm - composite outer plate - Titanium hanger and pivot bolt - parallelogram with 11s geometry - carbon fiber upper and lower body - metal-carbon cage - lightened special rubber pulleys - bottom pulley with ceramic bearings	155
SUPER RECORD™ STD + CT™ 11S FRONT DERAILLEUR	a saldare / a fascetta: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum 11s fork - titanium bolts - antifriction treatment	72
SUPER RECORD™ ULTRA-SHIFT™ 11S ERGOPOWER™ SHIFTERS		for caliper brakes - composite body – ball bearings - lightened carbon brake lever - internal mechanism parts in titanium - Ultra-Shift ™ geometry - ergonomic brake lever with high fulcrum - 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	330
SUPER RECORD™ 11S SPROCKETS	11-23, 11-25, 12-25, 12-27, 12-29	5 steel and 6 titanium - nickel-chromed finish for steel sprockets - light alloy carrier - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	177
RECORD™ 11S CHAIN		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - lightened links - hollow pins - 11s outer link	2,10/ link **
SUPER RECORD™ ULTRA-TORQUE™ TITANIUM 11S CRANKSET	170, 172.5, 175, 177.5, 180 mm, 39-52, 39-53 170, 172.5, 175 mm, 42-54, 42-55	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles in titanium - requires Super Record ULTRA-TORQUE™ BB cups	584
SUPER RECORD™ ULTRA-TORQUE™ CT™ TITANIUM 11S CRANKSET	170, 172.5, 175 mm 34-50, 52-36	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles in titanium - requires Super Record ULTRA-TORQUE™ BB cups	584
ULTRA-TORQUE™ CARBON 11S CRANKSET	165 mm 39-52, 39-53, 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	667
SUPER RECORD™ ULTRA-TORQUE™ BB OUTBOARD CUPS	ITA, ENG	aluminium	45
ULTRA-TORQUETM OS-FITTM INTEGRATED CUPS	BB30 Ø 42, BB30 Ø 46, 86,5x41, BB right Ø 51	aluminium - integrated cups for oversize shells BB30 and 86,5x41, BB right Ø 51	29
RECORD™ PRO·FIT PLUS™ PEDALS		Titanium axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - broad support base - release adjustment display - sealed cartridge axle	266

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
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 - special pad compound - optional: front and rear dual-pivot brake (297 g)	272
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 - O.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™ THREADLESS™ HEADSET		1" - for unthreaded fork tube - height 24.5 mm - composite cover and light alloy fixing screw - lubrication port - cup and cone system - patented centering system	110
RECORD™ HIDDENSET™ HEADSET	1-1/8", 1-1/8" TTC™	internal headset for unthreaded fork tube - version 1-1/8": height 5.9 mm, version 1-1/8" TTC™: height 15.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73
RECORD™ WATER-BOTTLE CARRIER		monocoque carbon, supplied with water-bottle	18
RECORD ™ CABLE GUIDE PLATE		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* Average weight - it refers to the lighter specification among the available options.
** Example: 2,10 x 108 links = 227 g

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
RECORD™ 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	172
RECORD™ STD + CT™ 11S FRONT DERAILLEUR	braze-on / clip-on: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum fork - antifriction treatment	74
RECORD™ ULTRA-SHIFT™ 11S ERGOPOWER™ SHIFTERS		for caliper brakes - composite body and levers – ball bearings - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	337
RECORD™ 11S SPROCKETS	11-23, 11-25, 12-25, 12-27, 12-29	8 steel and 3 titanium - nickel-chromed finish for steel sprockets - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	201
RECORD™ 11S CHAIN		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - lightened links - hollow pins - 11s outer link	2,10/ link**
RECORD™ ULTRA-TORQUE™ 11S CRANKSET	170, 172.5, 175, 177,5, 180 mm, 39-52, 39-53 170, 172.5, 175 mm, 42-54, 42-55	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	627
RECORD™ ULTRA-TORQUE™ CT™ 11S CRANKSET	170, 172.5, 175 mm 34-50, 52-36	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	627
ULTRA-TORQUE™ CARBON 11S CRANKSET	165 mm, 39-52, 39-53, 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	667
RECORD™ ULTRA-TORQUE™ BB OUTBOARD CUPS	ITA, ENG	aluminium	46
ULTRA-TORQUE™ OS-FIT™ INTEGRATED CUPS	BB30 Ø 42, BB30 Ø 46, 86,5x41, BB right Ø 51	aluminium - integrated cups for oversize shells BB30 and 86,5x41, BB right Ø 51	29
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 - special pad compound - optional: front and rear dual-pivot brake (303 g)	278
RECORD™ PRO·FIT PLUS™ PEDALS		Titanium axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - broad support base - release adjustment display - sealed cartridge axle	266
RECORD™ 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

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
RECORD™ REAR HUB		32 holes - 9s/10s/11s - light alloy body, axle and one-piece freewheel body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 130 mm - Symmetric Action™ lever on the release	231
RECORD™ HEADSET		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104
RECORD™ VTHREADLESS™ HEADSET		1" - for unthreaded fork tube - height 24.5 mm - composite cover and light alloy fixing screw - lubrication port - cup and cone system - patented centering system	110
RECORD™ HIDDENSET™ HEADSET	1-1/8", 1-1/8" TTC™	internal headset for unthreaded fork tube - version 1-1/8": height 5.9 mm, version 1-1/8" TTC™: height 15.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73
RECORD™ WATER-BOTTLE CARRIER		monocoque carbon, supplied with water-bottle	18
RECORD ™ CABLE GUIDE PLATE		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* Average weight - it refers to the lighter specification among the available options.
** Example: 2,10 x 108 links = 227 g

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD

CHORUS™

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
CHORUS™ 11S REAR DERAILLEUR		upper to lower pulley-axle: 55 mm - composite outer plate - parallelogram with 11s geometry - black anodized forged aluminium upper body - lightened special rubber pulleys	186
CHORUS™ STD + CT™ 11S FRONT DERAILLEUR	braze-on / clip-on: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - light alloy fork with antifriction treatment	76
CHORUS™ ULTRA-SHIFT™ 11S ERGOPOWER™ SHIFTERS		for caliper brakes - composite body and levers - ball bearings - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	337
CHORUS™ 11S SPROCKETS	11-23, 11-25, 12-25, 12-27, 12-29	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	230
CHORUS™ 11S CHAIN		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - 11s outer link	2,24/ link **
CHORUS™ ULTRA-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175 mm 39-52, 39-53, 42-54, 42-55	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	667
CHORUS™ ULTRA-TORQUE™ CT™ CARBON 11S CRANKSET	170, 172.5, 175 mm 34-50, 52-36	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	667
ULTRA-TORQUE™ CARBON 11S CRANKSET	165 mm 39-52, 39-53, 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	667
RECORD™ ULTRA-TORQUE™ BB OUTBOARD CUPS	ITA, ENG	aluminium	46
ULTRA-TORQUE™ OS-FIT™ INTEGRATED CUPS	BB30 Ø 42, BB30 Ø 46, 86,5x41, BB right Ø 51	aluminium - integrated cups for oversize shells BB30 and 86,5x41, BB right Ø 51	29

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
CHORUS™ SKELETON™ BRAKES		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - lightened rear brake - skeletonized arms - special pad compound - optional: front and rear dual-pivot brake (319 g)	299
RECORD™ WATER-BOTTLE CARRIER		monocoque carbon, supplied with water-bottle	18
RECORD ™ CABLE GUIDE PLATE		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* Average weight - it refers to the lighter specification among the available options.
** Example: 2,24 x 108 links = 242 g

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ATHENA™ 11S REAR DERAILLEUR	deep black bright silver	upper to lower pulley-axle: 55 mm - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys	209
ATHENA™ STD + CT™ 11S FRONT DERAILLEUR	braze-on / clip-on: Ø 32, 35 mm deep black bright silver	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - chrome-plated nickel fork - antifriction insert	92
ATHENA™ POWER-SHIFT™ 11S ERGOPOWER™ SHIFTERS	deep black bright silver	for caliper brakes - composite body - brake lever in aluminium - Power-Shift mechanism - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	372
ATHENA™ POWER-SHIFT™ 11S ALU-CARBON ERGOPOWER™ SHIFTERS		for caliper brakes - composite body - carbon brake lever with aluminium core - Power-Shift mechanism - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	372
CHORUS™ 11S SPROCKETS	11-23, 11-25, 12-25, 12-27, 12-29	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	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 **
ATHENA™ POWER-TORQUE™ 11S CRANKSET	170, 172.5, 175 mm 39-52, 39-53 deep black bright silver	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	736
ATHENA™ POWER-TORQUE™ 11S CRANKSET	170, 172.5, 175 mm 34-50, 52-36 deep black bright silver	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	740
ATHENA™ POWER-TORQUE™ CARBON 11S CRANKSET	165, 170, 172.5, 175 mm 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	644
ATHENA™ POWER-TORQUE™ CT™ CARBON 11S CRANKSET	165, 170, 172.5, 175 mm 34-50, 52-36	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	640
POWER-TORQUE™ BB OUTBOARD CUPS	ITA, ENG	aluminium	72

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
POWER-TORQUE™ OS-FIT™ INTEGRATED CUPS	BB30 ∅ 42, BB30 ∅ 46, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	50
ATHENA™ SKELETON™ 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 - lightened rear brake - skeletonized arms - special pad compound - optional: front and rear dual-pivot brake (331 g)	306
RECORD ™ CABLE GUIDE PLATE		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5
RECORD™ WATER-BOTTLE CARRIER		monocoque carbon, supplied with water-bottle	18

* Average weight - it refers to the lighter specification among the available options.
** Example: 2,24 x 108 links = 242 g

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD

CENTAUR™

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
CENTAUR™ 10S REAR DERAILLEUR	black & red deep black	upper to lower pulley-axle: 55 mm - aluminium bodies - rollers on bushings - parallelogram with 11s geometry - lightened special rubber pulleys	220
	medium cage deep black black & red	upper to lower pulley-axle: 72,5 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	250
CENTAUR™ STD + CT™ 9S/10S FRONT DERAILLEUR	braze-on / clip-on: Ø 32, 35 mm black&red deep black	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - chrome-plated nickel fork - antifriction insert	92
CENTAUR™ POWER-SHIFT™ 10S ERGOPOWER™ SHIFTERS	black & red deep black	for caliper brakes - composite body - brake lever in aluminium - ball bearings - Power-Shift mechanism - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	373
CENTAUR™ POWER-SHIFT™ 10S ALU-CARBON ERGOPOWER™ SHIFTERS	black & red deep black	for caliper brakes - composite body - carbon brake lever with aluminium core - ball bearings - Power-Shift mechanism - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	375
CENTAUR™ UD™ 10S SPROCKETS	11-23, 11-25, 12-25, 13-26, 13-29, 14-23, 12-29, 12-30	steel - Ultra·Drive™ - nickel-chromed finish - supplied with lockring - light alloy supports	248
CENTAUR™ ULTRA-NARROW™ 10S CHAIN		width 5,9 mm - Ni-PTFE Finish - 114 links - Ultra·Drive™ - HD-Link™ for Ultra Narrow™ chain - lightened links	2,36/ link **
CENTAUR™ POWER-TORQUE™ 10S CRANKSET	170, 172.5, 175 mm 39-52, 39-53, 34-50 black & red deep black	forged aluminium cranks - chainrings with 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	738
CENTAUR™ POWER-TORQUE™ CARBON 10S CRANKSET	165, 170, 172.5, 175 mm 39-52, 39-53, 34-50 black & red deep black	full-carbon unidirectional-multidirectional cranks - chainrings with 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	644
RECORD™ POWER-TORQUE™ BB OUTBOARD CUPS	ITA, ENG	aluminium	72
POWER-TORQUE™ OS-FIT™ INTEGRATED CUPS	BB30 Ø 42, BB30 Ø 46, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	50
CENTAUR™ BRAKES	black & red deep black	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 - forged arms - special pad compound	310

* Average weight - it refers to the lighter specification among the available options.
** Example: 2,36 x 108 links = 255 g

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, 35 mm 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 fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	368
VELOCE™ 10S ERGOPOWER™ FB SHIFTERS		for caliper brakes - double/triple crankset compatible - alu-composite body – aluminium brake lever - requires QS™ front derailleur - upshift up to three sprockets - downshift up to three sprockets - rolling mechanism - adjustable brake lever distance - optical gear display - indexed left-hand control	369
VELOCE™ UD™ 10S SPROCKETS	11-25, 12-23, 12-25, 13-26, 13-29	steel - Ultra·Drive™ - single sprockets - galvanized - supplied with lockring	258
VELOCE™ ULTRA-NARROW™ 10S CHAIN		width 5,9 mm - Ni-PTFE Finish - 114 links - Ultra·Drive™ - requires HD-Link™ for Ultra Narrow™ chai	2,39/ link **
VELOCE™ POWER-TORQUE™ 10S CRANKSET	170, 172.5, 175 mm 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, 175 mm 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™ BB OUTBOARD CUPS	ITA, ENG	aluminium	72
POWER-TORQUE™ OS-FIT™ INTEGRATED CUPS	BB30 Ø 42, BB30 Ø 46, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	50
VELOCE™ BRAKES	deep black bright silver	brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - forged arms - lighte-ned rear brake - special pad compound - brake pads orbital adjustment - front and rear dual-pivot brake	325

* Average weight - it refers to the lighter specification among the available options.
** Example: 2,39 x 108 links = 258 g

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD

ATHENA 11x3 / CENTAUR 10x3 / VELOCE 10x3

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ATHENA™ 11X3 ERGOPOWER	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 fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	375
ATHENA™ 11X3 FRONT DERAILLEUR	welded/clamp-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™ 11S REAR DERAILLEUR	Long rocker 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™ 11S 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
CENTAUR™ 10X3 ERGOPOWER	Black&Red Deep black	Dedicated left control for triple drivetrainfor caliper brakes - composite body - brake lever in aluminium - ball bearings - Power-Shift mechanism - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	376
CENTAUR™ 10X3 FRONT DERAILLEUR	Black&Red - Deep black welded/clamp-on (Ø 32 and 35mm)	For triple 10x3 crankset - capacity 16 - chainring max 52 - chainring min. 30 - anti-friction insert - Nickel-chromium fork - surface treatment.	101
CENTAUR™ 10S REAR DERAILLEUR	Long rocker Black&Red Deep black	upper to lower pulley-axle: 72,5/89 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	238
CENTAUR™ TRIPLE POWER- TORQUE™ 10S CRANKSET	Black&Red Deep black 170, 172.5,175mm 30-39-52, 30-39-50	Hollow aluminium hand crank - forged aluminium cranks - chainrings with 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.	914
VELOCE™ 10X3 ERGOPOWER	Bright silver Deep black	Dedicated left control for triple drivetrain for caliper brakes - composite body - aluminium brake lever - Power Shift™ mechanism - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	376
VELOCE™ 10X3 FRONT DERAILLEUR	Bright silver Deep black welded/clamp-on (Ø 32 and 35mm)	For triple 10x3 crankset - capacity 16 - chainring max 52 - chainring min. 30 - anti-friction insert - Nickel-chromium fork - surface treatment.	101
VELOCE™ 10S REAR DERAILLEUR	Long rocker	upper to lower pulley-axle: 89 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	238
VELOCE™ TRIPLE POWER-TORQUE™ 10S CRANKSET	Bright silver Deep black 170, 172.5, 175mm 30-39-50	Hollow aluminium hand crank - 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	896

WHEELS TECHNICAL SPECIFICATIONS

ROAD

CARBON WHEELS

	NOMINAL WEIGHT (G)*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH – MM (NOMINAL)	ULTRA-FIT™	ASYMMETRICAL HOLES	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES
BORA™ ULTRA™ 80 front tub.	715	carb	80/20				carb	16
BORA™ ULTRA™ 80 rear tub.	825	carb	80/20				carb	18/G3™
BORA™ ULTRA™ 80 rear tub. (HG)	864	carb	80/20				carb	18/G3™
BORA™ ULTRA™ Two front tub.	565	carb	50/20				carb	18
BORA™ ULTRA™ Two rear tub.	745	carb	50/20				carb	21/G3™
BORA™ ULTRA™ Two rear tub. (HG)	784	carb	50/20				carb	21/G3™
BORA™ One front tub.	590	carb	50/20				carb	18
BORA™ One rear tub.	760	carb	50/20				carb	21/G3™
BORA™ One rear tub. (HG)	799	carb	50/20				carb	21/G3™
HYPERON™ ULTRA™ Two front cl.	580	carb	19/20			•	carb	22
HYPERON™ ULTRA™ Two rear cl.	765	carb	21/20		•	•	carb	24
HYPERON™ ULTRA™ Two rear cl. (HG)	804	carb	21/20		•	•	carb	24
HYPERON™ ULTRA™ Two front tub.	536	carb	19/20				carb	22
HYPERON™ ULTRA™ Two rear tub.	695	carb	21/20		•		carb	24
HYPERON™ ULTRA™ Two rear tub. (HG)	734	carb	21/20		•		carb	24
HYPERON™ One front cl.	615	carb	21/20,5			•	carb	22
HYPERON™ One rear cl.	765	carb	23/20,5		•	•	carb	24
HYPERON™ One rear cl. (HG)	804	carb	23/20,5		•	•	carb	24

	DYNAMIC BALANCE	SPOKES MATERIAL	SPOKE TYPE	DIFFERENTIAL SPOKES R/L	ULTRALINEAR™ /DRSC™ GEOMETRY	NUT/NIPPLE MATERIAL	O.L.D. (MM)	HUB BODY MATERIAL	CUPS & CONES BEARINGS	BEARINGS VERSION	HUB FINISHING	SPOKE ANTI-ROTATION SYSTEM	COMPATIBILITY
	RDB	SS	AE DB		UL	alu	100	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb		
	RDB	SS	AE DB		UL	alu	100	carb	•	C	carb		9/10/11
	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb		
	RDB	SS	AE DB		UL	alu	100	alu	•	S	black	•	9/10/11
	RDB	SS	AE DB		UL	alu	130	alu	•	S	black	•	9/10/11
	RDB	SS	AE DB		UL	alu	130	alu	•	S	black	•	
	RDB	SS	AE DB		UL	alu	100	carb	•	C	carb		9/10/11
	RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb		
	RDB	SS	AE DB		UL	alu	100	carb	•	C	carb		9/10/11
	RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb		
	RDB	SS	AE DB		UL	alu	100	alu	•	S	black	•	9/10/11
	RDB	SS	AE DB		UL	alu	130	alu	•	S	black	•	9/10/11
	RDB	SS	AE DB		UL	alu	130	alu	•	S	black	•	

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

* Average weight - does not include the quick-release and the rim-tape.

WHEELS TECHNICAL SPECIFICATIONS

ROAD

ALUMINIUM - CARBON WHEELS

	NOMINAL WEIGHT (G)*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH – MM (NOMINAL)	ULTRA-FIT™	ASYMMETRICAL HOLES	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES
BULLET™ ULTRA™ front cl.	727	alu/carb	50/20,5				carb	18
BULLET™ ULTRA™ rear cl.	863	alu/carb	50/20,5				carb	21/G3™
BULLET™ ULTRA™ rear cl. (HG)	902	alu/carb	50/20,5				carb	21/G3™
BULLET™ ULTRA™ 80mm front cl.	815	alu/carb	80/20,5				carb	16
BULLET™ ULTRA™ 80mm rear cl.	955	alu/carb	80/20,5				carb	18/G3™
BULLET™ ULTRA™ 80mm rear cl. (HG)	994	alu/carb	80/20,5				carb	18/G3™
BULLET™ ULTRA™ 105mm front cl.	910	alu/carb	105/20,5				carb	16
BULLET™ ULTRA™ 105mm rear cl.	1050	alu/carb	105/20,5				carb	18/G3™
BULLET™ ULTRA™ 105mm rear cl. (HG)	1089	alu/carb	105/20,5				carb	18/G3™
BULLET™ front cl.	785	alu/carb	50/20,5				carb	18
BULLET™ rear cl.	970	alu/carb	50/20,5				carb	21/G3™
BULLET™ rear cl. (HG)	1009	alu/carb	50/20,5				carb	21/G3™
BULLET™ 80mm front cl.	865	alu/carb	80/20,5				carb	16
BULLET™ 80mm rear cl.	1065	alu/carb	80/20,5				carb	18/G3™
BULLET™ 80mm rear cl. (HG)	1104	alu/carb	80/20,5				carb	18/G3™

DYNAMIC BALANCE	SPOKES MATERIAL	SPOKE TYPE	DIFFERENTIAL SPOKES R/L	ULTRALINEAR™ /DRSC™ GEOMETRY	NUT/NIPPLE MATERIAL	O.L.D. (MM)	HUB BODY MATERIAL	CUPS & CONES BEARINGS	BEARINGS VERSION	HUB FINISHING	SPOKE ANTI-ROTATION SYSTEM	COMPATIBILITY
RDB	SS	AE DB		DRSC™	alu	100	alu	•	S/U/C	black	•	
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	100	alu	•	S/U/C	black	•	
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	100	alu	•	S/U/C	black	•	
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	BR	100	alu		S/U	black	•	
RDB	SS	AE DB		DRSC™	BR	130	alu		S/U	black	•	9/10/11
RDB	SS	AE DB		DRSC™	BR	130	alu		S/U	black	•	9/10/11
RDB	SS	AE DB		DRSC™	BR	100	alu		S/U	black	•	
RDB	SS	AE DB		DRSC™	BR	130	alu		S/U	black	•	9/10/11
RDB	SS	AE DB		DRSC™	BR	130	alu		S/U	black	•	9/10/11

KEY

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S = steel
U = USB™
C = CULT™

SDB= Spoke Dynamic Balance
RDB= Rim Dynamic Balance

* Average weight - does not include the quick-release and the rim-tape.

WHEELS TECHNICAL SPECIFICATIONS

ROAD

ALUMINIUM WHEELS

	NOMINAL WEIGHT (G)*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH – MM (NOMINAL)	ULTRA-FIT™	ASYMMETRICAL HOLES	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES
SHAMAL™ ULTRA™ front cl.	605	alu	24/20,5				black	16
SHAMAL™ ULTRA™ rear cl.	820	alu	30/20,5		•		black	21/MG3™
SHAMAL™ ULTRA™ rear cl. (HG)	859	alu	30/20,5		•		black	21/MG3™
SHAMAL™ ULTRA™ front tub.	612	alu	24,5/20				black	16
SHAMAL™ ULTRA™ rear tub.	813	alu	28,5/20		•		black	21/MG3™
SHAMAL™ ULTRA™ rear tub. (HG)	852	alu	28,5/20		•		black	21/MG3™
SHAMAL™ ULTRA™ 2-Way Fit™ front	615	alu	24/20,5	•			black	16
SHAMAL™ ULTRA™ 2-Way Fit™ rear	825	alu	28/20,5	•	•		black	21/MG3™
SHAMAL™ ULTRA™ 2-Way Fit™ rear (HG)	864	alu	28/20,5	•	•		black	21/MG3™
EURUS™ front cl.	634	alu	24/20,5				black	16
EURUS™ rear cl.	848	alu	30/20,5		•		black	21/G3™
EURUS™ rear cl. (HG)	887	alu	30/20,5		•		black	21/G3™
EURUS™ 2-Way Fit™ front	643	alu	24/20,5	•			black	16
EURUS™ 2-Way Fit™ rear	857	alu	28/20,5	•	•		black	21/MG3™
EURUS™ 2-Way Fit™ rear (HG)	896	alu	28/20,5	•	•		black	21/MG3™
ZONDA™ front cl.	670	alu	24/20,5				black	16
ZONDA™ rear cl.	880	alu	30/20,5		•		black	21/G3™
ZONDA™ rear cl. (HG)	924	alu	30/20,5		•		black	21/G3™
ZONDA™ 2-Way Fit™ front	680	alu	24/20,5	•			black	16
ZONDA™ 2-Way Fit™ rear	890	alu	30/20,5	•	•		black	21/G3™
ZONDA™ 2-Way Fit™ rear (HG)	939	alu	30/20,5	•	•		black	21/G3™
SCIROCCOTM H35mm ant. cop.	788	alu	35/20				black	16
SCIROCCOTM H35mm rear. cop.	937	alu	35/20				black	21/MG3™
SCIROCCOTM H35mm rear. cop. (HG)	1004	alu	35/20				black	21/MG3™
VENTO™ REACTION™ front cl.	825	alu	24/20,5			•	black	24/G3™
VENTO™ REACTION™ rear cl.	1002	alu	24/20,5			•	black	27/G3™
VENTO™ REACTION™ rear cl. (HG)	1041	alu	24/20,5			•	black	27/G3™
KHAMSIN™ front cl.	828	alu	24/20,5			•	black	20
HAMSIN™ rear cl.	1045	alu	24/20,5			•	black	27/G3™
KHAMSIN™ rear cl. (HG)	1084	alu	24/20,5			•	black	27/G3™
NEUTRON™ ULTRA™ front cl.	630	alu	18/20,5			•	black	22
NEUTRON™ ULTRA™ rear cl.	840	alu	18/20,5		•	•	black	24
NEUTRON™ ULTRA™ rear cl. (HG)	879	alu	18/20,5		•	•	black	24

DYNAMIC BALANCE	SPOKES MATERIAL	SPOKE TYPE	DIFFERENTIAL SPOKES R/L	ULTRALINEAR™ /DRSC™ GEOMETRY	NUT/NIPPLE MATERIAL	O.L.D. (MM)	HUB BODY MATERIAL	CUPS & CONES BEARINGS	BEARINGS VERSION	HUB FINISHING	SPOKE ANTI-ROTATION SYSTEM	COMPATIBILITY
RDB	alu	AE DB		UL	alu	100	alu/carb	•	U	blk/carb		
RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb		9/10/11
RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb		9/10/11
RDB	alu	AE DB		UL	alu	100	alu/carb	•	U	blk/carb		
RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb		9/10/11
RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb		9/10/11
RDB	alu	AE DB		UL	alu	100	alu/carb	•	U	blk/carb		
RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb		9/10/11
RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb		9/10/11
RDB	alu	AE DB		UL	alu	100	alu	•	S	slv/blk		
RDB	alu	AE DB		UL	alu	130	alu	•	S	slv/blk		9/10/11
RDB	alu	AE DB		UL	alu	130	alu	•	S	slv/blk		9/10/11
RDB	alu	AE DB		UL	alu	100	alu	•	S	black		
RDB	alu	AE DB		UL	alu	130	alu	•	S	black		9/10/11
RDB	alu	AE DB		UL	alu	130	alu	•	S	black		9/10/11
RDB	SS	AE DB		UL	BR	100	alu	•	S	black	•	
RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
RDB	SS	AE DB		UL	BR	100	alu	•	S	black	•	
RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
RDB	SS	AE DB			BR	100	alu		S	black	•	
RDB	SS	AE DB			BR	130	alu		S	black	•	9/10/11
RDB	SS	AE DB			BR	130	alu		S	black	•	9/10/11
SDB	SS	DB			BR	100	alu		S	black		
SDB	SS	DB			BR	130	alu		S	black		9/10/11
SDB	SS	DB			BR	130	alu		S	black		9/10/11
	SS				BR	100	alu		S	black		
	SS				BR	130	alu		S	black		9/10/11
	SS				BR	130	alu		S	black		9/10/11
	SS	AE DB		UL	alu	100	alu/carb	•	S	blk/carb		
	SS	AE DB	•	UL	alu	130	alu/carb	•	S	blk/carb		9/10/11
	SS	AE DB	•	UL	alu	130	alu/carb	•	S	blk/carb		9/10/11

KEY

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

* Average weight - does not include the quick-release and the rim-tape.

CYKLOKROS
TRIATLON
DRÁHA

TRIATHLON TIME TRIAL

Running against time and winning.

Attention to the smallest detail, the most aerodynamic position, the efficient transmission of power to the wheel: this is the only way to "shave off" every 10th of the second and reach the goal of the podium.

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.

To complement the mechanical components which already secured numerous victories during the last season, **2013 brings a choice of new bar-end electronic EPS components and the new Bora Ultra™ and Bullet Ultra™ aerodynamic cranksets.** Compatible with the current electronic sets, these new bar-end and brake controls represent the state of the art in technology and performance today for your aerodynamic bicycle.

The stopwatch has started. With a simple click of these ultra-fast controls, you'll reach the finish line faster than you ever thought possible.

EPS™ BAR-END CONTROLS

Step onto your aerodynamic bike, place your arms on the bar-end and your hands on the new EPS™ controls. Snap into the pedals, and you're ready to challenge the clock. The new EPS™ controls are designed to keep your hands in the most aerodynamically efficient position at all times. With a simple click of the controls, the front or rear derailleur move quickly and precisely into the desired position without wasting a hundredth of second more than necessary, letting you focus every ounce of your energy on beating the clock or your opponents. The new Campagnolo electronic drivetrain controls with "back to zero" system are offered as Record™ EPS™ and Athena™ EPS™ versions.

51 g

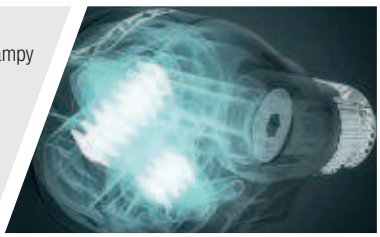
52 g

TECHNOLOGIES

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.

Multi-shifting System:
lets the rider shift up or down by up to 11 sprockets in a single action!

Multi-Dome Tech™:
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.



Switch 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).

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.

100% water-proof:
all control components are built to operate in any weather conditions in compliance with the IP67 standard.

EPS™ BRAKE CONTROLS

There's no room for mistakes in Triathlons and Time Trials. This is why Campagnolo has created brake levers with the buttons for shifting up and down between sprockets and chainrings separated from each other at a safe distance.
This outstanding result was made possible by continuous collaboration with the world's leading triathlon and time trial athletes: perfect ergonomics and superlative ease of use translate to absolute safety and minimal energy wastage for the athlete.
Two versions of these levers are offered - Record™ EPS™ and Athena™ EPS™ - made from carbon fibre and aluminium respectively.
Aerodynamic and, above all, ergonomic, the EPS™ brake levers let the user shift and derail effectively in any riding position.

56 g

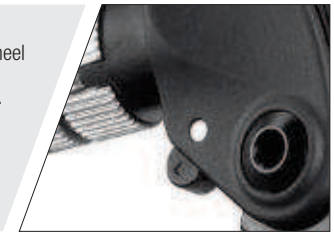
66 g

TECHNOLOGIES

Aerodynamic profile:
maximum aerodynamic coefficient.

Ergonomic profile for the levers:
maximum safety and adjustable braking system.
- Carbon fibre (Record™)
- Aluminium (Athena™)

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.



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.

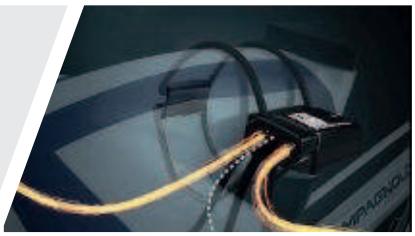
EPS™ BAR-END INTERFACE

A tiny electronic component that performs an extremely important job. The interface transforms the analogue signals received from the controls into the digital signals transmitted to the EPS™ Power Unit™. But that's not all it does. It is also used to sets the initial configuration and adjust drivetrain settings during a race, as well as displaying battery level.
Designed for Triathlon and Time Trial bicycles, the EPS™ 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.

24 g

TECHNOLOGIES

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.

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.

Dual output cables:
allow the Bar and brake commands to be managed simultaneously


movistar
movistar
movistar
PINARELLO
PINARELLO
movistar

BAR-END CONTROLS

Designed in the hands of the athletes.
Every single detail has been designed and tested by professional athletes. Obsessed with details, extremely attentive to the riding position and to saving energy, they are the true stars of the development of this product. The Campy-Tech Lab™ has turned this information in a reality: the "Back to Zero position" system allows the lever to maintain an optimal position with respect to airflow and allows for less effort for the athlete. The "Multi-Shifting System" allows, with just one movement, to shift up or down up to 3 cogs at a time! But to fully appreciate all the benefits that the Campagnolo® controls offer, you need to get on the saddle, place your hands and go to beat the clock.

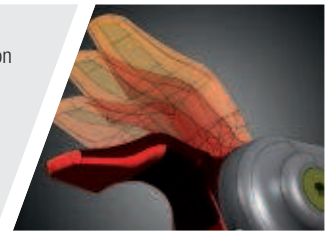
Carbon
155 g

Aluminium
167 g

11v Carbon **11v Aluminium** **10v Aluminium**

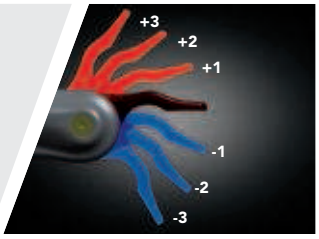
TECHNOLOGIES

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.

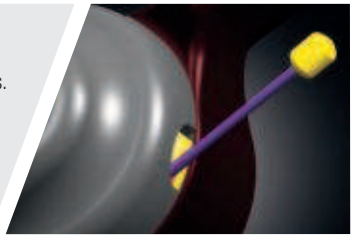


Adjustable initial position:
it allows you to place the controls in a fully ergonomic position with respect to the shape of the handlebar and the personal position of the hands.

Multi-shifting system™:
possibility to shift up or down up to 3 cogs at a time.



External cable connection:
cables are easy to install and remove – there is no need to remove the controls.



BAR-END BRAKE LEVERS

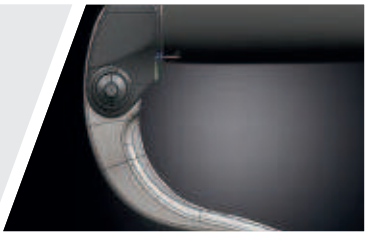
Care for detail in every component.
This is why the new Campagnolo® levers for Bar End are not just simple levers! In a discipline where each second becomes decisive, the difference with the competitors is to be found in the individual detail. Designed and tested in our wind tunnel and developed on the road with professional athletes, they are designed with the aim of following the movements of your hand and allow the best aerodynamic position even when operating them. Athletes that run against the clock are well aware of how important perfection is. And Campagnolo® is sure to give you what you are looking for.

Carbon
86 g

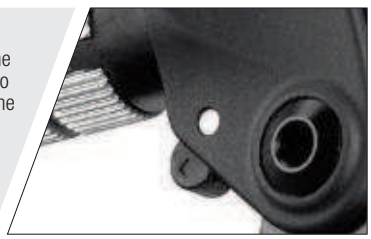
Aluminium
106 g

TECHNOLOGIES

Aerodynamic profile:
maximum aerodynamic coefficient.



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.



Ergonomic profile for the levers:
maximum safety and adjustable braking system.

2 available versions:
- carbon fiber lever (86g)
- aluminium lever (106g)

BORA ULTRA™ CRANKSET

Bora™ Ultra, a name evocative of legendary wheels and momentous victories, is now also the highest performance crankset in the triathlon and time trial world. A crank and chainring mount made entirely from unidirectional carbon fibre, a titanium axle and CULT™ bearings. The ultimate crankset! Bora™ Ultra is a concentrated package of technology and aerodynamic perfection. Every aspect is geared for maximum performance and efficiency.

ULTRA TORQUE™

CULT™
CERAMIC ULTIMATE LEVEL TECHNOLOGY
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE

UHS
ULTRA-HOLLOW STRUCTURE

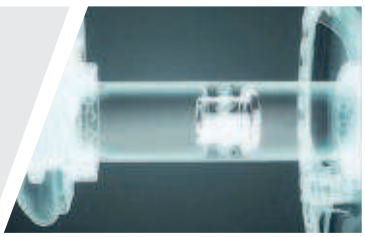
780 g

TECHNOLOGIES

XPSS™:
Special design of chain up and downshift zones – chainring pin profile optimization – allows for faster and more precise shifting in all conditions.

Full carbon spider:
the particular shape of the gear seat is designed for maximum aerodynamic penetration and, at the same time, increases the overall rigidity of the crankset.

Ultra-Torque™ titanium Bottom Bracket:
pressure on the pedals is transmitted efficiently without any power loss.



8 Chain Up Shift Zones, And 2 Chain Downshift Zones:
faster and more precise shifting, even under stress.

Hollow Cranks And Spider Arms With Ultra-Hollow™ Technology:
reduced weight of stress – free sections, improved crank set weight to stiffness ratio.

CULT™ Technology:
The combination of the best ceramic balls available on the market and special Cronitect™ steel. The bearings are lubricated with only a film of oil, increasing the smoothness of the crank nine-fold. Resistant to corrosion – performance unaltered over time.

BULLET ULTRA™ CRANKSET

Cleave the air to reach the finish line faster.
Featuring USB™ ceramic ball bearings, the new Bullet Ultra cranksets are engineered for minimum friction and rolling resistance. The cranks and chainring mounts are a single element. The result is an extremely stiff crankset for maximum performance and efficiency. Because every tiny detail counts in these disciplines.

POWER TORQUE SYSTEM™
USB™ CERAMIC ULTRA SMOOTH BEARINGS
UHS ULTRA-HOLLOW STRUCTURE

815 g

TECHNOLOGIES

XPSS™:
Special design of chain up and downshift zones – chainring pin profile optimization – allows for faster and more precise shifting in all conditions.

Full carbon spider:
the particular shape of the gear seat is designed for maximum aerodynamic penetration and, at the same time, increases the overall rigidity of the crankset.

Power-Torque™ System:
System with single axle designed to maximise stiffness and power transmission.

8 Chain Up Shift Zones, And 2 Chain Downshift Zones:
faster and more precise shifting, even under stress.

Hollow Cranks And Spider Arms With Ultra-Hollow™ Technology:
reduced weight of stress – free sections, improved crank set weight to stiffness ratio.

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

GHIBLI™ ULTRA

TUBOLAR

The unquestioned symbol in the search for maximum speed. Ghibli™ Ultra™ is a lenticular wheel in Poly-aramide with aluminium rim for tubular tires dedicated to the Triathlon and Time Trial events. Entirely developed by the Campy Tech Lab™, the "tensile structure" design has been optimised to make the Ghibli™ wheels extremely rigid and with the maximum aerodynamic penetration.

995 g

TECHNOLOGIES

RIM

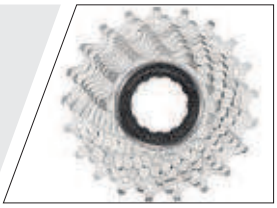
Disk in polyaramide tensile structure:
makes the wheel extremely rigid and maximises aerodynamic penetration.

Rim in aluminium for tubular tires

HUB

CULT™:
the combination of the highest quality ceramic balls with races in special Cronitect™ steel. Nine times smoother than the standard system. Eliminates oxidation and maintains performance over time.

9-speed gear pack for Campagnolo®
11-speed drive trains:
it allows the use of the Ghibli™ wheel with 11-speed groupsets. Steel gears with 2 dedicated 11/21 and 11/23 combinations optimised for Campagnolo 11-speed drivetrains.



Aluminium axle:
reduces the weight of the wheel.

Compatible with Campagnolo® 10/11 speed drivetrain.

QUICK RELEASE

New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die:
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

The Ruota Ghibli™ Ultra wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.


LAZER
AA DRINK
lotto
lotto SOUDAL
ridley

SUGGESTED WHEELS

Think of a wheel with the best aerodynamics possible together with superlative reactivity and lightness. Now combine these attributes with aggressive, decisive graphics and your bicycle is ready to tackle any time trial or triathlon. A range of profiles from 50 to 105 mm, offered as all-carbon fibre versions or with a carbon wheel rim and aluminium braking rim, and available for clincher or tubular tyres. Campagnolo offers a comprehensive range of Triathlon and Time Trial wheels catering for all possible needs.

BORA™ ULTRA™ 80

Front Wheel

Rear wheel

BORA™ ULTRA™ TWO

Front Wheel

Rear wheel

BORA™ ONE

Front Wheel

Rear wheel

The suggested Triathlon wheelsets are entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

BULLET™ ULTRA™

Front Wheel

Rear wheel

BULLET™ ULTRA™ 80

Front Wheel

Rear wheel

BULLET™ ULTRA™ 105

Front Wheel

Rear wheel

BULLET™

Front Wheel

Rear wheel

BULLET™ 80

Front Wheel

Rear wheel

CYCLOCROSS

Mud, sand, water, toil, and sweat.
In Cyclocross you have to learn to live with these elements that make every ride extremely tough and demanding. These rules are proven for the riders, but even more so for the components and wheels!

This is why every ounce of experience acquired by the Campagnolo® engineers has been poured into the range dedicated to this difficult sport, making the **components more resistant and reliable** even in the most extreme climate and terrain conditions.

Mud and dust are no longer a concern, because the **wheels and cranksets are equipped with special seals that close the door to all external contaminants.** But that's not all.

The Campy Tech Lab™ engineering staff conducted in-depth studies on the behaviour of the chain on the chainrings during shifting in the most critical situations, leading to some very important results. The inner machining of the chainrings was created to facilitate the up shift and downshift of the chain, so that the movements are fast and precise in all conditions. First in the laboratory, then directly in the field, the **Campagnolo® components and wheels passed with flying colours, all the extremely rigorous tests performed on them.** Now it's your turn to put them to the test!

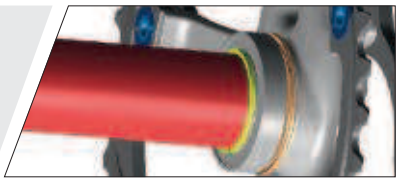
CX 10 CRANKSET IN CARBON FIBRE

The athletes who field-tested the CX 10 crankset in carbon fibre did not hold back.
Campagnolo® realised all their needs by optimising the dimensions and spacing of the chainrings. Mud is no longer a problem.
The Campy Tech Lab™ engineers applied the same asymmetrical design to the teeth as our 11s systems, which have shown very low friction values and an incredibly high operating precision. The chainrings are in aluminium with the chain up shift and downshift zones specifically designed for Cyclocross.

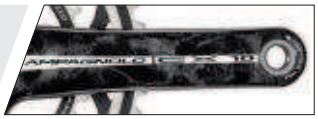
628 g

TECHNOLOGIES

Specially-designed double-lip seal for cx:
ensures that the mechanical parts (balls/bearings) subjected to the extreme conditions of Cyclocross stay clean, smooth-running and durable.



Carbon fibre cranks:
light weight and high stiffness to torsion and flexion/enable efficient power transmission



C.A.R.T.
Cyclocross advanced racing technology™:
chainrings for Campagnolo® 10-speed groupsets developed specifically for Cyclocross use – efficiency in all conditions of use.

Power Torque System™ bottom bracket with special seals for cyclocross:
reduced U-factor and Q-factor – durability over time even in extreme use and in difficult conditions.

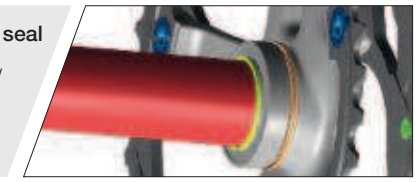
CX 10 CRANKSET

Campagnolo® has set a new standard for Cyclocross.
The aluminium crankset developed for all the 10-speed groupsets uses chainrings dedicated to off-road.
The optimised design of the teeth and of the chain up shift/downshift zones ensures the maximum performance even in the most extreme conditions. The high-protection seals for the Power Torque System™ bottom bracket make the bearings extremely smooth and maintain performance over time.

731 g

TECHNOLOGIES

Specially-designed double-lip seal for cx:
ensures that the mechanical parts (balls/bearings) subjected to the extreme conditions of Cyclocross stay clean, smooth-running and durable.



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chainrings for Campagnolo® 10-speed groupsets developed specifically for Cyclocross use – efficiency in all conditions of use.

Power Torque System™ bottom bracket with special seals for cyclocross:
reduced U-factor and Q-factor – durability over time even in extreme use and in difficult conditions.

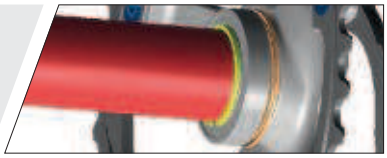
CX 11 CRANKSET IN CARBON FIBRE

Are you a Cyclocross professional or, do you require the absolute best performance from your bike? Then you've got to have the CX 11 carbon fibre crankset on your bike. You'll recognise it by the special graphics and you'll appreciate the chainring combinations of 46-36 or 34-50 teeth. The design of the teeth and the up shift and downshift zones for the 11-speed drivetrain is the maximum anyone could wish for in Cyclocross. Friction is reduced to a minimum and shifting precision is assured even in the presence of mud. The single axle of the Power Torque System™ assures absolute stiffness and quick assembly and servicing.

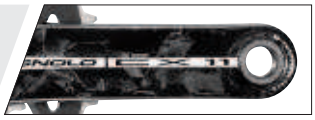
628 g

TECHNOLOGIES

Specially-designed double-lip seal for cx:
ensures that the mechanical parts (balls/ bearings) subjected to the extreme conditions of Cyclocross stay clean, smooth-running and durable.

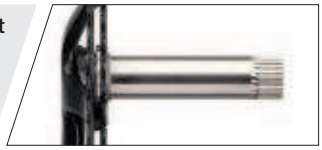


Carbon fibre cranks:
light weight and high stiffness to torsion and flexion/ enable efficient power transmission



C.A.R.T. Cyclocross advanced racing technology™:
chainrings for Campagnolo® 11-speed groupsets developed specifically for Cyclocross use – efficiency in all conditions of use.efficiency in all conditions of use.

Power Torque System™ bottom bracket with special seals for cyclocross:
reduced U-factor and Q-factor – durability over time even in extreme use and in difficult conditions.



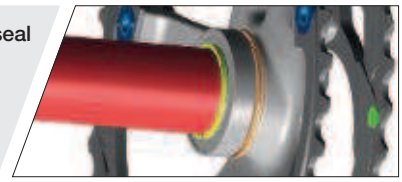
CX 11 CRANKSET

Campagnolo® has optimised the chainrings to assure shifting without hesitation even in extreme conditions.
The 11s crankset in aluminium, "transformed" for CX use, is now ready to confront the challenging courses with mud, sand, and water!
The new bottom bracket Power Torque System™ assures the same U-factor and Q-factor values, extremely important in Cyclocross, while the chainring combination offers the two classic options for this sport: 50-34 or 46-36.
The special graphics distinguish the crankset of the Cyclocross series.

728 g

TECHNOLOGIES

Specially-designed double-lip seal for cx:
ensures that the mechanical parts (balls/ bearings) subjected to the extreme conditions of Cyclocross stay clean, smooth-running and durable.



C.A.R.T. Cyclocross advanced racing technology™:
chainrings for Campagnolo® 11-speed groupsets developed specifically for Cyclocross use – efficiency in all conditions of use.efficiency in all conditions of use.

Power Torque System™ bottom bracket with special seals for cyclocross:
reduced U-factor and Q-factor – durability over time even in extreme use and in difficult conditions.

CX CANTILEVER BRAKES

Campagnolo® has a strong belief in cyclocross and to prove this it will offer, starting from 2012, an exhaustive range dedicated to the toughest discipline of the two-wheel world.
The cantilever brakes, offered in a silver or black version, have been designed to the smallest detail: optimisation of the gear levers for top braking and modularity, corrosion-resistant materials, optimisation of the design to avoid mud deposits and adjustments to the brake pads for maximum braking performance.
Together with the dedicated crank sets and wheels, you now have everything you need to face the toughest situations and the many hidden challenges of cyclocross.

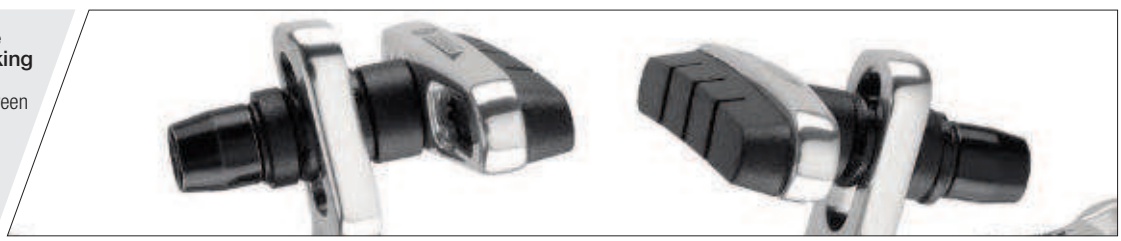
138 g

TECHNOLOGIES

Optimised design for cyclocross:
prevents the accumulation of mud or other material between the brake and wheel – maintains performance even on the most challenging of terrains.

Possibility of adjusting the brake pads and the tension of the cables:
allows you to adjust the brake pads in the best position with respect to the braking track.

Possibility of adjusting the distance between the braking pads and the rim:
allows adjusting the distance between the braking pads and the rim according to your needs.




FIDEA
FIDEA
FIDEA

BORA™ ONE CX

TUBOLAR

Flying across mud, water and sand.
Lighter wheels used to succeed have a clear name: Bora™ One CX.
Derived directly from the road version, the "CX" have a special double lip seal innovation in the hub that keeps the balls/bearings area clean, thus maintaining the performance of the wheel in terms of smoothness and durability.
Tubular with a full carbon rim, the wheel that at just 1350g has a specific goal: the highest step of the podium.

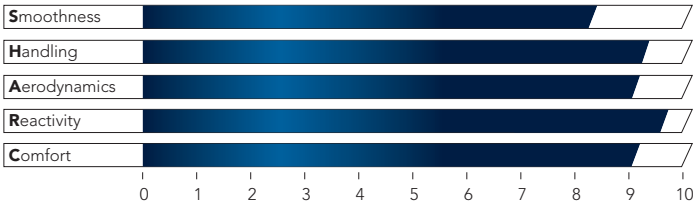
1350 g

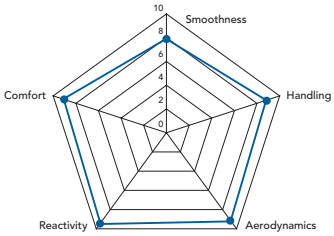
Rear wheel

Front wheel

The Bora™ One CX wheel is entirely hand-assembled by a specialised Campagnolo technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo wheels.

S.H.A.R.C.



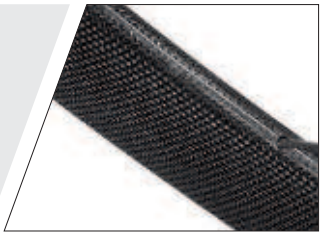


TECHNOLOGIES

RIM

Full carbon high profile for 50mm tubular:
provides the maximum aerodynamic penetration. Extremely limited weight. The highest degree of lateral stiffness and reactivity of the wheel.

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



RDB™ Rim Dynamic Balance:
exclusive system that assures perfect balancing of the rim even at high speeds. Moulded into the rim itself.

New brake pads made especially for carbon wheels:
the new blend increases the brake performance on both wet and dry surfaces without increasing the wear and tear on the pad. For a more modular and more secure stop.

SPOKES

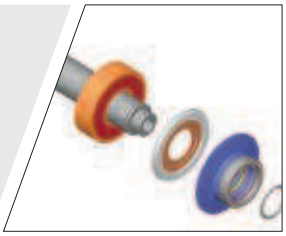
Exclusive G3™ spoke pattern:
perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

Spokes with aerodynamic profile:
provides the maximum aerodynamic penetration. Reduces aerodynamic drag saving rider energy.

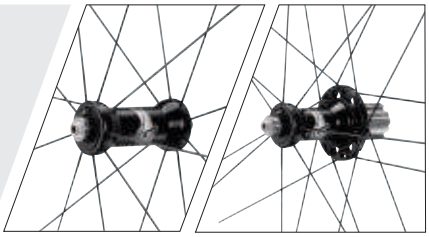
Spokes anti-rotation system:
allows the spokes to maintain the best aerodynamic position.

HUB

Additional seal:
keeps the bearings /balls zone clean and smooth running, maintaining performance over time.



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



Cup and cone bearings:
easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.

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

Aluminium axle:
reduces the weight of the wheel.

QUICK RELEASE

New, completely redesigned and lighter wheel block steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

BULLET™ ULTRA™ CX

CLINCHER

Nothing can stop a Bullet™. Not even the mud, the rain or the sand of challenging cyclocross tracks.
Just when conditions become extreme, Bullet™ CX are elated and bring out their gritty and successful character.
Lightness, smoothness and responsiveness: the high-profile aluminium and carbon fibre wheels for cyclocross riders who don't just want to participate, but want to get on the top step of the podium.

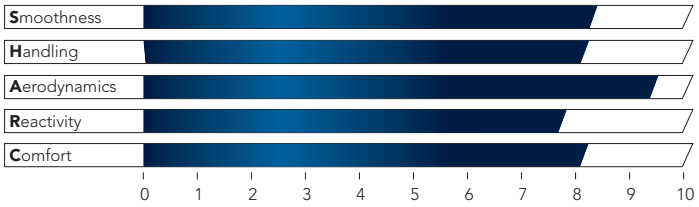
1610 g

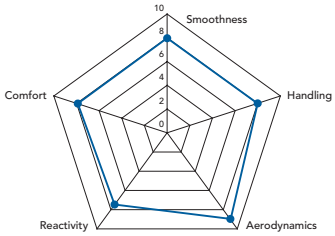
Rear wheel

Front wheel

The Bullet™ Ultra™ CX wheel is entirely hand-assembled by a specialised Campagnolo technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo wheels.

S.H.A.R.C.





TECHNOLOGIES

RIM

Exclusive pressing system for the rim in unpainted carbon:
enables an extremely limited weight and a smooth surface free from imperfections.

Aluminium profile for clinchers:
it allows the use of the traditional clincher up to 35mm.

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.

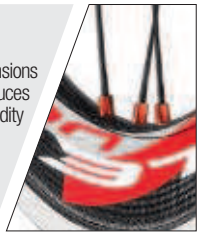
Dynamic balancing on the rim:
thanks to a special operation of the production process, the carbon fiber layup is positioned in such a way as to obtain perfect balancing of the rim even at high speeds.

MoMag™:
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.

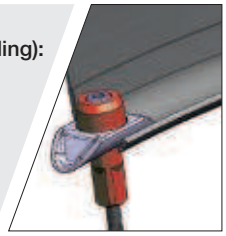
SPOKES

Spokes anti-rotation system™:
keeps the spokes in the position of maximum aerodynamic penetration.

Exclusive G3™ 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. G3™ eliminates vibrations even with "heavy" cyclists.



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.

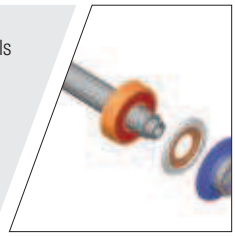


Aerodynamic profile in steel:
ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

Self-locking oversize aluminium nipples:
they reduce the peripheral mass of the wheel to a minimum, thus increasing responsiveness. The nipples' self-locking system provides the correct tension of the spokes and does not require any maintenance.

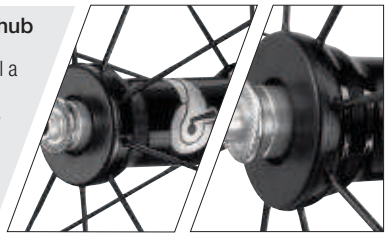
HUB

Additional seal:
keeps the bearings /balls zone clean and smooth running, maintaining performance over time



Cup and cone bearings:
easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.

Aluminium hub body:
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 stroke.

Aluminium axle:
it reduces the weight of the wheel.

QUICK RELEASE

New, completely redesigned and lighter wheel block steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

SCIROCCO™ H35 mm CX

CLINCHER

A new 35 mm high profile that makes the new Scirocco™ of the 2013 range unique.
Aerodynamic yet easy to handle, reactive and light but with all the advantages of a standard tyre wheel with aluminium braking rim.
Suitable for all routes, the new Scirocco™ satisfies the demands of amateurs and great long-distance riders as well as cyclists with a pronounced "racing" spirit.
State of the art technology and great performance at the very first click.

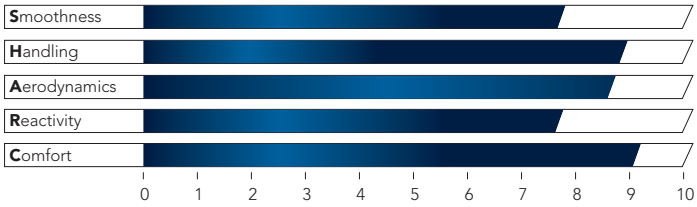
1725 g

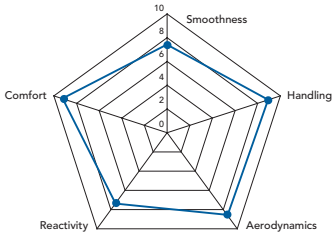
Rear wheel

Front wheel

The Scirocco™ H35mm CX wheel is entirely hand-assembled by a specialised Campagnolo technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo wheels.

S.H.A.R.C.

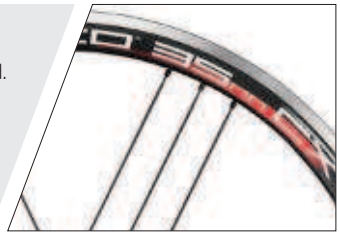




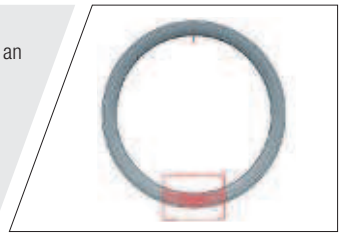
TECHNOLOGIES

RIM

35 mm profile for a standard tyre:
translates into good penetration while being extremelyeasy to handle even in a cross wind.



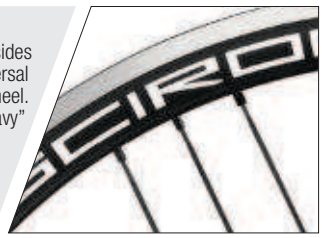
Dynamic Balance™:
every point of the rim is counter-balanced by an equal weight on the opposite side. Maximum stability of the wheel even at high speeds.



SPOKES

Spokes with aerodynamic profile:
provides the maximum aerodynamic penetration. Reduces aerodynamic drag saving rider energy.

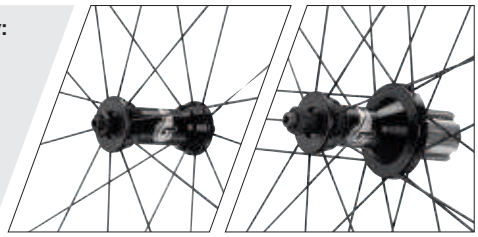
Exclusive Mega G3™ spoke pattern:
perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. Mega G3™ eliminates vibrations even with "heavy" cyclists.



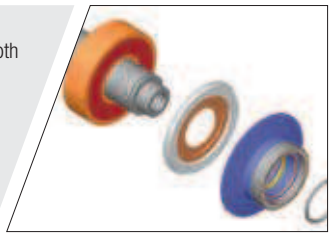
Spokes anti-rotation system:
allows the spokes to maintain the best aerodynamic position.

HUB

Aluminium hub body:
gives the wheel a high degree of lateral stiffness and reduces weight to the minimum.



Additional seal:
keeps the bearings /balls zone clean and smooth running, maintaining performance over time



Aluminium nipples:
reduce the peripheral weight of the wheel.

Aluminium pin:
reduces wheel weight

Oversize flange Mega G3™ cassette side:
increases torsional stiffness, greater reactivity with each change in the cyclist's pace

QUICK RELEASE

New, completely redesigned and lighter wheel block steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

VENTO™ REACTION™ CX

CLINCHER

The characteristic G3™ spoke pattern on the front and rear and the oversize flanges will make this an unmistakable wheel, now created in a special version for racing on the muddy terrains of the Cyclocross course.
Thanks to the technical aspects developed by the Campy Tech Lab™ specifically for CX, Vento™ Reaction™ wheels are bound to give you the utmost satisfaction.

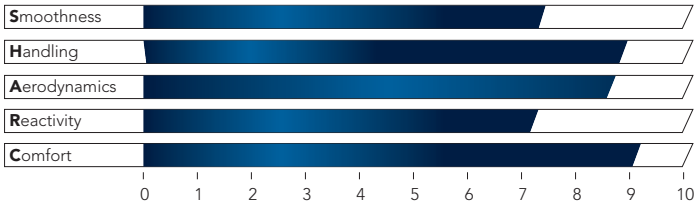
1827 g

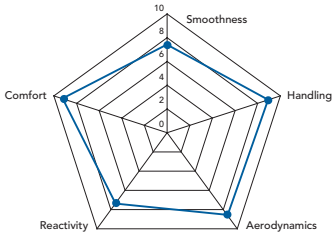
Rear wheel

Front wheel

The Vento™ Reaction™ CX wheel is entirely hand-assembled by a specialised Campagnolo technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo wheels.

S.H.A.R.C.

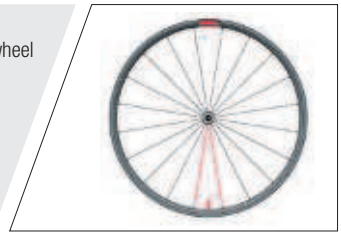




TECHNOLOGIES

RIM

Spoke dynamic balance™:
the balancing spoke assures the maximum wheel stability even at high speeds.



Rim with eyelets:
correct nipple/spoke alignment – reduces the noise level, reinforces the spoke seats.

Maximum compatibility:
the profile of the rim can hold up to 35mm clinchers.

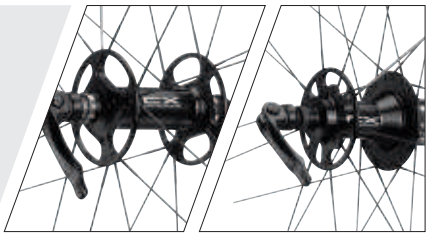
SPOKES

Exclusive G3™ 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. G3™ eliminates vibrations even with "heavy" cyclists.

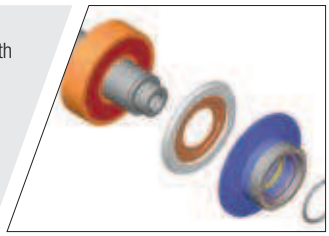
Steel spokes with variable thickness:
maximum aerodynamic penetration and stability at high speeds.

HUB

Aluminium hub body:
provides a high degree of lateral stiffness.



Additional seal:
keeps the bearings/balls zone clean and smooth running, maintaining performance over time.



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

Sealed bearings:
maintains performance over time
– longer life of the balls/bearings.

QUICK RELEASE

Steel spine and eccentric, aluminum lever and die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

KHAMSIN™ CX

CLINCHER

1873 grams for the new Khamsin™ CX version: for Campagnolo® it represents the entry level, for many, a starting point. In fact, Khamsin™ CX represents the real point of reference for wheels in this segment: the absolute winner in terms of price/quality ratio.

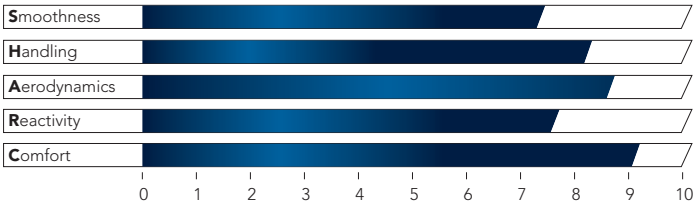
1873 g

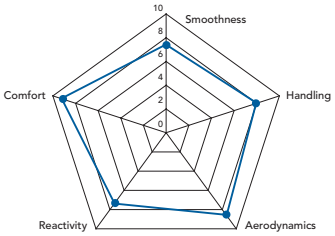
Rear wheel

Front wheel

The Khamsin™ CX wheel is entirely hand-assembled by a specialised Campagnolo technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo wheels.

S.H.A.R.C.

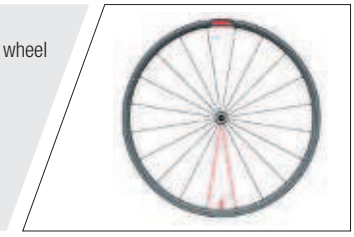




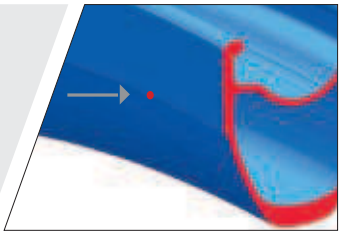
TECHNOLOGIES

RIM

Spoke dynamic balance™:
the balancing spoke assures the maximum wheel stability even at high speeds.



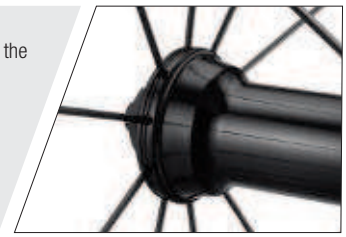
Wear indicator:
allows you to check the state of wear and tear on the rim instantaneously.



Maximum compatibility:
the profile of the rim can hold up to 35mm clinchers.

SPOKES

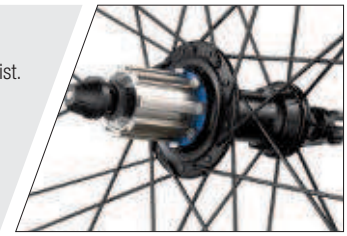
Straight-head spokes:
maximum stiffness of the wheel – maintains the spoke tension and long-lasting performance.



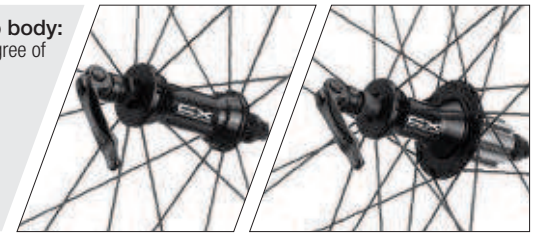
Exclusive G3™ spoke pattern:
perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

HUB

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



Aluminium hub body:
provides a high degree of lateral stiffness.



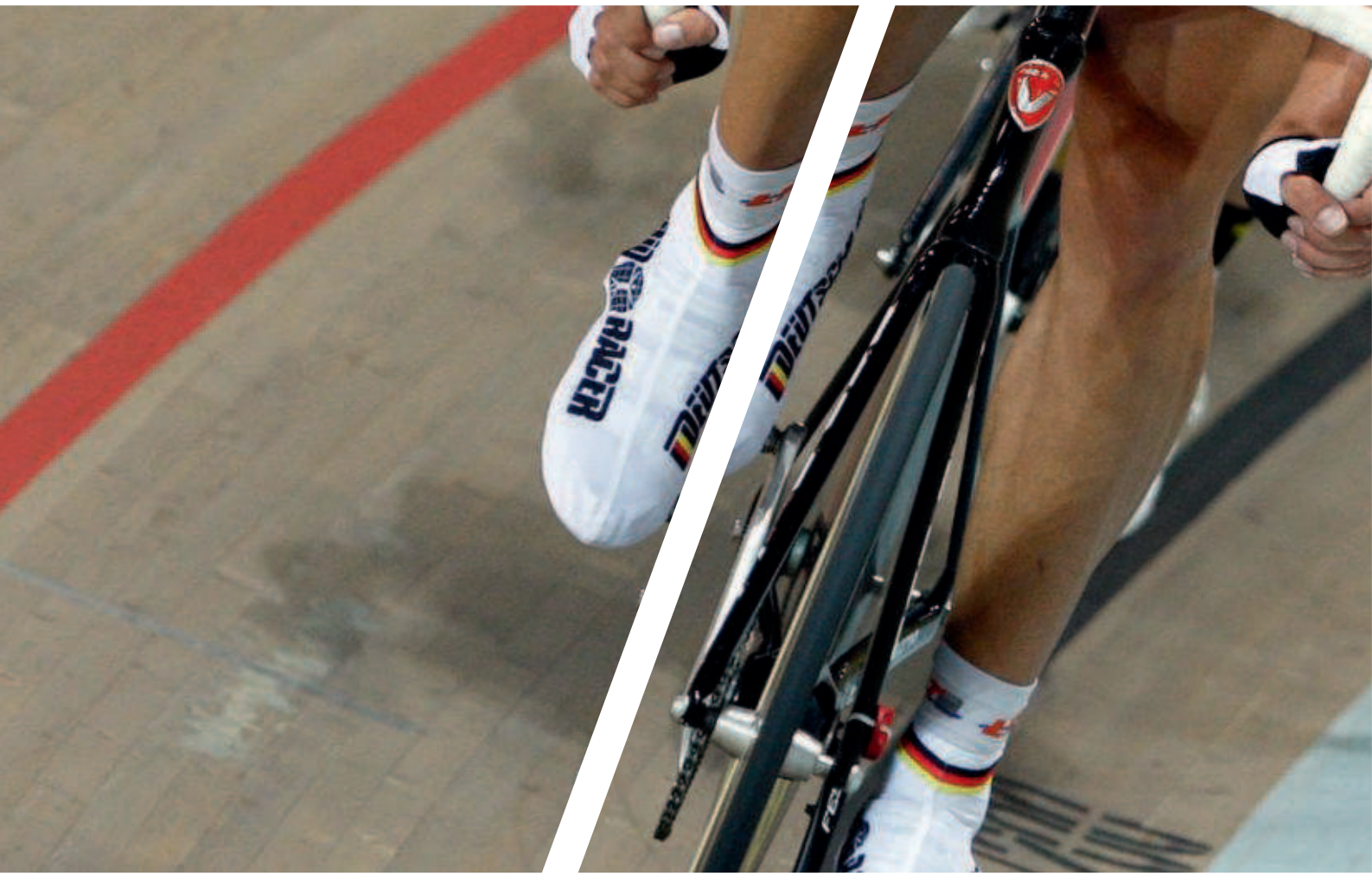
Sealed bearings:
maintains performance over time – longer life of the balls/bearings.

Additional seal:
keeps the bearings/balls zone clean and smooth running, maintaining performance over time.

QUICK RELEASE

Steel spine and eccentric, aluminum lever and die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.


ALPINA
BIO RACER


BIO RACER

PISTA

A burst from the start with lightning fast reflexes, then settling to the perfect tempo.

Track racing demands an incredible amount of **experience and perfection in every detail.** And these same requisites have always defined **how Campagnolo® develops its products.**

This is why Campagnolo® Track components continue to be the first choice of the world's greatest oval circuit champions. **Cranksets, hubs and wheels** with unparalleled stiffness, reliability and looks, which are destined for the highest step on the podium in 2013.

RECORD™ PISTA™ GROUPSET

The Record™ Pista™ groupset is a set of high-range components designed to exc el in the velodrome.
It includes the crankset, hubs and bottom bracket. Three products designed exclusively for the specific needs of use on the track.
The other components, such as seat posts, pedals and headsets have been borrowed directly from the Record™ road groupset.

Record™ Pista front hub

Record™ Pista bottom bracket

Record™ Pista rear hub

Record™ pedals

RECORD™ Threadless™ headset

RECORD™ Hiddenset™ headset

GHIBLI™

TUBOLAR

The unquestioned symbol in the search for maximum speed.
Ghibli™ Ultra™ is a lenticular wheel in Poly-aramide with aluminium rim for tubular tires dedicated to the Triathlon and Time Trial events. Entirely developed by the Campy Tech Lab™, the "tensile structure" design has been optimised to make the Ghibli™ wheels extremely rigid and with the maximum aerodynamic penetration.

THECNOLOGY

RIM

Disk in polyaramide tensile structure:
makes the wheel extremely rigid and maximises aerodynamic penetration.
Rim in aluminium for tubular tires

HUB

ALUMINIUM AXLE: reduces the weight of the wheel.
Compatible with Campagnolo® 10/11 speed drivetrain.

QUICK RELEASE

New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

PISTA™

TUBOLAR

A noble and fascinating specialty with an exclusively specific feature: the transformation of the explosive power of the quadriceps of top track cyclists into pure speed, with the minimum possible waste of energy.
Designed to maximize the rigidity and resistance to bending and torsional radial strength, the Pista™ wheel has aluminium 38mm rim and stainless steel spokes to provide better reaction and power.

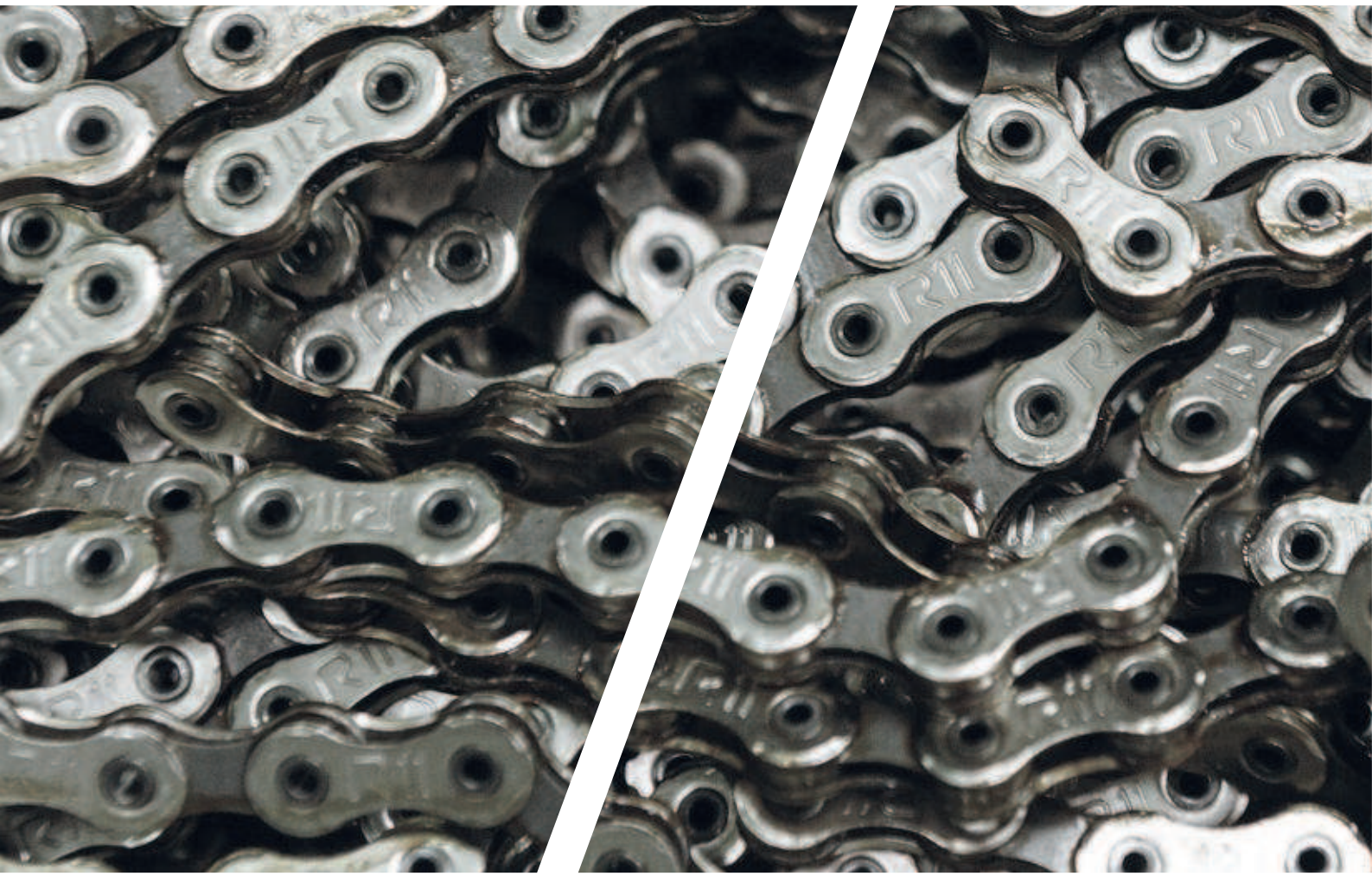
THECNOLOGY

RIM

38mm aluminium aero RIM:
maximum lateral and torsional stiffness – maintains stiffness features over time.

SPOKES

Stainless steel aero spokes:
maximum stiffness maintained over time.

TRIATHLON / TIME TRIAL

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
BAR-END 11S RECORD™ EPS™ COMMANDS		Lever in lightened aluminium - body in technopolymer - 11 speed compatible - Diameter 18.2mm - waterproof IP67 - Overall length 52 mm.	51
BAR-END 11S ATHENA™ EPS™ COMMANDS		Lever in lightened aluminium - body in technopolymer - 11 speed compatible - Diameter 18.2mm - waterproof IP67 - Overall length 60,4 mm.	52
BAR-END 11S RECORD™ EPS™ BRAKES		Brake lever in carbon - body and buttons in technopolymer - compatible 11 speed - Diameter 18.2 - waterproof IP67	56
BAR-END 11S ATHENA™ EPS™ BRAKES		Brake lever in aluminum - body and buttons in technopolymer - compatible 11 speed - Diameter 18.2 - waterproof IP67	66
TT EPS™ INTERFACE		Technopolymer, waterproof (IP67) - dual output for bar-end commands and brake commands.	24
BAR-END 11S CONTROLS CARBON		technopolymer body - carbon fibre levers - Back to Zero position - adjustable initial position - Multi-shifting System™ - micrometric adjustment of the front derailleur - with Campagnolo 11s drivetrain compatible	155
BAR-END 11S CONTROLS		technopolymer body - aluminium levers - Back to Zero position - adjustable initial position - Multi-shifting System™ - micrometric adjustment of the front derailleur - with Campagnolo 11s drivetrain compatible	167
BAR-END 10S CONTROLS		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 CARBON		technopolymer body - carbon fibre levers - aerodynamic profile - ergonomic profile for the levers - quick-release system	86
BAR-END BRAKE LEVERS		technopolymer body - leva in alluminio - aerodynamic profile - ergonomic profile for the levers - Quick-release system	106
SUPER RECORD™ ULTRA-TORQUE™ TITANIUM 11S CRANKSET	170, 172.5, 175mm 39/53 42/54 42/55	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles in titanium - requires Super Record ULTRA-TORQUE™ BB cups	780
RECORD™ ULTRA-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175mm 34/50 36/52 39/53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	815
GHIBLI 9S SPROCKETS (FOR CAMPAGNOLO 11S DRIVETRAINS)	11-21, 11-23	Steel gears with 2 dedicated 11/21 and 11/23 combinations optimised for Campagnolo 11-speed drivetrains. 11/21: 11 - 12 - 13 - 14 - 15 - 16 - 17/19/21 11/23: 11 - 12 - 13 - 14 - 15 - 17/19 - 21/23	166

* Average weight - it refers to the lighter specification among the available options.

GROUPSETS TECHNICAL SPECIFICATIONS

CYCLOCROSS

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
CX POWER-TORQUE™ 11S CRANKSET	170, 172.5, 175 mm 36-46, 34-50	forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with CART™ (Cyclecross Advanced Racing Technology) - chainrings with silver anodization - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups - specially-designed double-lip seal for CX	728
CX POWER-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175 mm 36-46, 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with CART™ (Cyclecross Advanced Racing Technology) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups - specially-designed double-lip seal for CX	628
CX POWER-TORQUE™ 10S CRANKSET	170, 172.5, 175 mm 36-46, 34-50	forged aluminium cranks - chainrings with CART™ (Cyclecross Advanced Racing Technology) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups - specially-designed double-lip seal for CX	731
CX POWER-TORQUE™ CARBON 10S CRANKSET	170, 172.5, 175 mm 36-46, 34-50	full-carbon unidirectional-multidirectional cranks - chainrings with CART™ (Cyclecross Advanced Racing Technology) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups - specially-designed double-lip seal for CX	629
CX POWER-TORQUE™ BB OUTBOARD CUPS	ITA, ENG	aluminium with specially-designed double-lip seal for CX	72
CX CANTILEVER BRAKES	bright silver deep black	forged arms - alloy small parts - brake-pad height adjustment ratio: 20÷35 mm - adjustment of the distance between pads, possibility to use tires of width 19-35 mm, rims of width 19-22 mm - possibility of adjusting the tension of the cables	138

* Average weight - it refers to the lighter specification among the available options.

PISTA

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
RECORD™ PISTA™ FRONT HUB	32, 36 holes	light alloy body – lubrication port - small flanges - O.L.D. 100 mm	204
RECORD™ PISTA™ REAR HUB	32, 36 holes	light alloy body – lubrication port - small flanges - O.L.D. 120 mm	284
RECORD™ PISTA™ CRANKSET	165, 170 mm 47, 48, 49, 50, 51, 52	requires b.b. L. 111 mm (asymmetrical)	592
RECORD™ PISTA™ BOTTOM BRACKET	ITA, ENG	axle L. 111 mm (asymmetrical) - composite and light alloy cartridge - light alloy cups - without sealings	220
RECORD™ PRO·FIT PLUS™ PEDALS		Titanium axle - light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - left axle compatible with the ErgoBrain™ magnet	266
RECORD™ HEADSET		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104
RECORD™ THREADLESS™ HEADSET		1" - for unthreaded fork tube - height 24.5 mm - composite cover and light alloy fixing screw - lubrication port - cup and cone system - patented centering system	110
RECORD™ HIDDENSET™ HEADSET	1-1/8" 1-1/8" TTC™	internal headset for unthreaded fork tube - version 1-1/8": height 5.9 mm, version 1-1/8" TTC™: height 15.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73

WHEELS TECHNICAL SPECIFICATIONS

ROAD

CARBON WHEELS

	NOMINAL WEIGHT (G)*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH – MM (NOMINAL)	ULTRA-FIT™	ASYMMETRICAL HOLES	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES
BORA™ ULTRA™ 80 front tub.	715	carb	80/20				carb	16
BORA™ ULTRA™ 80 rear tub.	825	carb	80/20				carb	18/G3™
BORA™ ULTRA™ 80 rear tub. (HG)	864	carb	80/20				carb	18/G3™
BORA™ ULTRA™ Two front tub.	565	carb	50/20				carb	18
BORA™ ULTRA™ Two rear tub.	745	carb	50/20				carb	21/G3™
BORA™ ULTRA™ Two rear tub. (HG)	784	carb	50/20				carb	21/G3™
BORA™ One front tub.	590	carb	50/20				carb	18
BORA™ One rear tub.	760	carb	50/20				carb	21/G3™
BORA™ One rear tub. (HG)	799	carb	50/20				carb	21/G3™
HYPERON™ ULTRA™ Two front cl.	580	carb	19/20			•	carb	22
HYPERON™ ULTRA™ Two rear cl.	765	carb	21/20		•	•	carb	24
HYPERON™ ULTRA™ Two rear cl. (HG)	804	carb	21/20		•	•	carb	24
HYPERON™ ULTRA™ Two front tub.	536	carb	19/20				carb	22
HYPERON™ ULTRA™ Two rear tub.	695	carb	21/20		•		carb	24
HYPERON™ ULTRA™ Two rear tub. (HG)	734	carb	21/20		•		carb	24
HYPERON™ One front cl.	615	carb	21/20,5			•	carb	22
HYPERON™ One rear cl.	765	carb	23/20,5		•	•	carb	24
HYPERON™ One rear cl. (HG)	804	carb	23/20,5		•	•	carb	24

	DYNAMIC BALANCE	SPOKES MATERIAL	SPOKE TYPE	DIFFERENTIAL SPOKES R/L	ULTRALINEAR™ /DRSC™ GEOMETRY	NUT/NIPPLE MATERIAL	O.L.D. (MM)	HUB BODY MATERIAL	CUPS & CONES BEARINGS	BEARINGS VERSION	HUB FINISHING	SPOKE ANTI-ROTATION SYSTEM	COMPATIBILITY
	RDB	SS	AE DB		UL	alu	100	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb		
	RDB	SS	AE DB		UL	alu	100	carb	•	C	carb		9/10/11
	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb		
	RDB	SS	AE DB		UL	alu	100	alu	•	S	black	•	9/10/11
	RDB	SS	AE DB		UL	alu	130	alu	•	S	black	•	9/10/11
	RDB	SS	AE DB		UL	alu	130	alu	•	S	black	•	
	RDB	SS	AE DB		UL	alu	100	carb	•	C	carb		9/10/11
	RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb		
	RDB	SS	AE DB		UL	alu	100	carb	•	C	carb		9/10/11
	RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb		
	RDB	SS	AE DB		UL	alu	100	alu	•	S	black	•	9/10/11
	RDB	SS	AE DB		UL	alu	130	alu	•	S	black	•	9/10/11
	RDB	SS	AE DB		UL	alu	130	alu	•	S	black	•	

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

* Average weight - does not include the quick-release and the rim-tape.

WHEELS TECHNICAL SPECIFICATIONS

ROAD

ALUMINIUM - CARBON WHEELS

	NOMINAL WEIGHT (G)*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH – MM (NOMINAL)	ULTRA-FIT™	ASYMMETRICAL HOLES	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES
BULLET™ ULTRA™ front cl.	727	alu/carb	50/20,5				carb	18
BULLET™ ULTRA™ rear cl.	863	alu/carb	50/20,5				carb	21/G3™
BULLET™ ULTRA™ rear cl. (HG)	902	alu/carb	50/20,5				carb	21/G3™
BULLET™ ULTRA™ 80mm front cl.	815	alu/carb	80/20,5				carb	16
BULLET™ ULTRA™ 80mm rear cl.	955	alu/carb	80/20,5				carb	18/G3™
BULLET™ ULTRA™ 80mm rear cl. (HG)	994	alu/carb	80/20,5				carb	18/G3™
BULLET™ ULTRA™ 105mm front cl.	910	alu/carb	105/20,5				carb	16
BULLET™ ULTRA™ 105mm rear cl.	1050	alu/carb	105/20,5				carb	18/G3™
BULLET™ ULTRA™ 105mm rear cl. (HG)	1089	alu/carb	105/20,5				carb	18/G3™
BULLET™ front cl.	785	alu/carb	50/20,5				carb	18
BULLET™ rear cl.	970	alu/carb	50/20,5				carb	21/G3™
BULLET™ rear cl. (HG)	1009	alu/carb	50/20,5				carb	21/G3™
BULLET™ 80mm front cl.	865	alu/carb	80/20,5				carb	16
BULLET™ 80mm rear cl.	1065	alu/carb	80/20,5				carb	18/G3™
BULLET™ 80mm rear cl. (HG)	1104	alu/carb	80/20,5				carb	18/G3™

DYNAMIC BALANCE	SPOKES MATERIAL	SPOKE TYPE	DIFFERENTIAL SPOKES R/L	ULTRALINEAR™ /DRSC™ GEOMETRY	NUT/NIPPLE MATERIAL	O.L.D. (MM)	HUB BODY MATERIAL	CUPS & CONES BEARINGS	BEARINGS VERSION	HUB FINISHING	SPOKE ANTI-ROTATION SYSTEM	COMPATIBILITY
RDB	SS	AE DB		DRSC™	alu	100	alu	•	S/U/C	black	•	
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	100	alu	•	S/U/C	black	•	
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	100	alu	•	S/U/C	black	•	
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	BR	100	alu		S/U	black	•	
RDB	SS	AE DB		DRSC™	BR	130	alu		S/U	black	•	9/10/11
RDB	SS	AE DB		DRSC™	BR	130	alu		S/U	black	•	9/10/11
RDB	SS	AE DB		DRSC™	BR	100	alu		S/U	black	•	
RDB	SS	AE DB		DRSC™	BR	130	alu		S/U	black	•	9/10/11
RDB	SS	AE DB		DRSC™	BR	130	alu		S/U	black	•	9/10/11

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WHEELS TECHNICAL SPECIFICATIONS

TRIATHLON / TIME TRIAL

	NOMINAL WEIGHT (G)*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH – MM (NOMINAL)	ULTRA-FIT™	ASYMMETRICAL HOLES	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES
GHIBLI™ ULTRA™ rear road	1010	alu	D/19					

CYCLOCROSS

KHAMSIN™ front cl.	828	alu	24/20,5			•	black	20
KHAMSIN™ rear cl.	1045	alu	24/20,5			•	black	27/G3™
KHAMSIN™ rear cl. (HG)	1084	alu	24/20,5			•	black	27/G3™
VENTO™ REACTION™ front cl.	825	alu	24/20,5			•	black	24/G3™
VENTO™ REACTION™ rear cl.	1002	alu	24/20,5			•	black	27/G3™
VENTO™ REACTION™ rear cl. (HG)	1041	alu	24/20,5			•	black	27/G3™
SCIROCCO™ CX front cl.	778	alu	24/20,5			•	black	20
SCIROCCO™ CX rear cl.	937	alu	24/20,5			•	black	27/G3™
SCIROCCO™ CX rear cl. (HG)	1004	alu	24/20,5			•	black	27/G3™
BORA™ One CX front tub.	590	carb	50/20				carb	18
BORA™ One CX rear tub.	760	carb	50/20				carb	21/G3™
BORA™ One CX rear tub. (HG)	799	carb	50/20				carb	21/G3™
BULLET™ ULTRA™ CX front cl.	737	alu/carb	50/20,5				carb	18
BULLET™ ULTRA™ CX rear cl.	873	alu/carb	50/20,5				carb	21/G3™
BULLET™ ULTRA™ CX rear cl. (HG)	912	alu/carb	50/20,5				carb	21/G3™

PISTA

GHIBLI™ front track	955	alu	D/19					
GHIBLI™ rear track	995	alu	D/19					
PISTA™ front tub.	995	alu	38/20				black	20
PISTA™ rear tub.	1040	alu	38/20				black	24

DYNAMIC BALANCE	SPOKES MATERIAL	SPOKE TYPE	DIFFERENTIAL SPOKES R/L	ULTRALINEAR™ /DRSC™ GEOMETRY	NUT/NIPPLE MATERIAL	O.L.D. (MM)	HUB BODY MATERIAL	CUPS & CONES BEARINGS	BEARINGS VERSION	HUB FINISHING	SPOKE ANTI-ROTATION SYSTEM	COMPATIBILITY
	aramid					132	alu	•	C			
	SS				BR	100	alu		S	black		
	SS				BR	130	alu		S	black		9/10/11
	SS				BR	130	alu		S	black		9/10/11
SDB	SS	DB			BR	100	alu		S	black		
SDB	SS	DB			BR	130	alu		S	black		9/10/11
SDB	SS	DB			BR	130	alu		S	black		9/10/11
SDB	SS	AE DB			BR	100	alu		S	black		
SDB	SS	AE DB			BR	130	alu		S	black		9/10/11
SDB	SS	AE DB			BR	130	alu		S	black		9/10/11
RDB	SS	AE DB			alu	100	alu	•	S	black	•	
RDB	SS	AE DB			alu	130	alu	•	S	black	•	9/10/11
RDB	SS	AE DB			alu	130	alu	•	S	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	100	alu	•	S	black	•	
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S	black	•	9/10/11
	aramid					100	alu	•	S			
	aramid					120	alu	•	S			
	SS	AE			alu	100	alu	•	S	black		
	SS				alu	120	alu	•	S	black		

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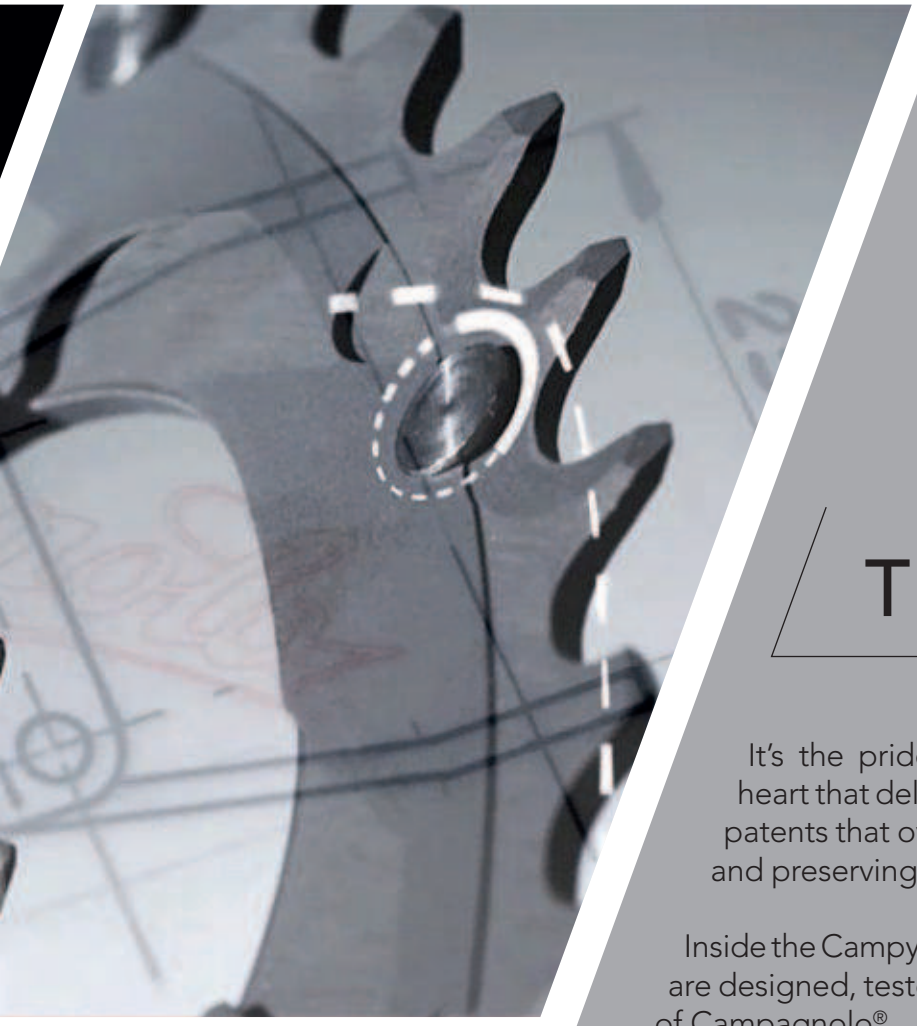


TECHNOLOGIES

It's the pride and joy of our company, the beating heart that delivers the innovations and the innumerable patents that over the years have contributed to creating and preserving the Campagnolo® legend.

Inside the Campy Tech Lab™, highly sophisticated products are designed, tested, and developed that embody the DNA of Campagnolo®

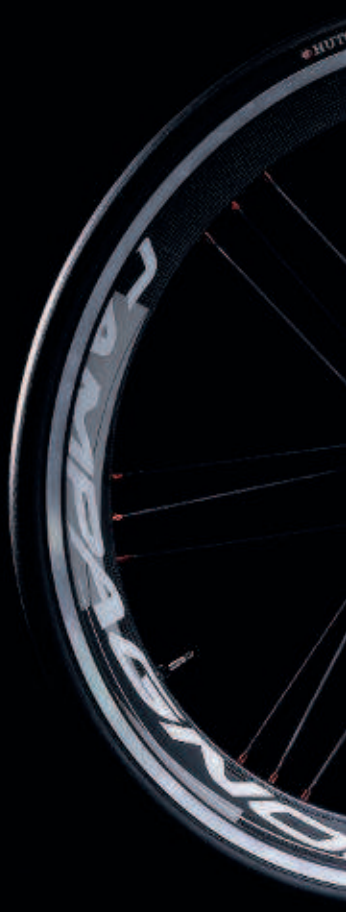
The Campy Tech Lab™ is imbued with a culture of thinking projected into the future, constant analysis of what can be improved but above all what we really want to innovate.
Here, designing a drivetrain or a wheel means first and foremost sharing the concept of technology at the service of real people, where the design objective cannot be a single one but has to incorporate the right balance between equally important factors: performance, reliability, quality, design, and safety.

Safety is the common denominator at Campagnolo®: the standards that the Campy Tech Lab™ imposes on the products it develops exceed even up to five times those prescribed by the regulations, because our most indispensable aim is to protect the rider.

TECHNOLOGIES ELECTRONIC COMPONENTS

The future is already here.
The Campagnolo® EPS™ electronic drivetrain introduces you to a whole new world of cycling, where mechanical parts and state of the art electronic technology come together to create a drivetrain with levels of performance and functionality unlike anything you've ever experienced before.
The exclusive Multi-shifting™ system lets you shift up or down by the number of sprockets you want in a single action, while the front derailleur has an automatic chain positioning system to align the chain correctly with the selected sprocket. The rear derailleur has a manual release system for emergency functionality in the event of a fault, which also detaches to prevent damage to the rear derailleur in a fall.
Through extensive road testing with professional riders and "Multi-Dome" technology, the Campy Tech Lab™ has optimised "click feeling" to prevent any risk of unintentional shifts, while all the components of the system are IP67 certified, guaranteeing that they are 100% waterproof.
Enter the world of electronic drivetrains and discover the technological features they offer.

EPS™
ELECTRONIC POWER SHIFT




EPS
ELECTRONIC
POWER SHIFT

EPS™ ERGOPOWER™

EPS™ DTI™ INTERFACE

EPS™ DTI™ POWER UNIT

EPS™ FRONT DERAILLEUR

EPS™ REAR DERAILLEUR

EPS ELECTRONIC POWER SHIFT™

EPS™ DTI™ POWER UNIT

DTI™: Digital Tech Intelligence.
The heart and brain of the EPS drivetrain.
Enclosed and protected in the Power Unit™ and interface, "Digital Tech Intelligence" transmits, receives and processes data thousands of times a second.

An electronic brain which instantaneously synchronises all the functions requested by the rider. With just a simple click of the controls, D.T.I™ transmits the corresponding signal instantly, accurately and reliably to the rear or front derailleur, for levels of performance and control feel never experienced before with a conventional drivetrain.
But as well as all this, the D.T.I.™ system also monitors the entire drivetrain and each of its components, continuously checking battery level and functionality, and checking that the rear and front derailleur are working correctly.

Battery:
Battery The lithium ion rechargeable battery consists of three cells (12 Volts) in series. Battery charge life depends on usage (shift frequency), temperature and how long the system is left in standby mode.

But as shown in the diagram a full charge of the EPS drivetrain battery never offers a range less than 1500 Km! In real life usage, the maximum number of charge cycles possible means that the battery will far outlive the bicycle itself. Laboratory tests demonstrate that the battery maintains 100% of its power and charge capacity for an incredible 500 charge cycles (which, if the battery is charged once per month, translates to over 40 years!), while total battery lifespan is in fact even greater.

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, and also detects and indicates any malfunctions in the system.

Input/output gates:
The connector at the back of the Power Unit™ has multiple functions:

Battery charging: The complete charge time for the battery is about one hour. Battery range, although it depends on several factors, allows at least 1500 km to be travelled.

System diagnostics via connection to the specific tool: This operation is carried out exclusively by Campagnolo® Service Centres.

Firmware and Eeprom updates: This operation is carried out exclusively by Campagnolo® Service Centres.

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 with an ultrasonic welding process and is completely waterproof even in the most extreme weather conditions.

EPS™ ERGOPOWER™

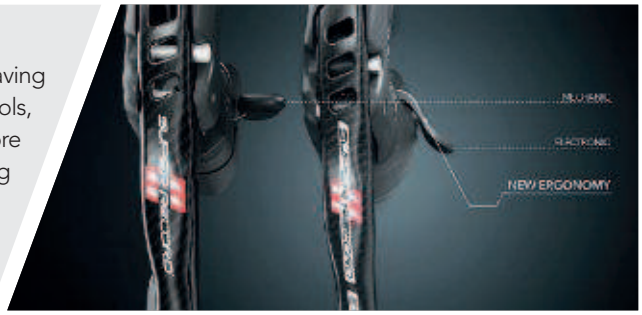
Keep what was already excellent and maintain the same winning characteristics.

This was the goal set for the project from the beginning. With ergonomics universally acclaimed as the best in the cycle market and the "one lever-one action" system, the controls of the EPS™ drivetrain feel immediately comfortable and familiar.
Right from the first shift, everything about the system is incredibly intuitive.

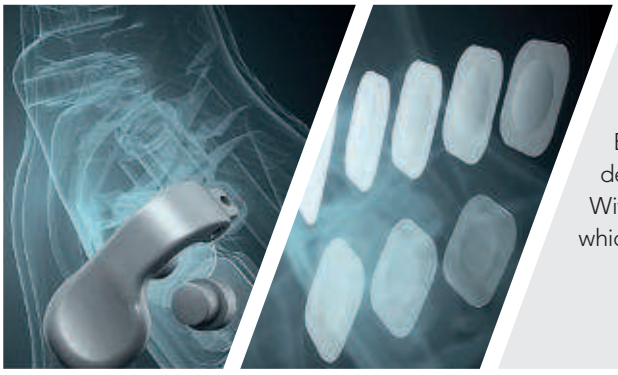
But now, the front and rear derailleurs are controlled with a simple click; reducing strain to an absolute minimum and letting you keep your hands in the perfect position on the bars at all times.
The shape of the brake lever and handgrip is the same as our mechanical drivetrains, while the 3rd lever for dropping the chain onto a lower sprocket or onto the innermost chainring on the crankset is lower than before and more easily reachable in any riding position.

One lever-One action:
The distinguishing detail in Campagnolo® control sets: "One lever-One action". Lever 1 operates the brake while levers 2 (downshift) and 3 (upshift) operate the rear and front derailleurs.

E-Ergonomy™:
Campagnolo® mechanical controls are universally recognised as having the best ergonomics in the bicycle world. And for its EPS™ controls, Campagnolo® has taken this a step further: lever 2 is now lower than before and specifically shaped to be even more easily accessible in any riding position.



Electronic circuit board "Water-proof" (IP67):
The boards and connectors inside the controls are completely waterproof for superior durability in all weather conditions.



Multi-Dome Tech™:
A set of aluminium domes which have been fine tuned through road testing by professional and amateur riders to optimise operating force. Being able to feel the exact instant when they shift with the rear or front derailleur is crucial for a rider.
With this technology, Campagnolo® has achieved the perfect "click feeling", which also prevents unintentional shifts.

Switch Mode:
Each control set has a mode button next to lever 2.
The multifunction Switch Mode button is used for initial setup and to adjust the travel of the rear and front derailleur. Pressing the button briefly, on the other hand, displays the battery state.

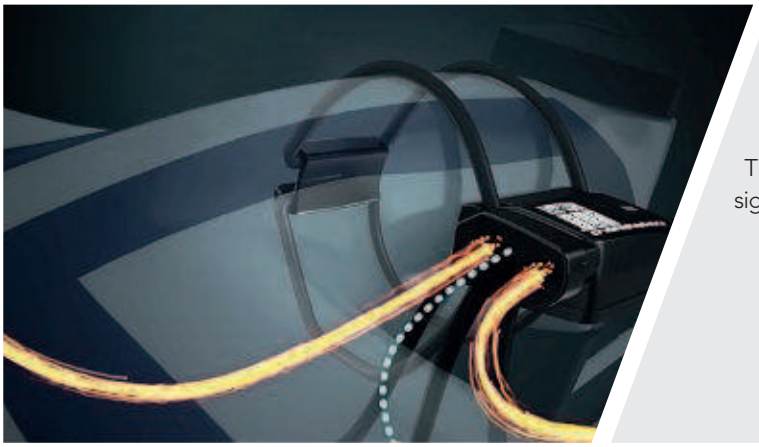
EPS™ DTI™ INTERFACE

Why do you need an interface?

The EPS™ electronic drivetrain functions with digital signals. Because of this, the electronic drivetrain needs an interface, which performs the vital function of transforming the analogue signal received from the Ergopower™ controls into a digital signal, which is then transmitted to the Power Unit™.

But the interface also has important functions such as:

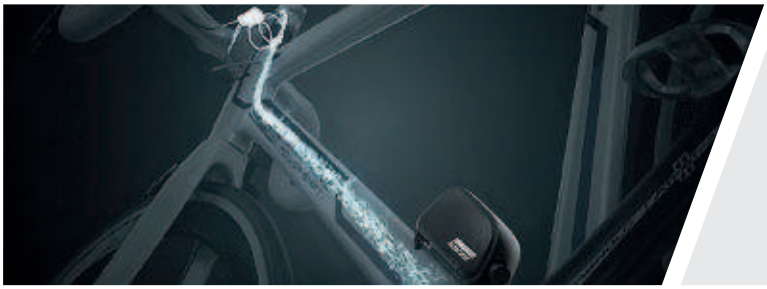
- displaying the battery charge status.
- processing information coming from the rear and front derailleur through the EPS™ Power Unit.
- registering the initial set-up and allowing micro adjustments of the rear and front derailleur even while riding.



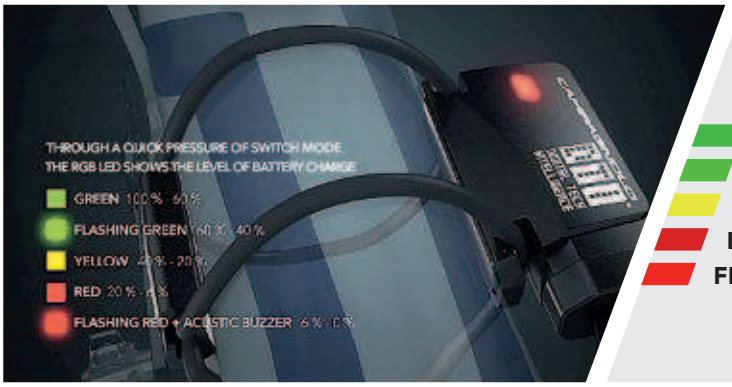
The analogue signal received from the Ergopower™ controls is transformed into a digital which is then sent to the Power Unit™.

The digital signal allows unique, error-free encoding of the signal transmitted by the Ergopower™ units.

Zero Setting / Ride Setting:
The interface processes the data received during initial setup of the rear/front derailleur (Zero Setting) and during the fine adjustments possible actually during a race (Ride Setting).



The DTI™ interface transmits and receives signals to and from the Power Unit™ thousands of times every second, processing them accordingly to ensure that the drivetrain functions correctly in all situations.



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 + ACOUSTIC BUZZER 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.

EPS™ FRONT DERAILLEUR

A single goal: to achieve the fastest, most precise derailing action in the cycle world.

A difficult objective that challenged the skills of the engineers of the Campy Tech Lab™. But the results have far exceeded all expectations. Unparalleled derailing precision and speed - even under strain - achieved through an innovative project and painstaking attention to detail.

How was the outstanding derailing performance of Campagnolo®'s EPS drivetrains made possible?

Extracting the maximum possible performance from each individual component also depends on the performance of the other components in the drivetrain. On the basis of this precept, Campagnolo® developed a global project encompassing every single component in the drivetrain, and not just those of the new front derailleur.
This design philosophy has always been central in Campagnolo®'s success, and the EPS is yet further proof.

The motors used have been selected from the best units available in the world and ensure superlative levels of performance and reliability. These are fundamental requisites to offer the rider the guarantee of unparalleled performance and durability.
The motors are coupled with reduction gears to deliver very high levels of torque for outstanding derailing performance.

A **"Magnetic Hall Sensor Resolver"** installed inside the front derailleur monitors the position of the derailleur cage to keep it optimally aligned with the chain at all times.

The front derailleur cage has been engineered for maximum stiffness and lightness, to ensure an extremely fast, precise derailing action.

The links actuating the front derailleur cage are sized specifically to eliminate flexing and to transmit movements precisely from the motor to the front derailleur cage itself.

Automatic Front Derailleur Repositioning Technology
D.T.I.™ technology means that the EPS™ system knows the rear derailleur position and the selected sprocket at all times. In relation to this information, the system transmits a signal to the front derailleur, which fine-adjusts its position to maintain optimum alignment with the chain.

EPS™ REAR DERAILLEUR

The EPS rear derailleur is a tour de force of micro-technology.

The components used represent the state of the art in technology today in terms of speed and precision. But there's more: the engineering team also focused on maximising the performance and durability of the components themselves, for the lowest possible power consumption and maximum battery charge durability.

Super Record EPS™, Record EPS™, Athena EPS™ A unique project that has further augmented the performance of the EPS rear derailleur by adopting advanced materials such as carbon fibre and titanium, and special treatments to keep all components waterproof and ensure outstanding durability even in extreme conditions.

Combining the most advanced technologies available today with the development work of the Campy Tech Lab™ team has brought incredible results in terms of performance: shift times are now 25% faster that than the mechanical rear derailleur (taking just 0.352 seconds to swap sprockets), and precision is excellent in all rear derailleur positions. On top of all this, the EPS rear derailleur also features Multishifting technology, letting the rider shift up or down by up to 11 sprockets at a time!
How easy is setting up the rear derailleur? As the system is entirely electronic, setting it up is extremely simple and intuitive for anyone, even with no experience!

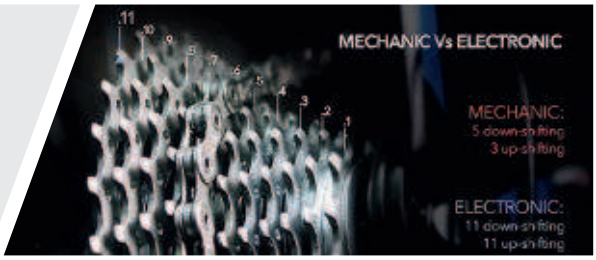
The rear derailleur is constructed from extremely lightweight materials such as carbon fibre and titanium (Super Record EPS™ and Record EPS™), or aluminium (Athena EPS™).

The geometry of the parallelogram is specifically designed for maximum stiffness and precision, and to eliminate the possibility of free play between moving parts

The motors used have been selected from the best units available in the world and ensure superlative levels of performance and reliability. These are fundamental requisites to offer the rider the guarantee of unparalleled performance and durability.
The motors are coupled with reduction gears to deliver very high levels of torque for outstanding derailing performance.

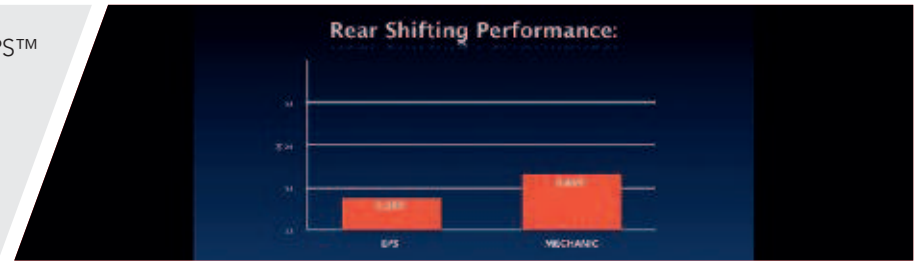
A **"Magnetic Hall Sensor Resolver"** installed inside the front derailleur monitors the position of the derailleur cage to keep it optimally aligned with the chain at all times.

Multishifting Technology:
Lets the rider shift up or down by up to 11 sprockets at a time with a single control action (the mechanical set with Ultra-Shift™ controls can shift up by up to 3 sprockets and down by up to 5 sprockets).



Exclusive UnLock System:
A manual rear derailleur release system makes it possible to move the rear derailleur manually into the desired position in the event of a system malfunction. In addition to this crucial function, this system also releases the rear derailleur in the event of a fall and protects it from impact damage.

Compared average shift times between EPS™ drivetrain and mechanical drivetrain.



MECHANICAL COMPONENT TECHNOLOGIES

The difference is in the detail. This is a concept that Campagnolo® is very familiar with.
It also explains why every component must be manufactured with extreme precision and care to ensure maximum performance. Only by adhering to the most stringent production criteria can Campagnolo® maintain and continue to improve its universally acknowledged quality. Every single component is conceived, engineered and manufactured internally by Campy Tech Lab™, and then subjected to a series of severe laboratory and road tests to ensure nothing less than excellent quality.

10 E 11 SPEED CRANKSETS

Campagnolo® cranksets are the best you could ever want for your bicycle.
From Super Record™ to Veloce, every detail is designed and engineered with the utmost attention to provide the maximum performance.
The carbon fibre cranks incorporate our Ultra-Hollow Structure (UHS™) technology to provide the maximum lightness and strength; the chainrings have been designed and engineered to give the maximum shifting performance (X.P.S.S.™ e MPS™), and thanks to the use of ball/bearing systems like USB™ and CULT™, you can be sure to not lose even one watt of power.

XPSS™

XPSS EXTREME PERFORMANCE SHIFTING SYSTEM™

This is not just the acronym of eXtreme Performance Shifting System™.
X.P.S.S.™ incorporates a project with a specific goal: giving Campagnolo®'s 11-speed groupsets the best shifting performance possible.
And the Campy Tach Lab™ has hit the mark once again.

The new design of the chains up shifting and downshifting has been analysed to the smallest detail with mathematical functions to simulate possible movements of the chain on the chainrings and design optimal angles. Furthermore, repeated lab tests on the speed and precision of the shifting action have allowed us to complete the product's optimization.

The profile of the chainring teeth is constructed to make their action extremely effective and to be in perfect harmony with the 11-speed chain and with **the cleverly shaped** front derailleur to accompany the movement of the chain with extreme speed and precision, even under load.

The secret of this amazing result is a perfect combination and integration of all the drive train's components. Each one of them is designed to perfectly fit and work with the rest. This is the only way you will be able to enjoy the extraordinary performance of the X.P.S.S.™ system.

MPS™

MPS MICRO PRECISION SHIFTING™ SYSTEM

Campagnolo® is constantly focused on the performance of its groupsets for all its ranges, from Super Record™ to Veloce™.
Its Micro Shifting Performance™ fully reflects this philosophy.
Indeed, our Centaur™ and Veloce™ can attain shifting performances never reached before in a 10-speed group set.
Absolute precision, speed and a reduction of the distance covered by the chain when moving from one chainring to another are in line with the performances of the "bigger" 11-speed groupsets.
Mechanical work on the outer chainring is proof of the obsessive attention to detail and the persistence of the engineers at our Campy Tech Lab™ expect the maximum performance from all of Campagnolo®'s products. The result is amazing and now moving from one chainring to another, even under load, will no longer be a problem!

Optimised design of the up-shift and down-shift zones and of the profile of the teeth – enables fast and precise shifting in all types of conditions.

8 Chain up shifting areas and 2 chain downshifting areas: faster and more precise shifting, even under stre

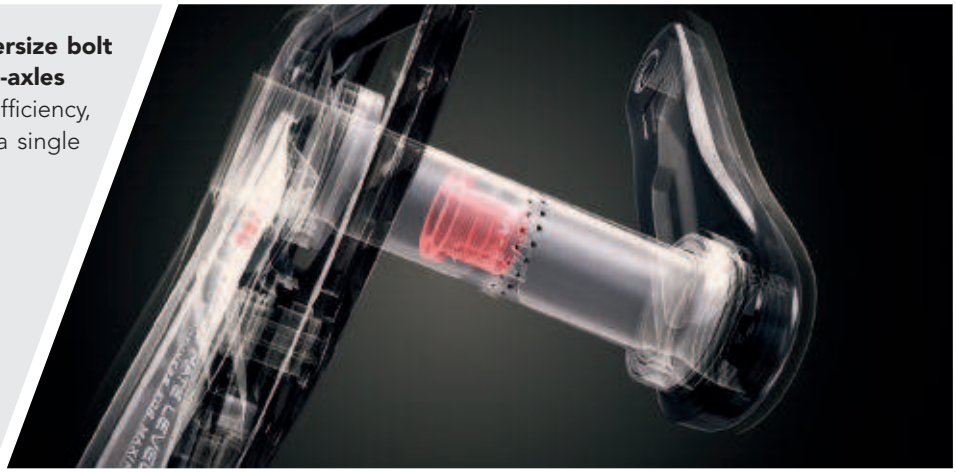
ULTRA TORQUE™

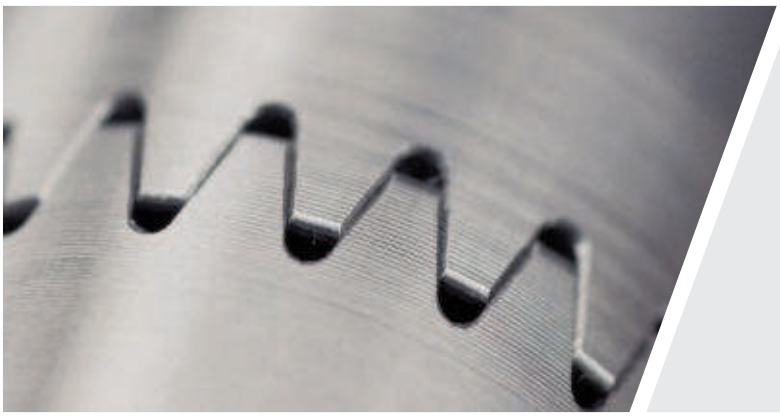
Lightness, rigidity, and easy maintenance: Ultra-Torque™.

Six years after introducing the Ultra-Torque™ system, it is still considered, the best performing crank-set spindle in terms of stiffness, low weight and efficiency of power transmission.

Campagnolo® found a way to permanently conjoin the semi-axles of the bottom bracket to the respective crankset arms.
This redesign made it possible to considerably **reduce the lateral dimensions at the axle level** and prevent annoying contact with the ankles when turning the pedals.

Assembly is simplistic: **one single oversize bolt is enough to integrate the two semi-axles**
With regard to torque transmission efficiency, this system is equally as effective as a single piece axle.





Furthermore, despite the narrow side profile, we have been able to position the bearings outside the bottom bracket shell, resulting in greater axle rigidity from the increased axle diameter. This breakthrough was obtained by using an ingenious mechanical system derived from many years' motoring experience in the rotation axle and engine shaft coupling sector: the **Hirth joint.** In short, this is a joint with self-centring and self-aligning frontal teeth located in the middle of the bottom-bracket axle where the ends of the semi-axles, integrated with the crankset arms, come into contact.

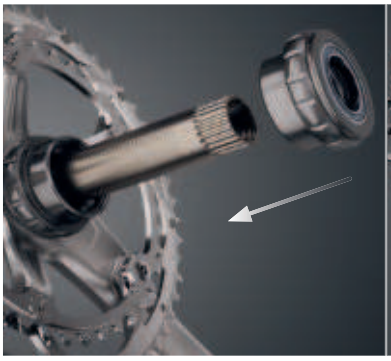
POWER TORQUE SYSTEM™

POWER TORQUE SYSTEM™

Since 2011, the Athena 11s, Centaur, and Veloce groupsets feature the Power Torque™ system. The new solution was immediately applauded and embraced with enthusiasm thanks to the incredibly high level of performance found in these mid-range groupsets, as well as the ease of use and the high reliability

The axle is a single piece firmly fixed to the right crank of the crankset. The perfect coupling between bottom bracket and left crank is assured by the **special geometry of the two components**, a solution that guarantees the maximum reliability.

To make the bottom bracket more efficient, we also worked on the inner part. Thanks to an elaborate sequence of thicknesses, we were able to obtain an incredibly **light axle** while offering an absolute response in terms of rigidity. Thanks to the studies conducted by the Campy Tech Lab™ engineers, material was removed in the zones that could be lightened but at the same time the points of maximum stress were strengthened. Only in this way was it possible to achieve such a high technical value.



The Campagnolo® engineers concentrated on ensuring that installation and servicing would be extremely simple.
The most complicated work has been done, so now it's up to you to carry out four simple steps to fit the Power Torque System™ crankset quickly and with no potential for error.

The right-hand bearing is already locked in the axle in correspondence with the crankset; the other is pre-inserted in the left-hand cup. No special tool is required, and the new crankset is ready to propel you over endless miles.
That's right, because another one of the objectives of the Power Torque System™ project was prolonged operating resistance.
The tests conducted by the Campy Tech Lab™ were very exacting in this regard. Now it's your turn.

CULT™

CERAMIC ULTIMATE LEVEL TECHNOLOGY
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE

To understand what CULT™ is all about and what advantages it offers in terms of the performance of the wheels and cranksets that apply this technology, there's only one thing to do: try it!

We could describe it, praise its performance features, and give you the technical specifications, but it's impossible to transmit the real sensations and the differences you can perceive right from the first pedal rotation with wheels and cranksets bearing the CULT™ name.
…But in any case, Campagnolo® wants to illustrate the exceptional results shown by the products using CULT™ technology during the tests carried out by the Campy Tech Lab™ engineers.

CULT™ is the combination of the highest quality ceramic ball bearings available on the market and races made of **Cronitect®,** chromium stainless steel, i.e. the technological wonder made by the German company Schaeffler. Ceramic ball bearings make it possible to reduce friction to the minimum and maintain consistent performance over time; bearing races made of Cronitect® with thermochemical surface treatment make the sliding surface of the bearings extremely hard and resistant to wear.
But that's not all. Friction of the wheel and crankset is extremely reduced thanks to the minimal lubrication system required by CULT™: only a thin film of oil in the place of the grease traditionally used.

This enables a friction coefficient that is nine times less than the standard and more than 3,5 watts extra power for each pedal stroke.

The results from the Campy Tech Lab™?
Surprising and beyond all expectations:

- 9 times smoother than the standard solutions.
- Resistance to corrosion: zero wear and tear on bearings and balls.
- 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.

Even more surprising are the results achieved on the road. The smoothness of your pedal stroke increases with the increase in speed and the sensation is consistently fluid and efficient pedalling.
CULT™ will enable you to boost your performance, but that's not all. Thanks to the new materials with extremely high hardness coefficients, the performance of your crankset will be totally unaltered over time.

USB™

CERAMIC ULTRA SMOOTH BEARINGS

Our ceramic USB™ - Ultra Smooth Bearings guarantee extremely high smoothness.

Perfectly smooth surfaces and lower friction to reduce loss of power are the most interesting features.

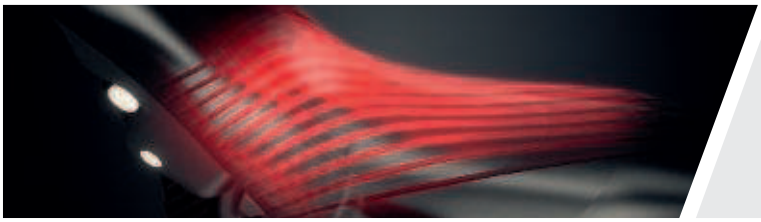
Add on the reduced weight and resistance to corrosion and you will understand why we can give you the best thanks to USB™. All your power will be transferred onto the road.

USB™ - Ultra Smooth Bearings technology is used for the Record™ cranksets, the Shamal™ Ultra™ wheels and all the wheels in the Bullet Ultra™ and Bullet™ range.

CONTROLS

Comfort for Campagnolo® means safety and performance.
This is because having a secure, comfortable grip in all riding positions means being able to deliver maximum performance at all times - especially in a long distance race.
The control hand grip is therefore ergonomically optimised for the shape of the hand and made from variable density Vari-Cushion™ material. The exclusive "One lever-One action" lever system lets you shift and brake in any riding position, while Multi-shifting technology lets you shift up by up to 3 sprockets and down by an incredible 5 sprockets at a time!

ERGOPOWER™



Multi-density Vari-cushion™ hood:
greater softness in the palm support area - greater rigidity in the gripping area.

Ergonomics:
The shape of the body conforms to your hands perfectly. The body of the control reproduces exactly the asymmetry of the human hand. This increases the contact with the palm and allows for various riding positions, ensuring maximum safety in all riding positions.

Comfort:
The shape allows you to easily reach the levers, regardless of your riding position and the size of your hands.
The studies conducted on the position of cyclists' hands, showed three different steering positions depending on the course and the steering style. Based on these studies, Campagnolo® created the particular and exclusive form of the Ergopower™ controls that enable you to steer with safety and comfort. In addition, **the special insert for large hands increases the distance of the levers by 8%, creating sufficient space for braking and shifting, always with the maximum safety.**
The Vari-Cushion™ system is the shock absorber that envelops the body of the controls.

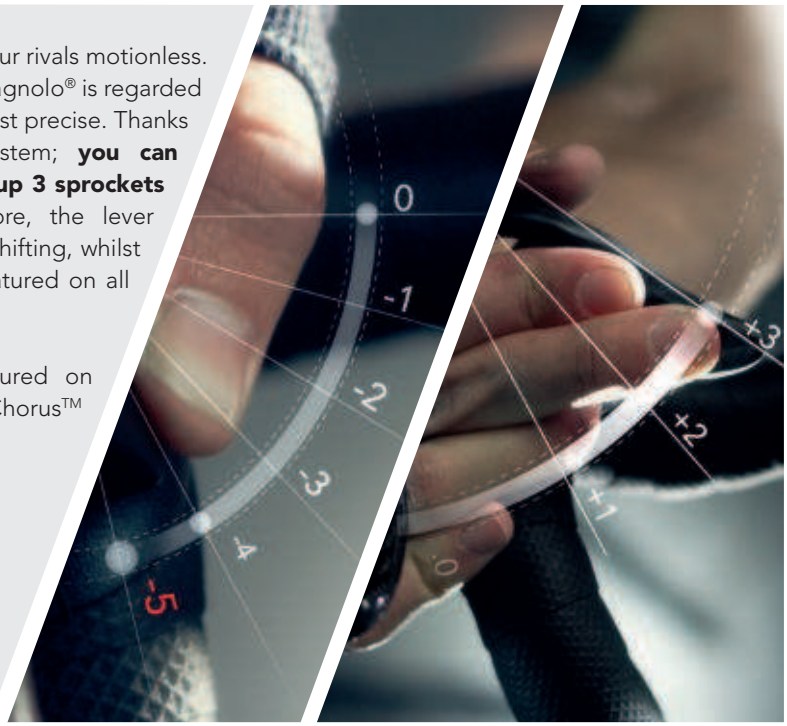
The particular geometry of the hoods made of material of variable density, stretchy and hypoallergenic, absorbs vibrations, enabling you to stay in the saddle for many hours without hand fatigue.

Effective braking:
The lever's Ultra-Shift™ shape lets you squeeze the brakes with greater power. In particular, **it allows you to brake powerfully and promptly**. when the hands are gripping high up. This is a plus that will allow professionals to chat with greater peace of mind before getting on with the serious business.

ERGOPOWER™ ULTRA-SHIFT™

Quickly take the lead and leave your rivals motionless. The Ultra-Shift™ control by Campagnolo® is regarded by everyone as the fastest and most precise. Thanks to the Ultra-Shift™ patented system; **you can move the chain simultaneously up 3 sprockets and then 5 down.** Furthermore, the lever design allows for an ever lighter shifting, whilst maintaining the "click" sound featured on all Campagnolo® controls.

The Ultra-Shift™ system is featured on Super Record™, Record™ and Chorus™ 11 Speed groupset ranges.

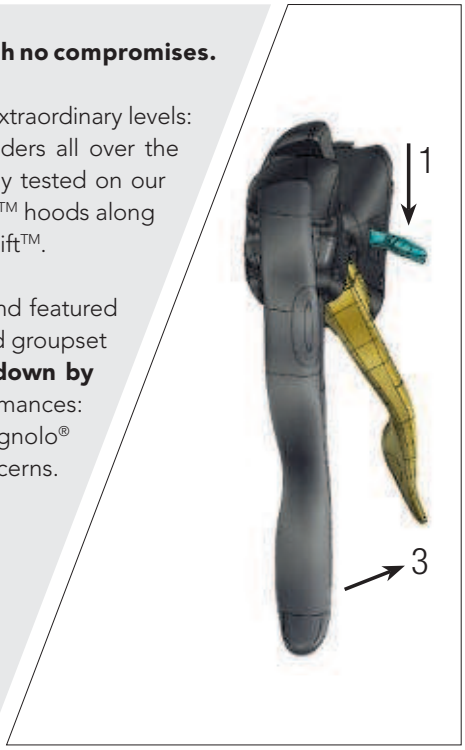


ERGOPOWER™ POWER-SHIFT™

A system that is both user-friendly and high-performing, with no compromises.

Once again, the design for Campagnolo®'s controls has reached extraordinary levels: the "one lever – one control" system, greatly appreciated by riders all over the world, remains. The system has the same ergonomics successfully tested on our Ergopower™ controls and comfort is ensured by the Vary-Cushion™ hoods along with the numerous ergonomic solutions of the well-tested Ultra-Shift™.

With the Power-Shift™ system designed by Campy Tech Lab™ and featured on our 2011 Athena™ 11 Speed, Centaur™ and Veloce™ 10 Speed groupset ranges**, you can move up 3 sprockets at a time and move down by one**. Controls have been designed to maximize shifting performances: precision and speed will enhance the qualities of your Campagnolo® drivetrain and will allow you to face all kinds of routes with zero concerns.

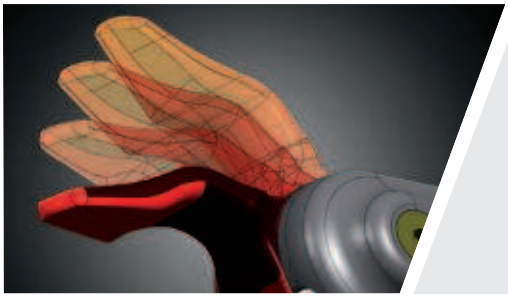


CAMPAGNOLO® TT BAR-END CONTROLS

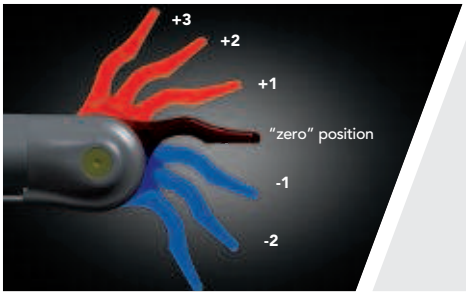
The concentration of technology in a space reduced by 33% compared to the traditional Campagnolo® Ergopower™ controls.

The new bar-end shifters have been developed in collaboration with time-trial racing pros. In terms of ergonomics, the result is highly significant: for the triathlete or time trialist, at the moment in which he needs to shift, these controls reduce the movements of the fingers and the hand to the minimum, without losing the position of maximum aerodynamics and without diverting energies from the fluid motion of the pedal stroke.

The exclusive Return-to-Zero system makes it possible to keep the lever always in the optimal start position (you can choose the best start position depending on the type of handlebar and on the best ergonomics). Thanks to this system, the rider maintains the position of maximum aerodynamic penetration and the best position of the fingers on the controls.
But that's not all: one of the most highly appreciated features of Campagnolo® controls has always been the Multi-Shifting System™ system. So also for the Triathlon and Time Trial disciplines, Campagnolo® wanted to maintain this extremely important technology, which makes it possible to upshift and downshift one, two, or even three cogs, by the rider's choice.
The front derailleur control also features the Micro-Adjustment System™, which makes it possible to keep the front derailleur cage always in the optimal position.



Back-to-Zero™ :
the control lever always returns to the point of optimal ergonomics and maximum aerodynamic penetration.



Multi-shifting :
makes it possible to choose upshifting or downshifting by 1, 2, or 3 cogs with a single shift.

ULTRA-SHIFT™ REAR DERAILLEUR

On the Campagnolo® rear derailleur you immediately notice the **oversized dimensions of the outer plate** that wraps the lower and upper bodies.

This particular feature, along with the parallelogram, creates the Ultra-Shift™ geometry, the technology that assures the excellent performance of the latest generation of 11-speed and 10-speed drivetrains.

The special form, designed and developed entirely in the Campy Tech Lab™, gives the derailleur an extremely high degree of torsional stiffness. But what's more, the form makes shifting **fast, reactive, and precise in any situation**, even under stress. But for the Super Record™ 11-speed rear derailleur, Campagnolo® wanted to enhance the performance features to make it even more unique, using unidirectional carbon fibre for the upper and lower bodies.

The result: **the first rear derailleur made entirely of carbon fibre,** with a Formula 1 aesthetic and a markedly reduced weight compared to the versions in aluminium. And above all, the overall rigidity of the system is considerably increased, which in terms of performance translates into the **best shifting possible to be found on racing bikes.**

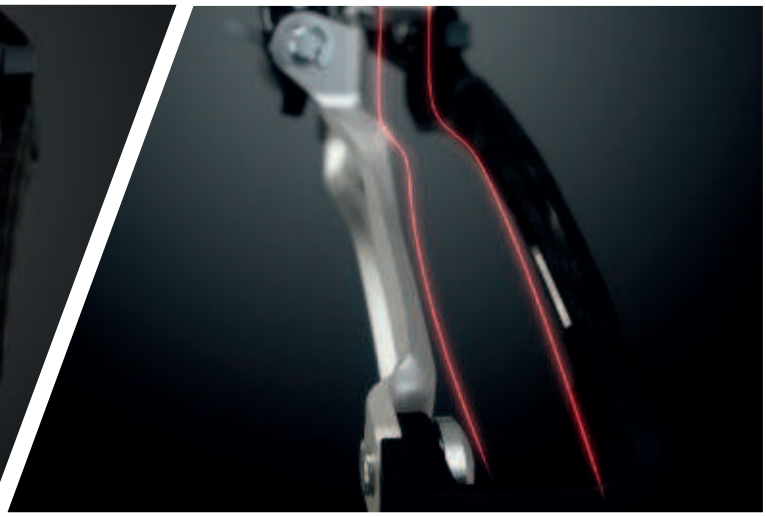
Enveloping oversized plate :
makes the rear derailleur extremely rigid – reduces the possibility of play, increasing the life and reliability of the rear derailleur.

ULTRA-SHIFT™ FRONT DERAILLEUR

11 speeds characterised by the Ultra-Shift™ front derailleur that, thanks to the "funnel" design of the derailleur cage, makes **shifting extremely fast and precise** and enables easy adjustment. Furthermore, the anti-friction treatment extends their lifetime.

As simple as it is effective and reliable.
The front derailleurs of the 10-speed groupsets have always represented a guarantee of excellent performance.

For this reason, also for the 2013 range Campagnolo® has maintained the same configuration characterised by the **Z-Shape™** design of the inner cage and the M-Brace™ front derailleur body. This combination, thanks to the new design of the MPS™ chainrings, **elevates shifting to incredibly high levels of precision, speed, and reliability.**



Special inner cage design:
- greater rigidity
- faster shifting
- more space for the chain crossovers.

SPROCKET

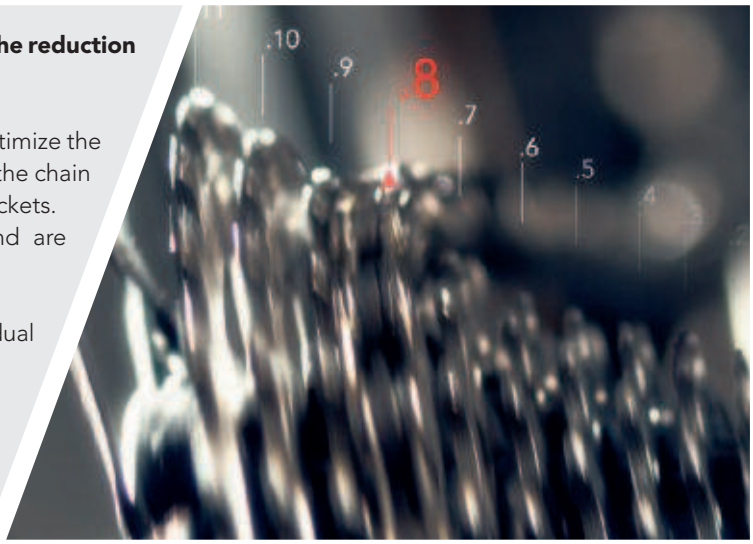
10 or 11 speeds. Whatever your choice of drivetrain, Campagnolo® gives you the best technology available today.
Ultra-Shift™ and Ultra-Drive™ feature precision-machined sprocket teeth and synchronisers. The use of exclusive materials and surface treatments make each sprocket incredibly stiff and extend the lifespan of the sprockets themselves.
The result: unparalleled shift speed and precision.

ULTRA-SHIFT™ 11 SPEED

Eleven sprockets that are even more efficient despite the reduction of the thicknesses?

We have succeeded. The teeth have been designed to optimize the speed and fluidity of shifting. This form reduces stress on the chain which ascends more easily onto the higher diameter sprockets. The large sprockets are divided into sets of three and are mounted on a new aluminium frame.

Thanks to this, rigidity increases 180% and the individual sprockets are 70% more resistant to torsion.



Reinforced mounts for second and third triplets:
Greater sprocket set rigidity
– performance, precision.

Ultra-Shift™ Synchronization:
Sprocket tuning allows for maximum shifting performance without hesitation: fast, accurate, and quiet, even under stress.

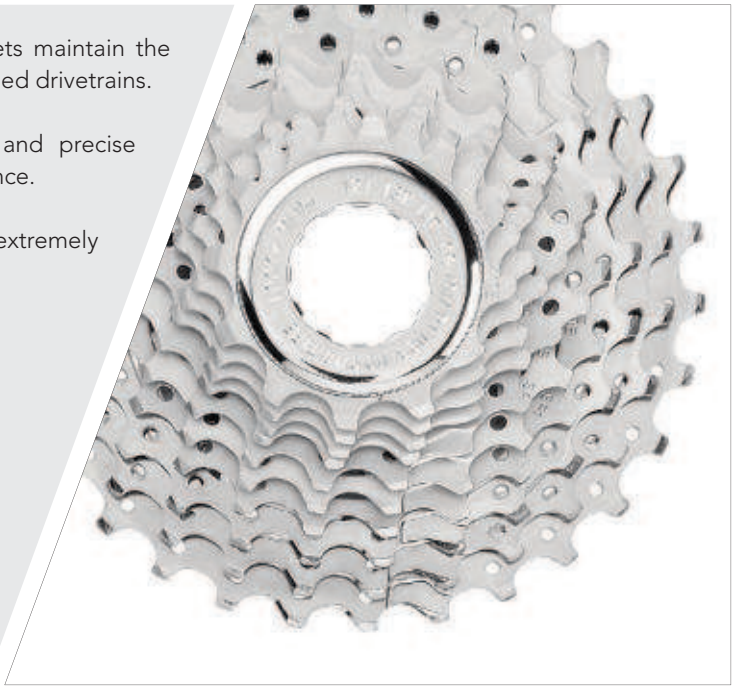
ULTRA-DRIVE™ 10 SPEED

The Centaur™ 10-Speed and Veloce™ 10-Speed groupsets maintain the Ultra-Drive™ system dedicated to and optimised for 10-speed drivetrains.

The maximum synchronisation between the sprockets and precise machining of the teeth achieve first-class shifting performance.

The Nickel-Chrome surface treatment makes the sprockets extremely resistant and durable and prolongs the life of the chain.

Ultra-Drive™ teeth design:
optimized upshifting.



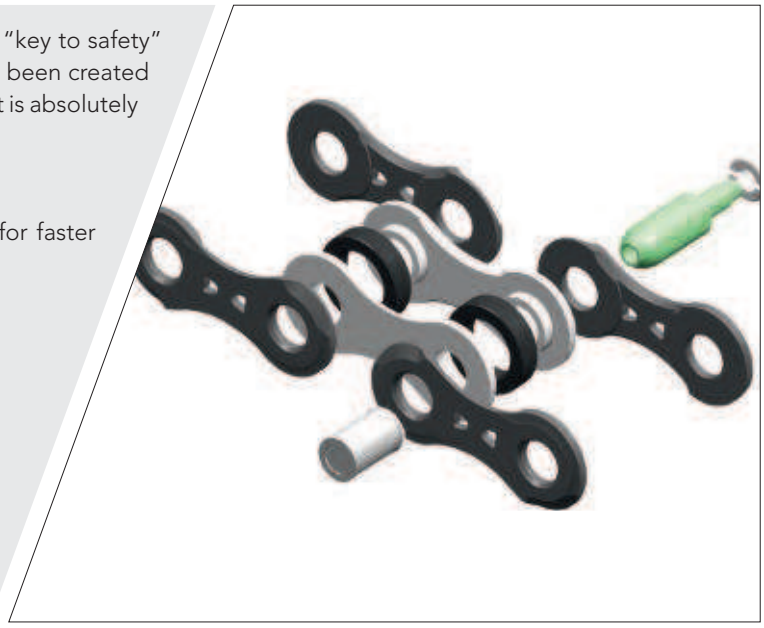
CHAIN

The chain is the component that transmits the power of the pedals to the wheel.
As such, it must be extremely reliable, efficient in transmitting power, able to reduce friction to the minimum, and prove a quick and precise response to the front and rear derailleur controls.

ULTRA-LINK™ 11 SPEED

The exclusive Ultra-Link™ closing system represents the "key to safety" of the chain for 11-speed drivetrains: the locking pin has been created so that once it is closed using the special UT-CN300 tool, it is absolutely resistant and safe.

11-Speed Chain:
Special steel, 20% stronger – special outer link design for faster shifting even under stress.



HD-LINK™ 10 SPEED

For 10-speed groupsets you can choose between two models of chain, both featuring the HD-Link closure system and surface treatment to reduce friction: the CC or the C10, which differ only in the lightening of the outer plates that gives the CC a 2% savings in weight.

The links and pins of the 10-speed chains are designed and optimised to be coupled with the teeth of the Campagnolo® 10-speed gears and sprockets.

10-Speed chain with HD-Link™ chain link fastening system:
High strength link locking – greater safety and longer chain life.

INTEGRATED CUPS

Uniquely compatible with all the frames on the market.
Thanks to an accurate design focused on our clients' needs, Campagnolo®'s crank sets can be mounted on any kind of frame: from Italian frames to English ones, on 86.5x41 press fits or on oversized bottom brackets with BB30, BBRight, BB90 frames.
This enables us to maintain celebrated benefits such as rigidity, lightness and performance in keeping with the typical timing results measured by Campagnolo®'s crank sets.

What's more, this solution enables you to switch to a different frame in future without having to change the crank set. This is why Campagnolo® has chosen to maintain the well-tested and efficient geometries designed for the Ultra-Torque™ crank set while offering cups compatible on all frames available, firmly believing in oversized bottom bracket shells.

Campagnolo®'s integrated cups, available for both Ultra-Torque™ crank sets and the Power-Torque System™, have the same function standard cups have, along with the extremely important technical advantage of maintaining bearing seating as wide as possible from each other.
This translates into a **considerable reduction of forces acting** on the bearings; the advantage is **smoothnes and** a stable delle **performance over time.**

INTEGRATED CUPS

		STANDARD ITA	STANDARD ENG	BB30 68X42	86,5X41	BB30 68X46	BB RIGHT
ULTRA TORQUE™	SUPER RECORD EPS						
	SUPER RECORD						
	RECORD EPS						
	RECORD						
	CHORUS						
POWER TORQUE™	ATHENA EPS						
	ATHENA						
	CENTAUR						
	VELOCE						
	CX 10						
	CX 11						
	BULLET						

BRAKES

Campagnolo® brakes feature an exclusive technology: **the Dual Pivot system.**
What do we mean by Dual Pivot?
It's the exclusive Campagnolo® system that exploits dual pivot points for actuating the brake arms. In other words, in correspondence to force applied by the cyclist on the brake lever, a greater force is applied on the brake caused precisely by the dual pivots.

DUAL-PIVOT FRONT BRAKE
DUAL-PIVOT REAR BRAKE

MONO-PIVOT REAR BRAKE

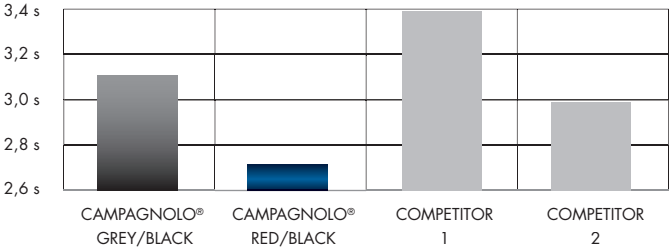
What are the advantages of the Dual Pivot system?
The dual pivoting of the brake arms makes it possible to increase the actuation force of the brake and to modulate braking based on the needs of the moment, making braking consistently safe and controlled.

But do cyclists always need braking that is decisive and powerful?
As is well-known, the braking of a road bike is divided into about 70% on the front and 30% on the rear.
The answer, therefore, is certainly positive in the case of the front brake, while for the rear brake, the answer becomes a personal choice and is provided based on the style of riding, weather conditions, and also the material of the braking tracks of the wheels.

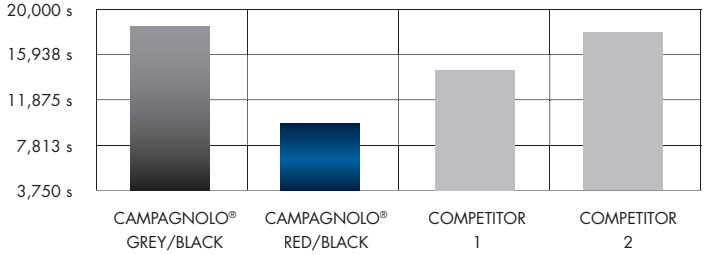
This is why, for the Super Record™, Record™, Chorus™ and Athena™ brakes, Campagnolo® offers the two options for the rear brake: mono pivot for those who prefer a lighter brake with a less powerful braking action, and dual pivot for riders who want to have greater braking power on the rear as well.

New 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. For a more modular and more secure stop.

BRAKING TIME ON DRY SURFACE (SEC.)



BRAKING TIME ON WET SURFACE (SEC.)



TECHNOLOGY WHEELS CAMPAGNOLO®

The ongoing research for the best performance for Campagnolo® wheels, while maintaining extremely high quality and reliability levels, is the every day objective that engineers at Campy Tech Lab™ pursue to offer Campagnolo® enthusiasts high performance products.

Indeed **the quality of Campagnolo® wheels,** from Khamsin™ to Bora™, **is insured by the entirely manual assembly process and the 100% checks conducted on each wheel.**
Yes, every spoke, every nipple as well as the other components and labels are assembled by a specialised Campagnolo® operator that sees the "birth and growth" of the wheel, step by step.
And there's more: each wheel is carefully checked: **the tension on each spoke must match the project parameters,** as well as the concentricity, the lateral control up to aesthetic checks.
So here is the secret of the quality of Campagnolo® wheels: thorough checks on all the components and materials, manual assembly and thorough checks on all the wheels. A process that requires up to 1h and 40 minutes, which is rewarded by the undoubted reliability and top performance that have always characterised products by Campagnolo®.

S.H.A.R.C INDEX

No two wheels are alike, and no two riders.
This is why 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™ ceramic ball bearings, or the USB™ ceramic ball bearings, or thanks to other technologies applied to the wheel such as 2-Way Fit™.

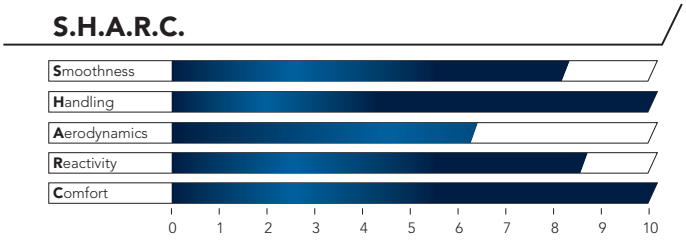
Handling: This is the agility and reactivity of the wheel in changing direction at a given impulse on the part of the rider. This indicator depends on the geometry of the spokes and of the hub, and on the cross-section of the rim, the materials used, and the type of tire.

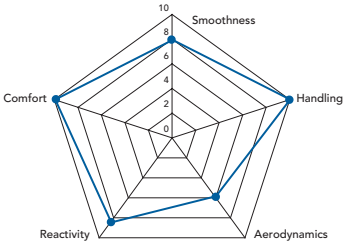
Aerodynamic: Indicates the performance features of the wheel in terms of its propensity to penetrate the air. This factor depends on the height and profile of the rim, the section and form of the spokes, and the degrees of camber of the wheel.

Reactivity: How "ready" and quick 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.

Campagnolo® provides you with all the technical information, but now it's up to you to decide which is the perfect wheel for your needs! Your passion, your way of riding your bike, and your feeling will enable you to make the best choice.





IDENTIFICATION CARD CAMPAGNOLO®

Right from its inception Campagnolo® has been marked by feature that continues to this day: that is to design, prototype and industrialise all the wheels displaying trademark of the winged shield. Indeed these take shape inside of the Campy Tech Lab™, the leading-edge department that represents the beating heart of the Italian company.

Every single component of the wheel, the materials chosen and the technologies applied are the tangible result of the effort that Campagnolo® makes every day to give you maximum performance and reliability.
To ensure the top performance and reliability of its products, each project, for the production stage, must undergo a series of very strict tests that validate what has been conceived and designed up to that moment.

- **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:** it simulates the impact of the wheels with possible obstacles. The Campagnolo® tests have successfully passed the tests required by UCI standards.
- **Tyre burst test:** all Campagnolo® 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® wheels must pass to ensure maximum performance and reliability over time.

100% Manually assembled and Electronically checked

The pre-emptive tests mentioned above may be sufficient.
But not for Campagnolo® who wants to ensure the highest quality of each individual wheel, checking the parameters at the end of the production process. This is why Campagnolo® made a clear and conscious choice: to assemble each wheel manually and submit it to a series of final checks that guarantee their quality.

This is the only way, thanks to the entirely manual assembly by trained and specialised personnel and the final 100% checks carried out by specially designed electronic instruments, it is possible to ensure the quality of the wheel you have purchased.

- **Balancing:** it guarantees the absence of vibrations at fast speed
- **Lateral and radial control:** it guarantees the perfect alignment of the wheel to ensure rolling of the wheel
- **Camber:** it ensures the perfect symmetry of the wheels with the bicycle
- **Spokes tension:** it ensures optimal balance at every point of the wheel
- **Rolling torque of the hub:** it insures a perfect adjustment of the hubs

This is why, from its 2012 range, Campagnolo® wanted to supply each wheel with its own Identity Card (ID) which uniquely identifies the wheel and certifies that it has been manually assembled and has passed all tests required by the strict quality protocol.

ULTRA-FIT™

The design we have employed for our rims using Ultra-Fit™ Tubeless technology allows the sidewalls of the tire to mate perfectly with the shoulders of the rim.

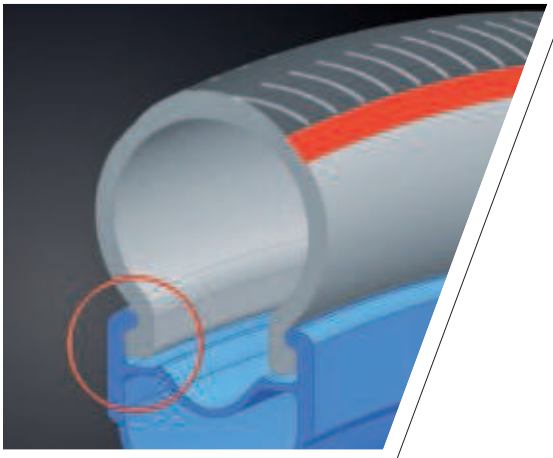
In our tests Ultra-Fit™ Tubeless wheels far surpassed any other wheel fitted with a traditional tire.
All energy loss is eliminated by excluding all possible movement between the rim and the tubeless tire. Tubeless tires are exceptionally smooth and have less rolling resistance than traditional clinchers.

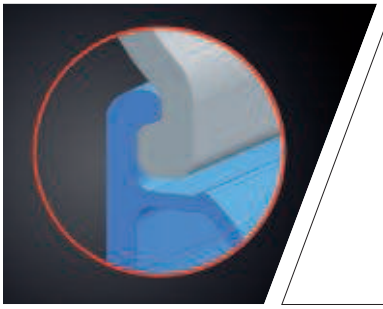
Thanks to the rim profile design, **ULTRA-FIT™** allows for perfect adherence between the tubeless tire and the rim.

Thanks to the rim profile design, **ULTRA-FIT™** allows for perfect adherence between the tubeless tire and the rim.

The advantages of ULTRA-FIT™ technologies are:

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





2-WAY FIT™

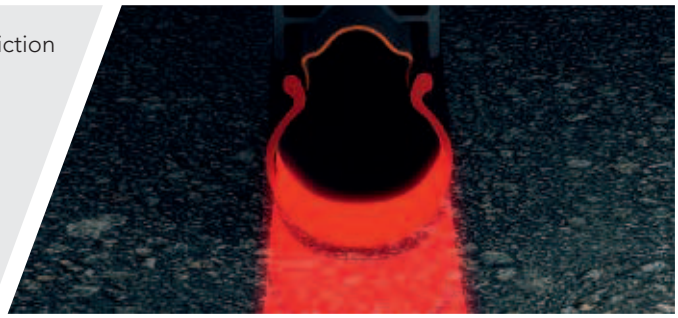
2-Way Fit™ is the profile which makes it possible to fit both a tubeless tiretire or a classic clincher.
With 2-Way Fit™, Campagnolo® customers will be able to personally test which of the two solutions suits them best or use the clincher for training and the tubeless tire for the day of the race.

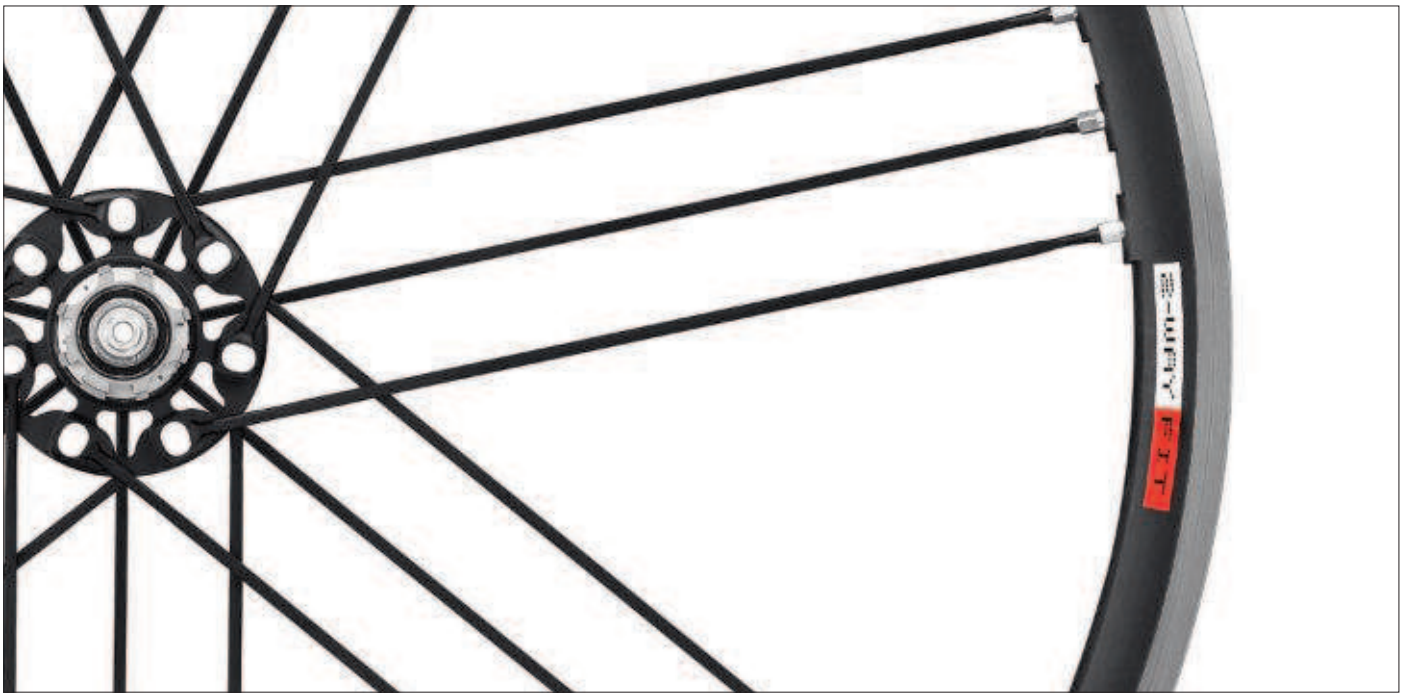
With no doubt tubeless tires are the future of road cycling. Apart from greater comfort, the advantages are many: using a tubeless tire you can exploit the greater smoothness due to the absence of friction between the tire and the tube. There are no risks of sudden deflation when a tubeless tire is punctured, a great advantage in safety terms.

The lack of tubes eliminates puncture risks.
And what if the tubeless tire has a puncture? The Campagnolo® 2-Way Fit™ system allows you to use a traditional inner tube by simply removing the hermetic closure valve to ride home with no problem.

The tubeless tire does not have an inner tube and consequently there is no risk of sudden deflation due to punctures.

The tubeless tire rolls more smoothly thanks to the absence of friction between tire and inner tube.





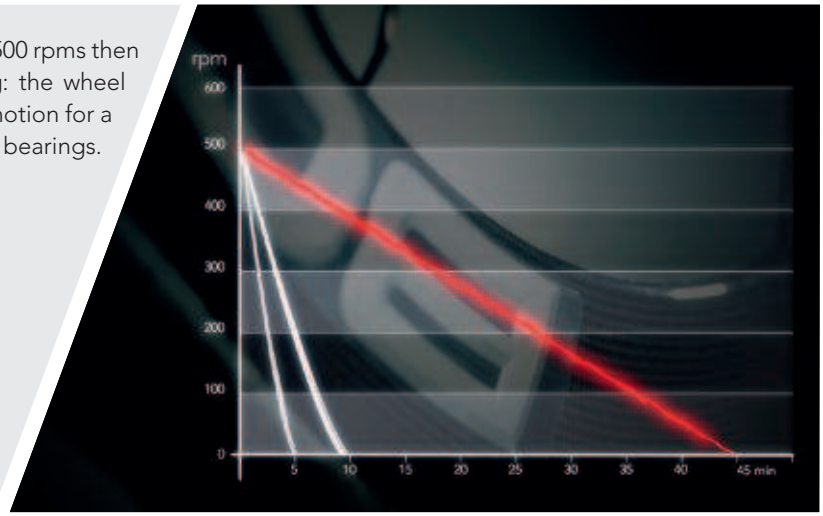
CULT™

CERAMIC ULTIMATE LEVEL TECHNOLOGY
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE

CULT™: Ceramic Ultimate Level Technology™.
Behind this project is the exclusiveness of Cronitect® steel; using "Advanced by FAG" technology by Schaeffler Group employed for the bearing races.
This is steel which takes resistance to corrosion to the highest level; to the point that, no grease is necessary for lubrication, just a small amount of oil.

The top quality ceramic balls, thanks to the absence of lubricating grease and the precision machining of the cup/cone, allow to drastically reduce the friction coefficient and thus increase the smoothness of the wheel by as much as 9 times compared to standard bearings.
An outstanding result achieved by using cutting-edge technologies in the field of materials processing.

The test performed involves spinning the wheel to 500 rpms then letting it decelerate. The test results are amazing: the wheel equipped with CULT™ ball bearings continues its motion for a full 45 minutes, i.e. nine times longer than standard bearings.



USB™

CERAMIC ULTRA SMOOTH BEARINGS

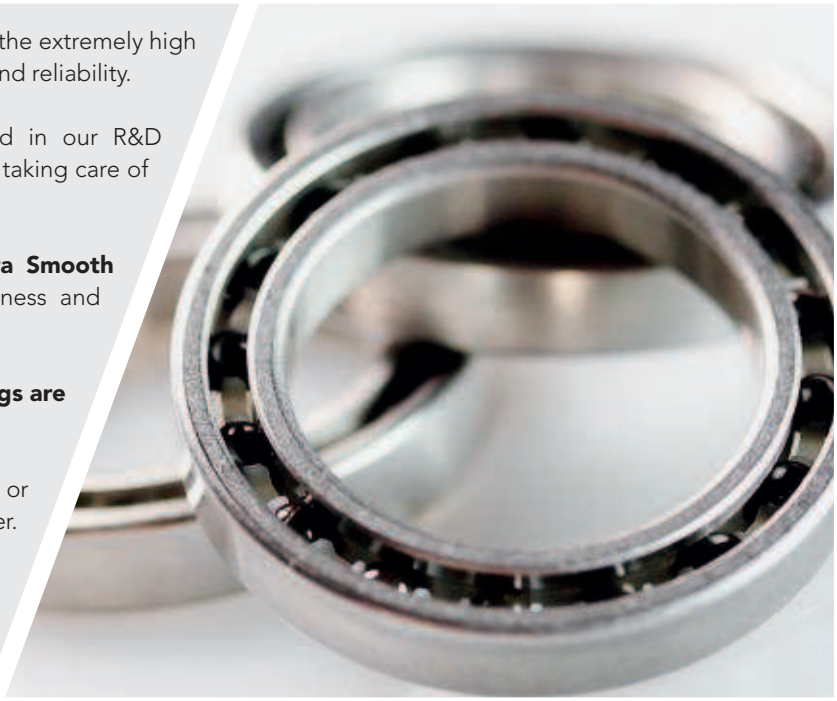
Campagnolo® has a long-standing reputation for the extremely high performance of its hubs in terms of smoothness and reliability.

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) further enhance the wheels' smoothness and reduce weight and 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.

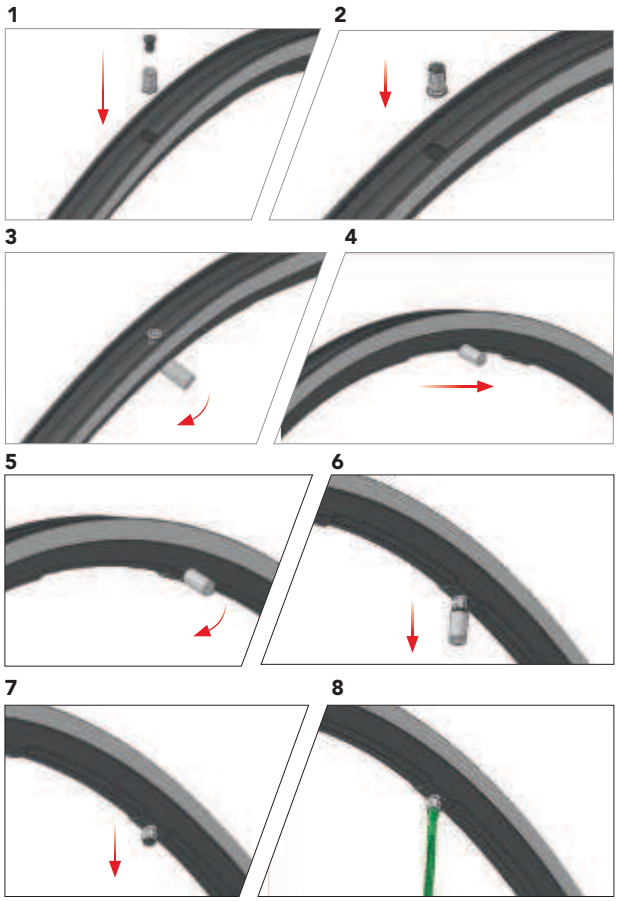


MoMaG™

What is MoMag™?
This was what led to the patent for the well-tested "**Mo**unting **Mag**net" system, or MoMag™.

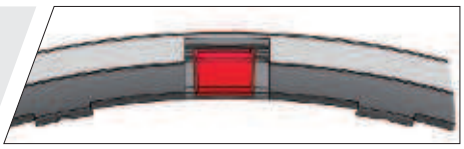
How does it work?
The nipples, once inserted inside the rim via the valve hole, are "guided" to the point of connection with the spoke by means of the magnet.
This simple but ingenious system makes it possible to have a wheel without holes on the upper bridge, but with spokes tensioned by traditional nipples!

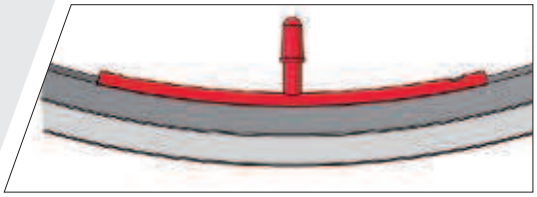
Advantages
No holes on the rim means that the rim is uniform at every point, free from stress points or zones of weakness and, for the clincher profiles no rim tape is required, to the benefit of weight reduction.
The advantages are immediately clear: greater rim lifetime, greater resistance to fatigue, the possibility to give the spokes greater tension, and greater stiffness which, in terms of performance, mean greater reactivity and acceleration.
But that's not all. The advantages also include extremely quick and simple maintenance and spoke replacement.
All to the benefit of cyclists who choose Campagnolo®.



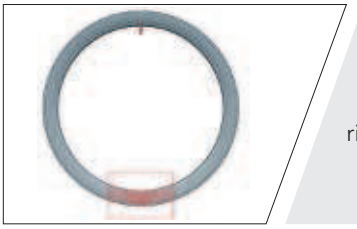
DYNAMIC BALANCE™

RIM Dynamic Balance™ Aluminium wheels.
The concept is simple and elegant: balance the weight of the gasket, with an item of similar weight placed on the exact opposite side. For top models, this is obtained by a special operation on the section of the rim opposite the rim joint.





SPOKES Dynamic Balance™
For entry-level models, Dynamic Balance™ is obtained by using two oversized spokes in the section opposite the joint. The result is a wheel with perfectly balanced rotational dynamics.



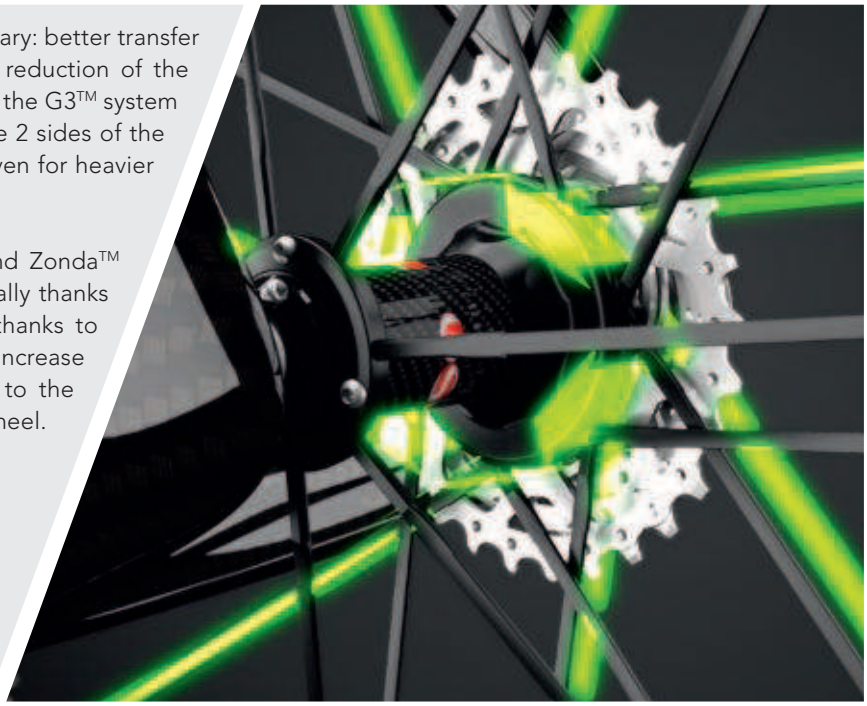
RIM Dynamic Balance™ Carbon wheels.
For carbon wheels the principle is the same, but applied using a different technology. When making carbon rims, the pieces of carbon fabric are aligned in such a manner that the resulting rim is always balanced.

G3 SPOKING™

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

The results of G3™ system are truly extraordinary: better transfer of the driving torque, better lateral rigidity, reduction of the stress in the rear wheel spokes. And thanks to the G3™ system that compensates for the forces acting on the 2 sides of the wheel, there are no more wheel vibrations, even for heavier people.

In the 2013 range the Scirocco H35mm™ and Zonda™ wheels increase their responsiveness specifically thanks to this system. G3™ becomes **Mega-G3™** thanks to the **oversize flange.** This solution allows the increase of the torsional stiffness values even more, to the benefit of the overall responsiveness of the wheel.



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

QUICK RELEASE CAMPAGNOLO®

What is the Campagnolo® Quick Release?
The Campagnolo® Quick Release is not simply a wheel locking/release system.
First and foremost, it is the component that guarantees the cyclist's safety, especially at high speeds, such as in road races.
The Campagnolo® Quick Release project started with a very clear objective: the maximum performance in terms of easy assembly/disassembly, weight, smoothness of the wheel, but 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 from the 2012 range, for the Bullet Ultra™ family and for all the high-profile wheels, Campagnolo® presents the brand new aerodynamic quick releases. 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.

QUICK RELEASE				
LOW-PROFILE WHEELS				
NEUTRON™ ULTRA™			●	
HYPERON™ One				●
HYPERON™ ULTRA™ Two				●
MEDIUM-PROFILE WHEELS				
KHAMSIN™	●			
VENTO™ REACTION™	●			
SCIROCCO™		●		
ZONDA™		●		
EURUS™			●	
SHAMAL™ ULTRA™			●	
ZONDA™ 2-Way Fit™			●	
EURUS™ 2-Way Fit™			●	
SHAMAL™ ULTRA™ 2-Way Fit™			●	
ALU/CARBON HIGH-PROFILE WHEELS				
BULLET™		●		
BULLET™ ULTRA™				●
CARBON HIGH-PROFILE WHEELS				
BORA™ One				●
BORA™ ULTRA™ Two				●
CX WHEELS				
KHAMSIN™ CX	●			
VENTO™ REACTION™ CX	●			
SCIROCCO™ CX		●		
BULLET™ ULTRA™ CX				●
BORA™ One CX				●

HOLOGRAM CAMPAGNOLO®

Campagnolo® 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.

From this year on, to defend its image and quality, and to protect the end customer, Campagnolo® applies a hologram decal to every wheel in its Bora range to certify that it is an original Campagnolo® 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® products, don't remove it. This is because it is there to provide you with a guarantee that in the event of the ascertained defectiveness of a production batch your component or wheel will be traceable. All this because, faithful to its mission, Campagnolo® demands absolute perfection and safety for its customers.

CAMPAGNOLO® SERVICE CENTER

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

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