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# 2016



*Campagnolo*

PURE PERFORMANCE

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## THE BEST TEAMS CHOOSE CAMPAGNOLO

For over 80 years, the quality and precision of Campagnolo products have accompanied big names like Coppi, Gimondi, Merckx and Indurain in their many victories in the past.

Still today, our company is right there alongside the stars of modern cycling such as Vincenzo Nibali and Nairo Quintana respectively the winners of the Tour 2014 and Giro 2014, using the components and wheels of our historic brand.

Again in 2015, the best cyclists will be able to count on the excellent quality and top-level performance that have always made our Italian-brand products stand out.

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

In 2015: 3 teams in the UCI World Tour, 5 UCI Professional Continental Teams, 10 UCI Continental Teams, 2 UCI Women's Teams and many others.



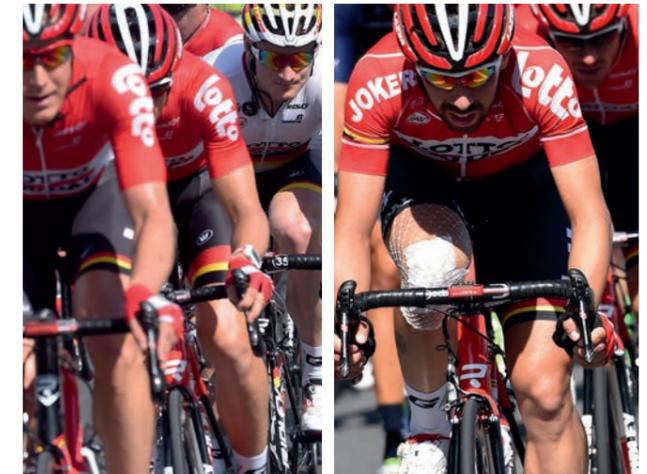
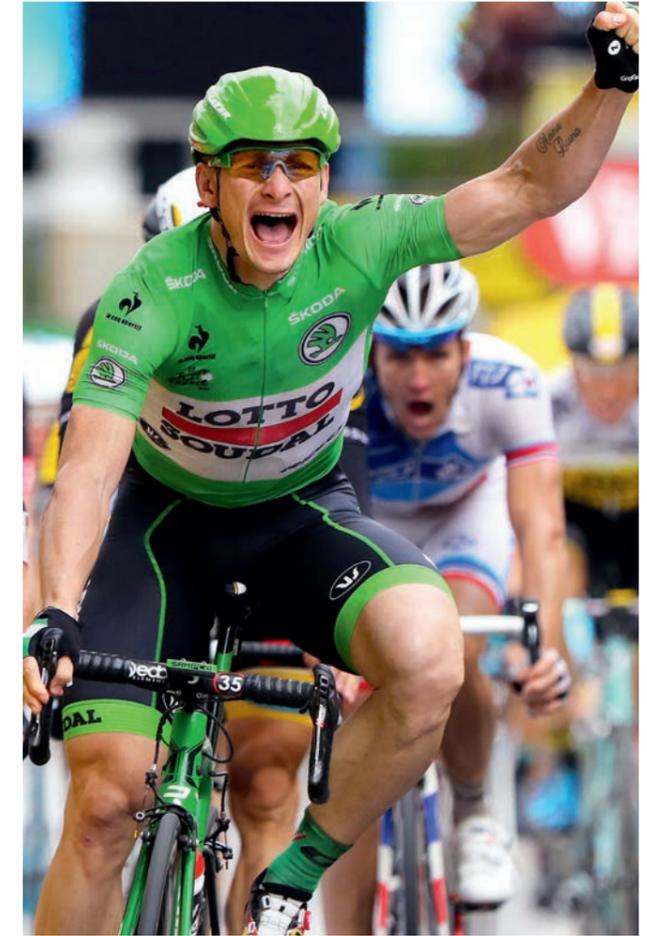
### MOVISTAR

Movistar and its general manager Eusebio Unzuè have one of the longest running relationships with the Italian brand and will continue to add to their already historic list of successes aboard Campagnolo. However, it will be difficult to top the performance of Movistar's 2014 season which saw them win the overall N°1 Ranking for UCI World Tour teams. The 2015 roster includes such talent as Alejandro Valverde, Nairo Quintana and Alex Dowsett and with all riding atop both Campagnolo EPS and Campagnolo high performance wheels.



### ASTANA

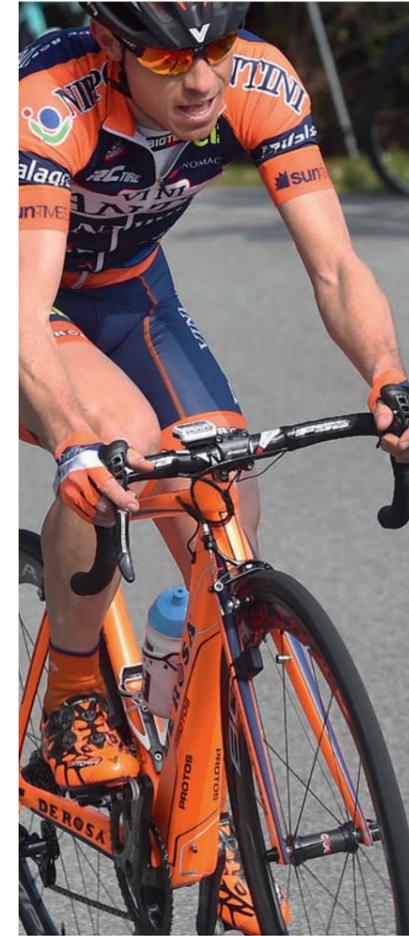
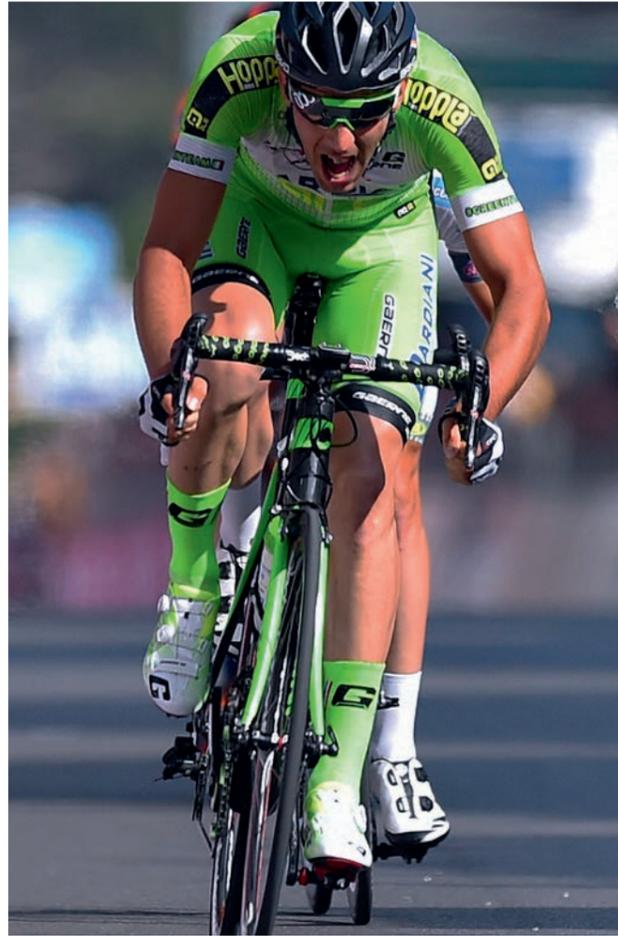
Astana, one of the most powerful teams from last season, has further boosted the composition of its team for 2015. After Vincenzo Nibali's amazing success in the Tour, this team is now ready to exceed its recent results. Jakob Fuglsang, Lieuwe Westra and Fabio Aru, together with new arrivals Rein Taaramäe, Lars Boom and Davide Malacarne, will be able to count on the accuracy and performance of the Campagnolo drivetrain.



### LOTTO-SOUDAL

Lotto-Soudal will continue to compete at the highest level with equipment designed and produced in Campagnolo facilities. With over 100 victories to his name André Greipel hopes to continue his efforts to make sprinting history with the help of a great lead-out train in addition to the precision of his Campagnolo EPS group and reactivity of his Campagnolo Bora wheels.

# 2015 UCI PRO-CONTINENTAL TEAMS



## EUROPCAR

With talents like Pierre Roland, Yukiya Arashiro and Cyril Gautier and numerous young new athletes, the team is well organized to obtain excellent results. Thomas Voeckler will definitely be one to keep an eye on in the more prestigious races, while new talent Bryan Coquard will be attempting to improve his already powerful sprint, which brought him to victory not once but twice in the Etoile de Bessèges with a view to the top place on the winner's podium.

## BARDIANI CFS

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

## RUSVELO

The Rusvelo team forms a part of the Russian Global Cycling Project aimed at developing talent within Russia, growing cycling within its borders and promoting the image of Russia as a force to be reckoned with in the global cycling arena. The team starts its fourth season hoping for a quality leap, both on the men's and the women's side with the young athletes Sergey Lagutin and Ilnur Zakarin will be sure to perform above their Campagnolo built Colnagos.

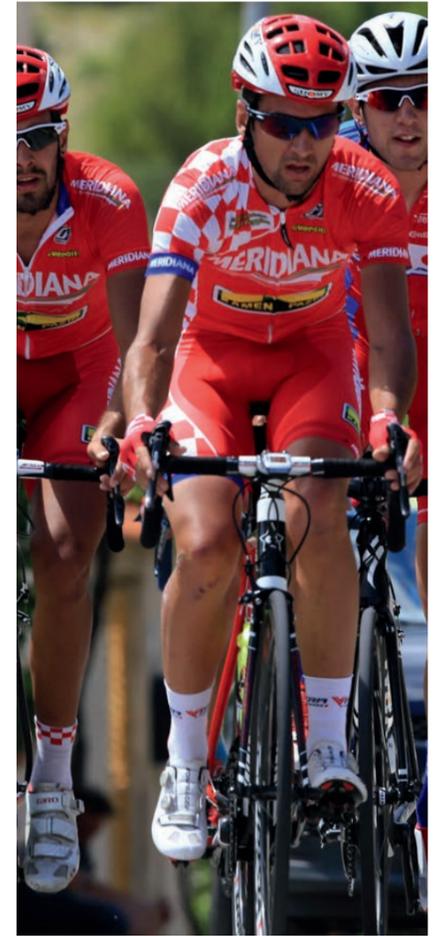
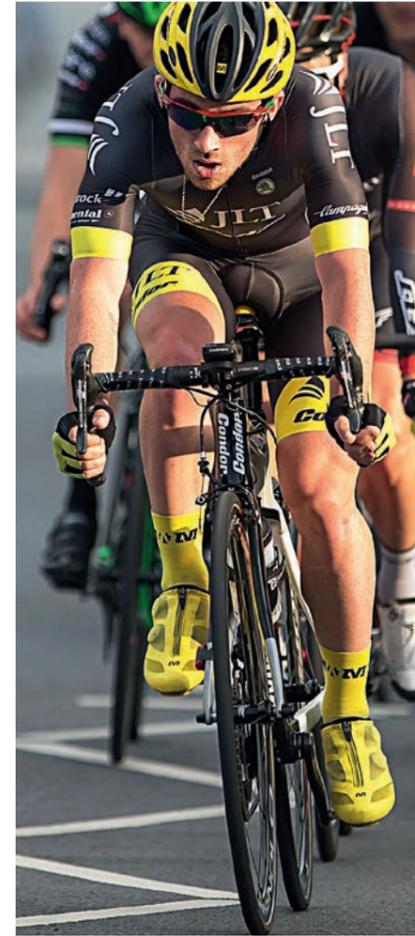
## NIPPO-VINI FANTINI

Team Nippo - Vini Fantini continue to battle it out not only in important Asian races but will also put forth their talent and drive in several European races this season as well, with Eduard Grosu, Pierpaolo De Negri and Damiano Cunego. The team is set to improve upon the numerous international victories of the past season aboard their fully Campagnolo equipped De Rosa Protos bikes in 2015.

## SOUTHEAST

The Southeast Pro Cycling Team is an Italian men's road cycling team. It has a UCI Professional Continental Team license, which means it can enter UCI Continental Circuit races. Thanks to the wild cards assigned by the UCI, it can also enter some UCI World Tour events, including the E3 Harelbeke and the Giro d'Italia.

# 2015 UCI CONTINENTAL TEAMS



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

TEAM	COUNTRY	FRAME
ADRIA MOBIL	SLO	SPECIALIZED
AMORE & VITA - SELLE SMP	UKR	CIPOLLINI
EQUIPE CYCLISTE DE L'ARMEE DE TERRE	FRA	CIPOLLINI

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

TEAM	COUNTRY	FRAME
EX23 - SARONI FACTORY TEAM	CZE	PERITUS
JLT CONDOR	GBR	CONDOR
MERIDIANA KAMEN TEAM	CRO	GUERCIOTTI

# 2015 UCI CONTINENTAL TEAMS



TEAM	COUNTRY	FRAME
MLP TEAM BERGSTRASSE	GER	BASSO
TEAM BUDGET FORKLIFTS	AUS	CERVELO
TEAM COOP-OSTER HUS	NOR	RIDLEY
UTENSILNORD	HUN	BOTTECCHIA

# 2015 UCI WOMEN'S TEAMS



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

TEAM	COUNTRY	FRAME
ALE CIPOLLINI	ITA	CIPOLLINI
WIGGLE HONDA	GBR	COLNAGO

# CAMPAGNOLO GRANFONDO

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



## ROMA

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



## NEW YORK

Campagnolo Granfondo New York shares with Rome the prestige and the excitement of the skyline. Ancient times for Rome and modern ones for New York. Both symbolically strong, both able to attract the interest of aficionados all over the world because, in addition to the muscles in the legs, it will also trigger a reaction in the muscle that keeps us alive, the seat of our emotions: the heart.



## SAN DIEGO

Campagnolo Granfondo San Diego is probably one of the first events organized in America to have picked up on the concept and the spirit of the Italian granfondos. Again in this case, organization, logistics, location and atmosphere "made in Italy" are in pure Campagnolo style.





## SPRINT TO THE EXTRAORDINARY WITH CAMPAGNOLO!

Campagnolo never intended to go to the moon, produce components for Formula 1 or develop medical grade alloys for prosthetics... but its passion to improve the cycling experience led it to produce a quality standard that saw the brand travel well outside of its origins.

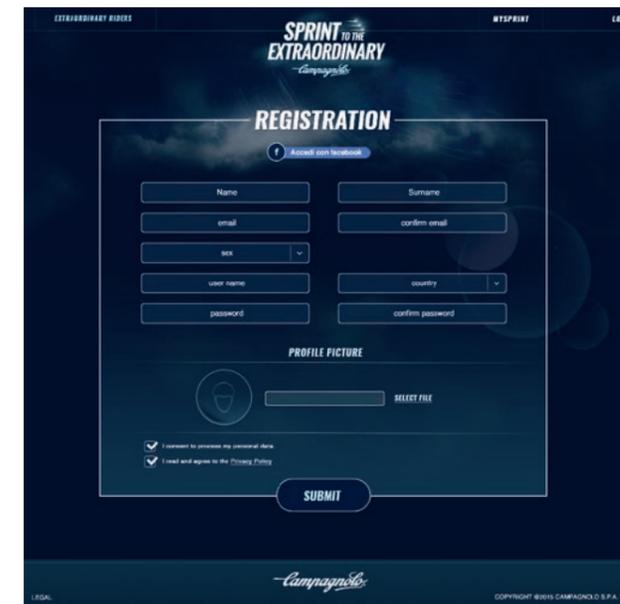
Now, Campagnolo and its quality cycling components are happy to take you to places previously unthinkable. Extraordinary passion drives both Campagnolo and you to Extraordinary goals and the enthusiasm within the soul of the cyclist cannot be restrained. Wait no longer as the time is now... to SPRINT TO THE EXTRAORDINARY with Campagnolo! Sprint to the Extraordinary with Campagnolo and experience a whole new world atop your beloved bike. Having been to the moon once already by producing components that stood up to the rigors of space travel, Campagnolo is perhaps the best candidate to accompany you on a voyage out of this world... one that will push you farther than ever before.

**Download the app now and be prepared to take on a challenge like you have never imagined!**

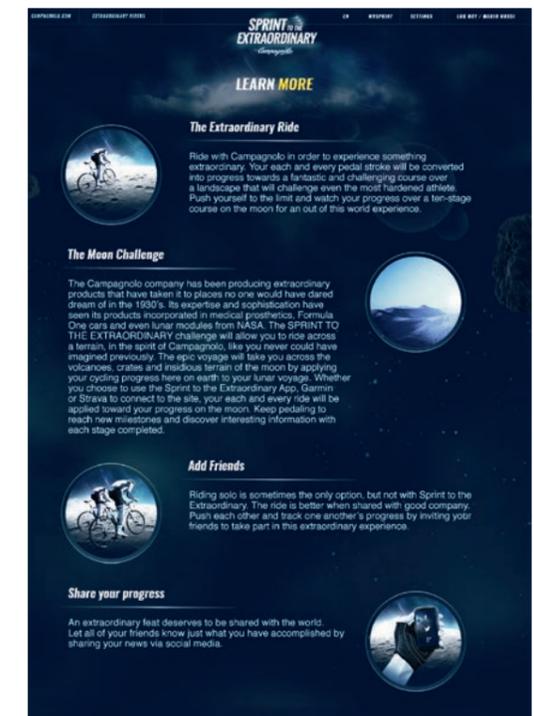
You can take on this extraordinary challenge by associating your Strava or Garmin Connect account to the App. If you do not have an account on either of these two sites you can participate directly via the App itself.



**PUSH YOURSELF FURTHER THAN EVER BEFORE!**  
Your most extraordinary adventure – right there on your bike saddle. Prepare your heart, body and mind. Campagnolo takes you to the moon.



**TAKING PART IS EASY, SPRINT WITH CAMPAGNOLO WITH ONLY A SIMPLE CLICK:**  
signing up and participating in Sprint to the Extraordinary is very easy. Simply create a Campagnolo account or use your Facebook, Google+ or Strava account for immediate access.



**COMPLETE THE TEN STAGES ON THE MOON AND DISCOVER THE FANTASTIC WORLD OF CAMPAGNOLO:**  
after each ride, upload your session using Strava, Garmin Connect or the Sprint to the Extraordinary App. This will unlock your route on the moon, allowing you to discover dedicated content to share with your friends.



**AN EXTRAORDINARY JOURNEY, A FUSION OF PASSION, HISTORY AND TECHNOLOGY BY CAMPAGNOLO:**  
upload your data and complete the route. 10 virtual stages through craters and valleys on the moon...an exceptional ride in an extraordinary setting. At the end of each segment you will discover stories, images and videos from the fantastic world of Campagnolo.

# GROUPSETS



reddot award 2015  
best of the best

## Campagnolo wins the Red Dot Award 2015.

The Super Record™ EPS™ 2015 electronic groupset has won the prestigious Red Dot Award 2015: Best of the Best.

The Red Dot Design Award is one of the most important major international design awards. Its objective is to bestow recognition of excellence on industrial design products.

The Super Record™ EPS™ 2015 electronic groupset is on display in the Red Dot Design Museum Essen and in the Red Dot Design Museum Singapore.

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VELOCE™	58

**NEW** DTI™ EPS™ V3 INTERFACE

The 2016 version of EPS™ is not visibly much different from its predecessor. It maintains its industry leading performance characteristics and adds an exciting new features, most of which are housed inside the often overlooked DTI™ Interface. The new V3 interface incorporates the lion's share of the innovation placed in this award and race winning electronic transmission. From its new design to a plethora of useful and innovative new technologies, this small component improves the EPS™ experience in a big way. Improved integration, facilitated and no-fuss charging, improved led diagnostics and wireless technology that allows for increased interaction with the groupset are just a few of the improvements housed in its tiny structure.

- New charging port located on interface unit allows for easy access.
- Wireless technology permits EPS™ communication with PC / Notebook / Tablet / Smartphone via Bluetooth (BTLE).
- Newly improved aerodynamic design.
- New shape fits perfectly on stem.
- Long led visible on three sides allowing rider to see information from any position.



**DIALOGUE WITH "MYCAMPY" APP:**

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



**EASY ACCESS TO THE CHARGING PORT:**

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



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



**ZERO SETTING / RIDE SETTING:**

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



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

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



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

**NEW** MY CAMPY™

**MyCampy™: your cycling world in the palm of your hand!**

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

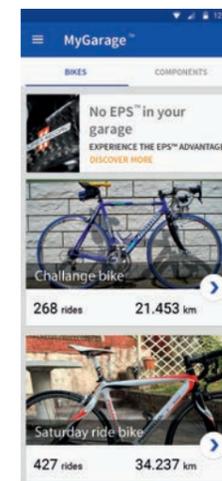
The new MyCampy™ App is your do-it-all companion that assists you in managing your cycling activity and cycling kit both in the saddle and off. From keeping track of your entire garage of bikes and the components built on each one to EPS™ performance analytics and complete customization of its performance,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



**Download MyCampy™ today and experience Campagnolo like never before.**

The MyCampy™ app is a very versatile tool that is capable of improving your cycling experience in many ways.

Some of its principal functions include:



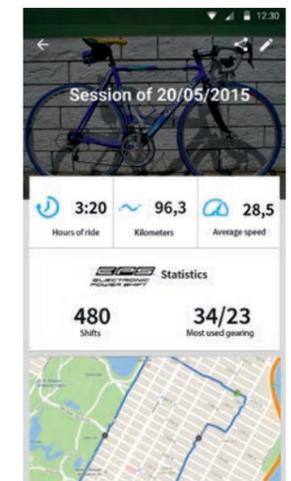
**MyGarage™:**

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



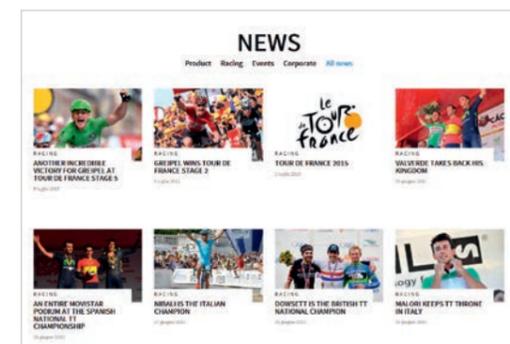
**MyEPS™:**

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



**MySessions™:**

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



**Campagnolo Newsfeed:**

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

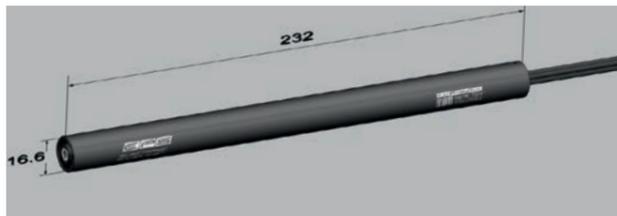
**NEW** DTI™ EPS™ V3 POWER UNIT

Campagnolo's dedication to continuous innovation drives its engineers to never accept a current technology as is but rather to push the limits of what a given component can do. The Power Unit was originally modified to be mounted internally both to protect it from the elements as well as to confer an aerodynamic advantage to the overall build.

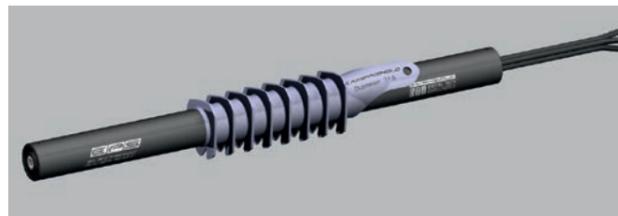
With the advent of increasingly more aerodynamic frames and with them even slimmer tube forms Campagnolo has produced an even more advanced version of its power unit: the V3.

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

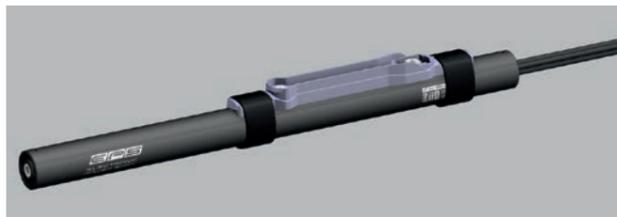
This new structure opens up the possibilities for internal mounting not only in the most aerodynamic framesets with very slim tube designs but also gives a greater deal of flexibility with regards to placement within the frameset.



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



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



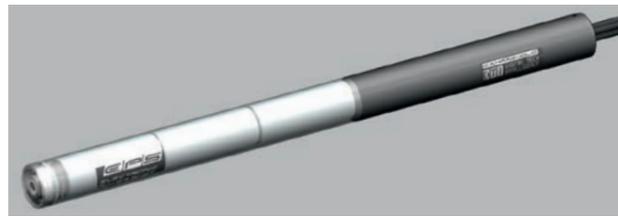
**SEAT TUBE/ DOWN TUBE ADAPTOR MOUNT:**  
allows the Power Unit V3 to be mounted in either the down tube or seat tube by taking advantage of the water bottle cage mounts.



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



**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.



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

**NEW** DIRECT MOUNT BRAKES

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

Campagnolo® Direct Mount brakes offer surefooted stopping power thanks to their extremely stiff structure while design elements that take inspiration from the traditional skeleton brake design keep weight to a minimum. In addition to pure performance a great deal of attention was paid to ease of use and adjustment. The direct mount brake is often complex to install and adjust and great strides were made to make this Campagnolo® version the most user friendly and simple to adjust of any model available.



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



**SKELETON STRUCTURE:**  
guarantees the maximum stiffness while minimizing weight of overall system.



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



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



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



Under BB

# SUPER RECORD™



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

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

SUPER RECORD EPS



198 g



1 2 3 4 5 6

## REAR DERAILLEUR

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

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

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

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

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

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

### EXCLUSIVE MULTI-SHIFTING™ TECHNOLOGY:

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

### 4. POSITION SENSOR:

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

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

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

### 6. EXCLUSIVE "UNLOCK SYSTEM™":

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

### 100% WATERPROOF:

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



262 g



127 g



106 g



35 g



**ERGOPOWER™ CONTROLS**

**1. 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.

**100% WATERPROOF:**

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

**2. 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).

**3. E-ERGONOMY™:**

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

**MULTI-DOME TECH™:**

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



**FRONT DERAILLEUR**

**1. SPECIAL CAGE DESIGN:**

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

**2. FRONT DERAILLEUR BODY IN MONOLITHIC CARBON POWDER TECHNOPYLIMER:**

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

**POSITION SENSOR:**

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

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

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

**100% WATERPROOF**

**CSD™ (CHAIN SECURITY DEVICE):**

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

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



**NEW DTI™ EPS™ V3 POWER UNIT**

**NEW SHAPE:**

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

**1. SEATPOST MOUNT COMPATIBLE:**

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

**2. SPECIALLY DEVELOPED INTERNAL CASING DESIGNED TO MAKES THE SYSTEM 100% WATERPROOF:**

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

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

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



**NEW DTI™ EPS™ V3 INTERFACE**

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

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

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

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

**ANALOGUE-DIGITAL SIGNAL CONVERSION:**

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

**"ZERO SETTING" AND "RIDE SETTING":**

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

**3. LED RGB:**

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

**TWO POSSIBLE INTERFACE MOUNTING OPTIONS:**

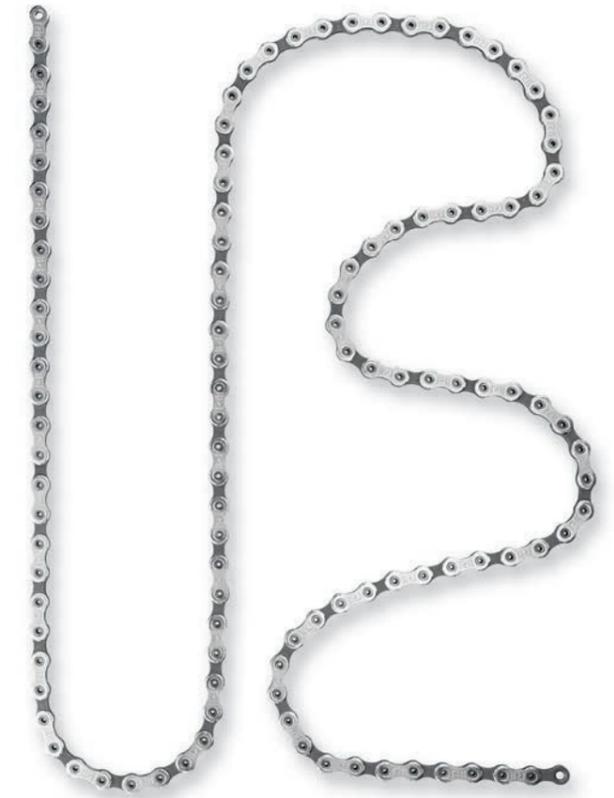
the unique design of the interface lets the user choose whether to install it on the brake cable or on the handlebar mount.



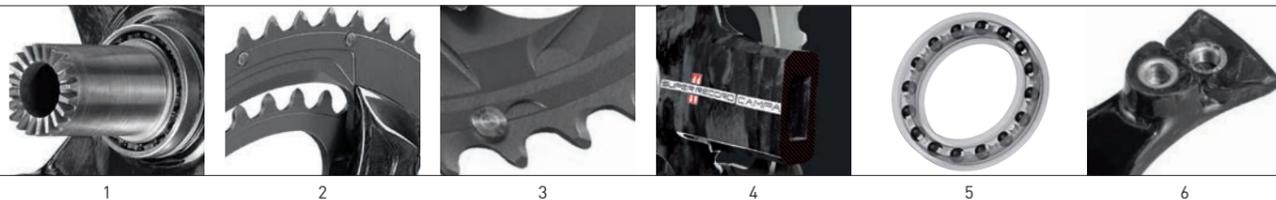
603 g



177 g



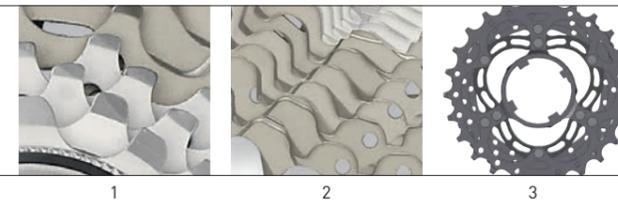
2,10 g / link



**CRANKSET**

- 1. ULTRA-TORQUE™ AXLE:**  
pressure on the pedals is transmitted efficiently without any power loss.
- 2. NEW CHAINRINGS:**  
sophisticated mechanical features on the parts that move the chain up and down guarantee maximum efficiency during shifting.
- TITANIUM AXLE AND REVERSE THREAD TITANIUM FIXING BOLT:**  
reduces the overall weight of the crankset by 40 grams.
- 3. DIFFERENTIATED NUMBER OF PINS DEPENDING ON THE CHAINRING COMBINATION:**  
constantly optimum engagement of the chain. Maximum shifting efficiency.

- 4. HOLLOW CRANKS AND SPIDER ARMS WITH ULTRA-HOLLOW™ TECHNOLOGY:**  
reduced weight of stress – free sections, improved crank set weight to stiffness ratio.
- 5. CULT™ TECHNOLOGY:**  
the highest performing ceramic bearings combined with Cronitect steel make for a combination that is 9 times smoother, resistant to corrosion and extremely long lasting.
- 6. DOUBLE STANDARDIZED BOLT CIRCLE DIAMETER ON ALL COMBINATIONS:**  
maximum stiffness and lightness thanks to extension of the carbon fiber crank close to the chainrings with 112 mm for the small bolt circle diameter and 145 mm for the large one.



**SPROCKETS**

- 1. 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.
- 2. 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.
- 11-29 COMBINATION (11, 12, 13, 14, 15, 17, 19, 21, 23, 26, 29):**  
provides the ideal combination on any gradient: from pedaled descents to the steepest climbs in the Giro d'Italia.
- 3. REINFORCED MOUNTS FOR SECOND AND THIRD TRIPLETS:**  
greater sprocket set rigidity – performance, precision.



**CHAIN**

- 1. ULTRA-LINK™ CHAIN LINK CONNECTING SYSTEM:**  
high strength chain connection – greater safety and longer chain life.
  - 2. ULTRA-LINK™ CHAIN LINKS:**  
designed to provide maximum performance to Campagnolo® transmissions: longer life for chainrings and sprockets, maximum efficiency in power transmission.
- Highly engineered materials and construction methods make the Campagnolo chain not only the thinnest but also one of the most resistant and long lasting.



272 g Mono/Dual-Pivot Version (pair)

297 g Dual-Pivot (front+rear)



1 2 3

## SKELETON BRAKES

### FRONT/REAR DIFFERENTIATED BRAKING:

lighter rear brake – greater braking power modulation.



### 1. SPECIAL COMPOUND:

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

### 2. EXCLUSIVE BRAKE PAD COUPLING/UNCOUPLING SYSTEM:

fast and secure brake pad replacement.

### 3. SKELETON BRAKE ARMS:

no-bend arms, modularity, reduced weight.



158 g (Under BB)

168 g



1 2 3

## **NEW** DIRECT MOUNT BRAKE

### 1. CAMPAGNOLO BRAKE SHOES STANDARD:

uses tried and trusted Campagnolo brake shoes, a standard for safety and ease of use.

### 2. SKELETON STRUCTURE:

guarantees the maximum stiffness while minimizing weight of overall system.

### MAXIMUM COMPATIBILITY:

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

### FAST ASSEMBLY:

easy assembly system does not require any additional parts.

### 3. FAST ADJUSTMENTS:

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



342 g



1 2 3 3 4 5

## ERGOPOWER™ CONTROLS

### 1. ULTRA-SHIFT™ ERGONOMICS:

safe grip on handlebars in all positions and faster, more precise command on levers.

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

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

### 3. ULTRA-SHIFT™ MECHANISM WITH DIFFERENTIATED MAXIMUM NUMBER OF UPSHIFTING CLICKS DEPENDING ON THE STARTING SPROCKET:

the only mechanical groupset on the market that allows multiple shifting (up to 5 sprockets). Rapid positioning on the combination desired when there is a steep increase in the slope or when approaching a bend (up to 4 combinations with chain on the first 4 sprockets, up to 3 combinations with chain above the fourth sprocket).

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

### 5. DERAILLEUR CABLE ADJUSTING BARREL:

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

### DOUBLE CURVATURE BRAKE LEVER:

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



166 g



## REAR DERAILLEUR

### 1. COMPLETELY NEW DESIGN:

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

### 2. EMBRACE TECHNOLOGY™:

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

### 3. CARBON FIBER CAGE PLATE:

shifting positioning is exceedingly precise – extremely light.

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

maximum rigidity, fast actuation and reduced friction.

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

maximum lightness yet still resistance to knocks and the elements.

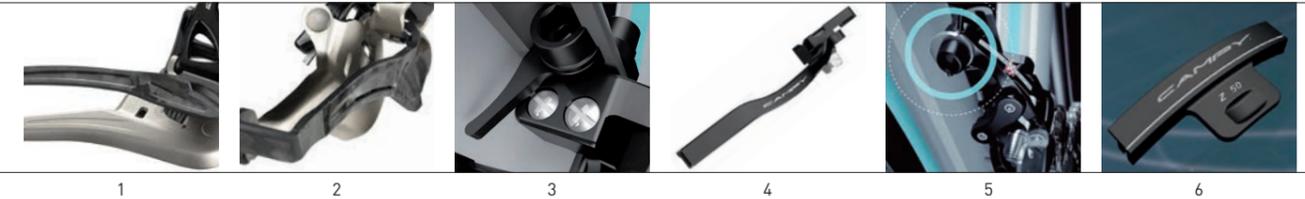
### 6. ALUMINUM FIXING BOLT:

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



S2 System

71 g



## FRONT DERAILLEUR

### 1. SPECIAL INNER CAGE DESIGN:

greater rigidity, faster shifting performance and more space for extreme gear combinations.

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

the single-piece outer semi-cage is a Campagnolo work of art that improves the stiffness of the structure during downshifting.

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

the special support system built into the derailleur safeguards working of the drivetrain, guaranteeing maximum compatibility with frames on the market.

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

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

### 5. DERAILLEUR CABLE DEVIATOR INSERT:

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

### DERAILLEUR CLIP CLAMP:

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

### 6. FRONT DERAILLEUR MOUNTING TOOL:

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

# RECORD™



The Campagnolo® Record™ name has been associated with great success in both professional and amateur races the world over. These victories are a testament to the extreme quality of craftsmanship, technology and fine materials involved in its construction. Record™ has a legacy of quality and extremely precise functionality and the name can only be applied to groupsets capable of offering a performance that lives up to its prestigious name. Whether you choose Record™ in its mechanical or EPS™ version, you can be sure that victory will be within your reach and Campagnolo® quality in your hands.

# RECORD EPS



203 g



1 2 3 4 5 6

## REAR DERAILLEUR

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

Campagnolo® uses the world's best and most powerful motors. The motors used in EPS™ components ensure precise shifting even under strain and deliver the speediest shifting available with no loss in performance over time.

### 2. EXCLUSIVE ULTRA-SHIFT™ PARALLELOGRAM GEOMETRY:

maximum rigidity, fast actuation and reduced friction.

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

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

### EXCLUSIVE MULTI-SHIFTING™ TECHNOLOGY:

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

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

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

### 4. POSITION SENSOR:

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

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

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

### 6. EXCLUSIVE "UNLOCK SYSTEM™":

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

### 100% WATERPROOF:

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



266 g



133 g



106 g



35 g



## ERGOPOWER™ CONTROLS

### 1. 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.

### 100% WATERPROOF:

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

### 2. SWITCH MODE BUTTON:

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

### 3. E-ERGONOMY™:

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

### MULTI-DOME TECH™:

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 derailleurs.



## FRONT DERAILLEUR

### 1. SPECIAL DESIGN FOR THE INNER SEMI-CAGE IN ALUMINUM:

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

### 2. FRONT DERAILLEUR BODY IN MONOLITHIC CARBON POWDER TECHNOLOGY:

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

### POSITION SENSOR:

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

### HIGH TORQUE, HIGH DRIVE RATIO MOTORS:

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

### 100% WATERPROOF:

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

### 3. CSD™ (CHAIN SECURITY DEVICE)

#### DERAILLEUR CLIP CLAMP:

available in 32 mm and 35 mm diameters.



## NEW DTI™ EPS™ V3 POWER UNIT

### NEW SHAPE:

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

### 1. SEATPOST MOUNT COMPATIBLE:

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

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

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

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

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



## NEW DTI™ EPS™ V3 INTERFACE

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

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

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

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

### ANALOGUE-DIGITAL SIGNAL CONVERSION:

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

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

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

### 3. LED RGB:

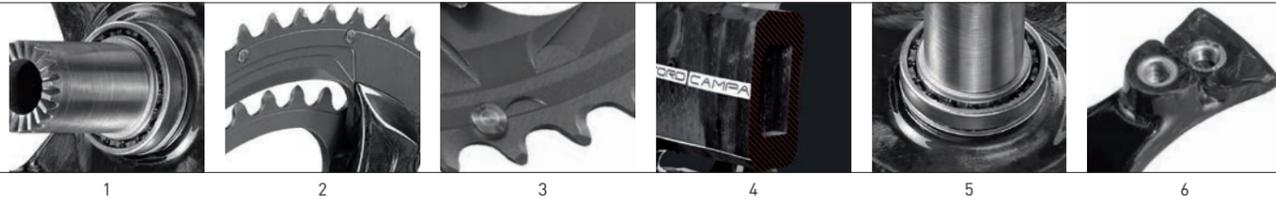
visualises battery charge status. The unit also checks for system faults, warning the user when necessary via an RGB LED.

### TWO POSSIBLE INTERFACE MOUNTING OPTIONS:

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



651 g



### CRANKSET

**1. ULTRA-TORQUE™ AXLE:**

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

**2. NEW CHAINRINGS:**

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

**3. DIFFERENTIATED NUMBER OF PINS DEPENDING ON THE CHAINRING COMBINATION:**

constantly optimum engagement of the chain. Maximum shifting efficiency.

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

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

**5. USB™ TECHNOLOGY:**

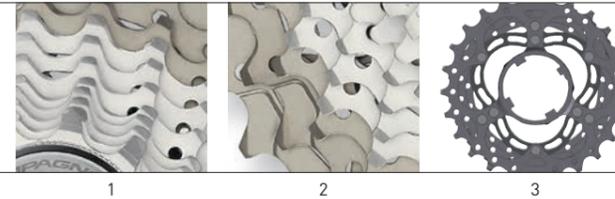
USB™ ceramic ball bearings reduce friction, guaranteeing the maximum smoothness. Resistant to corrosion and wear, they maintain consistent performance over time.

**6. DOUBLE STANDARDIZED BOLT CIRCLE DIAMETER ON ALL COMBINATIONS:**

maximum stiffness and lightness thanks to extension of the carbon fiber crank close to the chainrings with 112 mm for the small bolt circle diameter and 145 mm for the large one.



201 g



### SPROCKETS

**1. 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.

**2. ULTRA-SHIFT™ SYNCHRONIZATION:**

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

**3. TITANIUM SPROCKETS:**

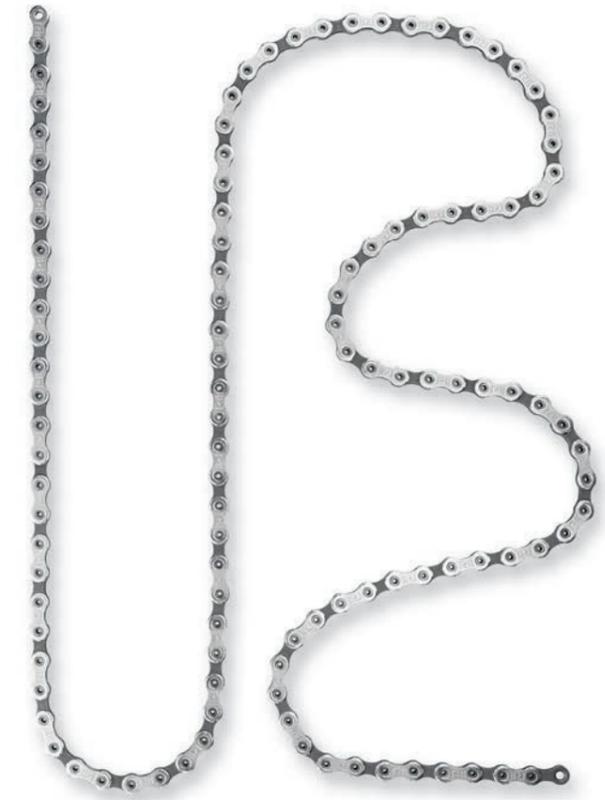
weight reduction.

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

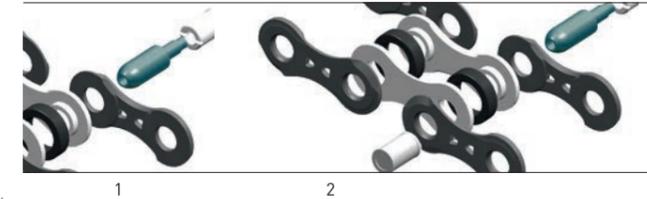
provides the ideal combination on any gradient: from pedaled descents to the steepest climbs in the Giro d'Italia.

**3. REINFORCED MOUNTS FOR SECOND AND THIRD TRIPLETS:**

greater sprocket set rigidity – performance, precision.



2,10 g / link



### CHAIN

**1. ULTRA-LINK™ CHAIN LINK CONNECTING SYSTEM:**

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

**2. ULTRA-LINK™ CHAIN LINKS:**

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



284 g  
Mono/Dual-Pivot

309 g - Dual-Pivot (front+rear)



1 2 3

## SKELETON BRAKES

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



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

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

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



158 g (under BB)

168 g



1 2 3

## **NEW** DIRECT MOUNT BRAKE

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

**2. SKELETON STRUCTURE:**  
guarantees the maximum stiffness while minimizing weight of overall system.

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

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

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



348 g



1 2 3 3 4 5

## ERGOPOWER™ CONTROLS

**1. 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.

**2. VARI-CUSHION™ BRAKE LEVER HOODS WITH VARIABLE DENSITY AND SURFACE FINISHES:**  
natural silicone material with differentiated areas to follow the grip of the 1st and 2nd finger. The grooved areas drain away water, keeping the brake lever hoods dry and improving grip. Internal weave to create a variable thickness that guarantees maximum possible comfort.

**3. ULTRA-SHIFT™ MECHANISM WITH DIFFERENTIATED MAXIMUM NUMBER OF UPSHIFTING CLICKS DEPENDING ON THE STARTING SPROCKET:**  
the only mechanical groupset on the market that allows multiple shifting (up to 5 sprockets). Rapid positioning on the combination desired when there is a steep increase in the slope or when approaching a bend (up to 4 combinations with chain on the first 4 sprockets, up to 3 combinations with chain above the fourth sprocket).

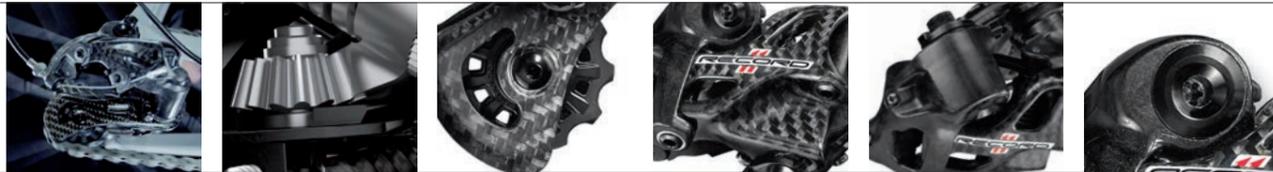
**4. BRAKE LEVER HOODS AND CABLE HOUSING ARE AVAILABLE AS SPARE PARTS IN RED AND WHITE.**

**5. DERAILLEUR CABLE ADJUSTING BARREL:**  
enables the tension of the derailleur cable to be adjusted perfectly, slashing adjustment time.

**DOUBLE CURVATURE BRAKE LEVER:**  
allows you to engage and modulate the brake safely from any hand position.



170 g



## REAR DERAILLEUR

### 1. COMPLETELY NEW DESIGN:

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

### 2. EMBRACE TECHNOLOGY™:

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

### 3. CARBON FIBER CAGE PLATE:

shifting positioning is exceedingly precise – extremely light.

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

maximum rigidity, fast actuation and reduced friction.

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

maximum lightness yet still resistance to knocks and the elements.

### 6. ALUMINUM FIXING BOLT:

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



S2 System



78 g



## FRONT DERAILLEUR

### 1. SPECIAL INNER CAGE DESIGN:

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

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

the single-piece outer semi-cage is a Campagnolo work of art that improves the stiffness of the structure during downshifting.

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

the special support system built into the derailleur safeguards working of the drivetrain, guaranteeing maximum compatibility with frames on the market.

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

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

### 5. DERAILLEUR CABLE DEVIATOR INSERT:

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

### 6. DERAILLEUR CLIP CLAMP:

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

### FRONT DERAILLEUR MOUNTING TOOL:

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

# CHORUS™



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



225 g



1 2 3 4 5 6

## REAR DERAILLEUR

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

Campagnolo® uses the world's best and most powerful motors. The motors used in EPS™ components ensure precise shifting even under strain and deliver the speediest shifting available with no loss in performance over time.

### 2. EXCLUSIVE ULTRA-SHIFT™ PARALLELOGRAM GEOMETRY:

maximum rigidity, fast actuation and reduced friction.

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

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

### MULTI-SHIFTING™ TECHNOLOGY:

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

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

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

### 4. POSITION SENSOR:

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

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

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

### 6. EXCLUSIVE "UNLOCK SYSTEM™":

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

### 100% WATERPROOF:

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



293 g



## ERGOPOWER™ CONTROLS

### 1. 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.

### 100% WATERPROOF:

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

### 2. 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).

### 3. E-ERGONOMY™:

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

### MULTI-DOME TECH™:

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.



149 g



## FRONT DERAILLEUR

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

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

### 2. FRONT DERAILLEUR BODY IN MONOLITHIC CARBON POWDER TECHNOLOGY:

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

### 3. POSITION SENSOR:

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

### SPECIAL INTERNAL AND EXTERNAL DERAILLER CAGE DESIGN:

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

### 100% WATERPROOF:

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

### CSD™ (CHAIN SECURITY DEVICE)

### DERAILLEUR CLIP CLAMP:

available in 32 mm and 35 mm diameters.



130 g



## DTI™ EPS™ V2 POWER UNIT

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

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

### DTI™ DIGITAL TECH INTELLIGENCE:

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

### INPUT/OUTPUT GATES:

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

### EXTERNAL OR INTERNAL MOUNTING:

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

### CASING WITH ULTRASONICALLY WELDED SEAMS:

makes the system 100% waterproof.

### ADAPTER FOR POSITIONING IN THE SEAT POST:

enables the Power Unit V2 to be fixed rapidly in seat posts with a round or aerodynamic section. Available in two versions (for seat posts 27,2 and 31,6 mm wide) to permit correct positioning in each seat post.



24 g



## DTI™ EPS™ V2 INTERFACE

### ANALOGUE-DIGITAL SIGNAL CONVERSION:

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

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

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

### RGB LED:

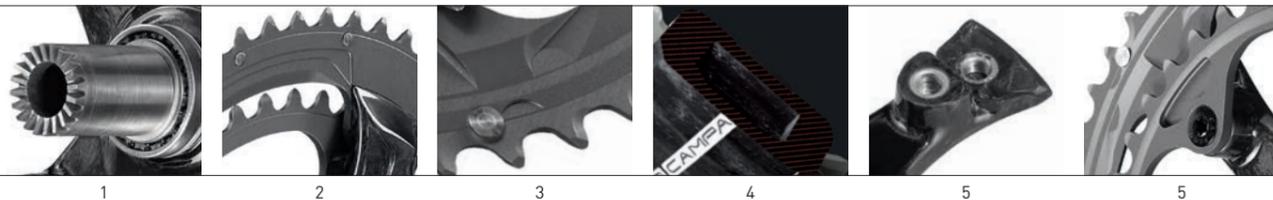
visualises battery charge status. The unit also checks for system faults, warning the user when necessary via an RGB LED.

### TWO POSSIBLE INTERFACE MOUNTING OPTIONS:

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



683 g



### CRANKSET

**1. ULTRA-TORQUE™ AXLE:**

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

**2. NEW CHAINRINGS:**

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

**3. DIFFERENTIATED NUMBER OF PINS DEPENDING ON THE CHAINRING COMBINATION:**

constantly optimum engagement of the chain. Maximum shifting efficiency.

**4. HOLLOW RIGHT CRANK AND SPIDER ARMS WITH ULTRA-HOLLOW™ TECHNOLOGY:**

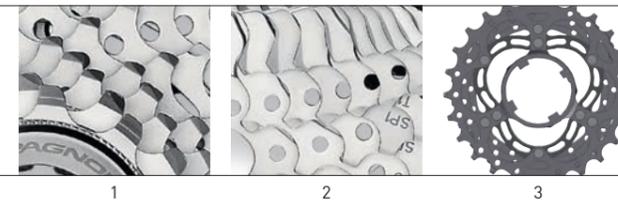
reduced weight of stress-free sections, improved crank set weight to stiffness ratio.

**5. DOUBLE STANDARDIZED BOLT CIRCLE DIAMETER ON ALL COMBINATIONS:**

Maximum stiffness and lightness thanks to extension of the carbon fiber crank close to the chainrings with 112 mm for the small bolt circle diameter and 145 mm for the large one.



230 g



### SPROCKETS

**1. 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.

**2. ULTRA-SHIFT™ SYNCHRONIZATION:**

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

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

provides the ideal combination on any gradient: from pedaled descents to the steepest climbs in the Giro d'Italia.

**3. REINFORCED MOUNTS FOR SECOND AND THIRD TRIPLETS:**

greater sprocket set rigidity – performance, precision.



2,24 g / link



### CHAIN

**1. ULTRA-LINK™ CHAIN CONNECTING SYSTEM:**

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

**2. 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.



302 g - Dual Pivot (front + rear)



1 2 3

## SKELETON BRAKES

### 1. SKELETON BRAKE ARMS:

no-bend arms, modularity, reduced weight.

### 2. SPECIAL COMPOUND:

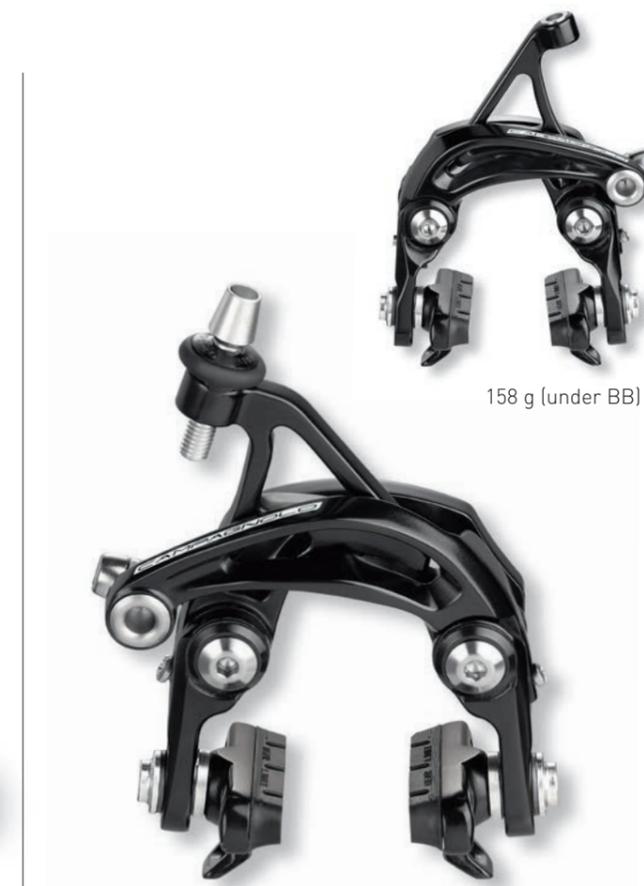
reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life - Maximum silence.

### 3. EXCLUSIVE BRAKE PAD COUPLING/UNCOUPLING SYSTEM:

fast and secure brake pad replacement.

### DUAL PIVOT FRONT/REAR:

enhanced braking at the rear.



158 g (under BB)

168 g



1 2 3

## NEW DIRECT MOUNT BRAKE

### 1. CAMPAGNOLO BRAKE SHOES STANDARD:

uses tried and trusted Campagnolo brake shoes, a standard for safety and ease of use.

### 2. SKELETON STRUCTURE:

guarantees the maximum stiffness while minimizing weight of overall system.

### MAXIMUM COMPATIBILITY:

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

### FAST ASSEMBLY:

easy assembly system does not require any additional parts.

### 3. FAST ADJUSTMENTS:

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



350 g



1 2 3 3 4 5

## ERGOPOWER™ CONTROLS

### 1. 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.

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

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

### 3. ULTRA-SHIFT™ MECHANISM WITH DIFFERENTIATED MAXIMUM NUMBER OF UPSHIFTING CLICKS DEPENDING ON THE STARTING SPROCKET:

the only mechanical groupset on the market that allows multiple shifting (up to 5 sprockets). Rapid positioning on the combination desired when there is a steep increase in the slope or when approaching a bend (up to 4 combinations with chain on the first 4 sprockets, up to 3 combinations with chain above the fourth sprocket).

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

### 5. DERAILLEUR CABLE ADJUSTING BARREL:

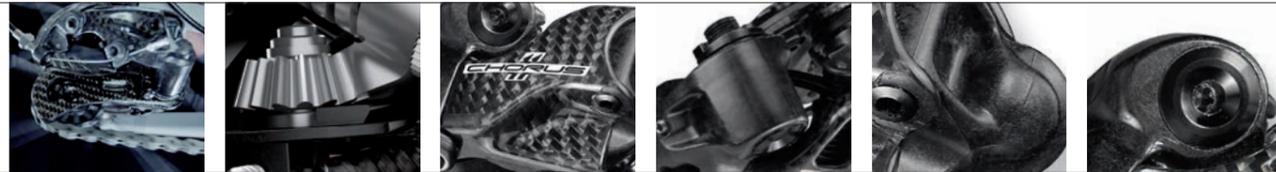
enables the tension of the derailleur cable to be adjusted perfectly, slashing adjustment time.

### DOUBLE CURVATURE BRAKE LEVER:

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



183 g



## REAR DERAILLEUR

### 1. COMPLETELY NEW DESIGN:

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

### 2. EMBRACE TECHNOLOGY™:

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

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

maximum rigidity, fast actuation and reduced friction.

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

maximum lightness yet still resistance to knocks and the elements.

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

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



S2 System

76 g



## FRONT DERAILLEUR

### 1. SPECIAL INNER CAGE DESIGN:

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

### 2. CAGE IN LIGHT MOLDED ALLOY:

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

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

the special support system built into the derailleur safeguards working of the drivetrain, guaranteeing maximum compatibility with frames on the market.

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

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

### 5. DERAILLEUR CABLE DEVIATOR INSERT:

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

### DERAILLEUR CLIP CLAMP:

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

### 6. FRONT DERAILLEUR MOUNTING TOOL:

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



Cutting edge technology accessible to all. Athena™ offers the same precision and quality that Campagnolo® is famous for at a price point that is attractive to all. Athena™ is available in Carbon, black aluminum and silver aluminum ensuring that no matter the look you want for your bike, Athena™ quality is available. Carbon, black or silver Athena™ is the only entry-level 11-speed drivetrain available and offers unparalleled performance amongst its competitors.



736 g - Deep Black



1

2

3

## CRANKSET

### 1. 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.

### 2. POWER-TORQUE™ SYSTEM:

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

### 3. DIFFERENTIATED CHAIN UPSHIFT AND DOWNSHIFT ZONES:

faster and more accurate shifting, even under stress.



Bright Silver



Carbon: 640 g



Carbon Finishing

Bright Silver

372 g - Deep Black



Bright Silver



92 g - Deep Black



209 g - Deep Black



## ERGOPOWER™ CONTROLS

### 1. 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.

### 2. 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.

### 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.

### 3. DOUBLE CURVATURE BRAKE LEVER:

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



## FRONT DERAILLEUR

### 1. SPECIAL INNER CAGE DESIGN:

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

### 2. OUTER CAGE WITH ULTRA-SHIFT™ DESIGN:

maximum cage stiffness – speed and precision of shifting.

### 3. EXCLUSIVE CAMPAGNOLO® FRONT DERAILLEUR BODY:

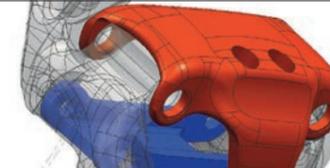
designed to make the system stiffer – improves the speed and precision of shifting.

### CSD (CHAIN SECURITY DEVICE):

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

### FRONT DERAILLEUR MOUNTING TOOL:

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



## REAR DERAILLEUR

### 1. 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.

### 2. LIGHTENED UPPER BODY:

weight reduction.

### 3. PULLEYS IN SPECIAL RUBBER:

friction reduction.



Bright Silver



Bright Silver

321 g - Dual-Pivot - Deep Black



1 2

## CAMPAGNOLO® BRAKES

### 1. SPECIAL BRAKE COMPOUND:

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

### 2. SKELETON BRAKE ARMS:

no-bend arms, modularity, reduced weight.

### VERSION DUAL PIVOT FRONT/REAR:

enhanced braking at the rear.



230 g

## SPROCKETS

**REINFORCED MOUNTS FOR SECOND AND THIRD TRIPLETS:**  
greater sprocket set rigidity – performance, precision.

### 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.

### ULTRA-SHIFT™ SYNCHRONIZATION:

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



2,24 g / link

## CHAIN

### 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.



372 g

## ERGOPOWER™ 11x3 CONTROLS

### 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™ SYSTEM MECHANISM IN LEFT HAND CONTROL:

specifically indexed for the triple drivetrain.



216 g

## 11x3 REAR DERAILLEUR

### 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.



904 g

## TRIPLE CRANKSET

### “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™

**HOLLOW ALUMINIUM CRANK:** superlative lightness.



101 g

## FRONT DERAILLEUR 11x3

### DEDICATED DERAILLEUR CAGE FOR TRIPLE DRIVETRAIN:

for extremely precise and easy derailing on all chainrings.

### INNER “H” LINK, EXTERNAL LINK AND FRONT DERAILLEUR BODY:

maximum lightness and stiffness for precise, fast derailing.

### FRONT DERAILLEUR MOUNTING TOOL:

faster installation with better results.

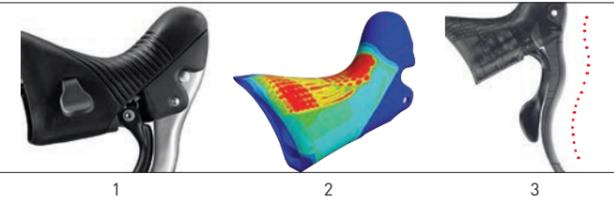


Entry level drivetrain, Top level performance. The same attention to detail that the Campy Tech Lab™ has placed on Campagnolo®'s top end products has been applied to Veloce™ to ensure that this groupset gives the same precision and satisfaction as our top end groupsets. Fast, precise and comfortable this groupset is available in either silver or black finish.



Bright Silver

368 g - Deep Black



### ERGOPOWER™ CONTROLS

**1. 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.

**2. 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.

**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.

**3. DOUBLE CURVATURE BRAKE LEVER:** allows you to engage and modulate the brake safely from any hand position.



753 g - Deep Black



### CRANKSET

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

**2. POWER TORQUE SYSTEM™ BOTTOM BRACKET:** pressure on the pedals is transmitted efficiently without any power loss.

**3. 8 UP SHIFT AND 2 DOWNSHIFT ZONES:** faster and more accurate shifting, even under stress.



Bright Silver



227 g - Deep Black



Bright Silver

98 g - Deep Black



Bright Silver

325 g - Deep Black

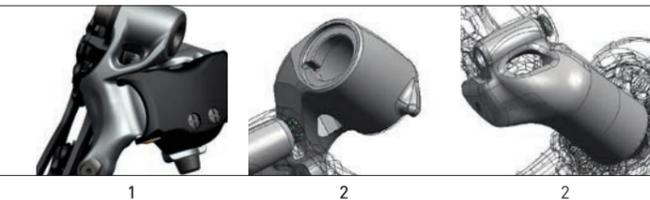


258 g

SPROCKETS

**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.



1 2 2

REAR DERAILLEUR

- 1. ALUMINUM PARALLELOGRAM WITH EXCLUSIVE ULTRA-SHIFT™ GEOMETRY:**  
maximum shifting rigidity, fast actuation, precision, friction reduction.
- 2. ULTRA-SHIFT™ ALUMINUM LOWER AND UPPER BODY:**  
lower weight – friction reduction – longer component life.



Bright Silver



1 2 3

FRONT DERAILLEUR

- 1. 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.
- 2. CSD (CHAIN SECURITY DEVICE):**  
the CSD chain security device achieves extremely high stiffness levels, in addition to offering regulation that is completely independent from that of the derailleur. Compatible with all the braze-on derailleurs from the Campagnolo range.
- 3. FRONT DERAILLEUR MOUNTING TOOL:**  
to ensure perfect installation that will permit your new Campagnolo® drivetrain performs flawlessly, Campy Tech Lab™ engineers have developed a tool that calibrates the exact position for the front derailleur in relation to the chainrings. Faster installation with better results, this mounting tool makes the mechanics job easier and more exact.



1 2

BRAKES

- SPECIAL COMPOUND:**  
reduction of braking distance on both dry and wet surfaces – longer life for brake pad and rim.
- 1. SPECIAL DESIGN FOR FORGED ALUMINUM BRAKE ARMS:**  
greater resistance to flex – lighter weight.
- 2. ADJUSTABLE SHOE HOLDERS:**  
shoe holders on rim's profile can be micro adjusted – longer life for rims and brake pads.



2,39 g / link

CHAIN

**HD-LINK™ CHAIN LINK FASTENING SYSTEM:**  
high strength link locking – greater safety and longer chain life.

**ANTIFRICTION NI-PTFE TREATMENT:**  
reduced friction, smooth pedaling, quiet operation and greater efficiency – longer chain life.

# TECH DATA



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

Should you need yet more information please visit:  
[www.campagnolo.com](http://www.campagnolo.com)

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

<b>GROUPSETS</b>	<b>108</b>
<b>WHEELS</b>	<b>120</b>
<b>SERVICE CENTER</b>	<b>126</b>
<b>SALES NETWORK</b>	<b>128</b>



COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>SUPER RECORD™ EPS™ 11S REAR DERAILLEUR</b>		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
<b>ERGOPOWER™ SUPER RECORD™ EPS™ 11S CONTROL LEVERS</b>		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
<b>SUPER RECORD™ EPS™ STD FRONT DERAILLEUR</b>	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum 11s fork - titanium bolts - antifriction treatment - body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)	127
<b>DTI™ EPS™ V3 POWER UNIT</b>		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12V rechargeable battery - DTI™ Digital Tech Intelligence Eeprom board - magnetic power block strap - compatible with SR/RE EPS™	106
<b>DTI™ EPS™ V3 INTERFACE</b>		Technopolymer, waterproof (IP67) - battery charger port - wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE)	35
<b>SUPER RECORD™ ULTRA-TORQUE™ TITANIUM 11S CRANKSET</b>	170, 172.5, 175 mm, 39-53 36-52 34-50	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles in titanium - requires Super Record ULTRA-TORQUE™ BB cups	603
<b>SUPER RECORD™ ULTRA-TORQUE™ THREADED CUPS</b>	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	45
<b>ULTRA-TORQUE™ PRESS-FIT CUPS</b>	BB30 68x42 BB86 86,5x41 PF30 68x46 BB RIGHT 79x46 BB386 86,5x46	aluminium - with enhanced interference surface	29
<b>SUPER RECORD™ 11S SPROCKETS</b>	11-23, 11-25, 11-27, 11-29, 12-25, 12-27, 12-29	5 steel and 6 titanium - nickel-chromed finish for steel sprockets - light alloy carrier - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	177
<b>RECORD™ 11S CHAIN</b>		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**
<b>SUPER RECORD™ SKELETON™ BRAKES</b>		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - ball bearings - light alloy and titanium hardware - brake pads orbital adjustment - lightened rear brake - skeletonized arms - brake pad with elastomer compound with reinforcement in aramid fiber and silica - optional: front and rear dual-pivot brake (297 g)	272

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>CAMPAGNOLO DIRECT MOUNT BRAKE</b>	BB Front Fork Seat Stay	Independent adjustment of the individual brake shoe lever - compatible with all Campagnolo Ergopower shifters - easy mounting system - width that permits the use of tires up to 32 mm – separate models specific to individual mounting point (BB, Front Fork, Seat Stay)	158 (under BB)
<b>SUPER RECORD™ 11S REAR DERAILLEUR</b>		carbon fiber outer link with three holes to reduce weight – outer derailleur cage in carbon fiber – titanium screws - parallelogram with Embrace geometry - upper and lower body in monolithic technopolymer - inner derailleur cage in metal - derailleur pulleys in special lightened technopolymer – lower derailleur pulley with ceramic ball bearings	166
<b>SUPER RECORD™ ULTRA-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS</b>		for caliper brakes - composite body – ball bearings - lightened carbon brake lever - Ultra-Shift™ internal mechanism - ergonomic brake lever with pivot in line with support surface of Ergopower - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	342
<b>SUPER RECORD™ 11S FRONT DERAILLEUR</b>	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 – max. chainring 56 – min. chainring 34 - inner semi-cage in aluminum - outer semi-cage in monocoque carbon fiber - titanium bolts	71
<b>SUPER RECORD™ 11S FRONT DERAILLEUR with S2 System</b>	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 – max. chainring 56 – min. chainring 34 - inner semi-cage in aluminum - outer semi-cage in monocoque carbon fiber - titanium bolts - S2 System for stabilizing drivechain	74
<b>CSD™ Chain Security Device</b>		aluminum structure with high levels of stiffness, positioning and adjustment independent of the derailleur, compatible with all Campagnolo braze-on derailleurs	15
<b>Derailleur cable Adjusting barrel</b>		micrometric adjustment of derailleur cable tension	5
<b>Derailleur cable deviator insert</b>		in stainless steel	1,5
<b>RECORD™ FRONT HUB</b>		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
<b>RECORD™ REAR HUB</b>		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
<b>RECORD™ HEADSET</b>		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone systeme	104
<b>RECORD™ THREADLESS™ HEADSET</b>		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
<b>RECORD™ WATER-BOTTLE CARRIER</b>		monocoque carbon, supplied with water-bottle	18
<b>RECORD™ CABLE GUIDE PLATE</b>		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.



COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>RECORD™ EPS™ 11S REAR DERAILLEUR</b>		upper to lower pulley-axle: 55 mm - composite outer plate - parallelogram with 11s geometry - black anodized forged aluminium upper and lower body - metal-carbon cage - lightened special rubber pulleys - pulley movement with ceramic ball bushings- high torque ratio motors - Position sensor - Waterproof (IP67)"	203
<b>ERGOPOWER™ RECORD™ 11S CONTROL LEVERS</b>		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
<b>RECORD™ EPS™ 11S FRONT DERAILLEUR</b>	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 – max. chainring 55 – min. chainring 34 - aluminum fork - antifriction treatment - body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)"	133
<b>DTI™ EPS™ V3 POWER UNIT</b>		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12V rechargeable battery - DTI™ Digital Tech Intelligence Eeprom board - magnetic power block strap - compatible with SR/RE EPS™	106
<b>DTI™ EPS™ V3 INTERFACE</b>		Technopolymer, waterproof (IP67) - battery charger port - wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE)	35
<b>RECORD™ ULTRA-TORQUE™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm, 39-53 36-52 34-50	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings specially designed to facilitate shifting - chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	651
<b>RECORD™ ULTRA-TORQUE™ THREADED CUPS</b>	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	46
<b>ULTRA-TORQUE™ PRESS-FIT CUPS</b>	BB30 68x42 BB86 86,5x41 PF30 68x46 BB RIGHT 79x46 BB386 86,5x46	aluminium - with enhanced interference surface	29
<b>RECORD™ 11S SPROCKETS</b>	11-23, 11-25, 11-27, 11-29, 12-25, 12-27, 12-29	8 steel and 3 titanium - nickel-chromed finish for steel sprockets - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	201
<b>RECORD™ 11S CHAIN</b>		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**
<b>RECORD™ SKELETON™ BRAKES</b>		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - ball bearings - light alloy hardware - brake pads orbital adjustment - lightened rear brake - skeletonized arms - brake pad with elastomer compound with reinforcement in aramid fiber and silica - optional: front and rear dual-pivot brake (303 g)	284

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>CAMPAGNOLO DIRECT MOUNT BRAKE</b>	BB Front Fork Seat Stay	Independent adjustment of the individual brake shoe lever - compatible with all Campagnolo Ergopower shifters - easy mounting system - width that permits the use of tires up to 32 mm – separate models specific to individual mounting point (BB, Front Fork, Seat Stay)	158 (under BB)
<b>RECORD™ 11S REAR DERAILLEUR</b>		carbon fiber outer link with two holes to reduce weight – outer derailleur cage in carbon fiber – parallelogram with Embrace geometry - upper and lower body in monolithic technopolymer - inner derailleur cage in metal – derailleur pulleys in special lightened technopolymer – derailleur pulleys with bushings in sintered material	170
<b>RECORD™ ULTRA-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS</b>		for caliper brakes - composite body and levers – ball bearings - Ultra-Shift™ internal mechanism - ergonomic brake lever with pivot in line with support surface of Ergopower - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	348
<b>RECORD™ 11S FRONT DERAILLEUR</b>	Braze-on 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	75
<b>RECORD™ 11S FRONT DERAILLEUR with S2 System</b>	Braze-on 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 - S2 System for stabilizing drivechain	78
<b>CSD™ Chain Security Device</b>		aluminum structure with high levels of stiffness, positioning and adjustment independent of the derailleur, compatible with all Campagnolo braze-on derailleurs	15
<b>Derailleur cable Adjusting barrel</b>		micrometric adjustment of derailleur cable tension	5
<b>Derailleur cable deviator insert</b>		in stainless steel	1,5
<b>RECORD™ FRONT HUB</b>		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
<b>RECORD™ REAR HUB</b>		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
<b>RECORD™ HEADSET</b>		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104
<b>RECORD™ THREADLESS™ HEADSET</b>		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
<b>RECORD™ WATER-BOTTLE CARRIER</b>		monocoque carbon, supplied with water-bottle	18
<b>RECORD™ CABLE GUIDE PLATE</b>		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.



COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>CHORUS™ EPS™ 11S REAR DERAILLEUR</b>		upper to lower pulley-axle: 55 mm - total capacity: 33 teeth - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys - on the upper and lower body - high torque ratio motors - Position sensor - Waterproof (IP67)**	225
<b>ERGOPOWER™ CHORUS™ EPS™ 11S CONTROL LEVERS</b>		for caliper brakes - composite body - brake lever in aluminium - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - front derailleur micro-adjustment possibility - multiple shifting - buttons Switch Mode™	293
<b>CHORUS™ EPS™ 11S FRONT DERAILLEUR</b>	Braze-on with clamp-on kit Ø32, 35mm	for all chainring combinations - capacity 16 - max. chainring 55 - min. chainring 34 - chrome-plated nickel fork - antifriction insert + body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)	149
<b>DTI™ CHORUS™ EPS™ V2 POWER UNIT</b>		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12 V rechargeable battery - DTI™ Digital Tech Intelligence Eeprom board - data input/output port and battery charger - system shut-down magnet - magnetic power block strap - compatible with CHORUS EPS	130
<b>DTI™ CHORUS™ EPS™ V2 INTERFACE</b>		Tecnopolimero, waterproof (IP67) - compatible with CHORUS EPS	24
<b>CHORUS™ ULTRA-TORQUE™ CARBON 11S CRANKSET</b>	170, 172.5, 175mm 39-53 36-52 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings specially designed to facilitate shifting - chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	683
<b>RECORD™ ULTRA-TORQUE™ THREADED CUPS</b>	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	46
<b>ULTRA-TORQUE™ PRESS-FIT CUPS</b>	BB30 68x42 BB86 86,5x41 PF30 68x46 BB RIGHT 79x46 BB386 86,5x46	aluminium - with enhanced interference surface	29
<b>CHORUS™ 11S SPROCKETS</b>	11-23, 11-25, 11-27, 11-29, 12-25, 12-27, 12-29	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy locking, thread 27x1	230
<b>CHORUS™ 11S CHAIN</b>		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**
<b>CHORUS™ SKELETON™ BRAKES</b>		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - skeletonized arms - special pad compound - front and rear dual-pivot brake - Campagnolo standard brake shoe	302
<b>CAMPAGNOLO SKELETON™ BRAKES</b>		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - skeletonized arms - front and rear dual-pivot brake - universal standard brake shoe	321

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>CAMPAGNOLO DIRECT MOUNT BRAKE</b>	BB Front Fork Seat Stay	Independent adjustment of the individual brake shoe lever - compatible with all Campagnolo Ergopower shifters - easy mounting system - width that permits the use of tires up to 32 mm - separate models specific to individual mounting point (BB, Front Fork, Seat Stay)	158 (under BB)
<b>CHORUS™ 11S REAR DERAILLEUR</b>		carbon fiber outer link - parallelogram with Embrace Technology - upper body in monolithic technopolymer with long carbon fiber - lightened derailleur pulleys in special rubber	183
<b>CHORUS™ ULTRA-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS</b>		for caliper brakes - composite body - brake lever in carbon fiber - ball bearings - Ultra-Shift™ internal mechanism - ergonomic brake lever with pivot in line with support surface of Ergopower - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	350
<b>CHORUS™ 11S FRONT DERAILLEUR</b>	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 - max. chainring 56 - min. chainring 34 - cast aluminum internal semi-cage - cast aluminum external semi-cage with plate	76
<b>CHORUS™ 11S FRONT DERAILLEUR with S2 System</b>	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 - max. chainring 56 - min. chainring 34 - cast aluminum internal semi-cage - cast aluminum external semi-cage with plate - S2 System for stabilizing drivechain	79
<b>CSD™ Chain Security Device</b>		aluminum structure with high levels of stiffness, positioning and adjustment independent of the derailleur, compatible with all Campagnolo braze-on derailleurs	15
<b>Derailleur cable Adjusting barrel</b>		micrometric adjustment of derailleur cable tension	5
<b>Derailleur cable deviator insert</b>		in stainless steel	1,5
<b>RECORD™ CABLE GUIDE PLATE</b>		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.



COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>ATHENA™ 11S REAR DERAILLEUR</b>	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
<b>ATHENA™ STD + CT™ 11S FRONT DERAILLEUR</b>	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
<b>ATHENA™ POWER-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS</b>	deep black bright silver	for caliper brakes - composite body - brake lever in aluminium - Power-Shift mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	372
<b>ATHENA™ POWER-SHIFT™ 11S ALU-CARBON ERGOPOWER™ CONTROL LEVERS</b>		for caliper brakes - composite body - carbon brake lever with aluminium core - Power-Shift mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	372
<b>CHORUS™ 11S SPROCKETS</b>	11-23, 11-25, 11-27, 11-29, 12-25, 12-27, 12-29	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy locking, thread 27x1	230
<b>CHORUS™ 11S CHAIN</b>		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**
<b>ATHENA™ POWER-TORQUE™ 11S CRANKSET</b>	170, 172.5, 175 mm 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
<b>ATHENA™ POWER-TORQUE™ 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 36-52 deep black 34-50 bright silver	forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings specially designed to facilitate shifting - chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	740
<b>ATHENA™ POWER-TORQUE™ CARBON 11S CRANKSET</b>	165, 170, 172.5, 175 mm 39-53	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings specially designed to facilitate shifting - chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	644

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<b>ATHENA™ POWER-TORQUE™ CT™ CARBON 11S CRANKSET</b>	165, 170, 172.5, 175 mm 34-50, 36-52	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
<b>POWER-TORQUE™ THREADED CUPS</b>	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	72
<b>POWER-TORQUE™ PRESS-FIT CUPS</b>	BB30 68x42 BB30A 73x42 BB86 86,5x41 PF30 68x46 BB386 86,5x46	aluminium - with enhanced interference surface	50
<b>CAMPAGNOLO SKELETON™ BRAKES</b>		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - skeletonized arms - front and rear dual-pivot brake - universal standard brake shoe	321
<b>RECORD™ WATER-BOTTLE CARRIER</b>		monocoque carbon, supplied with water-bottle	5
<b>RECORD™ CABLE GUIDE PLATE</b>		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	18

## 11 X 3

<b>ATHENA™ 11X3 ERGOPOWER™ CONTROL LEVERS</b>	Deep black Bright Silver Alu/Carbon	Dedicated left control for triple drivetrain for caliper brakes - composite body - Power-Shift mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	375
<b>ATHENA™ 11X3 FRONT DERAILLEUR</b>	Braze-on/clip-on (Ø 32 and 35mm)	For triple 11x3 crankset - capacity 16 - chainring max 52 - chainring min. 30 - anti-friction insert - Nickel-chromium fork - surface treatment.	101
<b>ATHENA™ 11S REAR DERAILLEUR</b>	Long cage Black Silver	upper to lower pulley-axle: 82 mm - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys	216
<b>ATHENA™ TRIPLE POWER-TORQUE™ 11S CRANKSET</b>	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

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

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



COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>VELOCE™ 10S REAR DERAILLEUR</b>	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
<b>VELOCE™ QS™ STD + CT™ 9S/10S FRONT DERAILLEUR</b>	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
<b>VELOCE™ POWER-SHIFT™ 10S ERGOPOWER™ SHIFTERS</b>	deep black bright silver	for caliper brakes - composite body - aluminium brake lever - Power Shift™ mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	368
<b>VELOCE™ 10S ERGOPOWER™ FB SHIFTERS</b>		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
<b>CENTAUR™ UD™ 10S SPROCKETS</b>	12-27, 12-30, 14-23	steel - Ultra-Drive™ - nickel-chromed finish - supplied with lockring - light alloy supports	248
<b>VELOCE™ UD™ 10S SPROCKETS</b>	11-25, 12-23, 12-25, 13-26, 13-29	steel - Ultra-Drive™ - single sprockets - galvanized - supplied with lockring	258
<b>VELOCE™ ULTRA-NARROW™ 10S CHAIN</b>		width 5,9 mm - Ni-PTFE Finish - 114 links - Ultra-Drive™ - requires HD-Link™ for Ultra Narrow™ chai	2,39 link**
<b>VELOCE™ POWER-TORQUE™ 10S CRANKSET</b>	170, 172.5, 175 mm 39-52, 39-53 deep black bright silver	forged aluminium cranks - chainrings MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	758
<b>VELOCE™ POWER-TORQUE™ CT™ 10S CRANKSET</b>	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
<b>POWER-TORQUE™ THREADED CUPS</b>	ITA 70x (36x24 tpi) BSA 68x (1,37" x24 tpi)	aluminium	72
<b>POWER-TORQUE™ PRESS-FIT CUPS</b>	BB30 68x42 BB30A 73x42 BB86 86,5x41 PF30 68x46 BB386 86,5x46	aluminium - with enhanced interference surface	50
<b>VELOCE™ BRAKES</b>	deep black bright silver	brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - front and rear dual-pivot brake - universal standard brake shoe	325

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

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

TRIATHLON - TIME TRIAL

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>BAR-END 11S RECORD™ EPSTM SHIFTING LEVERS</b>		Lever in lightened aluminium - body in technopolymer - 11 speed compatible - Diameter 18.2mm - waterproof IP67 - Overall length 52 mm.	51
<b>BAR-END 11S CHORUS™ EPSTM SHIFTING LEVERS</b>		Lever in lightened aluminium - body in technopolymer - 11 speed compatible - Diameter 18.2mm - waterproof IP67 - Overall length 60,4 mm.	52
<b>BAR-END 11S RECORD™ EPSTM BRAKE LEVERS</b>		Brake lever in carbon - body and buttons in technopolymer - compatible 11 speed - Diameter 18.2 - waterproof IP67	56
<b>BAR-END 11S CHORUS™ EPSTM BRAKE LEVERS</b>		Brake lever in aluminum - body and buttons in technopolymer - compatible 11 speed - Diameter 18.2 - waterproof IP67	66
<b>TT DTI™ EPSTM V3 INTERFACE</b>		Technopolymer, waterproof (IP67) - dual output for bar-end controls and brake controls - wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE)	45
<b>TT DTI™ CHORUS™ EPSTM V2 INTERFACE</b>		Technopolymer, waterproof (IP67) - dual output for bar-end controls and brake controls	24
<b>BAR-END 11S SHIFTING LEVERS CARBON</b>		technopolymer body - carbon fibre levers - Back to Zero position - adjustable initial position - Multi-shifting System™ - micrometric adjustment of the front derailleur - with SR-RE-CH 11s drivetrain compatible	155
<b>BAR-END 11S SHIFTING LEVERS</b>		technopolymer body - aluminium levers - Back to Zero position - adjustable initial position - Multi-shifting System™ - micrometric adjustment of the front derailleur - with ATHENA 11s drivetrain compatible	167
<b>BAR-END 10S SHIFTING LEVERS</b>		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
<b>BAR-END CARBON BRAKE LEVERS</b>		technopolymer body - carbon fibre levers - aerodynamic profile - ergonomic profile for the levers - quick-release system	86
<b>BAR-END BRAKE LEVERS</b>		technopolymer body - leva in alluminio - aerodynamic profile - ergonomic profile for the levers - Quick-release system	106

PISTA

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

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



ROAD

CARBON WHEELS

NOMINAL WEIGHT [g]*	RIM MATERIAL	RIM SECTION HEIGHT/WIDTH - mm (NOMINAL)	ULTRA-FIT™	LABELS	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES	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
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<b>BORA™ ULTRA™ TT front tub.</b>	975	carbon	D/20	B					carbon					130		•	C			9/10/11
<b>BORA™ ULTRA™ 35 front tub.</b>	480	carb	35/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	carb	•	C	blk/carb	•	
<b>BORA™ ULTRA™ 35 rear tub.</b>	690	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 35 rear tub. (HG)</b>	690	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 50 front tub.</b>	520	carb	50/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	carb	•	C	carb	•	
<b>BORA™ ULTRA™ 50 rear tub.</b>	695	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 50 rear tub. (HG)</b>	695	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 80 front tub.</b>	705	carb	80/20	B/D	carb	16		RDB	SS	AE DB		UL	alu	100	carb	•	C	blk/carb	•	
<b>BORA™ ULTRA™ 80 rear tub.</b>	815	carb	80/20	B/D	carb	18/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 80 rear tub. (HG)</b>	854	carb	80/20	B/D	carb	18/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ONE 35 front cl.</b>	505	carb	35/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
<b>BORA™ ONE 35 rear cl.</b>	710	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 35 rear cl. (HG)</b>	710	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 50 front tub.</b>	545	carb	50/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
<b>BORA™ ONE 50 rear tub.</b>	720	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 50 rear tub. (HG)</b>	720	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ULTRA™ 35 front cl.</b>	575	carb	35/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	carb	•	C	blk/carb	•	
<b>BORA™ ULTRA™ 35 rear cl.</b>	785	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 35 rear cl. (HG)</b>	785	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 50 front cl.</b>	630	carb	50/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	carb	•	C	carb	•	
<b>BORA™ ULTRA™ 50 rear cl.</b>	805	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 50 rear cl. (HG)</b>	805	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ONE 35 front cl.</b>	600	carb	35/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
<b>BORA™ ONE 35 rear cl.</b>	805	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 35 rear cl. (HG)</b>	805	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 50 front cl.</b>	655	carb	50/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
<b>BORA™ ONE 50 rear cl.</b>	830	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 50 rear cl. (HG)</b>	830	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>HYPERON™ ULTRA™ Two front tub.</b>	536	carb	19/20	B	carb	22		RDB	SS	AE DB		UL	alu	100	carb	•	C	carb	•	
<b>HYPERON™ ULTRA™ Two rear tub.</b>	695	carb	21/20	B	carb	24		RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>HYPERON™ ULTRA™ Two rear tub. (HG)</b>	734	carb	21/20	B	carb	24		RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb	•	9/10/11

KEY

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B=Bright - D=Dark

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

ROAD

ALUMINIUM WHEELS

	NOMINAL WEIGHT [g]*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH - mm (NOMINAL)	ULTRA-FIT™	LABELS	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES	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
<b>SHAMAL™ MILLE™ front cl.</b>	615	alu	23/20,5		B/D		black	16	RDB	alu	AE DB		UL	alu	100	alu/carb	•	U	blk/carb	•	
<b>SHAMAL™ MILLE™ rear cl.</b>	811	alu	27/20,5		B/D		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ MILLE™ rear cl. (HG)</b>	811	alu	27/20,5		B/D		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ front cl.</b>	605	alu	24/20,5		B/D		black	16	RDB	alu	AE DB		UL	alu	100	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ rear cl.</b>	820	alu	30/20,5		B/D		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ rear cl. (HG)</b>	859	alu	30/20,5		B/D		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ front tub.</b>	612	alu	24,5/20		B		black	16	RDB	alu	AE DB		UL	alu	100	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ rear tub.</b>	813	alu	28,5/20		B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ rear tub. (HG)</b>	852	alu	28,5/20		B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ 2-Way Fit™ front</b>	615	alu	24/20,5	•	B		black	16	RDB	alu	AE DB		UL	alu	100	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ 2-Way Fit™ rear</b>	825	alu	28/20,5	•	B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ 2-Way Fit™ rear (HG)</b>	864	alu	28/20,5	•	B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>EURUS™ front cl.</b>	640	alu	24/20,5		B		black	16	RDB	alu	AE DB		UL	alu	100	alu	•	S	slv/blk	•	9/10/11
<b>EURUS™ rear cl.</b>	825	alu	30/20,5		B		black	21/G3™	RDB	alu	AE DB		UL	alu	130	alu	•	S	slv/blk	•	9/10/11
<b>EURUS™ rear cl. (HG)</b>	864	alu	30/20,5		B		black	21/G3™	RDB	alu	AE DB		UL	alu	130	alu	•	S	slv/blk	•	9/10/11
<b>EURUS™ 2-Way Fit™ front</b>	645	alu	24/20,5	•	B		black	16	RDB	alu	AE DB		UL	alu	100	alu	•	S	black	•	9/10/11
<b>EURUS™ 2-Way Fit™ rear</b>	840	alu	28/20,5	•	B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu	•	S	black	•	9/10/11
<b>EURUS™ 2-Way Fit™ rear (HG)</b>	879	alu	28/20,5	•	B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu	•	S	black	•	9/10/11
<b>ZONDA™ front cl.</b>	670	alu	24/20,5		B		black	16	RDB	SS	AE DB		UL	BR	100	alu	•	S	black	•	9/10/11
<b>ZONDA™ rear cl.</b>	880	alu	30/20,5		B		black	21/G3™	RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
<b>ZONDA™ rear cl. (HG)</b>	924	alu	30/20,5		B		black	21/G3™	RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
<b>ZONDA™ 2-Way Fit™ front</b>	680	alu	24/20,5	•	B		black	16	RDB	SS	AE DB		UL	BR	100	alu	•	S	black	•	9/10/11
<b>ZONDA™ 2-Way Fit™ rear</b>	890	alu	30/20,5	•	B		black	21/G3™	RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
<b>ZONDA™ 2-Way Fit™ rear (HG)</b>	939	alu	30/20,5	•	B		black	21/G3™	RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
<b>SCIROCCO™ 35mm front cl.</b>	788	alu	35/20		B		black	16	RDB	SS	AE DB			alu	100	alu		S	black	•	9/10/11
<b>SCIROCCO™ 35mm rear cl.</b>	937	alu	35/20		B		black	21/MG3™	RDB	SS	AE DB			alu	130	alu		S	black	•	9/10/11
<b>SCIROCCO™ 35mm rear cl. (HG)</b>	1004	alu	35/20		B		black	21/MG3™	RDB	SS	AE DB			alu	130	alu		S	black	•	9/10/11
<b>VENTO™ ASYMMETRIC front cl.</b>	750	alu	24/20,5		B	•	black	18		SS	AE DB			alu	100	alu		S	black		
<b>VENTO™ ASYMMETRIC G3™ rear cl.</b>	910	alu	27,5/20,5		B	•	black	24/G3™		SS	AE DB			alu	130	alu		S	black		9/10/11
<b>VENTO™ ASYMMETRIC G3™ rear cl. (HG)</b>	949	alu	27,5/20,5		B	•	black	24/G3™		SS	AE DB			alu	130	alu		S	black		9/10/11
<b>KHAMSIN™ ASYMMETRIC front cl.</b>	815	alu	24/20,5		B	•	black	18		S				BR	100	alu		S	black		
<b>KHAMSIN™ ASYMMETRIC rear cl.</b>	935	alu	27,5/20,5		B	•	black	20		S/SS				BR	130	alu		S	black		9/10/11
<b>KHAMSIN™ ASYMMETRIC rear cl. (HG)</b>	974	alu	27,5/20,5		B	•	black	20		S/SS				BR	130	alu		S	black		9/10/11
<b>KHAMSIN™ ASYMMETRIC front cl.</b>	815	alu	24/20,5		B	•	black	18		S				BR	100	alu		S	black		
<b>KHAMSIN™ ASYMMETRIC G3™ rear cl.</b>	975	alu	27,5/20,5		B	•	black	24/G3™		S/SS				BR	130	alu		S	black		9/10/11
<b>KHAMSIN™ ASYMMETRIC G3™ rear cl. (HG)</b>	1014	alu	27,5/20,5		B	•	black	24/G3™		S/SS				BR	130	alu		S	black		9/10/11
<b>NEUTRON™ ULTRA™ front cl.</b>	630	alu	18/20,5		B	•	black	22		SS	AE DB		UL	alu	100	alu/carb	•	S	blk/carb		9/10/11
<b>NEUTRON™ ULTRA™ rear cl.</b>	840	alu	18/20,5		B	•	black	24		SS	AE DB	•	UL	alu	130	alu/carb	•	S	blk/carb		9/10/11
<b>NEUTRON™ ULTRA™ rear cl. (HG)</b>	879	alu	18/20,5		B	•	black	24		SS	AE DB	•	UL	alu	130	alu/carb	•	S	blk/carb		9/10/11

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

ROAD

ALUMINIUM - CARBON WHEELS

	NOMINAL WEIGHT [g]*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH - mm	ULTRA-FIT™	LABELS	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES	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
<b>BULLET™ ULTRA™ front cl.</b>	727	alu/carb	50/20,5		B/D	carb	18		RDB	SS	AE DB		DRSC™	alu	100	alu	•	U/C	black	•	
<b>BULLET™ ULTRA™ rear cl.</b>	863	alu/carb	50/20,5		B/D	carb	21/G3™		RDB	SS	AE DB		DRSC™	alu	130	alu	•	U/C	black	•	9/10/11
<b>BULLET™ ULTRA™ rear cl. (HG)</b>	902	alu/carb	50/20,5		B/D	carb	21/G3™		RDB	SS	AE DB		DRSC™	alu	130	alu	•	U/C	black	•	9/10/11
<b>BULLET™ front cl.</b>	785	alu/carb	50/20,5		B	carb	18		RDB	SS	AE DB		DRSC™	BR	100	alu	S		black	•	
<b>BULLET™ rear cl.</b>	970	alu/carb	50/20,5		B	carb	21/G3™		RDB	SS	AE DB		DRSC™	BR	130	alu	S		black	•	9/10/11
<b>BULLET™ rear cl. (HG)</b>	1009	alu/carb	50/20,5		B	carb	21/G3™		RDB	SS	AE DB		DRSC™	BR	130	alu	S		black	•	9/10/11

TRIATHLON - TIME TRIAL

<b>BORA™ ULTRA™ TT rear road</b>	975	carbon	D/20		B				carbon						130		•	C			9/10/11
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CYCLOCROSS

<b>KHAMSIN™ ASYMMETRIC CX front cl.</b>	815	alu	24/20,5		B	•	black	18		S				BR	100	alu	S		black		
<b>KHAMSIN™ ASYMMETRIC CX rear cl.</b>	935	alu	27,5/20,5		B	•	black	20		S/SS				BR	130	alu	S		black		9/10/11
<b>KHAMSIN™ ASYMMETRIC CX rear cl. (HG)</b>	974	alu	27,5/20,5		B	•	black	20		S/SS				BR	130	alu	S		black		9/10/11
<b>SCIROCCO™ 35mm CX front cl.</b>	778	alu	24/20,5		B	•	black	20	SDB	SS	AE DB			alu	100	alu	S		black	•	
<b>SCIROCCO™ 35mm CX rear cl.</b>	937	alu	24/20,5		B	•	black	27/G3™	SDB	SS	AE DB			alu	130	alu	S		black	•	9/10/11
<b>SCIROCCO™ 35mm CX rear cl. (HG)</b>	1004	alu	24/20,5		B	•	black	27/G3™	SDB	SS	AE DB			alu	130	alu	S		black	•	9/10/11

PISTA

<b>GHIBLI™ front track</b>	800	carb	D/20												100	alu	•	C			
<b>GHIBLI™ rear track</b>	825	carb	D/20												120	alu	•	C			
<b>PISTA™ front tub.</b>	995	alu	38/20		B		black	20		SS	AE			alu	100	alu	•	S	black		
<b>PISTA™ rear tub.</b>	1040	alu	38/20		B		black	24		SS				alu	120	alu	•	S	black		

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 B=Bright - D=Dark

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

# 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.

## SERVICE CENTERS

### ITALY - CENTRAL SERVICE CENTER

CAMPAGNOLO SRL HEADQUARTERS  
Via della Chimica, 4  
36100 Vicenza  
Ph. +39-0-444-225600  
Fax +39-0-444-225606  
service.campagnolo@campagnolo.com

### AUSTRALIA

BIKE SPORTZ IMPORTS  
23C - 23D Industrial Drive  
3195 Braeside (Victoria)  
Ph. +61 (03) 9587 2344  
Fax +61 (03) 9587 6951  
jnnunan@bikesportz.com.au

### DE GRANDI CYCLE AND SPORT

419-425 Moorabool St.  
3220 Geelong (Victoria)  
Ph. +61 (03) 5221 5099  
Fax +61 (03) 5222 3850  
shanel@degrandi.com.au

### BENELUX

INTERNATIONAL CYCLE CONNECTION B.V.  
I.C.C.  
Communicatielaan 5A  
4538 Terneuzen, BV  
The Netherlands  
Ph. +31 (0)115 649321  
Fax +31 (0)115 649110  
info@i-c-c.nl

### BRAZIL

DIPSA  
Rua Barão do Rego Barros, 510  
CEP. 04512-041  
São Paulo - SP  
Ph. (55) (11) 5093-4364  
dipsa@dipsa.com.br

### CANADA

GREAT WESTERN BICYCLE  
232 West 7th Ave  
V5Y 1M1 Vancouver  
British Columbia  
Ph. 1 604 872 2446  
Fax 1 604 872 0226  
sales@gwbicycle.com

### CYCLES LAMBERT INC.

1000, Rue des Riveurs  
Levis  
G6V 9G3 Quebec  
Ph. +1-418-8351685  
Fax +1-800-461-1685  
info@cycleslambert.com

### CYCLES MARINONI INC.

1067, Levis - Lachenaie  
J6W 4L2 Quebec  
Ph. +1-450-4717133  
Fax +1-450-4719887

### CHILE

RAFAEL BURGOS S.A.  
Arturo Prat, 1032  
Santiago  
Ph. +56 2/5200600  
Fax +56 2/6342390

### CHINA - HONK KONG

IRON ORE CO LTD  
3/F, Wing Wah Ind. Bldg.,  
137 Yeung Uk Road  
Tsuen Wan  
Hong Kong  
Ph. +852-35763839  
Fax +852-35763837  
ccheng@ironorechina.com

### CHEUNG KEE CYCLE CO.

1B, Fuk Yip Building, 12  
Kik Yeung Road Yuen Long  
Yuen Long  
N.T. Hong Kong  
Ph. +852 2247 46794  
sales@ckcycle.com

### CYPRUS

RACING CYCLES LTD  
Prodrumou, 51  
2063 Strovolos  
Nicosia  
Ph. +357 22270766  
Fax +357 22270437  
cyprus@racingcycles.eu

### CZECH REPUBLIC

SIRER S.R.O.  
Vit. Halka, 368  
266 01 Beroun  
Ph. +420 775 590 956  
Fax +420 608 241 691  
campagnolo@sirer.cz

### DENMARK

PEAK BIKE APS  
Svejssegangen 3-1 TH  
2690 Karlslunde  
Ph. +45 4492 2800  
info@peakbike.dk

### ESTONIA

DENARO TEAM  
Männiku tee, 96G  
11316 Tallin  
Ph. 0037 25051209  
Fax 0037 26779051

### FINLAND

VELOSPORT KY  
Mäkelänkatu, 95  
Helsinki  
Ph. +358 10 321 9200

### FRANCE

CAMPAGNOLO FRANCE SAS  
ZA du Tissot  
42530 St Genest - Lerpt  
Ph. +33 (0)477 556305  
Fax +33 (0)477 556345

### GERMANY

CAMPAGNOLO DEUTSCHLAND GMBH  
Alte Garten 62  
51371 Leverkusen  
Ph. +49 (0)214-206 95 320  
Fax +49 (0)214-206 95 315

### GREECE

CYCLES FIDUSA  
GIORGIO VOYATZIS & CO.  
Th. Sofuli 97  
85100 Rhodos  
Ph. +30 2241 021264  
Fax +30 2241 021519

### ACTIVE ZONE NETWORK S.A.

Varis-Koropiou & Makedonias, 2  
16672 Vari  
Athens  
Ph. +30 210 9612929  
info@cyclist.gr

### RACING CYCLES GREECE LTD

15123 Marousi  
Attiki  
Ph. +30 210 3312610  
sales@racingcycles.eu

### HUNGARY

SIRER S.R.O.  
FELICEBIKE KFT  
Segesvari Utca, 27  
1194 Budapest  
Ph. +36 70 4254468  
Felicebikesrl@gmail.com

### ISRAEL

AMIT LEVINSON LTD  
25 Sheshet Hayamim Str.  
26101 Qiryat Haim, POB 252  
Ph. +972 4 8405649  
Fax +972 4 8423913

### JAPAN

CAMPAGNOLO JAPAN LTD  
65 Yoshida-cho, Naka-ku  
231-0041 Yokohama  
Ph. +81 45 264 2780  
Fax +81 45 241 8030

### NEW ZEALAND

WH WORRALL CO. LTD.  
43 Felix St./Penrose P.O. Box  
12481 Auckland  
Ph. +64 9 6360641  
Fax +64 9 6360631

## TECHNICAL INFORMATION

### ITALY (CENTRAL)

Tel. +39-0444-225600  
Fax: +39-0444-225400

### FRANCE

Tel. +33-477-554449  
Fax: +33-477-556345

### GERMANY

Tel. +49-214-206953-20  
Fax: +49-214-206953-15

### SPAIN

Tel. +34-945-217195  
Fax:+34-945-217198

### U.S.A.

Tel. +1-760-9310106  
Fax: +1-760-9310991

### JAPAN

Tel. +81-45-264-2780  
Fax: +81-45-241-8030

### POLAND

P.H.U. WERTYKAL S.C.  
Ul. Rodziny Poganow, 76  
32-080 Zabierzow  
Ph. +48 12 346 16 69  
Fax +48 604 07 70 94  
servis@wertykal.com

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TRIMEN VENTURES PTE LTD  
1 Bukit Batok Crescent #08-04 WCEGA Plaza  
658070 Singapore  
Ph. +65 6747 6448  
Fax +65 6747 6447  
bryan.chew@pacific.net.sg

### KIAN HONG CYCLE PTE LTD

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415928 Eunos Technolink  
Singapore  
Ph. +65 67495787  
smiek@khcycle.com.sg

### SLOVAC REPUBLIC

ZANZO S.R.O.  
Kysucky Lieskovec 421  
2334 Bratislava  
Ph. +421 245 523721  
Fax +421 245 249404

### SLOVENIA

MAXISPORT D.O.O.  
Smartinska cesta 211  
1000 Ljubljana  
Ph. +386 1 541 10 60  
Fax +386 1 541 67 61  
service@maxisport.si

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169 Meerlust Street  
Willow Glen - Pretoria  
Ph. +27 012 8075570  
Fax +27 012 8074267

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DAEJIN INTERNATIONAL  
977-6, Daejam-Dong, Nam-Gu Pohang  
Kyuongsangbuk-Do Kyuongsangbuk-Do  
Ph. +82 54 275 2216  
info.bianchi@yahoo.co.kr

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560-5 Banghak-Dong Dobong-Gu  
Seoul  
Ph. +82 2 4997053  
kennedy.dongjin@gmail.com

### SPAIN

CAMPAGNOLO IBERICA S.L.  
Avda. de Los Huetos 46  
Pab. 31 - 01010 VITORIA  
Ph. +34 945 217195  
Fax +34 945 217198  
campagnolo@campagnolo.es

### SWITZERLAND

U.G.D. SPORT DIFFUSION S.A.  
La Taille  
2053 Cernier  
Ph. +41 32-8536363  
Fax +41 32-8536464  
info@ugd.ch

### GPR AG

Neugrütstraße 4 b  
8610 Uster  
Ph. +41 44 9449393  
info@gprag.ch

### CERTA SPORTS TRADING GMBH

Blegistrasse 17b  
6340 Baar  
Ph. +41 (0)43 810 27 56  
info@certa-sports.ch

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COLMAX INTERNATIONAL LTD  
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No. 70, Taiyi Rd., Rende Dist. 717  
Tainan City - Taiwan  
Ph. +886-6-265 6001  
Fax +886-6-265 1388  
charis@colmax.com.tw

### THAILAND

UWC/TCA - Service Center Hat Yai  
1899/23 Panpruksa,  
Sanambin-Lopburiramet Rd.  
90110 T. Kuanlang a. Hat Yai, Songkla  
Ph. +66 74 536 456  
Fax +66 74 800 463

### UWC LTD (TCA)

Service Center Bangkok  
777/5, Mue 5, TIP 6, T. Bangpla  
10540 A. Bangplee, Samutprakarn  
Bangkok  
Ph. +66 217 07904  
Fax +66 217 07905

### UWC/TCA - Service Center Chiang Mai

44/1 Devarit Rd., T. Changpurk  
50300 A. Muang Chiang Mai  
Thailand  
Ph. +66 53 406 292  
Fax +66 53 406 295

### UNITED KINGDOM

CHICKEN CYCLEKIT  
Unit b2, Cherrycourt Way  
LU7 4UH Bedfordshire  
Ph. +44 (0) 1525 381347  
Fax +44 (0) 1525 385361  
sales@chickencyclekit.co.uk

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MK46 5ES Buckinghamshire  
Ph. +44 (0) 7533 129 435  
velotechcycling@aaim.com

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Ditchling Common Ind. Est.  
BN6 8SE Folder Lane East  
Ditchling, Sussex  
Ph. +44 (0) 1444 243000  
Fax +44 (0) 1444 239215  
service@i-ride.co.uk

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PR5 8AR Bamber Bridge - Preston  
Lancashire  
Ph. +44 (0) 1772 339220  
Fax +44 (0) 1772 339290  
sales@cyclesportnorth.co.uk

### UNITED STATES

THE HAWLEY COMPANY, INC.  
1181 South Lake Drive  
29073-7744 Lexington SC  
Ph. +1-803 359 3492 x 192  
Fax +1-803 359 1343

### CAMPAGNOLO NORTH AMERICA INC.

5431 Avenida Encinas, Suite C  
92008 Carlsbad CA  
Ph. +1 760 9310106  
Fax +1 760 9310991  
service@campagnolona.com

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60090-6430 Wheeling IL  
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Fax +1-847-4658282

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Ph. +1-952-9419391  
Fax +1-952-9419799



# SALES NETWORK

## HEADQUARTERS

### CAMPAGNOLO S.R.L.

Via della Chimica, 4  
36100 Vicenza - ITALY  
Tel. +39-0444-225500  
Fax: +39-0444-225400  
E-mail: sales@campagnolo.com

## BRANCH OFFICES

### FRANCE

CAMPAGNOLO FRANCE SAS  
ZA du Tissot  
42530 St GENEST - LERPT  
Tel. +33-477-556305  
Fax: +33-477-556345  
E-mail: campagnolo@campagnolo.fr

### GERMANY

CAMPAGNOLO DEUTSCHLAND  
GMBH  
Alte Garten 62  
51371 LEVERKUSEN  
Tel. +49-214-206953-0  
Fax: +49-214-206953-15  
E-mail: campagnolo@campagnolo.de

### JAPAN

CAMPAGNOLO JAPAN LTD  
65 Yoshida-cho, Naka-ku,  
YOKOHAMA  
231-0041  
Tel. +81-45-264-2780  
Fax: +81-45-241-8030  
E-mail: info@campagnolo.jp

### SPAIN

CAMPAGNOLO IBERICA S.L.  
Avda. de Los Huetos 46.  
Pab. 31 - 01010 VITORIA  
Tel. +34-945-217195  
Fax: +34-945-217198  
E-mail: campagnolo@campagnolo.es

### TAIWAN

PRIMATEK LTD  
No. 1, Gongyequ 37th Rd.,  
Xitun Dist.,  
Taichung City 407, Taiwan R.O.C.  
Tel. +886-4-23506831  
Fax: +886-4-23596764

### UNITED STATES

CAMPAGNOLO NORTH AMERICA  
INC.  
5431 Avenida Encinas, Suite C -  
CARLSBAD CA 92008 - U.S.A.  
Tel. +1-760-9310106  
Fax: +1-760-9310991  
E-mail: info@campagnolona.com

## AGENT NETWORK

### BENELUX

INTERNATIONAL  
CYCLE CONNECTION I.C.C.  
Communicatielaan 5A  
4538 BV TERNEUZEN  
NETHERLAND  
Tel. +31 (0)115 649321  
Fax: +31 (0)115 649110  
E-mail: info@i-c-c.nl  
Web: www.i-c-c.nl

### UNITED KINGDOM

SELECT CYCLE COMPONENTS  
The White House  
Main Street  
NEWTON NI13 8HN - ENGLAND  
Tel. +44-0780260628  
E-mail:  
rosafio@selectcyclecomponents.com



## SALES NETWORK

### ARGENTINA

ANGEL DIAZ  
Av. Mosconi 2255  
Buenos Aires  
Ph. +54 1145716481  
info@rodadosdiaz.com.ar

### AUSTRALIA

BIKE SPORTZ IIMPORTS  
23C - 23D Industrial Drive  
3195 Braeside (Victoria)  
Ph. +61 (0)3 9587 2344  
Fax +61 (0)3 9587 6951  
jnunan@bikesportz.com.au

### DE GRANDI CYCLE&SPORT

419 Moorabool Street  
3220 Geelong (Victoria)  
Ph. 03 5221 5099  
Fax 03 5222 3850  
shane@degrandi.com.au

### AUSTRIA

NSPORTS HANDELSAGENTUR  
Alexander Niederstetter  
Goethestraße 8  
Hohenems - Vorarlberg  
Ph. +43 5576 74015  
Fax +43 557674153  
atexander@nsports.at

### BELGIUM

CODAGEX  
Zandbergen 10  
2480 Dessel  
Ph. 0032 14 34 74 74  
info@codagex.be

### VDB PARTS N.V.

Industriepark Noord 24 A  
9100 Sint-Niklaas  
Ph. +32 (0) 37807130  
Fax +32 (0) 37807144

### BRAZIL

DIPSA  
Rua Barão do Rego Barros, 510  
CEP. 04512-041  
São Paulo - SP  
Ph. [55] [11] 5093-4364  
dipsa@ddipsa.com.br

### CANADA

CYCLES LAMBERT INC.  
1000, Rue des Riveurs  
Levis  
G6V 9G3 Quebec  
Ph. +1-418-8351685  
Fax +1-800-461-1685  
info@cycleslambert.com

### CYCLES MARINONI INC.

1067, Levis  
J6W 4L2 Lachenaie- Quebec  
Ph. +1-450-4717133  
Fax +1-450-4719887

### CANADA

GREAT WESTERN BICYCLE  
232 West 7th Ave  
V5Y 1M1 Vancouver  
British Columbia  
Ph. 1 604 872 2446  
Fax 1 604 872 0226  
sales@gwbicycle.com

### CHILE

KEDRUK Y VIROVKO LTDA-KYV  
Lo Beltran 1979  
Vitacura  
7640541 Santiago  
Ph. +56 2/9866449  
info@kyvcycling.cl

### RAFAEL BURGOS S.A.

Arturo Prat, 1032  
Santiago  
Ph. +56 2/5200600  
Fax +56 2/6342390

### CHINA - HONG KONG

CHEUNG KEE CYCLE CO.  
1B, Fuk Yip Building, 12  
Kik Yeung Road Yuen Long  
N.T. Hong Kong  
Ph. +852 2247 46794  
sales@ckcycle.com

### IRON ORE CO LTD

Hong Kong, 3/F, Wing Wah Ind. Bldg.,  
137 Yeung Uk Road  
Tsuen Wan  
Hong Kong  
Ph. +852-35763839  
Fax +852-35763837  
ccheng@ironorechina.com

### ST. RIDER BEIJING

Gao Bei Dian, CHAO YANG District  
Beijing  
Ph. +86-89035750  
Fax +86-89036165  
zhangjuzheng@striderchina.com

### THE WING'S COMPANY

1b, Maple Court, 222 Fa Yuen  
St. Mongkok Kowloon  
Hong Kong  
Ph. +852 23812635  
the\_wings\_co@hotmail.com

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RACING CYCLES LTD  
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### CZECH REPUBLIC

SIRER S.R.O.  
Vit. Halka, 368  
266 01 Beroun  
Ph. +420 775 590 956  
Fax +420 608 241 691  
campagnolo@sirer.cz

### DENMARK

PEAKBIKE APS  
Svejssegangen 3-1  
TH 2690 Karlslunde  
Ph. +45 4492 2800  
info@peakbike.dk

### ESTONIA

DENARO TEAM  
Männiku tee, 96G  
11316 Tallin  
Ph. 0037 25051209  
Fax 0037 26779051

### FRANCE

CAMPAGNOLO FRANCE SAS  
ZA du Tissot  
42530 St Genest - Lerpt  
Ph. +33 (0)477 556305

### GERMANY

ASTRO RAD + TEILE + ZUBEHÖR  
Angerstraße 4  
96231 Bad Staffelstein  
Ph. +49 9573 96030  
info@astro-rad.de

### CAMPAGNOLO DEUTSCHLAND GMBH

Alte Garten 62  
51371 Leverkusen  
Ph. +49 (0)214-206 95 320  
Fax +49 (0)214-206 95 315

### CCM-SPORT GMBH

Von-Wrangell-Str. 5  
53359 Rheinbach  
Ph. +49 2226 9065-0  
ccm-sport@t-online.de

### DIEGELMANN & JACOBI GMBH

In den Nassen 4  
65719 Hofheim am Taunus  
Ph. +49 6192 206146

### ENGELBERT WIENER BIKE PARTS GMBH

Max-Planck.Str. 8  
97526 Sennfeld, Bayern  
Ph. +49 9721 65010  
info@bike-parts.de

### HERMANN HARTJE KG

Deichstraße 120-122  
27318 Hoya  
Ph. +49 4251 811-20  
info@hartje.de

### YOKOHAMA SANNOW SPORTS

242-1 Higashikibougakoa, Asahi-ku  
241-0826 Yokohama  
Ph. +81-45-364-3792  
Fax +81-45-362-7916  
info@sannowsports.jp

### GERMANY

RA-CO GMBH  
Fichtenweg 37  
99198 Kerspleben  
Ph. +49 36203 6140  
service@ra-co.de

### RAIKO GMBH -

RADSPORTGROSSHANDEL  
Feldstr. 7  
53340 Meckenheim  
Ph. +49 2225/706710  
info@raiko.de

### GREECE

ACTIVE ZONE NETWORK S.A.  
Varis-Koropiou & Makedonias, 2  
16672 Vari - Athens  
Ph. +30 210 9612929  
info@cyclist.gr

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85100 Rhodos  
Ph. +30 2241021264  
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Angerstraße 4  
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Ph. +972 3 5612520  
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### ITALY

For information on the distribution  
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### JAPAN

DINOSAUR  
2-8-15 Kitanoshonishi-machi,  
Nara-shi  
630-8452 Nara  
Ph. +81-742-64-3555  
Fax +81-742-64-3556  
info@dinosaur-gr.com

### KAWASHIMA CYCLE SUPPLY

3-3-16 Kitasho-cho, Sakai-ku, Sakai  
590-0007 Osaka  
Ph. +81-72-238-6126  
Fax +81-72-221-4379  
info@riogrande.co.jp

### NICHINAO SHOKAI

221 Shinzen-cho, Soka  
340-0054 Saitama  
Ph. +81-48-953-9771  
Fax +81-48-953-9774  
info@nichinao.co.jp

### YOKOHAMA SANNOW SPORTS

242-1 Higashikibougakoa, Asahi-ku  
241-0826 Yokohama  
Ph. +81-45-364-3792  
Fax +81-45-362-7916  
info@sannowsports.jp

### NETHERLANDS

HANDELSONDERNEMING TEHAVA B.V.  
Tomeikerweg 31  
6161 Geleen RB  
Ph. +31 (0) 464752100  
Fax +31 (0) 464750424

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Wilmersdorf 37  
7327 AD Apeldoorn  
Ph. +31 (0)318 55 30 30  
Fax +31 (0)318 55 32 11

### NEW ZEALAND

DE GRANDI CYCLE & SPORTS NZ LTD  
19 Nuttall Drive  
8022 Hillsborough-Christchurch  
Ph. +64 33891205  
jonny@degrandi.co.nz

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PO box 12481- Auckland  
Ph. +64 96360641  
david@worrall.co.nz

### NORWAY

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Gravarsveien 36  
Sandnes  
Ph. +47 51686270  
morten.forus@racingdepot.no

### PHILIPPINES

YKK TRADING  
68-74 Legaspi Street  
6000 Cebu  
Ph. 6363322558853  
johngm@ykkbikes.com

### SINGAPORE

KIAN HONG CYCLE PTE LTD  
Nara-shi  
13 Kaki Bukit Road 1 #02-08  
415928 Eunos Technolink  
Ph. +65 67495787  
smiek@khcycle.com.sg

### TRIMEN VENTURES PTE LTD

1 Bukit Batok Crescent #08-04  
WCEGA Plaza  
658070 Singapore  
Ph. +65 6747 6448  
Fax +65 6747 6447  
bryan.chew@pacific.net.sg

### SLOVENIA

MAXISPORT D.O.O.  
Letališka c.5 1000  
Lubjana  
Ph. +386 1 547 65 00  
service@maxisport.si

### SOUTH AFRICA

RIBBENS INTERNATIONAL CC  
169 Meerlust Street - Willow Glen  
Pretoria  
Ph. +27 0128075570  
jr@jjcycling.co.za

### SOUTH KOREA

DAEJIN INTERNATIONAL  
15 Hyoseong-Ro, Nam-Gu,  
Pohang-Si  
Gyeongsangbuk-Do  
Ph. +82 54/275.2216  
info.bianchi@yahoo.co.kr

### DONGJIN IMPORTS CO. LTD

560-5 Banghak-Dong Dobong-Gu  
Seoul  
Ph. +82 2 4997053  
kennedy.dongjin@gmail.com

### SPAIN

CASA MASFERRER, S.A.  
Pol. Ind. Congost Avda. S. Julian  
Granollers, Barcelona  
Ph. +34-93 8463 444  
Fax +34-93 846 5355  
masferrer@casamasferrer.com

### COMET DISTRIBUCIONES

COMERCIALES SL  
Poligono Erratzu, 440, APDO. 191  
Urnietia (Guipuzcoa)  
Ph. +34-943 330 965  
Fax +34-555 658  
comet@comet.es

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Capitan Blanco Argibay, 139  
Madrid  
Ph. +34-91 315 3496  
Fax +34-91 3230652  
info@jaimelorenzo.com

### SWITZERLAND

CERTA SPORTS TRADING GMBH  
Blegistrasse 17b  
6340 Baar  
Ph. +41 (0)43 810 27 56  
info@certa-sports.ch

### GPR AG

Neugrütstraße 4 b  
8610 Uster  
Ph. +41 44 9449393  
info@gprag.ch

### UGD SPORT DIFFUSION SA

La Taille 2053  
Cernier  
Ph. +41 032 8536363  
info@ugd.ch

### TAIWAN - MAINLAND CHINA

COLMAX INTERNATIONAL LTD  
Taiwan Branch [H.K.]  
No. 70, Taiyi Rd., Rende Dist.717  
Tainan City - Taiwan  
Ph. +886-6-265 6001  
Fax +886-6-265 1388  
charis@colmax.com.tw

### THAILAND

UWC LTD  
777/5 Moo. 9 Krongkarn Tip 6  
Bangpla, Bangplee  
Samutprakam  
Ph. +66 23673470  
kanate@uniwave.net

### UKRAINE

VELOFM GROUP  
Geroev Stalingrada Str.,156-A  
49057 Dnepropetrovsk  
Ph. +38056 7885858  
sport@velofmgroup.com.ua

### UNITED KINGDOM

CHICKEN CYCLEKIT  
Unit b2, Cherrycourt Way  
LU7 4UH Bedfordshire  
Ph. +44 (0) 1525 381347  
Fax +44 (0) 1525 385361  
sales@chickencyclekit.co.uk

### CYCLESPOORT NORTH LTD

Unit 363 Leach Place, Walton Summit  
Centre, Bamber Bridge Preston,  
Lancashire  
Ph. +44 (0) 1772 339220  
Fax +44 (0) 1772 339290  
sales@cyclesportnorth.co.uk

### FISHER OUTDOOR LEISURE LIMITED

8/9 Brick Knoll Park, Ashley Road  
AL1 5UG St. Albans  
Hertfordshire  
Ph. +44 (0) 1727 798 345  
Fax 0800 980 7129  
customerservice@fisheroutdoor.co.uk

### I-RIDE.CO.UK

13 Apex Park - Diplocks Way  
BN27 3JU East Sussex  
Ph. +44 (0) 1323 445155  
Fax +44 (0) 1323 845 849  
campagnoloservice@iimwalker.co.uk

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16-24 Brownfields  
Welwyn Garden City, Hertfordshire  
Ph. +44 (0) 1438 798772

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Amy Johnson Way,  
Blackpool Business Park  
Blackpool  
Ph. +44 (0) 1438 798772  
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### U.S.A.

ACCELL NORTH AMERICA  
7620 S. 192nd Street  
98032 Kent, WA  
Ph. 1-800-283-2453  
Fax 1-800-955-2453

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Santa Fe, New Mexico

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28273-3730 Charlotte, N.C.  
Ph. 800 366 4482  
Fax 704 588 4322

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33186 Miami, FL  
Ph. 305 238 1866  
Fax 305 235 8056

### OCHSNER INT. INC.

246 E. Marquardt Drive  
60090-6430 Wheeling  
Ph. +1-847-4658200  
Fax +1-847-4658282

### QBP

6400 W. 105th Street  
55438 Bloomington, Minnesota  
Ph. 95294.19391  
Fax 952.941.979999391 / 952.941.97 /  
952.941.9799

### SECURITY BICYCLE ACCESSORIES, INC.

32 Intersections Street  
11550 Hempstead, NY  
Ph. 800 645 2990  
Fax 516 485 6117

### THE HAWLEY COMPANY

1181 South Lake Drive  
29073-7744 Lexington, SC  
Ph. 803 359 3492 x 149  
Fax 800 822 1985



**CAMPAGNOLO S.R.L.**  
 Via della Chimica, 4  
 36100 Vicenza - ITALY  
 Phone: +39 0444 225500  
 Fax: +39 0444 225400

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*Campagnolo*

PURE PERFORMANCE

# WHEELS



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

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

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

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

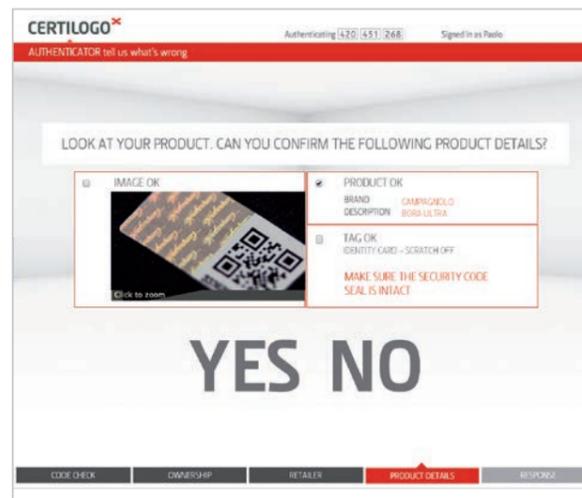
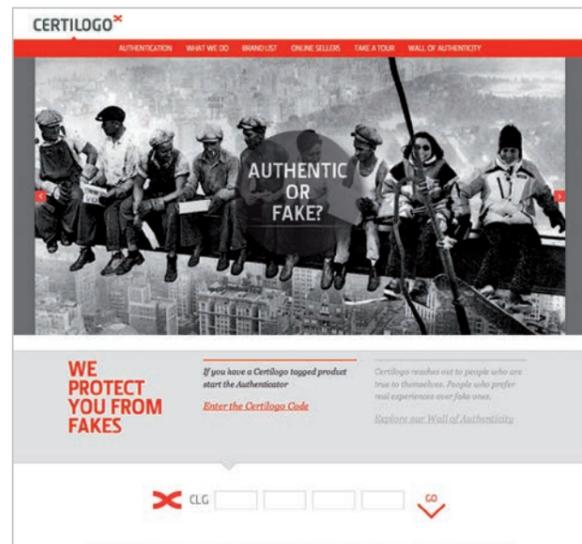
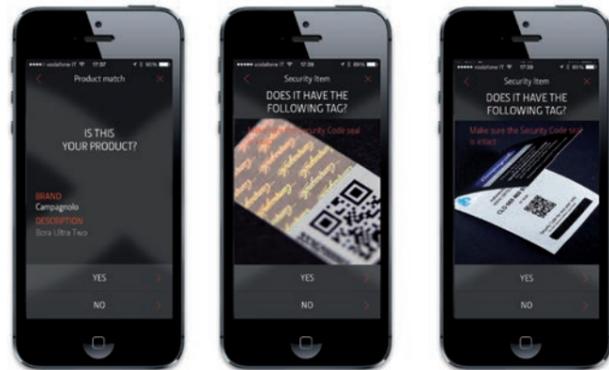
Starting with the products in the 2015 catalogue, each pair of Campagnolo<sup>®</sup> wheels in the Bora™ and Hyperon™ lines (see details) comes with an individual ID code (the Certilogo<sup>®</sup> Code or CLG Code) on a swing tag attached to a spoke of the wheel.

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

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

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

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



### PRODUCTS COVERED BY THE AUTHENTICATION SERVICE

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

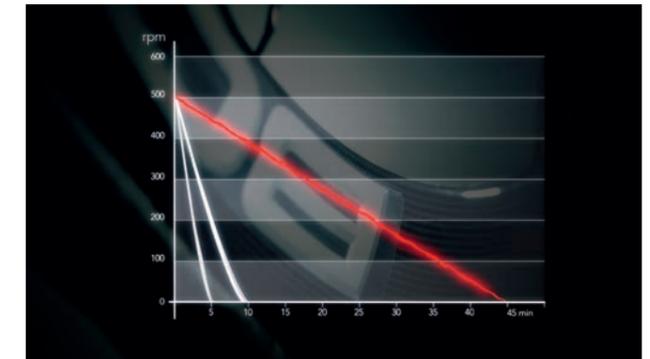
**Bora™ Ultra 35, Bora™ One 35, Bora™ Ultra 50, Bora™ One 50, Bora™ Ultra 80, Hyperon™ Ultra** (released from the Campagnolo warehouse from 1st October 2014)

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



### CULT™: Ceramic Ultimate Level Technology

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



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

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



### USB™: Ceramic Ultra Smooth Bearings

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



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

Because finding the perfect wheel means having the correct information.

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

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

#### SMOOTHNESS:

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

#### HANDLING:

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

#### AERODYNAMICS:

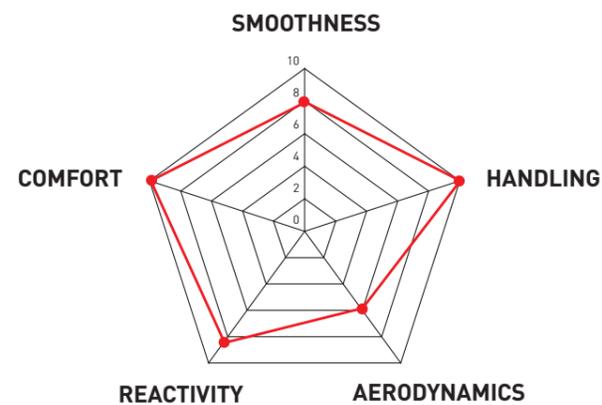
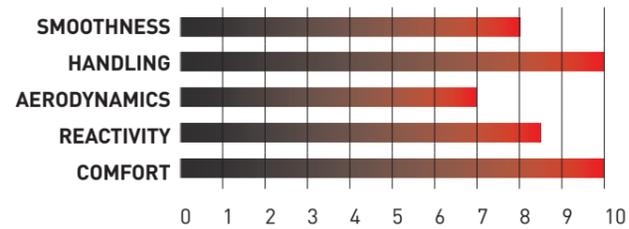
indicates the performance features of the wheel in terms of its propensity to penetrate the air. This factor depends on the height and profile of the rim, the section and form of the spokes, and the degrees of camber of the wheel.

#### REACTIVITY:

how "ready" and 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.



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

## QUICK RELEASE CAMPAGNOLO®

### What is the Campagnolo® Quick Release?

The Campagnolo® Quick Release is more than just a wheel retention system that acts as an axle. It is highly symbolic as it is the single piece from which the long and glorious history of Campagnolo® was born. The company's objective of continuously innovating to improve the cycling experience started with the quick release and it remains a functional and necessary symbol to this creed even now. Maximum performance in terms of assembly/disassembly ease, weight and smoothness of the wheel without compromising safety in any way.

The patented Campagnolo® mechanism is the one that best meets these needs. The lever is positioned centrally with respect to the axis of the hub axle, i.e. in the best position to put both ends of the axle in traction without differences in load between the sides. The axle is in the form of a cam and applies the closure traction on the axis of the quick release.

Starting a few years ago, for the Bullet™ Ultra™ family and full-carbon wheels Campagnolo® incorporates a more aerodynamic version of the quick release. The mechanics and the design are those of the well-tested Campagnolo® patent, and the lever has been designed for the maximum aerodynamic penetration.

### Advantages

Thanks to the cam axle closure, it is simple and intuitive to understand the force to be applied for correctly closing the quick release and, even more importantly, the cam creates a mechanical impediment to the opening of the release, making it extremely safe during road use.

The fork positioned symmetrically with respect to the sides of the lever and centrally with respect to the axis of the skewer, enables an even distribution of the loads and forces at each point of the skewer, thus avoiding critical breakage points and at the same perfect closure the fork of the frame and the wheel. The symmetry of the lever and the special shape of the cam make locking and releasing the wheel extremely easy, fluid, and safe. The new aerodynamic form, moreover, considerably improves the aerodynamic coefficient of the range of wheels dedicated to time trial disciplines.

					
<b>CARBON WHEELS</b>					
BORA™ ULTRA™ TT					•
BORA™ ULTRA™ 80					•
BORA™ ULTRA™ 50					•
BORA™ ULTRA™ 35					•
BORA™ ONE™ 50					•
BORA™ ONE™ 35					•
HYPERON™ ULTRA™ TWO					•
<b>ALUMINIUM/CARBON WHEELS</b>					
BULLET™ ULTRA™					•
BULLET™		•			
<b>ALUMINIUM WHEELS</b>					
SHAMAL™ MILLE™				•	
SHAMAL™ ULTRA™			•		
EURUS™			•		
ZONDA™		•			
SCIROCCO™ 35mm		•			
VENTO™ ASYMMETRIC™	•				
KHAMSIN™ ASYMMETRIC™	•				
NEUTRON™ ULTRA™			•		
<b>CX WHEELS</b>					
SCIROCCO™ 35mm CX		•			
KHAMSIN™ ASYMMETRIC™ CX	•				

# CARBON WHEELS

BORA™ ULTRA™ TT	69	BORA™ ONE™ 50	73
BORA™ ULTRA™ 80	70	BORA™ ONE™ 35	74
BORA™ ULTRA™ 50	71	HYPERON™ ULTRA™ TWO	75
BORA™ ULTRA™ 35	72		



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

## BORA™ ULTRA™ TT

In the race against time the stopwatch is your most feared adversary. To have an advantage over him you need not only great physical condition but also a technological advantage in the form of the best equipment. Campagnolo® engineers have worked painstakingly to produce the newest evolution of the disk wheel, the Bora™ Ultra™ TT. Campagnolo continues a long history of TT victories with the Bora™ Ultra™ TT and with its extreme lightweight, efficient aerodynamics, low rolling resistance and highly reactive performance this wheel is sure to bring along an even longer list of victories.

RIGHT SIDE



LEFT SIDE



Tubular: 975 g



### FULL HIGH MODULUS CARBON RIM FOR TUBULAR

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

**BRAKE PADS MADE ESPECIALLY FOR CARBON WHEELS:** the special blend increases the brake performance on both dry and wet surfaces without increasing the wear and tear on the pad or wheel.

### FULL CARBON DISC IN A SPECIALLY DEVELOPED WEAVE

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

**GRAPHICS:** renewed graphics are the perfect match for the Bora™ Ultra™ wheels.



**BEARINGS WITH CULT™ TECHNOLOGY:** the combination between the highest quality ceramic bearings and housing in special Cronitect™ steel. CULT™ makes the wheel nine times smoother than the standard system of steel bearings.

**CUP AND CONE BEARINGS:** easy bearing adjustment – reduces possible bearing play – precision operation – maintains performance over time.

### LIGHTWEIGHT AND EXTREMELY RIGID ALUMINUM HUB CONSTRUCTION

**CASSETTE:** compatible with Campagnolo® 10 and 11 speed cassettes as well as Shimano Inc. 9, 10, and 11 speed cassettes.

# BORA ULTRA 80

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

**REAR WHEEL**  
Bright label



**FRONT WHEEL**  
Dark label



Tubular: 1520 g



**FULL CARBON HIGH PROFILE FOR 80mm TUBULAR:**  
provides the maximum aerodynamic penetration. Extremely high lateral wheel stiffness and reactivity.

**EXCLUSIVE PRESSING SYSTEM FOR THE RIM IN UNPAINTED CARBON:**  
enables an extremely limited weight.

**BRAKE PADS MADE ESPECIALLY FOR CARBON WHEELS:**  
the special blend increases the brake performance on both dry and wet surfaces without increasing the wear and tear on the pad.

**DYNAMIC BALANCING ON THE RIM**

**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.

**SELF-LOCKING ALUMINIUM NIPPLES**



**BALL BEARINGS WITH CULT™ TECHNOLOGY:**  
the combination between the highest quality ceramic bearings and housing in special Cronitect™ steel. CULT™ makes the wheel nine times smoother than the standard system of steel ball bearings.

**CARBON FIBRE HUB:**  
provides a high degree of lateral stiffness and reduces weight to the minimum.

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

**CUP AND CONE BEARINGS**

**ALUMINIUM AXLE**

# BORA ULTRA 50

Innovating the wheel that for years has been a market benchmark might have seemed difficult and risky, but the Campy Tech Lab™ designers have managed to maintain those characteristics of flexibility and ease of handling that have made this high-profile wheel easy to steer, high performing and safe. In 2015 the new Bora™ Ultra™ 50 bursts onto the market not only with introduction of the new well dedicated to the clincher, but also with improvements to the previous version in terms of lightness, aerodynamics, stiffness and comfort thanks to use of the new wider rim and front and rear hubs with different diameters. Plus extremely clean-cut aesthetics guaranteed by innovative water transfer graphics. All without giving up on the extreme smoothness, which has become the market benchmark and is the result of use of CULT™ bearings.

**REAR WHEEL**  
Bright label



**FRONT WHEEL**  
Dark label



Tubular: 1215 g  
Clincher: 1435 g



**FULL-CARBON RIM, 24.2mm WIDE, FOR TUBULARS AND CLINCHERS:**  
great comfort and maximum aerodynamics for interacting with new tire standards. Extremely high lateral wheel stiffness and reactivity.

**EXCLUSIVE RIM PRINTING SYSTEM:**  
rim painting no longer required. The weight is greatly reduced and the surface is free from imperfections.

**3DIAMANT™ - BRAKE SURFACE TREATMENT:**  
this process eliminates the "breaking-in" period, improves braking performance under both wet and dry conditions and creates a more linear and smooth overall braking performance.

**BRAKE PADS MADE ESPECIALLY FOR CARBON WHEELS**

**RDB™ RIM DYNAMIC BALANCE**

**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.

**SELF-LOCKING ALUMINIUM NIPPLES**



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

**CARBON FIBRE HUB:**  
provides a high degree of lateral stiffness and reduces weight to the minimum.

**CUP AND CONE BEARINGS:**  
easy bearing adjustment.

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

**ALUMINIUM AXLE**  
reduces the weight of the wheel.

## BORA ULTRA 35

The Bora™ Ultra™ 35 met great request from Nairo Quintana and the other champions using Campagnolo®, accompanying them on all their successes, from the Tour 2013 onwards. In line with continual evolution of its products, in 2015 Campagnolo® launched the new clincher and tubular versions for the 35 mm wheel, maintaining the versatility of a wheel that brings results on any terrain and in any weather, and adding the advantages of the new generation. Thanks to the wide, aerodynamic profile, the differentiated diameter of the hubs and CULT™ bearings, every user will be able to race with the performance of champions and brake in total safety, in any conditions, thanks to 3Diamant™ technology on the braking track.

**REAR WHEEL**  
Bright label

**FRONT WHEEL**  
Dark label



Tubular: 1170 g  
Clincher: 1360 g

## BORA ONE 50

Features of this wheel are the height of its rim, capable of winning while sprinting with Greipel or racing uphill with Valverde, a new width that ensures comfort, stiffness, reactivity and cutting-edge aerodynamic performance, 3Diamant™ finish on the braking track for powerful, modular braking, exclusive G3™ spokes combined with external nipples for always efficient maintenance, different diameters on front and rear hubs with cone/cup system and USB™ bearings that offer the Bora™ One 50 client a smoothness that is however superior to traditional systems. All this makes it the ideal choice for competitive cyclists at any level and, from today, also for amateurs thanks to the arrival of the clincher version.

**REAR WHEEL**  
Bright label

**FRONT WHEEL**  
Dark label



Tubular: 1265 g  
Clincher: 1485 g



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

great comfort and maximum aerodynamics for interacting with new tire standards. Extremely high lateral wheel stiffness and reactivity.

### 3DIAMANT™ - BRAKE SURFACE TREATMENT:

this process eliminates the "breaking-in" period, improves braking performance under both wet and dry conditions and creates a more linear and smooth overall braking performance.

### BRAKE PADS MADE ESPECIALLY FOR CARBON WHEELS

### DYNAMIC BALANCING ON THE RIM

### SPOKES WITH AERODYNAMIC PROFILE IN STEEL:

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

### 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.

### SELF-LOCKING ALUMINIUM NIPPLES



### CULT™:

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

### CARBON FIBRE HUB:

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

### OVERSIZED FLANGE:

greater torsional stiffness and greater reactivity.

### CUP AND CONE BEARINGS

### ALUMINIUM AXLE

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

great comfort and maximum aerodynamics for interacting with new tire standards. Extremely high lateral wheel stiffness and reactivity.

### EXCLUSIVE RIM PRINTING SYSTEM:

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

### 3DIAMANT™ - BRAKE SURFACE TREATMENT

### BRAKE PADS MADE ESPECIALLY FOR CARBON WHEELS:

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

### RDB™ RIM DYNAMIC BALANCE

### SPOKES ANTI-ROTATION SYSTEM™:

allows the spokes to maintain the best aerodynamic position.

### 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.



### USB™ CERAMIC BALL BEARINGS:

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

### ALUMINIUM HUB BODY

### CONE/CUP BEARINGS SYSTEM:

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

### ALUMINIUM AXLE:

reduces the weight of the wheel.

### OVERSIZED FLANGE:

greater torsional stiffness and greater reactivity.

## BORA ONE™ 35

Even the youngest in the Bora™ family transformed in 2015: 24.2 mm wide, 35 mm tall rim, water transfer graphics, braking track with 3Diamant™ treatment, radial spokes on the front wheel and G3™ on the rear, external nipples, hubs in aluminum with differentiated front and rear diameters with new adjustment ring, ceramic USB™ bearings, aluminum freewheel bodies and aerodynamic quick release are just some of the strong points that are difficult to fully appreciate until you use the tubular Bora™ One 35 in challenges against regular adversaries or the clincher version in those with training companions.

**REAR WHEEL**  
Bright label

**FRONT WHEEL**  
Dark label



Tubular: 1215 g  
Clincher: 1406 g

## HYPERON™ ULTRA™ TWO

Accelerate on every incline, take on the longest climbs and have no fear of crosswinds with the Hyperon™ Ultra™ Two. The low-profile full-carbon wheelset that the professional athlete has turned to time and time again. CULT™ bearings that are 9 times smoother than traditional bearings, extremely lightweight and incredibly stiff this wheelset is the embodiment of performance. Available in both tubular and clincher version

**REAR WHEEL**

**FRONT WHEEL**



Tubular: 1231 g



**FULL-CARBON RIM, 24.2mm WIDE, FOR TUBULARS AND CLINCHERS:** great comfort and maximum aerodynamics for interacting with new tire standards. Extremely high lateral wheel stiffness and reactivity.

### EXCLUSIVE RIM PRINTING SYSTEM

**3DIAMANT™ - BRAKE SURFACE TREATMENT:** this process eliminates the "breaking-in" period, improves braking performance under both wet and dry conditions and creates a more linear and smooth overall braking performance.

### BRAKE PADS MADE ESPECIALLY FOR CARBON WHEELS

### RDB™ RIM DYNAMIC BALANCE

**SPOKES ANTI-ROTATION SYSTEM™:** allows the spokes to maintain the best aerodynamic position.

**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:** allows for the high degree of air penetration.



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

### ALUMINIUM HUB BODY

**CONE/CUP BEARINGS SYSTEM:** high-performance ceramic bearings teamed with the cone/cup system ensure long-lasting performance, are easier to adjust, reduce possible play and improve smoothness.

**ALUMINIUM AXLE:** reduces the weight of the wheel.

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

**FULL CARBON RIM:** extremely reduced drag. A high lateral rigidity value and responsiveness to the wheel.

### EXCLUSIVE RIM PRINTING SYSTEM

**BRAKE PADS MADE ESPECIALLY FOR CARBON WHEELS:** the special blend increases the brake performance on both dry and wet surfaces without increasing the wear and tear on the pad.

**STEEL, AERODYNAMIC SPOKES:** allows for the high degree of air penetration.



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

**CARBON FIBRE HUB:** provides a high degree of lateral stiffness and reduces weight to the minimum.

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

# ALU/CARBON WHEELS

BULLET™ ULTRA™

77

| BULLET™

78



Aerodynamic advantages aren't only for professional athletes. They give benefits to all cyclists. With Campagnolo's alu-carbon line of wheels you too can take advantage of aero and use it to slip by the competition.

The performance profiles are derived from the world-class and widely coveted BORA full carbon line but offer the benefit of an aluminum braking surface.

## BULLET™ ULTRA™

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

**REAR WHEEL**  
Bright label



**FRONT WHEEL**  
Dark label



Clincher: 1590 g



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

**DYNAMIC BALANCING ON THE 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.

**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.

**G3™ SPOKE PATTERN**

**SELF-LOCKING OVERSIZE ALUMINIUM NIPPLES**

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

**DRSC™ (DIRECTIONAL RIM-SPOKE COUPLING):**  
exclusive rim/spoke coupling system. It allows the rim, spokes, nipples and hub to align properly with the same tensioning value in all areas.

**AERODYNAMIC PROFILE IN STEEL**



**BEARINGS WITH CULT™ TECHNOLOGY:**  
the combination between the highest quality ceramic bearings and housing in special Cronitect™ steel. CULT™ makes the wheel nine times smoother than the standard system of steel bearings.

**OVERSIZED FLANGE ON THE DRIVE SIDE:**  
increases the torsional stiffness, increasing reactivity at each change in rhythm of the pedal stroke.

**ALUMINIUM AXLE**

**ALUMINIUM HUB BODY**

**CUP AND CONE BEARINGS**

# BULLET™

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.

REAR WHEEL

FRONT WHEEL



Clincher: 1755 g



**INTEGRATED ALUMINIUM/CARBON RIM STRUCTURE:**

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

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

**DYNAMIC BALANCING ON THE RIM**

**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 ANTI-ROTATION SYSTEM™**

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

**G3™ SPOKE PATTERN**

**DRSC™ (DIRECTIONAL RIM-SPOKE COUPLING):** exclusive rim/spoke coupling system. It allows the rim, spokes, nipples and hub to align properly with the same tensioning value in all areas.

**AERODYNAMIC PROFILE IN STEEL**

**ALUMINIUM 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 WHEELS

SHAMAL™ MILLE™	81	SCIROCCO™ 35mm	85
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From the noble Shamal™ Ultra to the Khamsin™, via the reliable Zonda™, the ever smooth Neutron™ Ultra and the winning profile of the Scirocco™ 35 mm: the Campagnolo® range in aluminum is unrivalled on the market and in 2015 sees the addition of a fine article called Shamal™ Mille. An aluminum wheel coated with the ceramic Plasma Electrolytic Oxidation that once again raises the bar of braking performance and the aesthetic appeal of Italian design. Whatever your need, your choice must be made from the Campagnolo® range.

## SHAMAL™ MILLE

Evolution of the Shamal™ Ultra in terms of aesthetics and braking performance is called Shamal™ Mille. The special ceramic Plasma Electrolytic Oxidation give the rim an elegant finish, as does the matte black of the hub, spokes and quick release. But it is on the braking performance that the Campy Tech Lab™ engineers have made yet another step forward: the refined spiral groove on the braking track allows a reduction in braking times on both wet and dry terrain and guarantees maximum silence even when braking sharply. The special ceramic treatment has been studied to work with the Campagnolo® blue brake pad and gives best results when used with a Campagnolo® brake with the pad always thoroughly cleaned.

REAR WHEEL

FRONT WHEEL



Clincher: 1426 g



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

**TOROIDAL MILLING**

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

**PROFILE IN LIGHT ALLOY FOR C15 CLINCHER:**  
can be used with the traditional clincher and inner tube system.

**DIFFERENTIATED RIM HEIGHT:**  
25.5 mm for the front, 29.5 mm for the rear.

**DYNAMIC BALANCE**

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

**DIFFERENTIATED SPOKES:**  
16 radial spokes for the front, 21 spokes for the rear, doubled on the right and exclusive Mega-G3 spokes to reduce vibration, increase transverse stiffness and transmission of power to the wheel.

**EXTERNAL NIPPLES IN ALUMINUM:**  
maximum maintenance speed.

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



**CERAMIC USB BEARINGS WITH DIFFERENTIATED DIAMETERS:**  
28 mm for the front, 30 mm for the rear. Less friction, less weight, greater smoothness and the same performance over time.

**HUB BODY IN CARBON:**  
high lateral stiffness, reducing weight to a minimum

**AXLE IN ALUMINUM:**  
it reduces wheel weight.

**OVERSIZED FLANGE:**  
it increases torsional stiffness, increasing its reactivity at every change in the cyclist's pace.

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.

**REAR WHEEL**  
Bright label

**FRONT WHEEL**  
Dark label



2-Way Fit™: 1440 g  
Tubular: 1425 g  
Clincher: 1425 g

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

**REAR WHEEL**

**FRONT WHEEL**



2-Way Fit™: 1485 g  
Clincher: 1465 g



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

**DYNAMIC BALANCE™**

**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.

**MOMAG™:**  
allows the external profile of the rim to be free of holes.

**DIFFERENTIATED RIM HEIGHT:**  
26 mm for the front, 30 mm for the rear.

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

**ALUMINIUM NIPPLES**

**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.

**AERO SPOKES IN ALUMINIUM:**  
maximum aerodynamic penetration - lower weight and greater reactivity.



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

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

**ALUMINIUM AXLE**  
reduces the weight of the wheel.

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

**TOROIDAL MILLING**

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

**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.

**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.

**DYNAMIC BALANCE™**

**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. Mega-G3™ eliminates vibrations even with "heavy" cyclists.

**AERO SPOKES IN ALUMINIUM**

**ALUMINIUM NIPPLES**

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

**ALUMINIUM AXLE:**  
reduces the weight of the wheel.

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

# ZONDA™

The introduction of Mega-G3™ technology in addition to an oversized flange make the Zonda™ wheelset a benchmark for its price point as it offers greater torsional and lateral stiffness which translates to increased power transfer. A solid wheel ready for racing the Zonda™ is ready to perform. Available also in 2-Way Fit™ this wheelset offers an added degree of versatility allowing you to choose between clincher and tubeless tires.

REAR WHEEL

FRONT WHEEL



2-Way Fit™: 1570 g  
Clincher: 1550 g

# SCIROCCO™ 35mm

Introduced last season, the new 35mm profile of the Scirocco™ offers aerodynamic benefits in a lightweight aluminum construction. A versatile 35mm profile provides for aero advantages with low cross wind interference making this wheel the perfect all-conditions solution. Technologically advanced design and profile with an aluminum braking surface make the Scirocco™ ready for any situation.

REAR WHEEL

FRONT WHEEL



Clincher: 1725 g



**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.

**MILLED RIM**

**DIFFERENTIATED RIM HEIGHT:**  
26mm at the front to provide optimal handling;  
30mm at the rear for transmitting all your power to the wheel.

**2-WAY FIT™ PROFILE**

**ULTRA-FIT™**

**DYNAMIC BALANCE™**

**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. Mega-G3™ eliminates vibrations even with "heavy" cyclists.

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

**REAR HUB WITH MEGA-G3™ 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.

**ALUMINIUM AXLE:**  
reduces the weight of the wheel.

**35mm PROFILE FOR A STANDARD TYRE:**  
translates into good penetration while being extremely easy to handle even in a cross wind.

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

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

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

**ALUMINIUM HUB:**  
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 AXLE:**  
reduces wheel weight.

## VENTO™ ASYMMETRIC

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

REAR WHEEL

FRONT WHEEL



Clincher: 1660 g

## KHAMNSIN™ ASYMMETRIC

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

REAR WHEEL  
MEGA-G3™

REAR WHEEL  
RADIAL LACING  
PATTERN



Clincher: 1750 g



**DIFFERENTIATED RIM HEIGHT:**

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

**ASYMMETRIC RIM PROFILE:**

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

**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.

**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.

**STEEL SPOKES IN VARIABLE SECTIONS:**

stability even at high speeds.

**OVERSIZE FLANGE MEGA-G3™ CASSETTE SIDE:**

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

**ALUMINIUM AXLE:**

reduces wheel weight.

**ALUMINIUM HUB:**

high side stiffness yet with low weight.

**DIFFERENTIATED RIM HEIGHT:**

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

**ASYMMETRIC RIM PROFILE:**

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

**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.

**AVAILABLE IN TWO VERSIONS OF REAR WHEEL:**

- radial lacing pattern of spokes  
- 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.

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

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

**OVERSIZED FLANGE:**

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

**ALUMINIUM AXLE:**

reduces the weight of the wheel.

**SEALED BEARINGS:**

maintains performance over time – longer bearing life.



# NEUTRON™ ULTRA™

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 in the saddle.

The Neutron™ Ultra™ encompasses everything a cyclist requires.

REAR WHEEL

FRONT WHEEL



Clincher: 1470 g



**EXCLUSIVE GEOMETRY OF THE POLYGONAL RIM:**

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

**REAR RIM WITH AN ASYMMETRICAL DRILLING:**

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

**MILLED, LOW-PROFILE RIM:**

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

**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.

**CARBON FIBRE HUB BODY:**

high degree of lateral stiffness – reduces the weight to the minimum.

**OVERSIZED FLANGE:**

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

**CUP AND CONE BEARINGS:**

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



# TECH DATA



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

Should you need yet more information please visit:  
[www.campagnolo.com](http://www.campagnolo.com)

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

<b>GROUPSETS</b>	<b>108</b>
<b>WHEELS</b>	<b>120</b>
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ROAD

CARBON WHEELS

NOMINAL WEIGHT [g]*	RIM MATERIAL	RIM SECTION HEIGHT/WIDTH - mm (NOMINAL)	ULTRA-FIT™	LABELS	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES	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
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<b>BORA™ ULTRA™ TT front tub.</b>	975	carbon	D/20		B				carbon					130		•	C			9/10/11
<b>BORA™ ULTRA™ 35 front tub.</b>	480	carb	35/24,2		B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	C	blk/carb	•	
<b>BORA™ ULTRA™ 35 rear tub.</b>	690	carb	35/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 35 rear tub. (HG)</b>	690	carb	35/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 50 front tub.</b>	520	carb	50/24,2		B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	C	carb	•	
<b>BORA™ ULTRA™ 50 rear tub.</b>	695	carb	50/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 50 rear tub. (HG)</b>	695	carb	50/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 80 front tub.</b>	705	carb	80/20		B/D	carb	16	RDB	SS	AE DB		UL	alu	100	carb	•	C	blk/carb	•	
<b>BORA™ ULTRA™ 80 rear tub.</b>	815	carb	80/20		B/D	carb	18/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 80 rear tub. (HG)</b>	854	carb	80/20		B/D	carb	18/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ONE 35 front cl.</b>	505	carb	35/24,2		B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
<b>BORA™ ONE 35 rear cl.</b>	710	carb	35/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 35 rear cl. (HG)</b>	710	carb	35/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 50 front tub.</b>	545	carb	50/24,2		B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
<b>BORA™ ONE 50 rear tub.</b>	720	carb	50/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 50 rear tub. (HG)</b>	720	carb	50/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ULTRA™ 35 front cl.</b>	575	carb	35/24,2		B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	C	blk/carb	•	
<b>BORA™ ULTRA™ 35 rear cl.</b>	785	carb	35/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 35 rear cl. (HG)</b>	785	carb	35/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 50 front cl.</b>	630	carb	50/24,2		B/D	carb	18	RDB	SS	AE DB		UL	alu	100	carb	•	C	carb	•	
<b>BORA™ ULTRA™ 50 rear cl.</b>	805	carb	50/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 50 rear cl. (HG)</b>	805	carb	50/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ONE 35 front cl.</b>	600	carb	35/24,2		B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
<b>BORA™ ONE 35 rear cl.</b>	805	carb	35/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 35 rear cl. (HG)</b>	805	carb	35/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 50 front cl.</b>	655	carb	50/24,2		B/D	carb	18	RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
<b>BORA™ ONE 50 rear cl.</b>	830	carb	50/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 50 rear cl. (HG)</b>	830	carb	50/24,2		B/D	carb	21/G3™	RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>HYPERON™ ULTRA™ Two front tub.</b>	536	carb	19/20		B	carb	22	RDB	SS	AE DB		UL	alu	100	carb	•	C	carb	•	
<b>HYPERON™ ULTRA™ Two rear tub.</b>	695	carb	21/20		B	carb	24	RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>HYPERON™ ULTRA™ Two rear tub. (HG)</b>	734	carb	21/20		B	carb	24	RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb	•	9/10/11

KEY

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

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

ROAD

ALUMINIUM WHEELS

	NOMINAL WEIGHT [g]*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH - mm (NOMINAL)	ULTRA-FIT™	LABELS	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES	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
<b>SHAMAL™ MILLE™ front cl.</b>	615	alu	23/20,5		B/D		black	16	RDB	alu	AE DB		UL	alu	100	alu/carb	•	U	blk/carb	•	
<b>SHAMAL™ MILLE™ rear cl.</b>	811	alu	27/20,5		B/D		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ MILLE™ rear cl. (HG)</b>	811	alu	27/20,5		B/D		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ front cl.</b>	605	alu	24/20,5		B/D		black	16	RDB	alu	AE DB		UL	alu	100	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ rear cl.</b>	820	alu	30/20,5		B/D		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ rear cl. (HG)</b>	859	alu	30/20,5		B/D		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ front tub.</b>	612	alu	24,5/20		B		black	16	RDB	alu	AE DB		UL	alu	100	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ rear tub.</b>	813	alu	28,5/20		B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ rear tub. (HG)</b>	852	alu	28,5/20		B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ 2-Way Fit™ front</b>	615	alu	24/20,5	•	B		black	16	RDB	alu	AE DB		UL	alu	100	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ 2-Way Fit™ rear</b>	825	alu	28/20,5	•	B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ 2-Way Fit™ rear (HG)</b>	864	alu	28/20,5	•	B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>EURUS™ front cl.</b>	640	alu	24/20,5		B		black	16	RDB	alu	AE DB		UL	alu	100	alu	•	S	slv/blk	•	9/10/11
<b>EURUS™ rear cl.</b>	825	alu	30/20,5		B		black	21/G3™	RDB	alu	AE DB		UL	alu	130	alu	•	S	slv/blk	•	9/10/11
<b>EURUS™ rear cl. (HG)</b>	864	alu	30/20,5		B		black	21/G3™	RDB	alu	AE DB		UL	alu	130	alu	•	S	slv/blk	•	9/10/11
<b>EURUS™ 2-Way Fit™ front</b>	645	alu	24/20,5	•	B		black	16	RDB	alu	AE DB		UL	alu	100	alu	•	S	black	•	9/10/11
<b>EURUS™ 2-Way Fit™ rear</b>	840	alu	28/20,5	•	B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu	•	S	black	•	9/10/11
<b>EURUS™ 2-Way Fit™ rear (HG)</b>	879	alu	28/20,5	•	B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu	•	S	black	•	9/10/11
<b>ZONDA™ front cl.</b>	670	alu	24/20,5		B		black	16	RDB	SS	AE DB		UL	BR	100	alu	•	S	black	•	9/10/11
<b>ZONDA™ rear cl.</b>	880	alu	30/20,5		B		black	21/G3™	RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
<b>ZONDA™ rear cl. (HG)</b>	924	alu	30/20,5		B		black	21/G3™	RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
<b>ZONDA™ 2-Way Fit™ front</b>	680	alu	24/20,5	•	B		black	16	RDB	SS	AE DB		UL	BR	100	alu	•	S	black	•	9/10/11
<b>ZONDA™ 2-Way Fit™ rear</b>	890	alu	30/20,5	•	B		black	21/G3™	RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
<b>ZONDA™ 2-Way Fit™ rear (HG)</b>	939	alu	30/20,5	•	B		black	21/G3™	RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
<b>SCIROCCO™ 35mm front cl.</b>	788	alu	35/20		B		black	16	RDB	SS	AE DB			alu	100	alu		S	black	•	9/10/11
<b>SCIROCCO™ 35mm rear cl.</b>	937	alu	35/20		B		black	21/MG3™	RDB	SS	AE DB			alu	130	alu		S	black	•	9/10/11
<b>SCIROCCO™ 35mm rear cl. (HG)</b>	1004	alu	35/20		B		black	21/MG3™	RDB	SS	AE DB			alu	130	alu		S	black	•	9/10/11
<b>VENTO™ ASYMMETRIC front cl.</b>	750	alu	24/20,5		B	•	black	18		SS	AE DB			alu	100	alu		S	black		
<b>VENTO™ ASYMMETRIC G3™ rear cl.</b>	910	alu	27,5/20,5		B	•	black	24/G3™		SS	AE DB			alu	130	alu		S	black		9/10/11
<b>VENTO™ ASYMMETRIC G3™ rear cl. (HG)</b>	949	alu	27,5/20,5		B	•	black	24/G3™		SS	AE DB			alu	130	alu		S	black		9/10/11
<b>KHAMSIN™ ASYMMETRIC front cl.</b>	815	alu	24/20,5		B	•	black	18		S				BR	100	alu		S	black		
<b>KHAMSIN™ ASYMMETRIC rear cl.</b>	935	alu	27,5/20,5		B	•	black	20		S/SS				BR	130	alu		S	black		9/10/11
<b>KHAMSIN™ ASYMMETRIC rear cl. (HG)</b>	974	alu	27,5/20,5		B	•	black	20		S/SS				BR	130	alu		S	black		9/10/11
<b>KHAMSIN™ ASYMMETRIC front cl.</b>	815	alu	24/20,5		B	•	black	18		S				BR	100	alu		S	black		
<b>KHAMSIN™ ASYMMETRIC G3™ rear cl.</b>	975	alu	27,5/20,5		B	•	black	24/G3™		S/SS				BR	130	alu		S	black		9/10/11
<b>KHAMSIN™ ASYMMETRIC G3™ rear cl. (HG)</b>	1014	alu	27,5/20,5		B	•	black	24/G3™		S/SS				BR	130	alu		S	black		9/10/11
<b>NEUTRON™ ULTRA™ front cl.</b>	630	alu	18/20,5		B	•	black	22		SS	AE DB		UL	alu	100	alu/carb	•	S	blk/carb		9/10/11
<b>NEUTRON™ ULTRA™ rear cl.</b>	840	alu	18/20,5		B	•	black	24		SS	AE DB	•	UL	alu	130	alu/carb	•	S	blk/carb		9/10/11
<b>NEUTRON™ ULTRA™ rear cl. (HG)</b>	879	alu	18/20,5		B	•	black	24		SS	AE DB	•	UL	alu	130	alu/carb	•	S	blk/carb		9/10/11

KEY

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

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

ROAD

ALUMINIUM - CARBON WHEELS

	NOMINAL WEIGHT [g]*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH - mm	ULTRA-FIT™	LABELS	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES	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
<b>BULLET™ ULTRA™ front cl.</b>	727	alu/carb	50/20,5		B/D	carb	18		RDB	SS	AE DB		DRSC™	alu	100	alu	•	U/C	black	•	
<b>BULLET™ ULTRA™ rear cl.</b>	863	alu/carb	50/20,5		B/D	carb	21/G3™		RDB	SS	AE DB		DRSC™	alu	130	alu	•	U/C	black	•	9/10/11
<b>BULLET™ ULTRA™ rear cl. (HG)</b>	902	alu/carb	50/20,5		B/D	carb	21/G3™		RDB	SS	AE DB		DRSC™	alu	130	alu	•	U/C	black	•	9/10/11
<b>BULLET™ front cl.</b>	785	alu/carb	50/20,5		B	carb	18		RDB	SS	AE DB		DRSC™	BR	100	alu	S		black	•	
<b>BULLET™ rear cl.</b>	970	alu/carb	50/20,5		B	carb	21/G3™		RDB	SS	AE DB		DRSC™	BR	130	alu	S		black	•	9/10/11
<b>BULLET™ rear cl. (HG)</b>	1009	alu/carb	50/20,5		B	carb	21/G3™		RDB	SS	AE DB		DRSC™	BR	130	alu	S		black	•	9/10/11

TRIATHLON - TIME TRIAL

<b>BORA™ ULTRA™ TT rear road</b>	975	carbon	D/20		B				carbon						130		•	C			9/10/11
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CYCLOCROSS

<b>KHAMSIN™ ASYMMETRIC CX front cl.</b>	815	alu	24/20,5		B	•	black	18		S				BR	100	alu	S		black		
<b>KHAMSIN™ ASYMMETRIC CX rear cl.</b>	935	alu	27,5/20,5		B	•	black	20		S/SS				BR	130	alu	S		black		9/10/11
<b>KHAMSIN™ ASYMMETRIC CX rear cl. (HG)</b>	974	alu	27,5/20,5		B	•	black	20		S/SS				BR	130	alu	S		black		9/10/11
<b>SCIROCCO™ 35mm CX front cl.</b>	778	alu	24/20,5		B	•	black	20	SDB	SS	AE DB			alu	100	alu	S		black	•	
<b>SCIROCCO™ 35mm CX rear cl.</b>	937	alu	24/20,5		B	•	black	27/G3™	SDB	SS	AE DB			alu	130	alu	S		black	•	9/10/11
<b>SCIROCCO™ 35mm CX rear cl. (HG)</b>	1004	alu	24/20,5		B	•	black	27/G3™	SDB	SS	AE DB			alu	130	alu	S		black	•	9/10/11

PISTA

<b>GHIBLI™ front track</b>	800	carb	D/20												100	alu	•	C			
<b>GHIBLI™ rear track</b>	825	carb	D/20												120	alu	•	C			
<b>PISTA™ front tub.</b>	995	alu	38/20		B		black	20		SS	AE			alu	100	alu	•	S	black		
<b>PISTA™ rear tub.</b>	1040	alu	38/20		B		black	24		SS				alu	120	alu	•	S	black		

KEY

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 B=Bright - D=Dark

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

# 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.

## SERVICE CENTERS

### ITALY - CENTRAL SERVICE CENTER

CAMPAGNOLO SRL HEADQUARTERS  
Via della Chimica, 4  
36100 Vicenza  
Ph. +39-0-444-225600  
Fax +39-0-444-225606  
service.campagnolo@campagnolo.com

### AUSTRALIA

BIKE SPORTZ IMPORTS  
23C - 23D Industrial Drive  
3195 Braeside (Victoria)  
Ph. +61 (03) 9587 2344  
Fax +61 (03) 9587 6951  
jnnunan@bikesportz.com.au

### DE GRANDI CYCLE AND SPORT

419-425 Moorabool St.  
3220 Geelong (Victoria)  
Ph. +61 (03) 5221 5099  
Fax +61 (03) 5222 3850  
shanel@degrandi.com.au

### BENELUX

INTERNATIONAL CYCLE CONNECTION B.V.  
I.C.C.  
Communicatielaan 5A  
4538 Terneuzen, BV  
The Netherlands  
Ph. +31 (0)115 649321  
Fax +31 (0)115 649110  
info@i-c-c.nl

### BRAZIL

DIPSA  
Rua Barão do Rego Barros, 510  
CEP. 04512-041  
São Paulo - SP  
Ph. (55) (11) 5093-4364  
dipsa@dipsa.com.br

### CANADA

GREAT WESTERN BICYCLE  
232 West 7th Ave  
V5Y 1M1 Vancouver  
British Columbia  
Ph. 1 604 872 2446  
Fax 1 604 872 0226  
sales@gwbicycle.com

### CYCLES LAMBERT INC.

1000, Rue des Riveurs  
Levis  
G6V 9G3 Quebec  
Ph. +1-418-8351685  
Fax +1-800-461-1685  
info@cycleslambert.com

### CYCLES MARINONI INC.

1067, Levis - Lachenaie  
J6W 4L2 Quebec  
Ph. +1-450-4717133  
Fax +1-450-4719887

### CHILE

RAFAEL BURGOS S.A.  
Arturo Prat, 1032  
Santiago  
Ph. +56 2/5200600  
Fax +56 2/6342390

### CHINA - HONK KONG

IRON ORE CO LTD  
3/F, Wing Wah Ind. Bldg.,  
137 Yeung Uk Road  
Tsuen Wan  
Hong Kong  
Ph. +852-35763839  
Fax +852-35763837  
ccheng@ironorechina.com

### CHEUNG KEE CYCLE CO.

1B, Fuk Yip Building, 12  
Kik Yeung Road Yuen Long  
Yuen Long  
N.T. Hong Kong  
Ph. +852 2247 46794  
sales@ckcycle.com

### CYPRUS

RACING CYCLES LTD  
Prodrumou, 51  
2063 Strovolos  
Nicosia  
Ph. +357 22270766  
Fax +357 22270437  
cyprus@racingcycles.eu

### CZECH REPUBLIC

SIRER S.R.O.  
Vit. Halka, 368  
266 01 Beroun  
Ph. +420 775 590 956  
Fax +420 608 241 691  
campagnolo@sirer.cz

### DENMARK

PEAK BIKE APS  
Svejssegangen 3-1 TH  
2690 Karlslunde  
Ph. +45 4492 2800  
info@peakbike.dk

### ESTONIA

DENARO TEAM  
Männiku tee, 96G  
11316 Tallin  
Ph. 0037 25051209  
Fax 0037 26779051

### FINLAND

VELOSPORT KY  
Mäkelänkatu, 95  
Helsinki  
Ph. +358 10 321 9200

### FRANCE

CAMPAGNOLO FRANCE SAS  
ZA du Tissot  
42530 St Genest - Lerpt  
Ph. +33 (0)477 556305  
Fax +33 (0)477 556345

### GERMANY

CAMPAGNOLO DEUTSCHLAND GMBH  
Alte Garten 62  
51371 Leverkusen  
Ph. +49 (0)214-206 95 320  
Fax +49 (0)214-206 95 315

### GREECE

CYCLES FIDUSA  
GIORGIO VOYATZIS & CO.  
Th. Sofuli 97  
85100 Rhodos  
Ph. +30 2241 021264  
Fax +30 2241 021519

### ACTIVE ZONE NETWORK S.A.

Varis-Koropiou & Makedonias, 2  
16672 Vari  
Athens  
Ph. +30 210 9612929  
info@cyclist.gr

### RACING CYCLES GREECE LTD

15123 Marousi  
Attiki  
Ph. +30 210 3312610  
sales@racingcycles.eu

### HUNGARY

SIRER S.R.O.  
FELICEBIKE KFT  
Segesvari Utca, 27  
1194 Budapest  
Ph. +36 70 4254468  
Felicebikesrl@gmail.com

### ISRAEL

AMIT LEVINSON LTD  
25 Sheshet Hayamim Str.  
26101 Qiryat Haim, POB 252  
Ph. +972 4 8405649  
Fax +972 4 8423913

### JAPAN

CAMPAGNOLO JAPAN LTD  
65 Yoshida-cho, Naka-ku  
231-0041 Yokohama  
Ph. +81 45 264 2780  
Fax +81 45 241 8030

### NEW ZEALAND

WH WORRALL CO. LTD.  
43 Felix St./Penrose P.O. Box  
12481 Auckland  
Ph. +64 9 6360641  
Fax +64 9 6360631

## TECHNICAL INFORMATION

### ITALY (CENTRAL)

Tel. +39-0444-225600  
Fax: +39-0444-225400

### FRANCE

Tel. +33-477-554449  
Fax: +33-477-556345

### GERMANY

Tel. +49-214-206953-20  
Fax: +49-214-206953-15

### SPAIN

Tel. +34-945-217195  
Fax:+34-945-217198

### U.S.A.

Tel. +1-760-9310106  
Fax: +1-760-9310991

### JAPAN

Tel. +81-45-264-2780  
Fax: +81-45-241-8030



### POLAND

P.H.U. WERTYKAL S.C.  
Ul. Rodziny Poganow, 76  
32-080 Zabierzow  
Ph. +48 12 346 16 69  
Fax +48 604 07 70 94  
servis@wertykal.com

### SINGAPORE-MALAYSIA-INDONESIA

TRIMEN VENTURES PTE LTD  
1 Bukit Batok Crescent #08-04 WCEGA Plaza  
658070 Singapore  
Ph. +65 6747 6448  
Fax +65 6747 6447  
bryan.chew@pacific.net.sg

### KIAN HONG CYCLE PTE LTD

13 Kaki Bukit Road 1 #02-08  
415928 Eunos Technolink  
Singapore  
Ph. +65 67495787  
smiek@khcycle.com.sg

### SLOVAC REPUBLIC

ZANZO S.R.O.  
Kysucky Lieskovec 421  
2334 Bratislava  
Ph. +421 245 523721  
Fax +421 245 249404

### SLOVENIA

MAXISPORT D.O.O.  
Smartinska cesta 211  
1000 Ljubljana  
Ph. +386 1 541 10 60  
Fax +386 1 541 67 61  
service@maxisport.si

### SOUTH AFRICA

CYCLING J&J (PTY) LTD.  
169 Meerlust Street  
Willow Glen - Pretoria  
Ph. +27 012 8075570  
Fax +27 012 8074267

### SOUTH KOREA

DAEJIN INTERNATIONAL  
977-6, Daejam-Dong, Nam-Gu Pohang  
Kyuongsangbuk-Do Kyuongsangbuk-Do  
Ph. +82 54 275 2216  
info.bianchi@yahoo.co.kr

### DONGJIN IMPORTS CO. LTD

560-5 Banghak-Dong Dobong-Gu  
Seoul  
Ph. +82 2 4997053  
kennedy.dongjin@gmail.com

### SPAIN

CAMPAGNOLO IBERICA S.L.  
Avda. de Los Huetos 46  
Pab. 31 - 01010 VITORIA  
Ph. +34 945 217195  
Fax +34 945 217198  
campagnolo@campagnolo.es

### SWITZERLAND

U.G.D. SPORT DIFFUSION S.A.  
La Taille  
2053 Cernier  
Ph. +41 32-8536363  
Fax +41 32-8536464  
info@ugd.ch

### GPR AG

Neugrütstraße 4 b  
8610 Uster  
Ph. +41 44 9449393  
info@gprag.ch

### CERTA SPORTS TRADING GMBH

Blegistrasse 17b  
6340 Baar  
Ph. +41 (0)43 810 27 56  
info@certa-sports.ch

### TAIWAN - MAINLAND CHINA

COLMAX INTERNATIONAL LTD  
Taiwan Branch (H.K.)  
No. 70, Taiyi Rd., Rende Dist. 717  
Tainan City - Taiwan  
Ph. +886-6-265 6001  
Fax +886-6-265 1388  
charis@colmax.com.tw

### THAILAND

UWC/TCA - Service Center Hat Yai  
1899/23 Panpruksa,  
Sanambin-Lopburiramet Rd.  
90110 T. Kuanlang a. Hat Yai, Songkla  
Ph. +66 74 536 456  
Fax +66 74 800 463

### UWC LTD (TCA)

Service Center Bangkok  
777/5, Mue 5, TIP 6, T. Bangpla  
10540 A. Bangplee, Samutprakarn  
Bangkok  
Ph. +66 217 07904  
Fax +66 217 07905

### UWC/TCA - Service Center Chiang Mai

44/1 Devarit Rd., T. Changpurk  
50300 A. Muang Chiang Mai  
Thailand  
Ph. +66 53 406 292  
Fax +66 53 406 295

### UNITED KINGDOM

CHICKEN CYCLEKIT  
Unit b2, Cherrycourt Way  
LU7 4UH Bedfordshire  
Ph. +44 (0) 1525 381347  
Fax +44 (0) 1525 385361  
sales@chickencyclekit.co.uk

### VELOTECH CYCLING LTD

37 Dingleberry Olney Bucks  
MK46 5ES Buckinghamshire  
Ph. +44 (0) 7533 129 435  
velotechcycling@aaim.com

### I-RIDE

Unit 7-8B Mid Sussex Business Park,  
Ditchling Common Ind. Est.  
BN6 8SE Folder Lane East  
Ditchling, Sussex  
Ph. +44 (0) 1444 243000  
Fax +44 (0) 1444 239215  
service@i-ride.co.uk

### CYCLE SPORT NORTH LTD

Unit 363 Leach Place, Walton Summit Centre  
PR5 8AR Bamber Bridge - Preston  
Lancashire  
Ph. +44 (0) 1772 339220  
Fax +44 (0) 1772 339290  
sales@cyclesportnorth.co.uk

### UNITED STATES

THE HAWLEY COMPANY, INC.  
1181 South Lake Drive  
29073-7744 Lexington SC  
Ph. +1-803 359 3492 x 192  
Fax +1-803 359 1343

### CAMPAGNOLO NORTH AMERICA INC.

5431 Avenida Encinas, Suite C  
92008 Carlsbad CA  
Ph. +1 760 9310106  
Fax +1 760 9310991  
service@campagnolona.com

### OCHSNER INT. INC.

246 E. Marquardt Drive  
60090-6430 Wheeling IL  
Ph. +1-847-4658200  
Fax +1-847-4658282

### QUALITY BICYCLE PRODUCTS

6400 W. 105th Street  
55438-2554 Bloomington MN  
Ph. +1-952-9419391  
Fax +1-952-9419799

# SALES NETWORK

## HEADQUARTERS

### CAMPAGNOLO S.R.L.

Via della Chimica, 4  
36100 Vicenza - ITALY  
Tel. +39-0444-225500  
Fax: +39-0444-225400  
E-mail: sales@campagnolo.com

## BRANCH OFFICES

### FRANCE

CAMPAGNOLO FRANCE SAS  
ZA du Tissot  
42530 St GENEST - LERPT  
Tel. +33-477-556305  
Fax: +33-477-556345  
E-mail: campagnolo@campagnolo.fr

### GERMANY

CAMPAGNOLO DEUTSCHLAND  
GMBH  
Alte Garten 62  
51371 LEVERKUSEN  
Tel. +49-214-206953-0  
Fax: +49-214-206953-15  
E-mail: campagnolo@campagnolo.de

### JAPAN

CAMPAGNOLO JAPAN LTD  
65 Yoshida-cho, Naka-ku,  
YOKOHAMA  
231-0041  
Tel. +81-45-264-2780  
Fax: +81-45-241-8030  
E-mail: info@campagnolo.jp

### SPAIN

CAMPAGNOLO IBERICA S.L.  
Avda. de Los Huetos 46.  
Pab. 31 - 01010 VITORIA  
Tel. +34-945-217195  
Fax: +34-945-217198  
E-mail: campagnolo@campagnolo.es

### TAIWAN

PRIMATEK LTD  
No. 1, Gongyequ 37th Rd.,  
Xitun Dist.,  
Taichung City 407, Taiwan R.O.C.  
Tel. +886-4-23506831  
Fax: +886-4-23596764

### UNITED STATES

CAMPAGNOLO NORTH AMERICA  
INC.  
5431 Avenida Encinas, Suite C -  
CARLSBAD CA 92008 - U.S.A.  
Tel. +1-760-9310106  
Fax: +1-760-9310991  
E-mail: info@campagnolona.com

## AGENT NETWORK

### BENELUX

INTERNATIONAL  
CYCLE CONNECTION I.C.C.  
Communicatielaan 5A  
4538 BV TERNEUZEN  
NETHERLAND  
Tel. +31 (0)115 649321  
Fax: +31 (0)115 649110  
E-mail: info@i-c-c.nl  
Web: www.i-c-c.nl

### UNITED KINGDOM

SELECT CYCLE COMPONENTS  
The White House  
Main Street  
NEWTON NI13 8HN - ENGLAND  
Tel. +44-0780260628  
E-mail:  
rosafio@selectcyclecomponents.com



## SALES NETWORK

### ARGENTINA

ANGEL DIAZ  
Av. Mosconi 2255  
Buenos Aires  
Ph. +54 1145716481  
info@rodadosdiaz.com.ar

### AUSTRALIA

BIKE SPORTZ IIMPORTS  
23C - 23D Industrial Drive  
3195 Braeside (Victoria)  
Ph. +61 (0)3 9587 2344  
Fax +61 (0)3 9587 6951  
jnnunan@bikesportz.com.au

### DE GRANDI CYCLE&SPORT

419 Moorabool Street  
3220 Geelong (Victoria)  
Ph. 03 5221 5099  
Fax 03 5222 3850  
shane@degrandi.com.au

### AUSTRIA

NSPORTS HANDELSAGENTUR  
Alexander Niederstetter  
Goethestraße 8  
Hohenems - Vorarlberg  
Ph. +43 5576 74015  
Fax +43 557674153  
atexander@nsports.at

### BELGIUM

CODAGEX  
Zandbergen 10  
2480 Dessel  
Ph. 0032 14 34 74 74  
info@codagex.be

### VDB PARTS N.V.

Industriepark Noord 24 A  
9100 Sint-Niklaas  
Ph. +32 (0) 37807130  
Fax +32 (0) 37807144

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DIPSA  
Rua Barão do Rego Barros, 510  
CEP. 04512-041  
São Paulo - SP  
Ph. [55] [11] 5093-4364  
dipsa@ddipsa.com.br

### CANADA

CYCLES LAMBERT INC.  
1000, Rue des Riveurs  
Levis  
G6V 9G3 Quebec  
Ph. +1-418-8351685  
Fax +1-800-461-1685  
info@cycleslambert.com

### CYCLES MARINONI INC.

1067, Levis  
J6W 4L2 Lachenaie- Quebec  
Ph. +1-450-4717133  
Fax +1-450-4719887

### CANADA

GREAT WESTERN BICYCLE  
232 West 7th Ave  
V5Y 1M1 Vancouver  
British Columbia  
Ph. 1 604 872 2446  
Fax 1 604 872 0226  
sales@gwbicycle.com

### CHILE

KEDRUK Y VIROVKO LTDA-KYV  
Lo Beltran 1979  
Vitacura  
7640541 Santiago  
Ph. +56 2/9866449  
info@kyvcycling.cl

### RAFAEL BURGOS S.A.

Arturo Prat, 1032  
Santiago  
Ph. +56 2/5200600  
Fax +56 2/6342390

### CHINA - HONG KONG

CHEUNG KEE CYCLE CO.  
1B, Fuk Yip Building, 12  
Kik Yeung Road Yuen Long  
N.T. Hong Kong  
Ph. +852 2247 46794  
sales@ckcycle.com

### IRON ORE CO LTD

Hong Kong, 3/F, Wing Wah Ind. Bldg.,  
137 Yeung Uk Road  
Tsuen Wan  
Hong Kong  
Ph. +852-35763839  
Fax +852-35763837  
ccheng@ironorechina.com

### ST. RIDER BEIJING

Gao Bei Dian, CHAO YANG District  
Beijing  
Ph. +86-89035750  
Fax +86-89036165  
zhangjuzheng@striderchina.com

### THE WING'S COMPANY

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St. Mongkok Kowloon  
Hong Kong  
Ph. +852 23812635  
the\_wings\_co@hotmail.com

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SIRER S.R.O.  
Vit. Halka, 368  
266 01 Beroun  
Ph. +420 775 590 956  
Fax +420 608 241 691  
campagnolo@sirer.cz

### DENMARK

PEAKBIKE APS  
Svejssegangen 3-1  
TH 2690 Karlslunde  
Ph. +45 4492 2800  
info@peakbike.dk

### ESTONIA

DENARO TEAM  
Männiku tee, 96G  
11316 Tallin  
Ph. 0037 25051209  
Fax 0037 26779051

### FRANCE

CAMPAGNOLO FRANCE SAS  
ZA du Tissot  
42530 St Genest - Lerpt  
Ph. +33 (0)477 556305

### GERMANY

ASTRO RAD + TEILE + ZUBEHÖR  
Angerstraße 4  
96231 Bad Staffelstein  
Ph. +49 9573 96030  
info@astro-rad.de

### CAMPAGNOLO DEUTSCHLAND GMBH

Alte Garten 62  
51371 Leverkusen  
Ph. +49 (0)214-206 95 320  
Fax +49 (0)214-206 95 315

### CCM-SPORT GMBH

Von-Wrangell-Str. 5  
53359 Rheinbach  
Ph. +49 2226 9065-0  
ccm-sport@t-online.de

### DIEGELMANN & JACOBI GMBH

In den Nassen 4  
65719 Hofheim am Taunus  
Ph. +49 6192 206146

### ENGELBERT WIENER BIKE PARTS GMBH

Max-Planck.Str. 8  
97526 Sennfeld, Bayern  
Ph. +49 9721 65010  
info@bike-parts.de

### HERMANN HARTJE KG

Deichstraße 120-122  
27318 Hoya  
Ph. +49 4251 811-20  
info@hartje.de

### YOKOHAMA SANNOW SPORTS

242-1 Higashikibougakoa, Asahi-ku  
241-0826 Yokohama  
Ph. +81-45-364-3792  
Fax +81-45-362-7916  
info@sannowsports.jp

### GERMANY

RA-CO GMBH  
Fichtenweg 37  
99198 Kerspleben  
Ph. +49 36203 6140  
service@ra-co.de

### RAIKO GMBH -

RADSPORTGROSSHANDEL  
Feldstr. 7  
53340 Meckenheim  
Ph. +49 2225/706710  
info@raiko.de

### GREECE

ACTIVE ZONE NETWORK S.A.  
Varis-Koropiou & Makedonias, 2  
16672 Vari - Athens  
Ph. +30 210 9612929  
info@cyclist.gr

### CYCLES FIDUSA

Th. Sofuli 97  
85100 Rhodos  
Ph. +30 2241021264  
fidusagvi@otenet.gr

### ISRAEL

AMIT LEVINSON LTD  
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Angerstraße 4  
Str. Qiryat Haim, Pab 252 26101  
Ph. +972 3 5612520  
info@amitbike.co.il

### ITALY

For information on the distribution  
network in Italy please contact  
CAMPAGNOLO S.R.L. headquarters

### JAPAN

DINOSAUR  
2-8-15 Kitanoshonishi-machi,  
Nara-shi  
630-8452 Nara  
Ph. +81-742-64-3555  
Fax +81-742-64-3556  
info@dinosaur-gr.com

### KAWASHIMA CYCLE SUPPLY

3-3-16 Kitasho-cho, Sakai-ku, Sakai  
590-0007 Osaka  
Ph. +81-72-238-6126  
Fax +81-72-221-4379  
info@riogrande.co.jp

### NICHINAO SHOKAI

221 Shinzen-cho, Soka  
340-0054 Saitama  
Ph. +81-48-953-9771  
Fax +81-48-953-9774  
info@nichinao.co.jp

### YOKOHAMA SANNOW SPORTS

242-1 Higashikibougakoa, Asahi-ku  
241-0826 Yokohama  
Ph. +81-45-364-3792  
Fax +81-45-362-7916  
info@sannowsports.jp

### NETHERLANDS

HANDELSONDERNEMING TEHAVA B.V.  
Tomeikerweg 31  
6161 Geleen RB  
Ph. +31 (0) 464752100  
Fax +31 (0) 464750424

### JUNCKER BIKE PARTS

(Accell Nederland B.V.)  
Wilmersdorf 37  
7327 AD Apeldoorn  
Ph. +31 (0)318 55 30 30  
Fax +31 (0)318 55 32 11

### NEW ZEALAND

DE GRANDI CYCLE & SPORTS NZ LTD  
19 Nuttall Drive  
8022 Hillsborough-Christchurch  
Ph. +64 33891205  
jonny@degrandi.co.nz

### W.H. WORRALL & CO. LTD

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### NORWAY

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Sandnes  
Ph. +47 51686270  
morten.forus@racingdepot.no

### PHILIPPINES

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68-74 Legaspi Street  
6000 Cebu  
Ph. 6363322558853  
johngm@ykkbikes.com

### SINGAPORE

KIAN HONG CYCLE PTE LTD  
Nara-shi  
13 Kaki Bukit Road 1 #02-08  
415928 Eunos Technolink  
Ph. +65 67495787  
smiek@khcycle.com.sg

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1 Bukit Batok Crescent #08-04  
WCEGA Plaza  
658070 Singapore  
Ph. +65 6747 6448  
Fax +65 6747 6447  
bryan.chew@pacific.net.sg

### SLOVENIA

MAXISPORT D.O.O.  
Letališka c.5 1000  
Lubjana  
Ph. +386 1 547 65 00  
service@maxisport.si

### SOUTH AFRICA

RIBBENS INTERNATIONAL CC  
169 Meerlust Street - Willow Glen  
Pretoria  
Ph. +27 0128075570  
jr@jjcycling.co.za

### SOUTH KOREA

DAEJIN INTERNATIONAL  
15 Hyoseong-Ro, Nam-Gu,  
Pohang-Si  
Gyeongsangbuk-Do  
Ph. +82 54/275.2216  
info.bianchi@yahoo.co.kr

### DONGJIN IMPORTS CO. LTD

560-5 Banghak-Dong Dobong-Gu  
Seoul  
Ph. +82 2 4997053  
kennedy.dongjin@gmail.com

### SPAIN

CASA MASFERRER, S.A.  
Pol. Ind. Congost Avda. S. Julian  
Granollers, Barcelona  
Ph. +34-93 8463 444  
Fax +34-93 846 5355  
masferrer@casamasferrer.com

### COMET DISTRIBUCIONES

COMERCIALES SL  
Poligono Erratzu, 440, APDO. 191  
Urnietia (Guipuzcoa)  
Ph. +34-943 330 965  
Fax +34-555 658  
comet@comet.es

### JAIME LLORENTE S.L. DIST. CICLISTAS

Capitan Blanco Argibay, 139  
Madrid  
Ph. +34-91 315 3496  
Fax +34-91 3230652  
info@jaimelorenzo.com

### SWITZERLAND

CERTA SPORTS TRADING GMBH  
Blegistrasse 17b  
6340 Baar  
Ph. +41 (0)43 810 27 56  
info@certa-sports.ch

### GPR AG

Neugrütstraße 4 b  
8610 Uster  
Ph. +41 44 9449393  
info@gprag.ch

### UGD SPORT DIFFUSION SA

La Taille 2053  
Cernier  
Ph. +41 032 8536363  
info@ugd.ch

### TAIWAN - MAINLAND CHINA

COLMAX INTERNATIONAL LTD  
Taiwan Branch [H.K.]  
No. 70, Taiyi Rd., Rende Dist.717  
Tainan City - Taiwan  
Ph. +886-6-265 6001  
Fax +886-6-265 1388  
charis@colmax.com.tw

### THAILAND

UWC LTD  
777/5 Moo. 9 Krongkarn Tip 6  
Bangpla, Bangplee  
Samutprakam  
Ph. +66 23673470  
kanate@uniwave.net

### UKRAINE

VELOFM GROUP  
Geroev Stalingrada Str.,156-A  
49057 Dnepropetrovsk  
Ph. +38056 7885858  
sport@velofmgroup.com.ua

### UNITED KINGDOM

CHICKEN CYCLEKIT  
Unit b2, Cherrycourt Way  
LU7 4UH Bedfordshire  
Ph. +44 (0) 1525 381347  
Fax +44 (0) 1525 385361  
sales@chickencyclekit.co.uk

### CYCLESPOORT NORTH LTD

Unit 363 Leach Place, Walton Summit  
Centre, Bamber Bridge Preston,  
Lancashire  
Ph. +44 (0) 1772 339220  
Fax +44 (0) 1772 339290  
sales@cyclesportnorth.co.uk

### FISHER OUTDOOR LEISURE LIMITED

8/9 Brick Knoll Park, Ashley Road  
AL1 5UG St. Albans  
Hertfordshire  
Ph. +44 (0) 1727 798 345  
Fax 0800 980 7129  
customerservice@fisheroutdoor.co.uk

### I-RIDE.CO.UK

13 Apex Park - Diplocks Way  
BN27 3JU East Sussex  
Ph. +44 (0) 1323 445155  
Fax +44 (0) 1323 845 849  
campagnoloservice@iimwalker.co.uk

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16-24 Brownfields  
Welwyn Garden City, Hertfordshire  
Ph. +44 (0) 1438 798772

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Amy Johnson Way,  
Blackpool Business Park  
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Ph. +44 (0) 1438 798772  
mdi.ltd@btconnect.com

### U.S.A.

ACCELL NORTH AMERICA  
7620 S. 192nd Street  
98032 Kent, WA  
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Fax 305 235 8056

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60090-6430 Wheeling  
Ph. +1-847-4658200  
Fax +1-847-4658282

### QBP

6400 W. 105th Street  
55438 Bloomington, Minnesota  
Ph. 95294.19391  
Fax 952.941.979999391 / 952.941.97 /  
952.941.9799

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11550 Hempstead, NY  
Ph. 800 645 2990  
Fax 516 485 6117

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1181 South Lake Drive  
29073-7744 Lexington, SC  
Ph. 803 359 3492 x 149  
Fax 800 822 1985



**CAMPAGNOLO S.R.L.**  
 Via della Chimica, 4  
 36100 Vicenza - ITALY  
 Phone: +39 0444 225500  
 Fax: +39 0444 225400

www.campagnolo.com

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# TRIATHLON-TIME TRIAL



## **Running against time and winning.**

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

## EPS™ CONTROLS

Triathlon and Time Trial athletes should not feel like they are in a balancing act. Just as any other athlete, they should feel in control no matter what position they are in. The Bar-End and Brake controls for EPS™ give the rider complete control from any hand position. More control translates into better confidence and more time to concentrate on your performance. The EPS™ TT controls have been designed to not only offer easy accessibility but also to allow the rider to maintain the absolute best aerodynamic position possible. One simple click from any position and you are one step closer to victory.



51 g  
RECORD™ EPS™



56 g  
RECORD™ EPS™



66 g  
CHORUS™ EPS™



52 g  
CHORUS™ EPS™



24 g



(compatible with 2016 Super Record™ EPS™ and Record™ EPS™)

45 g



1 2 3

### EPS™ BAR-END CONTROLS

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

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

#### MULTI-DOME TECH™:

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.

#### 2. MULTI-SHIFTING SYSTEM™:

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

#### 3. 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).

#### 100% WATER-PROOF:

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



1 2 3

### EPS™ BRAKE CONTROLS

#### 1. AERODYNAMIC PROFILE:

maximum aerodynamic coefficient.

#### 2. QUICK-RELEASE SYSTEM:

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

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

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

#### ONE LEVER-ONE ACTION:

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



1 2 3

### CHORUS DTI™ EPS™ V2

#### 1. ANALOGUE-DIGITAL SIGNAL CONVERSION:

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

#### 2. RGB LED:

visualises battery charge status.

#### 3. "ZERO SETTING" AND "RIDE SETTING":

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

#### 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-End and brake controls to be managed simultaneously.



1 2 3

### NEW DTI™ EPS™ V3

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

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

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

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

#### ANALOGUE-DIGITAL SIGNAL CONVERSION:

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

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

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

#### 3. LED RGB:

visualises battery charge status.

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

#### TWO POSSIBLE INTERFACE MOUNTING OPTIONS:

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

#### DUAL OUTPUT CABLES:

allow the Bar-End and brake controls to be managed simultaneously.

## BAR-END CONTROLS

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



155 g  
Carbon



167 g  
Aluminium



11v Carbon



11v Aluminium

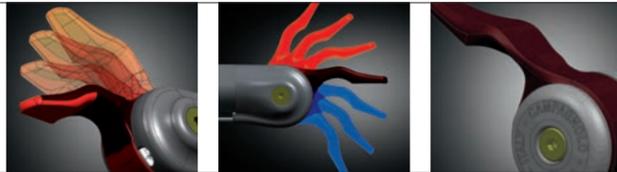


10v Aluminium

86 g  
Carbon



106 g  
Aluminium



1 2 3

### BAR-END CONTROLS

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

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

#### 2. MULTI-SHIFTING SYSTEM™:

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

#### 3. ADJUSTABLE INITIAL POSITION:

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

#### EXTERNAL CABLE CONNECTION:

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

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

perfectly synchronized with the Super Record™, Record™ and Chorus™ derailleurs and gears. Upshifting occurs in three clicks, downshifting in one (keeping an additional click for adjusting trim on the final sprockets)



1 2 3

### BAR-END BRAKE LEVERS

#### 1. AERODYNAMIC PROFILE:

maximum aerodynamic coefficient.

#### 2. QUICK-RELEASE SYSTEM:

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

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

maximum safety and adjustable braking system.

#### 2 AVAILABLE VERSIONS:

- carbon fiber lever (86 g)
- aluminium lever (106 g)



# BORA™ ULTRA™ TT

In the race against time the stopwatch is your most feared adversary. To have an advantage over him you need not only great physical condition but also a technological advantage in the form of the best equipment. Campagnolo® engineers have worked painstakingly to produce the newest evolution of the disk wheel, the Bora™ Ultra™ TT. Campagnolo continues a long history of TT victories with the Bora™ Ultra™ TT and with its extreme lightweight, efficient aerodynamics, low rolling resistance and highly reactive performance this wheel is sure to bring along an even longer list of victories.

RIGHT SIDE

LEFT SIDE



Tubular: 975 g



**FULL HIGH MODULUS CARBON RIM FOR TUBULAR**

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

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

**BRAKING SURFACE:**

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

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

**PROFILE:**

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

**NEW GRAPHICS:**

renewed graphics are the perfect match for the new Bora™ Ultra™ wheels.



**BEARINGS WITH CULT™ TECHNOLOGY:**

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

**CUP AND CONE BEARINGS:**

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

**LIGHTWEIGHT AND EXTREMELY RIGID ALUMINUM HUB CONSTRUCTION**

**CASSETTE:**

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

## 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. There is a range of profiles from 50 to 80 mm for all-carbon fibre versions, available for clincher or tubular tyres, or a carbon wheel rim and aluminium braking rim. Campagnolo® offers a comprehensive range of Triathlon and Time Trial wheels catering for all possible needs.

BORA™ ULTRA™ 80

BORA™ ULTRA™ 50



BORA™ ONE™ 50



BULLET™ ULTRA™

BULLET™



# CYCLOCROSS



## Intensity, obstacles, fatigue, mud and snow.

Since its origins, it has been a tough sport, a competition that is a heart-in-mouth experience for an hour: a specialist only for the chosen few willing to do battle with their adversaries in extreme conditions. From today a sport open to more "heroes" thanks to the Campagnolo® groupsets and wheels available not only for aficionados of the road bike but also for fans of off-road models. For "pure" cyclocross riders, Campagnolo® has developed two specific wheel models, Scirocco™ 35mm CX and Khamsin™ Asymmetric CX, preserving the product's durability thanks to the double seal that prevents water and mud getting into the hubs.

## SCIROCCO™ 35mm CX

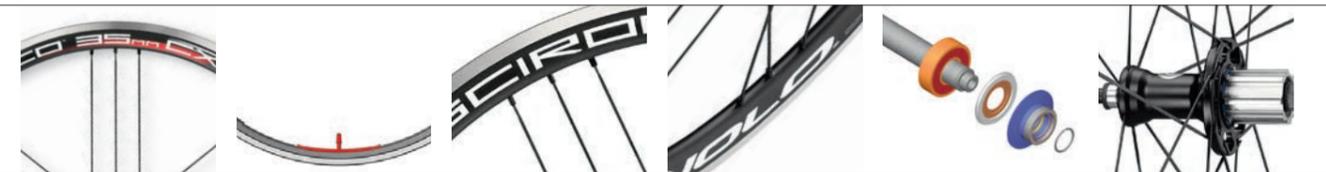
The 35mm rim is perhaps the most versatile profile available, offering the best of both worlds, an aerodynamic advantage that weighs less than a 50mm and offers less interference in cross wind situations. This advantage is no longer limited to full carbon wheels as the Scirocco™ 35mm CX is available with the same profile. Aero advantage, less mud accumulation, extremely rigid and reactive and an aluminum braking surface for sure-footed stopping power in the roughest conditions. Special cyclocross construction ensures that this wheel keeps rolling despite the rigors of the cyclocross season's tough environment.

REAR WHEEL

FRONT WHEEL



Clincher: 1725 g



### 35mm PROFILE FOR CLINCHER TYRE:

translates into an aerodynamic advantage while being extremely easy to handle even in a cross wind.

### DYNAMIC BALANCE™:

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

### EXCLUSIVE MEGA-G3™ 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.

### 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.

### SPOKES ANTI-ROTATION SYSTEM™

### HUBS WITH ADDITIONAL SEAL:

keeps the bearing zone clean and smooth running, maintaining performance over time.

### ALUMINIUM HUB BODY

### ALUMINIUM NIPPLES

**ALUMINIUM AXLE:**  
reduces wheel weight.

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

# KHAMSIN CX

The Khamsin™ Asymmetric CX is the entry level wheel for the CX family but it is every bit as competitive as other models that compete in a higher category. With advanced characteristics such as oversized flange and Spoke Dynamic Balance™ technology it is clear that this wheel is a step above your normal entry level wheel. Campy Tech Lab™ engineers have pushed the quality of this wheel even further incorporating an asymmetric rear rim that provides increased performance in terms of lateral and torsional rigidity as well as reactivity. New design and performance coupled with specific Campagnolo® CX construction hubs that ensure perfect functionality despite the mud, sand and water of cyclocross make this wheelset a must have for the upcoming season.

REAR WHEEL

FRONT WHEEL



Clincher: 1750 g



**DIFFERENTIATED RIM HEIGHT:**

24 mm at the front to provide optimal handling; 27,5 mm at the rear for a slight aero advantage and increased power transfer.

**ASYMMETRIC RIM PROFILE:**

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

**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.

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

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

**RADIAL LACING PATTERN OF SPOKES**

**OVERSIZED FLANGE:**

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

**ALUMINIUM AXLE:**

reduces the weight of the wheel.

**SEALED BEARINGS:**

maintains performance over time – longer bearing life.

**HUBS WITH ADDITIONAL SEAL:**

keeps the bearing zone clean and smooth running, maintaining performance over time.

## RECOMMENDED GROUPSETS AND WHEELS

The extreme tests carried out by the Campy Tech Lab certify how components developed for the road, with high targets of smoothness, weight and stiffness, can also be used on muddy cyclocross trails. Athena™ and Veloce™ are ready to accompany you on your challenges on trails and the steepest of ramps. Scirocco™ 35mm CX and Khamsin™ Asymmetric CX have been studied specifically for your sport, but feel free to browse the Campagnolo® range of wheels.

BORA™ ULTRA™ 50



BORA™ ULTRA™ 35



BORA™ ONE™ 50



BORA™ ONE™ 35



HYPERON™ ULTRA™ TWO



SHAMAL™ ULTRA™



ZONDA™



NEUTRON™ ULTRA™



# PISTA



From the starting gun a track racer exerts an extreme amount of force and the physical test increases exponentially as the race continues. No matter what the event, the track athlete is obligated to run a perfect race. Nowhere to hide. No place for even the slightest error. Track racing demands an incredible amount of expertise and extreme attention to detail in order for an athlete to be successful. It is with this same spirit that Campagnolo® develops its products; attention to detail, search for perfection and desire to continuously improve. Campagnolo® Track components are made with passion and are backed by a great deal of experience and heritage. Crankset and wheels bearing the Campagnolo name have seen some of the strongest athletes in history to victory... ride them towards YOUR victory!

**NEW** GIBLI™

Campagnolo® is quite proud of its glorious track record with the Ghibli™ disc wheel, the very first tenso-structure wheel ever introduced in the cycling world. Despite the fact that the Ghibli™ was still very competitive with newer models, the R&D department at Campagnolo sought to take lessons from this iconic wheel and build upon them in order to produce the next generation of extreme performance. Incorporation of carbon fiber throughout in addition to completely new construction techniques give the new wheelset an ultralight build while not sacrificing its performance attributes.

FRONT WHEEL

REAR WHEEL



Tubular: 1625 g (pair)



Minimizing material but maximizing efficiency in its employment allowed the Campy Tech Lab™ to not only make this new wheel lighter but, more importantly for its specific intended purpose of battling the clock, to improve its reactivity and rigidity. The new structure and design allows for solid and stable stance that transfers power towards forward motion as opposed to allowing lateral flex or torsion. The new structure, despite its lightweight construction, is also the stiffest amongst the leading disc wheel competitors according to laboratory tests.

With a front wheel tipping the scales at a scant 800 grams and the rear at an incredibly low 825 grams the new disc wheels are effectively the lightest performance solution available.



**CULT™**  
The hub of this new wheelset was developed in a way to house Campagnolo's ultra-smooth and efficient CULT™ Ceramic Bearing Technology.

This new wheelset was proven not only via strenuous lab testing and countless hours under athletes in training, but also in competition.

In its first official competition the Ghibli and its new ultra-performance construction were able to confer to **Alex Dowsett** a technological advantage that played a fundamental role in breaking the Hour Record.

PISTA™

The Pista™ wheel has only two jobs:  
1- to transfer the immense power generated from powerful track athletes into forward motion without flexing or wasting energy.  
2- slice through the wind to offer the lowest resistance possible. With numerous victories it appears that the Pista™ is quite capable in succeeding at both.



Tubular: 2035 g



**38mm ALUMINIUM AERO RIM:**  
maximum lateral and torsional stiffness – maintains stiffness features over time.

**STAINLESS STEEL AERO SPOKES:**  
maximum stiffness maintained over time.

RECORD™ PISTA™

The Record™ Pista™ groupset is a set of high-range components designed to excel in the velodrome. These products are designed exclusively for the specific needs of track racing. The other components have been borrowed directly from the Record™ road groupset.



995 g

CRANKSETS



BOTTOM BRACKET



THREADLESS™ HEADSET

# TECH DATA



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

Should you need yet more information please visit:  
[www.campagnolo.com](http://www.campagnolo.com)

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

<b>GROUPSETS</b>	<b>108</b>
<b>WHEELS</b>	<b>120</b>
<b>SERVICE CENTER</b>	<b>126</b>
<b>SALES NETWORK</b>	<b>128</b>



COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>SUPER RECORD™ EPS™ 11S REAR DERAILLEUR</b>		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
<b>ERGOPOWER™ SUPER RECORD™ EPS™ 11S CONTROL LEVERS</b>		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
<b>SUPER RECORD™ EPS™ STD FRONT DERAILLEUR</b>	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum 11s fork - titanium bolts - antifriction treatment - body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)	127
<b>DTI™ EPS™ V3 POWER UNIT</b>		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12V rechargeable battery - DTI™ Digital Tech Intelligence Eeprom board - magnetic power block strap - compatible with SR/RE EPS™	106
<b>DTI™ EPS™ V3 INTERFACE</b>		Technopolymer, waterproof (IP67) - battery charger port - wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE)	35
<b>SUPER RECORD™ ULTRA-TORQUE™ TITANIUM 11S CRANKSET</b>	170, 172.5, 175 mm, 39-53 36-52 34-50	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings light alloy chainrings specially designed to facilitate shifting – chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles in titanium - requires Super Record ULTRA-TORQUE™ BB cups	603
<b>SUPER RECORD™ ULTRA-TORQUE™ THREADED CUPS</b>	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	45
<b>ULTRA-TORQUE™ PRESS-FIT CUPS</b>	BB30 68x42 BB86 86,5x41 PF30 68x46 BB RIGHT 79x46 BB386 86,5x46	aluminium - with enhanced interference surface	29
<b>SUPER RECORD™ 11S SPROCKETS</b>	11-23, 11-25, 11-27, 11-29, 12-25, 12-27, 12-29	5 steel and 6 titanium - nickel-chromed finish for steel sprockets - light alloy carrier - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	177
<b>RECORD™ 11S CHAIN</b>		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**
<b>SUPER RECORD™ SKELETON™ BRAKES</b>		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - ball bearings - light alloy and titanium hardware - brake pads orbital adjustment - lightened rear brake - skeletonized arms - brake pad with elastomer compound with reinforcement in aramid fiber and silica - optional: front and rear dual-pivot brake (297 g)	272

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>CAMPAGNOLO DIRECT MOUNT BRAKE</b>	BB Front Fork Seat Stay	Independent adjustment of the individual brake shoe lever - compatible with all Campagnolo Ergopower shifters - easy mounting system - width that permits the use of tires up to 32 mm – separate models specific to individual mounting point (BB, Front Fork, Seat Stay)	158 (under BB)
<b>SUPER RECORD™ 11S REAR DERAILLEUR</b>		carbon fiber outer link with three holes to reduce weight – outer derailleur cage in carbon fiber – titanium screws - parallelogram with Embrace geometry - upper and lower body in monolithic technopolymer - inner derailleur cage in metal - derailleur pulleys in special lightened technopolymer – lower derailleur pulley with ceramic ball bearings	166
<b>SUPER RECORD™ ULTRA-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS</b>		for caliper brakes - composite body – ball bearings - lightened carbon brake lever - Ultra-Shift™ internal mechanism - ergonomic brake lever with pivot in line with support surface of Ergopower - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	342
<b>SUPER RECORD™ 11S FRONT DERAILLEUR</b>	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 – max. chainring 56 – min. chainring 34 - inner semi-cage in aluminum - outer semi-cage in monocoque carbon fiber - titanium bolts	71
<b>SUPER RECORD™ 11S FRONT DERAILLEUR with S2 System</b>	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 – max. chainring 56 – min. chainring 34 - inner semi-cage in aluminum - outer semi-cage in monocoque carbon fiber - titanium bolts - S2 System for stabilizing drivechain	74
<b>CSD™ Chain Security Device</b>		aluminum structure with high levels of stiffness, positioning and adjustment independent of the derailleur, compatible with all Campagnolo braze-on derailleurs	15
<b>Derailleur cable Adjusting barrel</b>		micrometric adjustment of derailleur cable tension	5
<b>Derailleur cable deviator insert</b>		in stainless steel	1,5
<b>RECORD™ FRONT HUB</b>		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
<b>RECORD™ REAR HUB</b>		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
<b>RECORD™ HEADSET</b>		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone systeme	104
<b>RECORD™ THREADLESS™ HEADSET</b>		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
<b>RECORD™ WATER-BOTTLE CARRIER</b>		monocoque carbon, supplied with water-bottle	18
<b>RECORD™ CABLE GUIDE PLATE</b>		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.



COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>RECORD™ EPS™ 11S REAR DERAILLEUR</b>		upper to lower pulley-axle: 55 mm - composite outer plate - parallelogram with 11s geometry - black anodized forged aluminium upper and lower body - metal-carbon cage - lightened special rubber pulleys - pulley movement with ceramic ball bushings- high torque ratio motors - Position sensor - Waterproof (IP67)"	203
<b>ERGOPOWER™ RECORD™ 11S CONTROL LEVERS</b>		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
<b>RECORD™ EPS™ 11S FRONT DERAILLEUR</b>	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 – max. chainring 55 – min. chainring 34 - aluminum fork - antifriction treatment - body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)"	133
<b>DTI™ EPS™ V3 POWER UNIT</b>		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12V rechargeable battery - DTI™ Digital Tech Intelligence Eeprom board - magnetic power block strap - compatible with SR/RE EPS™	106
<b>DTI™ EPS™ V3 INTERFACE</b>		Technopolymer, waterproof (IP67) - battery charger port - wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE)	35
<b>RECORD™ ULTRA-TORQUE™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm, 39-53 36-52 34-50	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings specially designed to facilitate shifting - chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	651
<b>RECORD™ ULTRA-TORQUE™ THREADED CUPS</b>	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	46
<b>ULTRA-TORQUE™ PRESS-FIT CUPS</b>	BB30 68x42 BB86 86,5x41 PF30 68x46 BB RIGHT 79x46 BB386 86,5x46	aluminium - with enhanced interference surface	29
<b>RECORD™ 11S SPROCKETS</b>	11-23, 11-25, 11-27, 11-29, 12-25, 12-27, 12-29	8 steel and 3 titanium - nickel-chromed finish for steel sprockets - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	201
<b>RECORD™ 11S CHAIN</b>		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**
<b>RECORD™ SKELETON™ BRAKES</b>		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - ball bearings - light alloy hardware - brake pads orbital adjustment - lightened rear brake - skeletonized arms - brake pad with elastomer compound with reinforcement in aramid fiber and silica - optional: front and rear dual-pivot brake (303 g)	284

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>CAMPAGNOLO DIRECT MOUNT BRAKE</b>	BB Front Fork Seat Stay	Independent adjustment of the individual brake shoe lever - compatible with all Campagnolo Ergopower shifters - easy mounting system - width that permits the use of tires up to 32 mm – separate models specific to individual mounting point (BB, Front Fork, Seat Stay)	158 (under BB)
<b>RECORD™ 11S REAR DERAILLEUR</b>		carbon fiber outer link with two holes to reduce weight – outer derailleur cage in carbon fiber – parallelogram with Embrace geometry - upper and lower body in monolithic technopolymer - inner derailleur cage in metal – derailleur pulleys in special lightened technopolymer – derailleur pulleys with bushings in sintered material	170
<b>RECORD™ ULTRA-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS</b>		for caliper brakes - composite body and levers – ball bearings - Ultra-Shift™ internal mechanism - ergonomic brake lever with pivot in line with support surface of Ergopower - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	348
<b>RECORD™ 11S FRONT DERAILLEUR</b>	Braze-on 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	75
<b>RECORD™ 11S FRONT DERAILLEUR with S2 System</b>	Braze-on 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 - S2 System for stabilizing drivechain	78
<b>CSD™ Chain Security Device</b>		aluminum structure with high levels of stiffness, positioning and adjustment independent of the derailleur, compatible with all Campagnolo braze-on derailleurs	15
<b>Derailleur cable Adjusting barrel</b>		micrometric adjustment of derailleur cable tension	5
<b>Derailleur cable deviator insert</b>		in stainless steel	1,5
<b>RECORD™ FRONT HUB</b>		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
<b>RECORD™ REAR HUB</b>		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
<b>RECORD™ HEADSET</b>		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104
<b>RECORD™ THREADLESS™ HEADSET</b>		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
<b>RECORD™ WATER-BOTTLE CARRIER</b>		monocoque carbon, supplied with water-bottle	18
<b>RECORD™ CABLE GUIDE PLATE</b>		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.



COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>CHORUS™ EPS™ 11S REAR DERAILLEUR</b>		upper to lower pulley-axle: 55 mm - total capacity: 33 teeth - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys - on the upper and lower body - high torque ratio motors - Position sensor - Waterproof (IP67)	225
<b>ERGOPOWER™ CHORUS™ EPS™ 11S CONTROL LEVERS</b>		for caliper brakes - composite body - brake lever in aluminium - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - front derailleur micro-adjustment possibility - multiple shifting - buttons Switch Mode™	293
<b>CHORUS™ EPS™ 11S FRONT DERAILLEUR</b>	Braze-on with clamp-on kit Ø32, 35mm	for all chainring combinations - capacity 16 - max. chainring 55 - min. chainring 34 - chrome-plated nickel fork - antifriction insert + body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)	149
<b>DTI™ CHORUS™ EPS™ V2 POWER UNIT</b>		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12 V rechargeable battery - DTI™ Digital Tech Intelligence Eeprom board - data input/output port and battery charger - system shut-down magnet - magnetic power block strap - compatible with CHORUS EPS	130
<b>DTI™ CHORUS™ EPS™ V2 INTERFACE</b>		Tecnopolimero, waterproof (IP67) - compatible with CHORUS EPS	24
<b>CHORUS™ ULTRA-TORQUE™ CARBON 11S CRANKSET</b>	170, 172.5, 175mm 39-53 36-52 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings specially designed to facilitate shifting - chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	683
<b>RECORD™ ULTRA-TORQUE™ THREADED CUPS</b>	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	46
<b>ULTRA-TORQUE™ PRESS-FIT CUPS</b>	BB30 68x42 BB86 86,5x41 PF30 68x46 BB RIGHT 79x46 BB386 86,5x46	aluminium - with enhanced interference surface	29
<b>CHORUS™ 11S SPROCKETS</b>	11-23, 11-25, 11-27, 11-29, 12-25, 12-27, 12-29	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy locking, thread 27x1	230
<b>CHORUS™ 11S CHAIN</b>		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**
<b>CHORUS™ SKELETON™ BRAKES</b>		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - skeletonized arms - special pad compound - front and rear dual-pivot brake - Campagnolo standard brake shoe	302
<b>CAMPAGNOLO SKELETON™ BRAKES</b>		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - skeletonized arms - front and rear dual-pivot brake - universal standard brake shoe	321

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>CAMPAGNOLO DIRECT MOUNT BRAKE</b>	BB Front Fork Seat Stay	Independent adjustment of the individual brake shoe lever - compatible with all Campagnolo Ergopower shifters - easy mounting system - width that permits the use of tires up to 32 mm - separate models specific to individual mounting point (BB, Front Fork, Seat Stay)	158 (under BB)
<b>CHORUS™ 11S REAR DERAILLEUR</b>		carbon fiber outer link - parallelogram with Embrace Technology - upper body in monolithic technopolymer with long carbon fiber - lightened derailleur pulleys in special rubber	183
<b>CHORUS™ ULTRA-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS</b>		for caliper brakes - composite body - brake lever in carbon fiber - ball bearings - Ultra-Shift™ internal mechanism - ergonomic brake lever with pivot in line with support surface of Ergopower - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	350
<b>CHORUS™ 11S FRONT DERAILLEUR</b>	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 - max. chainring 56 - min. chainring 34 - cast aluminum internal semi-cage - cast aluminum external semi-cage with plate	76
<b>CHORUS™ 11S FRONT DERAILLEUR with S2 System</b>	Braze-on with clamp-on kit Ø32, 35mm	for double crankset - capacity 16 - max. chainring 56 - min. chainring 34 - cast aluminum internal semi-cage - cast aluminum external semi-cage with plate - S2 System for stabilizing drivechain	79
<b>CSD™ Chain Security Device</b>		aluminum structure with high levels of stiffness, positioning and adjustment independent of the derailleur, compatible with all Campagnolo braze-on derailleurs	15
<b>Derailleur cable Adjusting barrel</b>		micrometric adjustment of derailleur cable tension	5
<b>Derailleur cable deviator insert</b>		in stainless steel	1,5
<b>RECORD™ CABLE GUIDE PLATE</b>		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.



COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>ATHENA™ 11S REAR DERAILLEUR</b>	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
<b>ATHENA™ STD + CT™ 11S FRONT DERAILLEUR</b>	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
<b>ATHENA™ POWER-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS</b>	deep black bright silver	for caliper brakes - composite body - brake lever in aluminium - Power-Shift mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	372
<b>ATHENA™ POWER-SHIFT™ 11S ALU-CARBON ERGOPOWER™ CONTROL LEVERS</b>		for caliper brakes - composite body - carbon brake lever with aluminium core - Power-Shift mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	372
<b>CHORUS™ 11S SPROCKETS</b>	11-23, 11-25, 11-27, 11-29, 12-25, 12-27, 12-29	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy locking, thread 27x1	230
<b>CHORUS™ 11S CHAIN</b>		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**
<b>ATHENA™ POWER-TORQUE™ 11S CRANKSET</b>	170, 172.5, 175 mm 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
<b>ATHENA™ POWER-TORQUE™ 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 36-52 deep black 34-50 bright silver	forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings specially designed to facilitate shifting - chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	740
<b>ATHENA™ POWER-TORQUE™ CARBON 11S CRANKSET</b>	165, 170, 172.5, 175 mm 39-53	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings specially designed to facilitate shifting - chainrings with hard anodization treatment - differentiated number of pins according to chainring combination - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	644

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<b>ATHENA™ POWER-TORQUE™ CT™ CARBON 11S CRANKSET</b>	165, 170, 172.5, 175 mm 34-50, 36-52	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
<b>POWER-TORQUE™ THREADED CUPS</b>	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	72
<b>POWER-TORQUE™ PRESS-FIT CUPS</b>	BB30 68x42 BB30A 73x42 BB86 86,5x41 PF30 68x46 BB386 86,5x46	aluminium - with enhanced interference surface	50
<b>CAMPAGNOLO SKELETON™ BRAKES</b>		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - skeletonized arms - front and rear dual-pivot brake - universal standard brake shoe	321
<b>RECORD™ WATER-BOTTLE CARRIER</b>		monocoque carbon, supplied with water-bottle	5
<b>RECORD™ CABLE GUIDE PLATE</b>		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	18

## 11 X 3

<b>ATHENA™ 11X3 ERGOPOWER™ CONTROL LEVERS</b>	Deep black Bright Silver Alu/Carbon	Dedicated left control for triple drivetrain for caliper brakes - composite body - Power-Shift mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	375
<b>ATHENA™ 11X3 FRONT DERAILLEUR</b>	Braze-on/clip-on (Ø 32 and 35mm)	For triple 11x3 crankset - capacity 16 - chainring max 52 - chainring min. 30 - anti-friction insert - Nickel-chromium fork - surface treatment.	101
<b>ATHENA™ 11S REAR DERAILLEUR</b>	Long cage Black Silver	upper to lower pulley-axle: 82 mm - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys	216
<b>ATHENA™ TRIPLE POWER-TORQUE™ 11S CRANKSET</b>	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

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

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



COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>VELOCE™ 10S REAR DERAILLEUR</b>	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
<b>VELOCE™ QS™ STD + CT™ 9S/10S FRONT DERAILLEUR</b>	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
<b>VELOCE™ POWER-SHIFT™ 10S ERGOPOWER™ SHIFTERS</b>	deep black bright silver	for caliper brakes - composite body - aluminium brake lever - Power Shift™ mechanism - ergonomic brake lever with high pivot - ergonomic lever 3 - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	368
<b>VELOCE™ 10S ERGOPOWER™ FB SHIFTERS</b>		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
<b>CENTAUR™ UD™ 10S SPROCKETS</b>	12-27, 12-30, 14-23	steel - Ultra-Drive™ - nickel-chromed finish - supplied with lockring - light alloy supports	248
<b>VELOCE™ UD™ 10S SPROCKETS</b>	11-25, 12-23, 12-25, 13-26, 13-29	steel - Ultra-Drive™ - single sprockets - galvanized - supplied with lockring	258
<b>VELOCE™ ULTRA-NARROW™ 10S CHAIN</b>		width 5,9 mm - Ni-PTFE Finish - 114 links - Ultra-Drive™ - requires HD-Link™ for Ultra Narrow™ chai	2,39 link**
<b>VELOCE™ POWER-TORQUE™ 10S CRANKSET</b>	170, 172.5, 175 mm 39-52, 39-53 deep black bright silver	forged aluminium cranks - chainrings MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	758
<b>VELOCE™ POWER-TORQUE™ CT™ 10S CRANKSET</b>	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
<b>POWER-TORQUE™ THREADED CUPS</b>	ITA 70x (36x24 tpi) BSA 68x (1,37"x24 tpi)	aluminium	72
<b>POWER-TORQUE™ PRESS-FIT CUPS</b>	BB30 68x42 BB30A 73x42 BB86 86,5x41 PF30 68x46 BB386 86,5x46	aluminium - with enhanced interference surface	50
<b>VELOCE™ BRAKES</b>	deep black bright silver	brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - front and rear dual-pivot brake - universal standard brake shoe	325

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

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

## TRIATHLON - TIME TRIAL

COMPONENT	OPTIONS	FEATURES	WEIGHT (g)*
<b>BAR-END 11S RECORD™ EPSTM SHIFTING LEVERS</b>		Lever in lightened aluminium - body in technopolymer - 11 speed compatible - Diameter 18.2mm - waterproof IP67 - Overall length 52 mm.	51
<b>BAR-END 11S CHORUS™ EPSTM SHIFTING LEVERS</b>		Lever in lightened aluminium - body in technopolymer - 11 speed compatible - Diameter 18.2mm - waterproof IP67 - Overall length 60,4 mm.	52
<b>BAR-END 11S RECORD™ EPSTM BRAKE LEVERS</b>		Brake lever in carbon - body and buttons in technopolymer - compatible 11 speed - Diameter 18.2 - waterproof IP67	56
<b>BAR-END 11S CHORUS™ EPSTM BRAKE LEVERS</b>		Brake lever in aluminum - body and buttons in technopolymer - compatible 11 speed - Diameter 18.2 - waterproof IP67	66
<b>TT DTI™ EPSTM V3 INTERFACE</b>		Technopolymer, waterproof (IP67) - dual output for bar-end controls and brake controls - wireless system to communicate with "MyCampy" App by PC / Notebook / Tablet / Smartphone (BTLE)	45
<b>TT DTI™ CHORUS™ EPSTM V2 INTERFACE</b>		Technopolymer, waterproof (IP67) - dual output for bar-end controls and brake controls	24
<b>BAR-END 11S SHIFTING LEVERS CARBON</b>		technopolymer body - carbon fibre levers - Back to Zero position - adjustable initial position - Multi-shifting System™ - micrometric adjustment of the front derailleur - with SR-RE-CH 11s drivetrain compatible	155
<b>BAR-END 11S SHIFTING LEVERS</b>		technopolymer body - aluminium levers - Back to Zero position - adjustable initial position - Multi-shifting System™ - micrometric adjustment of the front derailleur - with ATHENA 11s drivetrain compatible	167
<b>BAR-END 10S SHIFTING LEVERS</b>		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
<b>BAR-END CARBON BRAKE LEVERS</b>		technopolymer body - carbon fibre levers - aerodynamic profile - ergonomic profile for the levers - quick-release system	86
<b>BAR-END BRAKE LEVERS</b>		technopolymer body - leva in alluminio - aerodynamic profile - ergonomic profile for the levers - Quick-release system	106

## PISTA

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

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



ROAD

CARBON WHEELS

NOMINAL WEIGHT [g]*	RIM MATERIAL	RIM SECTION HEIGHT/WIDTH - mm (NOMINAL)	ULTRA-FIT™	LABELS	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES	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
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<b>BORA™ ULTRA™ TT front tub.</b>	975	carbon	D/20	B					carbon					130		•	C			9/10/11
<b>BORA™ ULTRA™ 35 front tub.</b>	480	carb	35/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	carb	•	C	blk/carb	•	
<b>BORA™ ULTRA™ 35 rear tub.</b>	690	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 35 rear tub. (HG)</b>	690	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 50 front tub.</b>	520	carb	50/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	carb	•	C	carb	•	
<b>BORA™ ULTRA™ 50 rear tub.</b>	695	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 50 rear tub. (HG)</b>	695	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 80 front tub.</b>	705	carb	80/20	B/D	carb	16		RDB	SS	AE DB		UL	alu	100	carb	•	C	blk/carb	•	
<b>BORA™ ULTRA™ 80 rear tub.</b>	815	carb	80/20	B/D	carb	18/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 80 rear tub. (HG)</b>	854	carb	80/20	B/D	carb	18/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ONE 35 front cl.</b>	505	carb	35/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
<b>BORA™ ONE 35 rear cl.</b>	710	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 35 rear cl. (HG)</b>	710	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 50 front tub.</b>	545	carb	50/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
<b>BORA™ ONE 50 rear tub.</b>	720	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 50 rear tub. (HG)</b>	720	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ULTRA™ 35 front cl.</b>	575	carb	35/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	carb	•	C	blk/carb	•	
<b>BORA™ ULTRA™ 35 rear cl.</b>	785	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 35 rear cl. (HG)</b>	785	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 50 front cl.</b>	630	carb	50/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	carb	•	C	carb	•	
<b>BORA™ ULTRA™ 50 rear cl.</b>	805	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ULTRA™ 50 rear cl. (HG)</b>	805	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>BORA™ ONE 35 front cl.</b>	600	carb	35/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
<b>BORA™ ONE 35 rear cl.</b>	805	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 35 rear cl. (HG)</b>	805	carb	35/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 50 front cl.</b>	655	carb	50/24,2	B/D	carb	18		RDB	SS	AE DB		UL	alu	100	alu	•	U	black	•	
<b>BORA™ ONE 50 rear cl.</b>	830	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>BORA™ ONE 50 rear cl. (HG)</b>	830	carb	50/24,2	B/D	carb	21/G3™		RDB	SS	AE DB		UL	alu	130	alu	•	U	black	•	9/10/11
<b>HYPERON™ ULTRA™ Two front tub.</b>	536	carb	19/20	B	carb	22		RDB	SS	AE DB		UL	alu	100	carb	•	C	carb	•	
<b>HYPERON™ ULTRA™ Two rear tub.</b>	695	carb	21/20	B	carb	24		RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb	•	9/10/11
<b>HYPERON™ ULTRA™ Two rear tub. (HG)</b>	734	carb	21/20	B	carb	24		RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb	•	9/10/11

KEY

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

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

ROAD

ALUMINIUM WHEELS

	NOMINAL WEIGHT [g]*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH - mm (NOMINAL)	ULTRA-FIT™	LABELS	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES	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
<b>SHAMAL™ MILLE™ front cl.</b>	615	alu	23/20,5		B/D		black	16	RDB	alu	AE DB		UL	alu	100	alu/carb	•	U	blk/carb	•	
<b>SHAMAL™ MILLE™ rear cl.</b>	811	alu	27/20,5		B/D		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ MILLE™ rear cl. (HG)</b>	811	alu	27/20,5		B/D		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ front cl.</b>	605	alu	24/20,5		B/D		black	16	RDB	alu	AE DB		UL	alu	100	alu/carb	•	U	blk/carb	•	
<b>SHAMAL™ ULTRA™ rear cl.</b>	820	alu	30/20,5		B/D		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ rear cl. (HG)</b>	859	alu	30/20,5		B/D		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ front tub.</b>	612	alu	24,5/20		B		black	16	RDB	alu	AE DB		UL	alu	100	alu/carb	•	U	blk/carb	•	
<b>SHAMAL™ ULTRA™ rear tub.</b>	813	alu	28,5/20		B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ rear tub. (HG)</b>	852	alu	28,5/20		B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ 2-Way Fit™ front</b>	615	alu	24/20,5	•	B		black	16	RDB	alu	AE DB		UL	alu	100	alu/carb	•	U	blk/carb	•	
<b>SHAMAL™ ULTRA™ 2-Way Fit™ rear</b>	825	alu	28/20,5	•	B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>SHAMAL™ ULTRA™ 2-Way Fit™ rear (HG)</b>	864	alu	28/20,5	•	B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu/carb	•	U	blk/carb	•	9/10/11
<b>EURUS™ front cl.</b>	640	alu	24/20,5		B		black	16	RDB	alu	AE DB		UL	alu	100	alu	•	S	slv/blk	•	
<b>EURUS™ rear cl.</b>	825	alu	30/20,5		B		black	21/G3™	RDB	alu	AE DB		UL	alu	130	alu	•	S	slv/blk	•	9/10/11
<b>EURUS™ rear cl. (HG)</b>	864	alu	30/20,5		B		black	21/G3™	RDB	alu	AE DB		UL	alu	130	alu	•	S	slv/blk	•	9/10/11
<b>EURUS™ 2-Way Fit™ front</b>	645	alu	24/20,5	•	B		black	16	RDB	alu	AE DB		UL	alu	100	alu	•	S	black	•	
<b>EURUS™ 2-Way Fit™ rear</b>	840	alu	28/20,5	•	B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu	•	S	black	•	9/10/11
<b>EURUS™ 2-Way Fit™ rear (HG)</b>	879	alu	28/20,5	•	B		black	21/MG3™	RDB	alu	AE DB		UL	alu	130	alu	•	S	black	•	9/10/11
<b>ZONDA™ front cl.</b>	670	alu	24/20,5		B		black	16	RDB	SS	AE DB		UL	BR	100	alu	•	S	black	•	
<b>ZONDA™ rear cl.</b>	880	alu	30/20,5		B		black	21/G3™	RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
<b>ZONDA™ rear cl. (HG)</b>	924	alu	30/20,5		B		black	21/G3™	RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
<b>ZONDA™ 2-Way Fit™ front</b>	680	alu	24/20,5	•	B		black	16	RDB	SS	AE DB		UL	BR	100	alu	•	S	black	•	
<b>ZONDA™ 2-Way Fit™ rear</b>	890	alu	30/20,5	•	B		black	21/G3™	RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
<b>ZONDA™ 2-Way Fit™ rear (HG)</b>	939	alu	30/20,5	•	B		black	21/G3™	RDB	SS	AE DB		UL	BR	130	alu	•	S	black	•	9/10/11
<b>SCIROCCO™ 35mm front cl.</b>	788	alu	35/20		B		black	16	RDB	SS	AE DB			alu	100	alu		S	black	•	
<b>SCIROCCO™ 35mm rear cl.</b>	937	alu	35/20		B		black	21/MG3™	RDB	SS	AE DB			alu	130	alu		S	black	•	9/10/11
<b>SCIROCCO™ 35mm rear cl. (HG)</b>	1004	alu	35/20		B		black	21/MG3™	RDB	SS	AE DB			alu	130	alu		S	black	•	9/10/11
<b>VENTO™ ASYMMETRIC front cl.</b>	750	alu	24/20,5		B	•	black	18		SS	AE DB			alu	100	alu		S	black		
<b>VENTO™ ASYMMETRIC G3™ rear cl.</b>	910	alu	27,5/20,5		B	•	black	24/G3™		SS	AE DB			alu	130	alu		S	black		9/10/11
<b>VENTO™ ASYMMETRIC G3™ rear cl. (HG)</b>	949	alu	27,5/20,5		B	•	black	24/G3™		SS	AE DB			alu	130	alu		S	black		9/10/11
<b>KHAMSIN™ ASYMMETRIC front cl.</b>	815	alu	24/20,5		B	•	black	18		S				BR	100	alu		S	black		
<b>KHAMSIN™ ASYMMETRIC rear cl.</b>	935	alu	27,5/20,5		B	•	black	20		S/SS				BR	130	alu		S	black		9/10/11
<b>KHAMSIN™ ASYMMETRIC rear cl. (HG)</b>	974	alu	27,5/20,5		B	•	black	20		S/SS				BR	130	alu		S	black		9/10/11
<b>KHAMSIN™ ASYMMETRIC front cl.</b>	815	alu	24/20,5		B	•	black	18		S				BR	100	alu		S	black		
<b>KHAMSIN™ ASYMMETRIC G3™ rear cl.</b>	975	alu	27,5/20,5		B	•	black	24/G3™		S/SS				BR	130	alu		S	black		9/10/11
<b>KHAMSIN™ ASYMMETRIC G3™ rear cl. (HG)</b>	1014	alu	27,5/20,5		B	•	black	24/G3™		S/SS				BR	130	alu		S	black		9/10/11
<b>NEUTRON™ ULTRA™ front cl.</b>	630	alu	18/20,5		B	•	black	22		SS	AE DB		UL	alu	100	alu/carb	•	S	blk/carb		
<b>NEUTRON™ ULTRA™ rear cl.</b>	840	alu	18/20,5		B	•	black	24		SS	AE DB	•	UL	alu	130	alu/carb	•	S	blk/carb		9/10/11
<b>NEUTRON™ ULTRA™ rear cl. (HG)</b>	879	alu	18/20,5		B	•	black	24		SS	AE DB	•	UL	alu	130	alu/carb	•	S	blk/carb		9/10/11

KEY

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

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

ROAD

ALUMINIUM - CARBON WHEELS

	NOMINAL WEIGHT [g]*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH - mm	ULTRA-FIT™	LABELS	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES	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
<b>BULLET™ ULTRA™ front cl.</b>	727	alu/carb	50/20,5		B/D	carb	18		RDB	SS	AE DB		DRSC™	alu	100	alu	•	U/C	black	•	
<b>BULLET™ ULTRA™ rear cl.</b>	863	alu/carb	50/20,5		B/D	carb	21/G3™		RDB	SS	AE DB		DRSC™	alu	130	alu	•	U/C	black	•	9/10/11
<b>BULLET™ ULTRA™ rear cl. (HG)</b>	902	alu/carb	50/20,5		B/D	carb	21/G3™		RDB	SS	AE DB		DRSC™	alu	130	alu	•	U/C	black	•	9/10/11
<b>BULLET™ front cl.</b>	785	alu/carb	50/20,5		B	carb	18		RDB	SS	AE DB		DRSC™	BR	100	alu	S	black	•		
<b>BULLET™ rear cl.</b>	970	alu/carb	50/20,5		B	carb	21/G3™		RDB	SS	AE DB		DRSC™	BR	130	alu	S	black	•	9/10/11	
<b>BULLET™ rear cl. (HG)</b>	1009	alu/carb	50/20,5		B	carb	21/G3™		RDB	SS	AE DB		DRSC™	BR	130	alu	S	black	•	9/10/11	

TRIATHLON - TIME TRIAL

<b>BORA™ ULTRA™ TT rear road</b>	975	carbon	D/20		B				carbon						130		•	C			9/10/11
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CYCLOCROSS

<b>KHAMSIN™ ASYMMETRIC CX front cl.</b>	815	alu	24/20,5		B	•	black	18		S				BR	100	alu	S	black		
<b>KHAMSIN™ ASYMMETRIC CX rear cl.</b>	935	alu	27,5/20,5		B	•	black	20		S/SS				BR	130	alu	S	black		9/10/11
<b>KHAMSIN™ ASYMMETRIC CX rear cl. (HG)</b>	974	alu	27,5/20,5		B	•	black	20		S/SS				BR	130	alu	S	black		9/10/11
<b>SCIROCCO™ 35mm CX front cl.</b>	778	alu	24/20,5		B	•	black	20	SDB	SS	AE DB			alu	100	alu	S	black	•	
<b>SCIROCCO™ 35mm CX rear cl.</b>	937	alu	24/20,5		B	•	black	27/G3™	SDB	SS	AE DB			alu	130	alu	S	black	•	9/10/11
<b>SCIROCCO™ 35mm CX rear cl. (HG)</b>	1004	alu	24/20,5		B	•	black	27/G3™	SDB	SS	AE DB			alu	130	alu	S	black	•	9/10/11

PISTA

<b>GHIBLI™ front track</b>	800	carb	D/20												100	alu	•	C		
<b>GHIBLI™ rear track</b>	825	carb	D/20												120	alu	•	C		
<b>PISTA™ front tub.</b>	995	alu	38/20		B		black	20		SS	AE			alu	100	alu	•	S	black	
<b>PISTA™ rear tub.</b>	1040	alu	38/20		B		black	24		SS				alu	120	alu	•	S	black	

KEY

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 B=Bright - D=Dark

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

# 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.

## SERVICE CENTERS

### ITALY - CENTRAL SERVICE CENTER

CAMPAGNOLO SRL HEADQUARTERS  
Via della Chimica, 4  
36100 Vicenza  
Ph. +39-0-444-225600  
Fax +39-0-444-225606  
service.campagnolo@campagnolo.com

### AUSTRALIA

BIKE SPORTZ IMPORTS  
23C - 23D Industrial Drive  
3195 Braeside (Victoria)  
Ph. +61 (03) 9587 2344  
Fax +61 (03) 9587 6951  
jnnunan@bikesportz.com.au

### DE GRANDI CYCLE AND SPORT

419-425 Moorabool St.  
3220 Geelong (Victoria)  
Ph. +61 (03) 5221 5099  
Fax +61 (03) 5222 3850  
shanel@degrandi.com.au

### BENELUX

INTERNATIONAL CYCLE CONNECTION B.V.  
I.C.C.  
Communicatielaan 5A  
4538 Terneuzen, BV  
The Netherlands  
Ph. +31 (0)115 649321  
Fax +31 (0)115 649110  
info@i-c-c.nl

### BRAZIL

DIPSA  
Rua Barão do Rego Barros, 510  
CEP. 04512-041  
São Paulo - SP  
Ph. (55) (11) 5093-4364  
dipsa@dipsa.com.br

### CANADA

GREAT WESTERN BICYCLE  
232 West 7th Ave  
V5Y 1M1 Vancouver  
British Columbia  
Ph. 1 604 872 2446  
Fax 1 604 872 0226  
sales@gwbicycle.com

### CYCLES LAMBERT INC.

1000, Rue des Riveurs  
Levis  
G6V 9G3 Quebec  
Ph. +1-418-8351685  
Fax +1-800-461-1685  
info@cycleslambert.com

### CYCLES MARINONI INC.

1067, Levis - Lachenaie  
J6W 4L2 Quebec  
Ph. +1-450-4717133  
Fax +1-450-4719887

### CHILE

RAFAEL BURGOS S.A.  
Arturo Prat, 1032  
Santiago  
Ph. +56 2/5200600  
Fax +56 2/6342390

### CHINA - HONK KONG

IRON ORE CO LTD  
3/F, Wing Wah Ind. Bldg.,  
137 Yeung Uk Road  
Tsuen Wan  
Hong Kong  
Ph. +852-35763839  
Fax +852-35763837  
ccheng@ironorechina.com

### CHEUNG KEE CYCLE CO.

1B, Fuk Yip Building, 12  
Kik Yeung Road Yuen Long  
Yuen Long  
N.T. Hong Kong  
Ph. +852 2247 46794  
sales@ckcycle.com

### CYPRUS

RACING CYCLES LTD  
Prodromou, 51  
2063 Strovolos  
Nicosia  
Ph. +357 22270766  
Fax +357 22270437  
cyprus@racingcycles.eu

### CZECH REPUBLIC

SIRER S.R.O.  
Vit. Halka, 368  
266 01 Beroun  
Ph. +420 775 590 956  
Fax +420 608 241 691  
campagnolo@sirer.cz

### DENMARK

PEAK BIKE APS  
Svejssegangen 3-1 TH  
2690 Karlslunde  
Ph. +45 4492 2800  
info@peakbike.dk

### ESTONIA

DENARO TEAM  
Männiku tee, 96G  
11316 Tallin  
Ph. 0037 25051209  
Fax 0037 26779051

### FINLAND

VELOSPORT KY  
Mäkelänkatu, 95  
Helsinki  
Ph. +358 10 321 9200

### FRANCE

CAMPAGNOLO FRANCE SAS  
ZA du Tissot  
42530 St Genest - Lerpt  
Ph. +33 (0)477 556305  
Fax +33 (0)477 556345

### GERMANY

CAMPAGNOLO DEUTSCHLAND GMBH  
Alte Garten 62  
51371 Leverkusen  
Ph. +49 (0)214-206 95 320  
Fax +49 (0)214-206 95 315

### GREECE

CYCLES FIDUSA  
GIORGIO VOYATZIS & CO.  
Th. Sofuli 97  
85100 Rhodos  
Ph. +30 2241 021264  
Fax +30 2241 021519

### ACTIVE ZONE NETWORK S.A.

Varis-Koropiou & Makedonias, 2  
16672 Vari  
Athens  
Ph. +30 210 9612929  
info@cyclist.gr

### RACING CYCLES GREECE LTD

15123 Marousi  
Attiki  
Ph. +30 210 3312610  
sales@racingcycles.eu

### HUNGARY

SIRER S.R.O.  
FELICEBIKE KFT  
Segesvari Utca, 27  
1194 Budapest  
Ph. +36 70 4254468  
Felicebikesrl@gmail.com

### ISRAEL

AMIT LEVINSON LTD  
25 Sheshet Hayamim Str.  
26101 Qiryat Haim, POB 252  
Ph. +972 4 8405649  
Fax +972 4 8423913

### JAPAN

CAMPAGNOLO JAPAN LTD  
65 Yoshida-cho, Naka-ku  
231-0041 Yokohama  
Ph. +81 45 264 2780  
Fax +81 45 241 8030

### NEW ZEALAND

WH WORRALL CO. LTD.  
43 Felix St./Penrose P.O. Box  
12481 Auckland  
Ph. +64 9 6360641  
Fax +64 9 6360631

## TECHNICAL INFORMATION

### ITALY (CENTRAL)

Tel. +39-0444-225600  
Fax: +39-0444-225400

### FRANCE

Tel. +33-477-554449  
Fax: +33-477-556345

### GERMANY

Tel. +49-214-206953-20  
Fax: +49-214-206953-15

### SPAIN

Tel. +34-945-217195  
Fax:+34-945-217198

### U.S.A.

Tel. +1-760-9310106  
Fax: +1-760-9310991

### JAPAN

Tel. +81-45-264-2780  
Fax: +81-45-241-8030



### POLAND

P.H.U. WERTYKAL S.C.  
Ul. Rodziny Poganow, 76  
32-080 Zabierzow  
Ph. +48 12 346 16 69  
Fax +48 604 07 70 94  
servis@wertykal.com

### SINGAPORE-MALAYSIA-INDONESIA

TRIMEN VENTURES PTE LTD  
1 Bukit Batok Crescent #08-04 WCEGA Plaza  
658070 Singapore  
Ph. +65 6747 6448  
Fax +65 6747 6447  
bryan.chew@pacific.net.sg

### KIAN HONG CYCLE PTE LTD

13 Kaki Bukit Road 1 #02-08  
415928 Eunos Technolink  
Singapore  
Ph. +65 67495787  
smiek@khcycle.com.sg

### SLOVAC REPUBLIC

ZANZO S.R.O.  
Kysucky Lieskovec 421  
2334 Bratislava  
Ph. +421 245 523721  
Fax +421 245 249404

### SLOVENIA

MAXISPORT D.O.O.  
Smartinska cesta 211  
1000 Ljubljana  
Ph. +386 1 541 10 60  
Fax +386 1 541 67 61  
service@maxisport.si

### SOUTH AFRICA

CYCLING J&J (PTY) LTD.  
169 Meerlust Street  
Willow Glen - Pretoria  
Ph. +27 012 8075570  
Fax +27 012 8074267

### SOUTH KOREA

DAEJIN INTERNATIONAL  
977-6, Daejam-Dong, Nam-Gu Pohang  
Kyuongsangbuk-Do Kyuongsangbuk-Do  
Ph. +82 54 275 2216  
info.bianchi@yahoo.co.kr

### DONGJIN IMPORTS CO. LTD

560-5 Banghak-Dong Dobong-Gu  
Seoul  
Ph. +82 2 4997053  
kennedy.dongjin@gmail.com

### SPAIN

CAMPAGNOLO IBERICA S.L.  
Avda. de Los Huetos 46  
Pab. 31 - 01010 VITORIA  
Ph. +34 945 217195  
Fax +34 945 217198  
campagnolo@campagnolo.es

### SWITZERLAND

U.G.D. SPORT DIFFUSION S.A.  
La Taille  
2053 Cernier  
Ph. +41 32-8536363  
Fax +41 32-8536464  
info@ugd.ch

### GPR AG

Neugrütstraße 4 b  
8610 Uster  
Ph. +41 44 9449393  
info@gprag.ch

### CERTA SPORTS TRADING GMBH

Blegistrasse 17b  
6340 Baar  
Ph. +41 (0)43 810 27 56  
info@certa-sports.ch

### TAIWAN - MAINLAND CHINA

COLMAX INTERNATIONAL LTD  
Taiwan Branch (H.K.)  
No. 70, Taiyi Rd., Rende Dist. 717  
Tainan City - Taiwan  
Ph. +886-6-265 6001  
Fax +886-6-265 1388  
charis@colmax.com.tw

### THAILAND

UWC/TCA - Service Center Hat Yai  
1899/23 Panpruksa,  
Sanambin-Lopburiramet Rd.  
90110 T. Kuanlang a. Hat Yai, Songkla  
Ph. +66 74 536 456  
Fax +66 74 800 463

### UWC LTD (TCA)

Service Center Bangkok  
777/5, Mue 5, TIP 6, T. Bangpla  
10540 A. Bangplee, Samutprakarn  
Bangkok  
Ph. +66 217 07904  
Fax +66 217 07905

### UWC/TCA - Service Center Chiang Mai

44/1 Devarit Rd., T. Changpurk  
50300 A. Muang Chiang Mai  
Thailand  
Ph. +66 53 406 292  
Fax +66 53 406 295

### UNITED KINGDOM

CHICKEN CYCLEKIT  
Unit b2, Cherrycourt Way  
LU7 4UH Bedfordshire  
Ph. +44 (0) 1525 381347  
Fax +44 (0) 1525 385361  
sales@chickencyclekit.co.uk

### VELOTECH CYCLING LTD

37 Dingleberry Olney Bucks  
MK46 5ES Buckinghamshire  
Ph. +44 (0) 7533 129 435  
velotechcycling@aaim.com

### I-RIDE

Unit 7-8B Mid Sussex Business Park,  
Ditchling Common Ind. Est.  
BN6 8SE Folder Lane East  
Ditchling, Sussex  
Ph. +44 (0) 1444 243000  
Fax +44 (0) 1444 239215  
service@i-ride.co.uk

### CYCLE SPORT NORTH LTD

Unit 363 Leach Place, Walton Summit Centre  
PR5 8AR Bamber Bridge - Preston  
Lancashire  
Ph. +44 (0) 1772 339220  
Fax +44 (0) 1772 339290  
sales@cyclesportnorth.co.uk

### UNITED STATES

THE HAWLEY COMPANY, INC.  
1181 South Lake Drive  
29073-7744 Lexington SC  
Ph. +1-803 359 3492 x 192  
Fax +1-803 359 1343

### CAMPAGNOLO NORTH AMERICA INC.

5431 Avenida Encinas, Suite C  
92008 Carlsbad CA  
Ph. +1 760 9310106  
Fax +1 760 9310991  
service@campagnolona.com

### OCHSNER INT. INC.

246 E. Marquardt Drive  
60090-6430 Wheeling IL  
Ph. +1-847-4658200  
Fax +1-847-4658282

### QUALITY BICYCLE PRODUCTS

6400 W. 105th Street  
55438-2554 Bloomington MN  
Ph. +1-952-9419391  
Fax +1-952-9419799

# SALES NETWORK

## HEADQUARTERS

### CAMPAGNOLO S.R.L.

Via della Chimica, 4  
36100 Vicenza - ITALY  
Tel. +39-0444-225500  
Fax: +39-0444-225400  
E-mail: sales@campagnolo.com

## BRANCH OFFICES

### FRANCE

CAMPAGNOLO FRANCE SAS  
ZA du Tissot  
42530 St GENEST - LERPT  
Tel. +33-477-556305  
Fax: +33-477-556345  
E-mail: campagnolo@campagnolo.fr

### GERMANY

CAMPAGNOLO DEUTSCHLAND  
GMBH  
Alte Garten 62  
51371 LEVERKUSEN  
Tel. +49-214-206953-0  
Fax: +49-214-206953-15  
E-mail: campagnolo@campagnolo.de

### JAPAN

CAMPAGNOLO JAPAN LTD  
65 Yoshida-cho, Naka-ku,  
YOKOHAMA  
231-0041  
Tel. +81-45-264-2780  
Fax: +81-45-241-8030  
E-mail: info@campagnolo.jp

### SPAIN

CAMPAGNOLO IBERICA S.L.  
Avda. de Los Huetos 46.  
Pab. 31 - 01010 VITORIA  
Tel. +34-945-217195  
Fax: +34-945-217198  
E-mail: campagnolo@campagnolo.es

### TAIWAN

PRIMATEK LTD  
No. 1, Gongyequ 37th Rd.,  
Xitun Dist.,  
Taichung City 407, Taiwan R.O.C.  
Tel. +886-4-23506831  
Fax: +886-4-23596764

### UNITED STATES

CAMPAGNOLO NORTH AMERICA  
INC.  
5431 Avenida Encinas, Suite C -  
CARLSBAD CA 92008 - U.S.A.  
Tel. +1-760-9310106  
Fax: +1-760-9310991  
E-mail: info@campagnolona.com

## AGENT NETWORK

### BENELUX

INTERNATIONAL  
CYCLE CONNECTION I.C.C.  
Communicatielaan 5A  
4538 BV TERNEUZEN  
NETHERLAND  
Tel. +31 (0)115 649321  
Fax: +31 (0)115 649110  
E-mail: info@i-c-c.nl  
Web: www.i-c-c.nl

### UNITED KINGDOM

SELECT CYCLE COMPONENTS  
The White House  
Main Street  
NEWTON NI13 8HN - ENGLAND  
Tel. +44-0780260628  
E-mail:  
rosafio@selectcyclecomponents.com

## SALES NETWORK

### ARGENTINA

ANGEL DIAZ  
Av. Mosconi 2255  
Buenos Aires  
Ph. +54 1145716481  
info@rodadosdiaz.com.ar

### AUSTRALIA

BIKE SPORTZ IIMPORTS  
23C - 23D Industrial Drive  
3195 Braeside (Victoria)  
Ph. +61 (0)3 9587 2344  
Fax +61 (0)3 9587 6951  
jnnunan@bikesportz.com.au

### DE GRANDI CYCLE&SPORT

419 Moorabool Street  
3220 Geelong (Victoria)  
Ph. 03 5221 5099  
Fax 03 5222 3850  
shane@degrandi.com.au

### AUSTRIA

NSPORTS HANDELSAGENTUR  
Alexander Niederstetter  
Goethestraße 8  
Hohenems - Vorarlberg  
Ph. +43 5576 74015  
Fax +43 557674153  
atexander@nsports.at

### BELGIUM

CODAGEX  
Zandbergen 10  
2480 Dessel  
Ph. 0032 14 34 74 74  
info@codagex.be

### VDB PARTS N.V.

Industriepark Noord 24 A  
9100 Sint-Niklaas  
Ph. +32 (0) 37807130  
Fax +32 (0) 37807144

### BRAZIL

DIPSA  
Rua Barão do Rego Barros, 510  
CEP. 04512-041  
São Paulo - SP  
Ph. [55] [11] 5093-4364  
dipsa@ddipsa.com.br

### CANADA

CYCLES LAMBERT INC.  
1000, Rue des Riveurs  
Levis  
G6V 9G3 Quebec  
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Fax +1-800-461-1685  
info@cycleslambert.com

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1067, Levis  
J6W 4L2 Lachenaie- Quebec  
Ph. +1-450-4717133  
Fax +1-450-4719887

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V5Y 1M1 Vancouver  
British Columbia  
Ph. 1 604 872 2446  
Fax 1 604 872 0226  
sales@gwbicycle.com

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KEDRUK Y VIROVKO LTDA-KYV  
Lo Beltran 1979  
Vitacura  
7640541 Santiago  
Ph. +56 2/9866449  
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### RAFAEL BURGOS S.A.

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Santiago  
Ph. +56 2/5200600  
Fax +56 2/6342390

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CHEUNG KEE CYCLE CO.  
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Kik Yeung Road Yuen Long  
N.T. Hong Kong  
Ph. +852 2247 46794  
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Tsuen Wan  
Hong Kong  
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Fax +852-35763837  
ccheng@ironorechina.com

### ST. RIDER BEIJING

Gao Bei Dian, CHAO YANG District  
Beijing  
Ph. +86-89035750  
Fax +86-89036165  
zhangjuzheng@striderchina.com

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St. Mongkok Kowloon  
Hong Kong  
Ph. +852 23812635  
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266 01 Beroun  
Ph. +420 775 590 956  
Fax +420 608 241 691  
campagnolo@sirer.cz

### DENMARK

PEAKBIKE APS  
Svejssegangen 3-1  
TH 2690 Karlslunde  
Ph. +45 4492 2800  
info@peakbike.dk

### ESTONIA

DENARO TEAM  
Männiku tee, 96G  
11316 Tallin  
Ph. 0037 25051209  
Fax 0037 26779051

### FRANCE

CAMPAGNOLO FRANCE SAS  
ZA du Tissot  
42530 St Genest - Lerpt  
Ph. +33 (0)477 556305

### GERMANY

ASTRO RAD + TEILE + ZUBEHÖR  
Angerstraße 4  
96231 Bad Staffelstein  
Ph. +49 9573 96030  
info@astro-rad.de

### CAMPAGNOLO DEUTSCHLAND GMBH

Alte Garten 62  
51371 Leverkusen  
Ph. +49 (0)214-206 95 320  
Fax +49 (0)214-206 95 315

### CCM-SPORT GMBH

Von-Wrangell-Str. 5  
53359 Rheinbach  
Ph. +49 2226 9065-0  
ccm-sport@t-online.de

### DIEGELMANN & JACOBI GMBH

In den Nassen 4  
65719 Hofheim am Taunus  
Ph. +49 6192 206146

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Max-Planck.Str. 8  
97526 Sennfeld, Bayern  
Ph. +49 9721 65010  
info@bike-parts.de

### HERMANN HARTJE KG

Deichstraße 120-122  
27318 Hoya  
Ph. +49 4251 811-20  
info@hartje.de

### YOKOHAMA SANNOW SPORTS

242-1 Higashikibougakoa, Asahi-ku  
241-0826 Yokohama  
Ph. +81-45-364-3792  
Fax +81-45-362-7916  
info@sannowsports.jp

### GERMANY

RA-CO GMBH  
Fichtenweg 37  
99198 Kerspleben  
Ph. +49 36203 6140  
service@ra-co.de

### RAIKO GMBH -

RADSPORTGROSSHANDEL  
Feldstr. 7  
53340 Meckenheim  
Ph. +49 2225/706710  
info@raiko.de

### GREECE

ACTIVE ZONE NETWORK S.A.  
Varis-Koropiou & Makedonias, 2  
16672 Vari - Athens  
Ph. +30 210 9612929  
info@cyclist.gr

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85100 Rhodos  
Ph. +30 2241021264  
fidusagvi@otenet.gr

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Angerstraße 4  
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Ph. +972 3 5612520  
info@amitbike.co.il

### ITALY

For information on the distribution  
network in Italy please contact  
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### DINOSAUR

2-8-15 Kitanoshonishi-machi,  
Nara-shi  
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Ph. +81-742-64-3555  
Fax +81-742-64-3556  
info@dinosaur-gr.com

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590-0007 Osaka  
Ph. +81-72-238-6126  
Fax +81-72-221-4379  
info@riogrande.co.jp

### NICHINAO SHOKAI

221 Shinzen-cho, Soka  
340-0054 Saitama  
Ph. +81-48-953-9771  
Fax +81-48-953-9774  
info@nichinao.co.jp

### YOKOHAMA SANNOW SPORTS

242-1 Higashikibougakoa, Asahi-ku  
241-0826 Yokohama  
Ph. +81-45-364-3792  
Fax +81-45-362-7916  
info@sannowsports.jp

### NETHERLANDS

HANDELSONDERNEMING TEHAVA B.V.  
Tomeikerweg 31  
6161 Geleen RB  
Ph. +31 (0) 464752100  
Fax +31 (0) 464750424

### JUNCKER BIKE PARTS

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Fax +31 (0)318 55 32 11

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Sandnes  
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13 Kaki Bukit Road 1 #02-08  
415928 Eunos Technolink  
Ph. +65 67495787  
smiek@khcycle.com.sg

### TRIMEN VENTURES PTE LTD

1 Bukit Batok Crescent #08-04  
WCEGA Plaza  
658070 Singapore  
Ph. +65 6747 6448  
Fax +65 6747 6447  
bryan.chew@pacific.net.sg

### SLOVENIA

### MAXISPORT D.O.O.

Letališka c.5 1000  
Lubjana  
Ph. +386 1 547 65 00  
service@maxisport.si

### SOUTH AFRICA

RIBBENS INTERNATIONAL CC  
169 Meerlust Street - Willow Glen  
Pretoria  
Ph. +27 0128075570  
jr@jjcycling.co.za

### SOUTH KOREA

DAEJIN INTERNATIONAL  
15 Hyoseong-Ro, Nam-Gu,  
Pohang-Si  
Gyeongsangbuk-Do  
Ph. +82 54/275.2216  
info.bianchi@yahoo.co.kr

### DONGJIN IMPORTS CO. LTD

560-5 Banghak-Dong Dobong-Gu  
Seoul  
Ph. +82 2 4997053  
kennedy.dongjin@gmail.com

### SPAIN

CASA MASFERRER, S.A.  
Pol. Ind. Congost Avda. S. Julian  
Granollers, Barcelona  
Ph. +34-93 8463 444  
Fax +34-93 846 5355  
masferrer@casamasferrer.com

### COMET DISTRIBUCIONES

COMERCIALES SL  
Poligono Erratzu, 440, APDO. 191  
Urnietia (Guipuzcoa)  
Ph. +34-943 330 965  
Fax +34-555 658  
comet@comet.es

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Madrid  
Ph. +34-91 315 3496  
Fax +34-91 3230652  
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CERTA SPORTS TRADING GMBH  
Blegistrasse 17b  
6340 Baar  
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info@certa-sports.ch

### GPR AG

Neugrütstraße 4 b  
8610 Uster  
Ph. +41 44 9449393  
info@gprag.ch

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Ph. +41 032 8536363  
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Taiwan Branch [H.K.]  
No. 70, Taiyi Rd., Rende Dist.717  
Tainan City - Taiwan  
Ph. +886-6-265 6001  
Fax +886-6-265 1388  
charis@colmax.com.tw





**CAMPAGNOLO S.R.L.**  
 Via della Chimica, 4  
 36100 Vicenza - ITALY  
 Phone: +39 0444 225500  
 Fax: +39 0444 225400

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