



2014



*Campagnolo*

PURE PERFORMANCE





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## 2013: CAMPAGNOLO 80<sup>th</sup> ANNIVERSARY

2013 is the year of Campagnolo 80th Anniversary and Vincenzo Nibali wins the Giro d'Italia riding with the 80 Anniversary groupset. 80 years of cycling innovation and passion for the most beautiful sport in the world have been crowned by the legendary victory of Vincenzo Nibali, rider and leader of the Team Astana. A success built stage after stage and signed with an epic undertaking that reproduce the most beautiful moments of the past.

It has been a victory signed by Campagnolo. Vincenzo Nibali rode with the 80 Anniversary Groupset, a special and limited collection, made to celebrate 80 years of Campagnolo History. A unique carbon finishing, cutting-edge surface treatments and an exclusive logo are just some of the distinctive elements of this unique and winning product.





**80**  
ANNIVERSARY  
*Campagnolo*



# 2013 TEAMS

*Campagnolo*

PURE PERFORMANCE



## MOVISTAR

with a roster that includes such talent as Alejandro Valverde, Rui Costa, Nairo Quintana, Fran Ventoso and new addition Alex Dowsett all riding atop both Campagnolo® EPS™ and the full range of Campagnolo® high performance wheels

## ASTANA

New additions to the Campagnolo® professional team line-up include the likes of Astana, one of the most powerful teams of the past year who have strengthened their roster for the 2013 season. Vincenzo Nibali, Jakob Fulsgang, Janez Brajkovic and the rest of the team will count on the precision and performance of Campagnolo® EPS™ to carry them to the most successful season yet.



Since its inception 80 years ago Campagnolo® has always been the component of choice of the greatest icons cycling has produced. Throughout history champions such as Coppi, Gimondi and Merckx have counted on the quality and precision of Campagnolo to accompany them to their unforgettable victories. This trend has continued through to the present day and 2013 is to be no different as several of the best teams and athletes in the professional peloton will count on that very same Campagnolo® quality and performance that the greatest champions of cycling before them have trusted year in and year out. This year will see several teams continue on with Campagnolo but also witness several new teams join the Campagnolo family in their quest for victory.



## LOTTO-BELISOL

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.

## AG2R LA MONDIALE

AG2R La Mondiale celebrates its first year with Campagnolo® as well and the members of the French squad will also be pairing their Focus frames with the electronic EPS™ groupset in their quest for victory. Newcomers to the team such as Domenico Pozzovivo and Davide Appollonio are sure to bring experience from other top teams to help AG2R make an even bigger impact.



## VACANSOLEIL

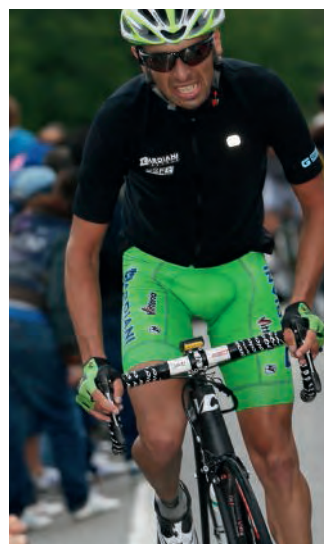
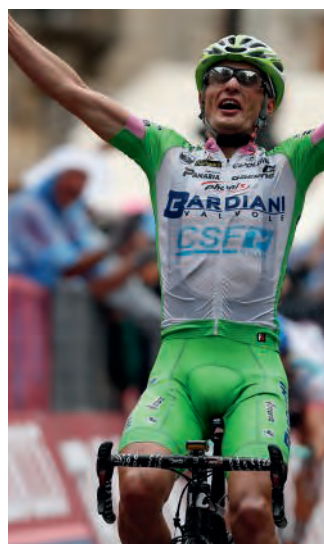
with several new names in addition to a list of powerful riders from last year, the team including the likes of Johnny Hoogerland, Jose Rujano, Juan Antonio Flecha, Lieuwe Westra and Thomas de Gendt is sure to impress this season.



# 2013 TEAMS

*Campagnolo*

PURE PERFORMANCE



## TEAM EUROPCAR

In France, Team Europcar has chosen to extend its long relationship with Campagnolo and will continue using Campagnolo® EPS™ in addition to Campagnolo® wheels. Thomas Voeckler will fight again to keep his polka-dot jersey and win even more stages in this year's Tour de France in addition to trying his hand at several other races atop his Bora™ and Hyperon™ wheels. Additional talent sure to leave their mark come in the form of Pierre Rolland, Yukiya Arashiro and Sébastien Chavanel.

## BARDIANI CSF

the young, completely Italian team, from the riders and staff to the sponsors, will count on both Campagnolo® EPS™ technology for precise and speedy transmission in addition to Campagnolo® wheels to guide them in their quest for victory.



With 5 teams in the UCI Pro Tour, 19 Pro-Continental, 7 Continental, 29 U-23 squads and countless others it is abundantly clear that the a great deal of the cycling world turns to Campagnolo® for the technical advantage, reliability and performance it takes to win at all levels.

With teams from every part of the map and athletes from every corner of the globe, the best men and women in both road and triathlon choosing its products, Campagnolo® is truly the reference point for cycling component excellence.



## NIPPO-DE ROSA

Team Nippo-De Rosa will strive to improve upon the 28 international victories of the past season aboard their fully Campagnolo® equipped De Rosa Protos bikes this year. Italian components to carry the Italian-Japanese squad to the highest step of the podium all over Asia but also in Europe.

## RAPHA CONDOR

Rapha Condor is also a new face within the Campagnolo family this year. The team is an incubator for the best in rising British talent and has recently revealed an even younger line-up for 2013.



## BISSELL PRO CYCLING

Bissel Pro Cycling will ring in another year of success atop fully Campagnolo®-equipped bikes in North America. As the winningest team in the National Racing Calendar (NRC) in 2012, BISSELL will again look for invitations to the major UCI tours.



# CAMPY TECH LAB™



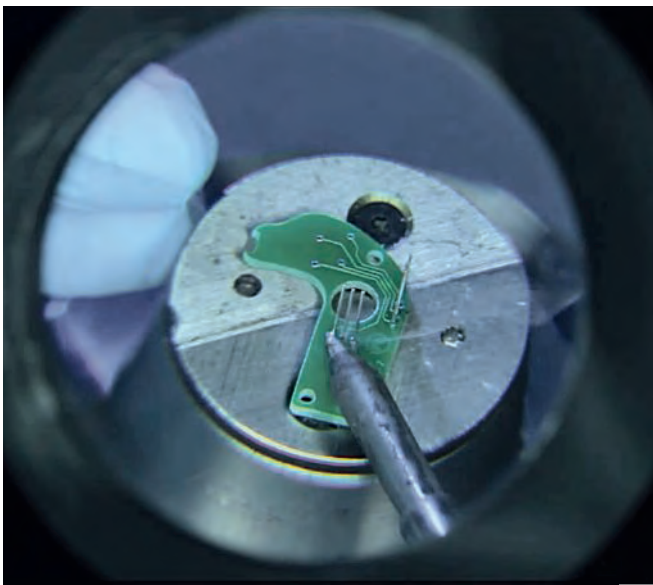
**It's the pride and joy of our company, the beating heart that delivers the innovations and the innumerable patents that over the years have contributed to creating and preserving the Campagnolo® legend.**

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

The staff and technical equipment inside this most important unit represent the best, brightest and most advanced engineers and tools available in order to push current standards even further and innovate the future.

Inside the Campy Tech Lab™ the objective is to continuously innovate in order to improve the cycling experience. The design objective cannot be a single one but has to incorporate the right balance between equally important factors: performance, reliability, quality, design, and safety.

Safety is the common denominator at Campagnolo®: the standards that the Campy Tech Lab™ imposes on the products it develops exceed even up to five times those prescribed by the regulations, because we take nothing more seriously than your safety.







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# ELECTRONIC COMPONENT TECHNOLOGIES

## The future is already here.

The Campagnolo® EPS™ electronic drivetrain introduces you to a whole new world of cycling, where mechanical parts and state of the art electronic technology come together to create a drivetrain with levels of performance and functionality unlike anything you've ever experienced before.

The exclusive Multi-shifting™ system lets you shift up or down by the number of sprockets you want in a single action, while the front derailleur has an automatic chain positioning system to align the chain correctly with the selected sprocket. The rear derailleur has a manual release system for emergency functionality in the event of a fault, which also detaches to prevent damage to the rear derailleur in a fall. Through extensive road testing with professional riders and "Multi-Dome" technology, the Campy Tech Lab™ has optimised "click feeling" to prevent any risk of unintentional shifts, while all the components of the system are IP67 certified, guaranteeing that they are 100% waterproof.

Enter the world of electronic shifting and discover a completely new cycling experience.

## ELECTRONIC COMPONENTS

- 1- EPS™ ERGOPOWER™ CONTROLS
- 2- DTI™ EPS™ V2 INTERFACE
- 3- DTI™ EPS™ V2 POWER UNIT
- 4- EPS™ FRONT DERAILLEUR
- 5- EPS™ REAR DERAILLEUR

**EPS**  
ELECTRONIC  
POWER SHIFT



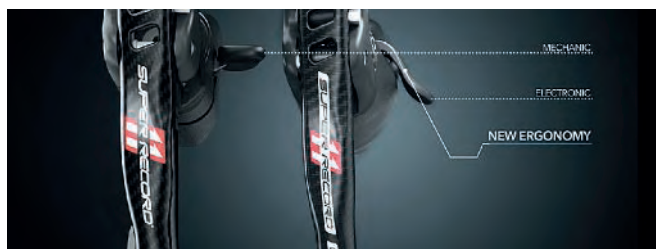


# EPS™ ERGOPOWER™ CONTROLS

## Take an already excellent design and make it even better.

The engineers at Campagnolo® had this goal in mind when they set out to develop the EPS™ Ergopower™ controls. The ergonomics and layout of Campagnolo® mechanical commands were already universally lauded as the best available. Ergonomics, "one lever-one action" design and lever shape were all maintained and as a result electronic shifting is intuitive from the first shift.

The performance factor is improved however as both front and rear derailleurs are controlled with a simple click. Minimum effort, maximum performance. Ergonomics have been improved even further by customizing the 2nd lever to a position easily reachable from any hand position. Shifting with your thumb has never been easier from either the hoods or from the drops.



### One lever-One action:

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

### E-Ergonomy™:

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

### Electronic circuit board "Water-proof" (IP67):

The boards and connectors inside the controls are completely waterproof for superior durability in all weather conditions.

### Multi-Dome Tech™:

A set of aluminium domes which have been fine tuned through road testing by professional and amateur riders to optimise operating force. Being able to feel the exact instant when they shift with the rear or front derailleur is crucial for a rider.

With this technology, Campagnolo® has achieved the perfect "click feeling", which also prevents unintentional shifts.

### Switch Mode:

Each control set has a mode button next to lever 2.

The multifunction Switch Mode button is used for initial setup and to adjust the travel of the rear and front derailleur. Pressing the button briefly, on the other hand, displays the battery state.





# DTI™ EPS™ V2 INTERFACE

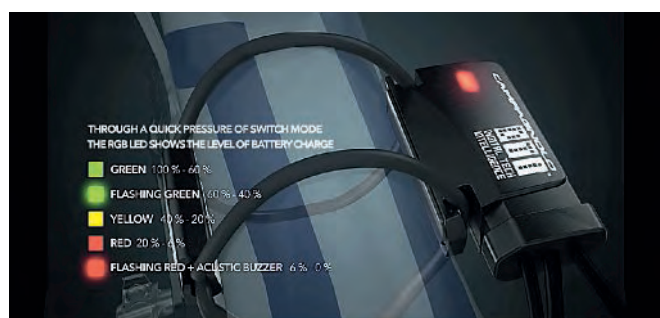
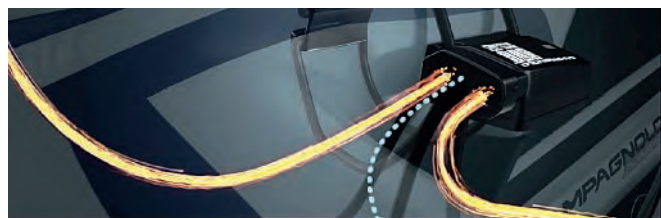
NEW

## Why do you need an interface?

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

But the interface also has important functions such as:

- displaying the battery charge status.
- processing information coming from the rear and front derailleur through the EPS™ Power Unit.
- registering the initial set-up and allowing micro adjustments of the rear and front derailleur even while riding.
- serves as a diagnostic mechanism displaying color coded signals for any eventual problem with the EPS™ drivetrain.



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) and also during smaller adjustments (Ride Setting). These smaller fine-tuning adjustments can be carried out while in the saddle as well.

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

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

- GREEN 100% - 60%
- FLASHING GREEN 60% - 40%
- YELLOW 40% - 20%
- RED 20% - 6%
- FLASHING RED 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.

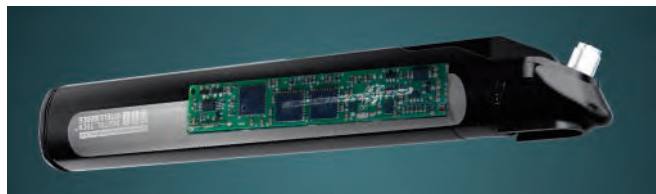




# DTI™ EPS™ V2 POWER UNIT

NEW

The Campy Tech Lab™ has taken the most advanced electronic drivetrain available and made it even more cutting-edge. To further improve it Campagnolo® engineers set about to create a newer version of the external Power Unit to find a more aerodynamic and versatile format. Their research produced the **new EPS™ V2 Power Unit with a new revolutionary design that offers several advantages**. A new cylindrical format allows the battery to be mounted in a variety of positions, all of which confer an aerodynamic advantage. Those wishing to mount the battery externally will encounter less wind resistance thanks to its new slimmer profile. However, **the new profile allows for INTERNAL mounting** which not only offers the obvious aerodynamic benefits associated with hiding a component inside the frame but also keeps the unit protected from the elements and impact. The new EPS™ V2 Power Unit is an improvement with regards to aerodynamics, versatility, durability and protection but also plays a pivotal role in an aspect that is not to be overlooked; aesthetics. The new EPS™ V2 Power Unit gives the cyclist the possibility to use the most advanced groupset while maintaining sleekest look to his or her ride.



## 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. However, battery duration will generally be around 1500km on average. 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!

## 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 derailleurs. In addition to all this, the Power Unit monitors the state of charge and power produced by the battery.

## Input/Output gates

The connector of the Power Unit™ has multiple functions:

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

## System diagnostics via connection to the specific tool:

System diagnostics can be taken with the use of a specific tool much like is found in modern vehicle diagnostics. This operation is carried out exclusively by Campagnolo®.

**Firmware and Eeprom updates:** this operation is carried out exclusively by Campagnolo®.

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



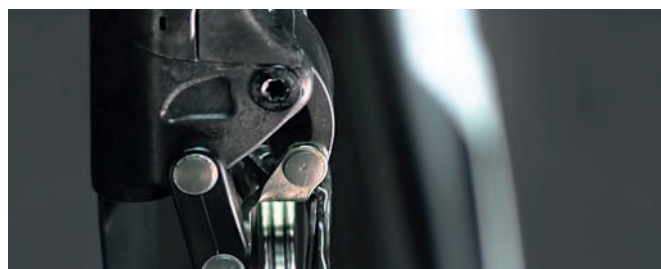
# EPS™ FRONT DERAILLEUR

**One single goal: to achieve the fastest, most precise derailing action available in cycling.**

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

How was the outstanding derailing performance of Campagnolo's EPS™ drivetrains made possible? Extracting the maximum possible performance from each individual component also depends on the performance of the other components in the drivetrain. On the basis of this precept, Campagnolo® developed a global project encompassing every single component in the drivetrain, and not just those of the new front derailleur.

This design philosophy has always been central to Campagnolo's approach to producing fantastic and functional components and EPS™ stands as a testament.



Campagnolo® uses only the best and highest performing motors in the world to ensure the level of performance and reliability consumers have come to expect. The strongest and most powerful motors offer unparalleled performance and durability even while shifting under stress. Reduction gears are used to deliver an even higher level of torque to ensure flawless shifting no matter the situation.

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

In other words, the front derailleur cage is automatically centered no matter the position of the chain on the crankset or on the cassette.

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

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

## **Automatic Front Derailleur Repositioning Technology:**

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



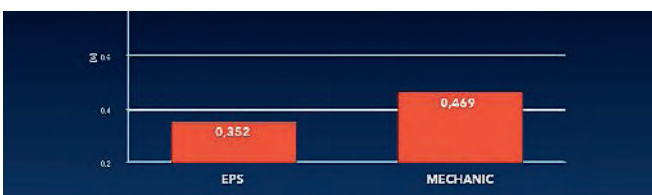
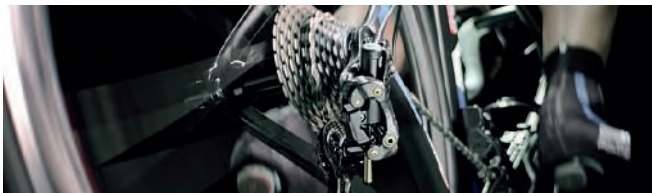
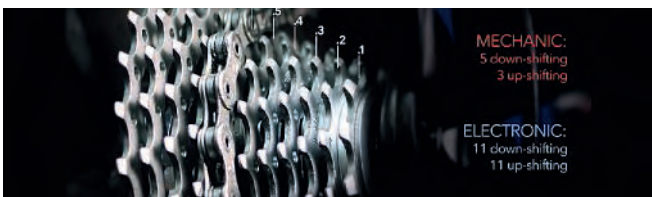


# EPS™ REAR DERAILLEUR

The EPS™ rear derailleur is a tour de force of micro-technology. Super Record™ EPS™, Record™ EPS™, Athena™ EPS™: a unique project that has further augmented the performance of the EPS™ rear derailleur by adopting advanced materials such as carbon fibre and titanium and **special treatments to keep all components waterproof and ensure outstanding durability even in extreme conditions.**

Combining the most advanced technologies available today with the development work of the Campy Tech Lab™ team has brought incredible results in terms of performance: shift times are now **25% faster than the mechanical rear derailleur** (taking just 0.352 seconds to swap sprockets), and **precision** is excellent in all rear derailleur positions. On top of all this, the EPS™ rear derailleur also features Multishifting technology, letting the rider shift up or down by up to 11 sprockets at a time!

**How easy is setting up the rear derailleur? As the system is entirely electronic, setting it up is extremely simple and intuitive for anyone, even with no experience!**



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

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

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

## Multi-shifting™ Technology:

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

## Exclusive UnLock System:

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

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





# MECHANICAL COMPONENT TECHNOLOGIES

**The difference is in the detail.** This is a concept that Campagnolo® is very familiar with.

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

## 10 AND 11 SPEED CRANKSETS

**Campagnolo® cranksets are the best you could ever want for your bicycle.**

From Super Record™ to Veloce™, each and every Campagnolo® crankset is designed and engineered to perform at the highest standards and stand up to kilometers and kilometers of hard riding. The carbon fiber cranks use our exclusive Ultra-Hollow Structure™ (UHS) technology to ensure the lightest solution possible while remaining extremely rigid and strong. Chainrings have been engineered to offer the maximum in shifting performance using XPSS™ and MPS™ technology. Both CULT™ and USB™ bearing systems guarantee the maximum in smoothness and ensure that your energy is used to move the crankset, not fight against friction.

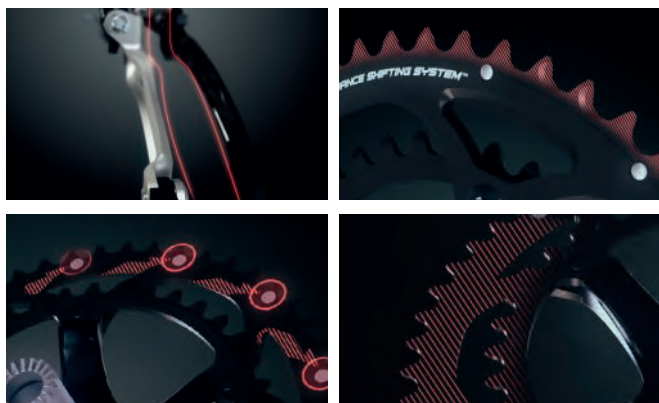
### XPSS™

### X.P.S.S. EXTREME PERFORMANCE SHIFTING SYSTEM™

Extreme Performance Shifting System™. The name says it all.

The Campy Tech Lab™ set out to develop the best shifting performance possible for Campagnolo®'s 11-speed groupsets and one of the most important results was XPSS™.

**The secret of this amazing result is a perfect combination and integration of all the drive train's components.** Each one of them is designed to perfectly fit and work with the rest. This is the only way you will be able to enjoy the extraordinary performance of the X.P.S.S.™ system.



Each individual tooth on the chainring has its own particular design in function with its position on the chainring and is designed to function specifically with our 11-speed chain. As shifting performance is determined by the functionality of the complete group the chainring, chain and the front derailleur were designed to coordinate seamlessly for optimal chain movement even under load.

Each and every tooth on the chainrings were meticulously studied even in the smallest detail using mathematical functions and advanced software to simulate chain movement under all combinations. The end product of this development is a chainring design that makes for lightning fast and trouble free shifting even under stress.

### MPS™

### M.P.S. MICRO PRECISION SHIFTING SYSTEM™

Campagnolo® is constantly focused on the performance of its groupsets for all its ranges, from Super Record™ to Veloce™.

Its Micro Precision Shifting™ (M.P.S.™) System fully reflects this philosophy.

Indeed, our Centaur™ and Veloce™ can attain shifting performances never reached before in a 10-speed group set. Absolute precision, speed and a reduction of the distance covered by the chain when moving from one chainring to another are in line with the performances of the "bigger" 11-speed groupsets. Mechanical work on the outer chainring is proof of the obsessive attention to detail and the persistence of the engineers at our Campy Tech Lab™ who expect the maximum performance from all of Campagnolo®'s products. The result is amazing and now moving from one chainring to another, even under load, will no longer be a problem!



Optimised design of the up-shift and down-shift zones and of the profile of the teeth – enables fast and precise shifting in all types of conditions.

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





## OVER-TORQUE™ TECHNOLOGY

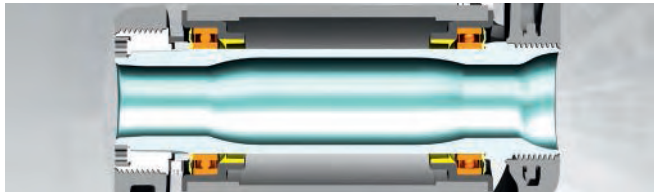
NEW

Campagnolo's dedication to continuous innovation means that we never accept current limits but rather consistently try to push them farther. This is the case with the latest development from Campagnolo® by the name of Over-Torque™ Technology. Engineers from the Campy Tech Lab™ set out to improve upon what were already considered to be exceptional cranksets.

**The completely new Over-Torque™ product represents an increase in performance while also saving weight.**

Following the Campagnolo® philosophy of keeping the bearings at the widest stance possible with a large diameter axle the Over-Torque™ construction has an extremely wide stance for bearings in addition to a 30mm axle diameter. These two factors, combined with a newly designed crankarm produce a 5% rigidity increase over the current Super Record™ crankset as well as an increase of 10% with regards to the weight/rigidity relationship.

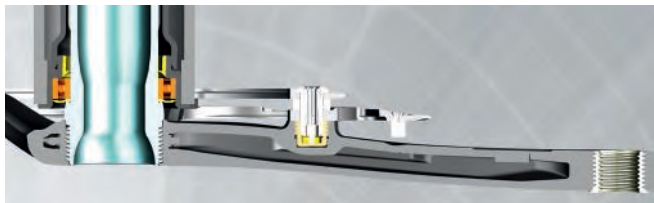
Although difficult to believe, this added rigidity comes with a significant weight savings as well increasing even further the efficiency of this component.



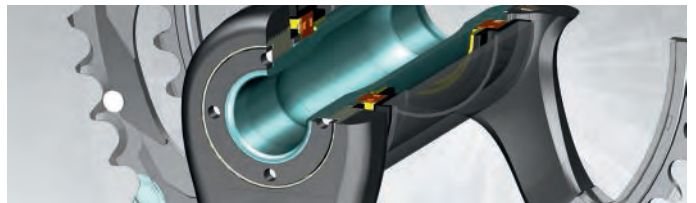
New 30mm diameter axle



New crankarm design



Overall lighter construction with increased rigidity



**Revolutionary closing system:**  
offers weight savings, easier installation and better performance.

2 models available:

**Comp Ultra™ 11 with USB™ ceramic bearings**  
563 g

NEW



**Comp One™ 11**  
605 g

NEW





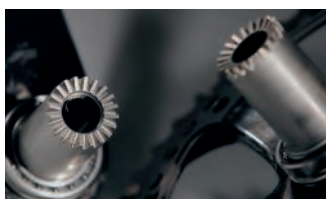
## ULTRA-TORQUE™

ULTRA TORQUE™ 

**Lightness, rigidity, and easy maintenance: Ultra-Torque™.**

Seven years after introducing the Ultra-Torque™ system, it is still considered, the best performing crank-set spindle in terms of stiffness, low weight and efficiency of power transmission.

Campagnolo® found a solution that joins independent left and right crank axles inside the bottom bracket to the point where they act as one. As the two are coupled inside the bottom bracket the Ultra-Torque considerably reduces the lateral dimensions of the crankset, giving even more clearance for the athlete's ankle during the pedal stroke.



Assembly is simple: **one single oversize bolt is enough to integrate the two semi-axles.**

With regard to torque transmission efficiency, this system is equally as effective as a single piece axle.

Furthermore, despite the narrow side profile, we have been able to position the bearings outside the bottom bracket shell, resulting in greater axle rigidity from the increased axle diameter. This breakthrough was obtained by using an ingenious mechanical system derived from many years' motoring experience in the rotation axle and engine shaft coupling sector: the **Hirth joint**. In short, this is a joint with self-centring and self-aligning frontal teeth located in the middle of the bottom-bracket axle where the ends of the semi-axles, integrated with the crankset arms, come into contact.

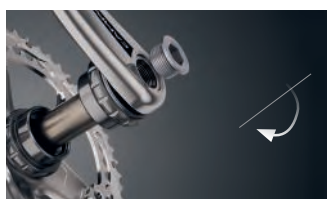
## POWER TORQUE SYSTEM™

POWER TORQUE SYSTEM™ 

Since 2011, the Athena™ 11s, Centaur™, and Veloce™ groupsets feature the Power Torque™ system. The new solution was immediately applauded and embraced with enthusiasm thanks to the incredibly high level of performance found in these mid-range groupsets, as well as the ease of use and the high reliability.

**The axle is a single piece** firmly fixed to the right crank of the crankset. The perfect coupling between bottom bracket and left crank is assured by the **special geometry of the two components**, a solution that guarantees maximum reliability.

To make the bottom bracket more efficient we also worked on the internal portion of the axle. Engineering an elaborate sequence of variable wall densities we were able to obtain an incredibly **light axle** with no compromises in terms of rigidity. Thanks to extensive studies by the Campy Tech Lab™ engineers excess material was identified and removed while leaving material in all of the areas necessary to guarantee heightened performance.



The Campagnolo® engineers concentrated on ensuring that installation and servicing would be extremely simple.

We did all of the hard work in the laboratory so that the work to mount the Power Torque System™ crankset is as easy as possible with only four simple steps.

The right-hand bearing is already locked in the axle in correspondence with the crankset; the other is pre-inserted in the left-hand cup. No special tool is required, and the new crankset is ready to propel you over endless miles.

One of the objectives of the Power Torque System™ project was prolonged operating resistance and both laboratory and real world tests show that this objective was reached.

**The Campy Tech Lab™ concentrated on high performance, easy mounting and durability despite the roughest conditions. All you need to concentrate on is riding.**



**CULT™**

CERAMIC ULTIMATE LEVEL TECHNOLOGY  
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE

To understand what CULT™ is all about and what advantages it offers in terms of the performance of the wheels and cranksets that apply this technology, there's only one thing to do: try it!

Data, charts, studies and tests go a long way in showcasing just how significant the performance and efficiency gains that are associated with CULT™ Technology are but to really understand one must simply saddle up and feel the CULT™ advantage personally. From the first pedal stroke one feels the immediate response and after several kilometers the fresh feeling in one's legs is due to the extremely reduced friction you no longer have to combat while in the saddle.

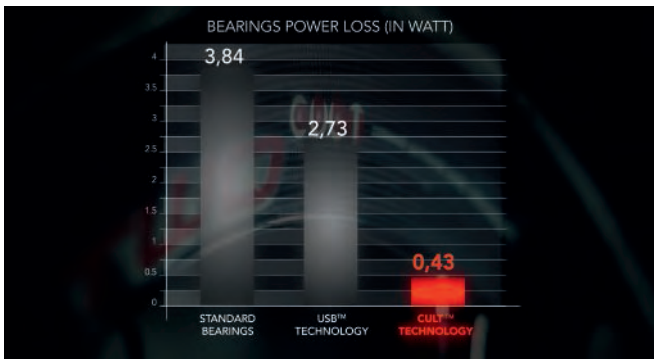


CULT™ technology is a combination of the highest quality ceramic ball bearings available and bearing houses made from **Cronitect®** chromium stainless steel, a technological wonder produced by the German company Schaeffler. The ceramic ball bearings used in the Campagnolo® CULT™ system reduce friction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

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

The results from the Campy Tech Lab™?  
Surprising and beyond all expectations:

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



Even more surprising are the results achieved on the road. The smoothness of your pedal stroke increases with the increase in speed and the sensation is consistently fluid and efficient pedalling.

CULT™ will enable you to boost your performance, but that's not all. Thanks to the new materials with extremely high hardness coefficients, the performance of your crankset will be totally unaltered over time.

**USB™**

CERAMIC  
ULTRA SMOOTH BEARINGS



**Our ceramic USB™ - Ultra Smooth Bearings guarantee extremely high smoothness.**

Perfectly smooth surfaces and lower friction to reduce loss of power are the most interesting features.

USB™ bearing technology provides many of our products with extremely smooth internal surfaces, high-grade ceramic bearings, exceptionally low friction, reduced weight all in a construction that is highly resistant to corrosion. This means increased performance qualities, less power loss and better power transfer from a component that will retain its qualities with minimal maintenance over time.

USB™ - Ultra Smooth Bearings technology is used for the Record™ cranksets and Comp Ultra™ 11 cranksets with Over-Torque™ Technology and for the Shamal™ Ultra™ and Bullet Ultra™ wheels.



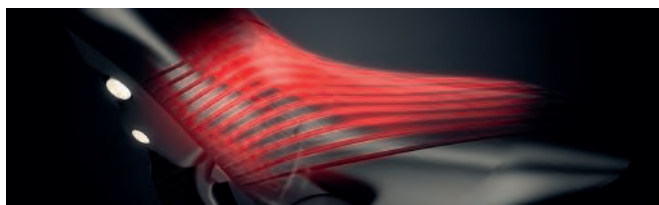
*Campy*  
bike





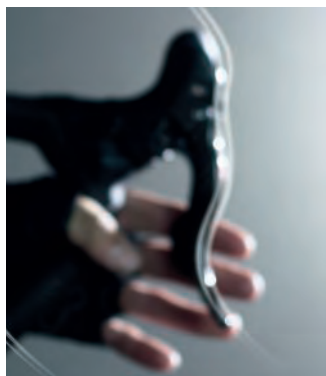
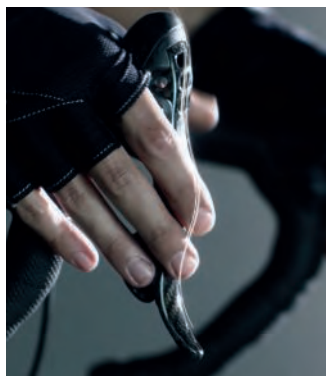
# ERGOPOWER™ CONTROLS

Power is useless without control and Campagnolo® offers complete control through its Ergopower™ commands. The design of the Ergopower™ control was developed in an effort to maximize control, comfort and performance in its each and every detail. The ergonomic design of the hand grip is the result of countless hours of studies to perfectly fit the shape of the riders hands and is made from variable density Vari-Cushion material to ensure comfort on even the longest and harshest days in the saddle. The layout also offers a secure and comfortable grip in all riding positions in addition to easily accessible commands for both braking and shifting from both the hoods as well as the drops. "One lever-One action" design allows for a more intuitive and error free shifting and braking no matter your hand position. Multi-shifting™ technology lets you shift up by as many as 3 sprockets and down by 5 sprockets at a time. More control means better performance.



## Multi-density Vari-Cushion™ hood:

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



## Ergonomics:

The shape of the body conforms to your hands perfectly. The body of the control reproduces exactly the asymmetry of the human hand. This increases the contact with the palm and allows for various riding positions, ensuring maximum safety in all riding positions.

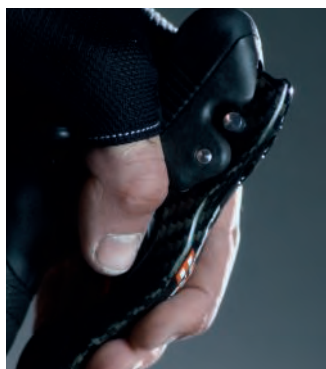


## Comfort:

The shape allows you to easily reach the levers, regardless of your riding position and the size of your hands.

The studies conducted on the position of cyclists' hands, showed three different steering positions depending on the course and the steering style. Based on these studies, Campagnolo® created the particular and exclusive form of the Ergopower™ controls that enable you to steer with safety and comfort. In addition, **the special insert for large hands increases the distance of the levers by 8%, creating sufficient space for braking and shifting, always with the maximum safety.** The Vari-Cushion™ system is the shock absorber that envelops the body of the controls.

**The particular geometry of the hoods made of variable density material both elastic and hypoallergenic,** absorbs vibrations, enabling you to stay in the saddle for many hours without hand fatigue.



## Effective braking:

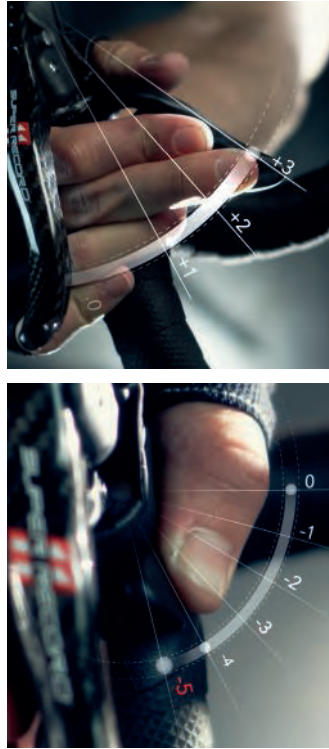
The lever's Ultra-Shift™ shape lets you squeeze the brakes with greater power. In particular, it allows you to brake powerfully and promptly when the hands are gripping high up.

Likewise, when the hands are on the drops the curvature of the Ergopower's brake lever makes for easy access to powerful braking. With such high performance braking at your disposal from any hand position you are free to push the limits even farther while in the saddle.





## ULTRA-SHIFT™ ERGOPOWER™ CONTROLS



### The right gear at the right moment.

The Ultra-Shift™ control by Campagnolo® allows you to select exactly the right gear for the situation at hand almost instantly and often times, can mean the difference between winning and losing. The Ultra-Shift™ system permits the cyclist to shift up 3 sprockets and down up to 5 sprockets at a time with one swift movement.

The lever design and the internals are made in a way to allow great ease in shifting while maintaining a decisive audible click that cyclists appreciate.

The Ultra-Shift™ system is featured on Super Record™, Record™ and Chorus™ 11 Speed groupsets.

## POWER-SHIFT™ ERGOPOWER™ CONTROLS



### A system that is both user-friendly and high-performing, with no compromises.

Once again, the design for Campagnolo's controls has reached extraordinary levels: the "one lever – one control" system, greatly appreciated by riders all over the world, remains. The system has the same ergonomics successfully tested on our Ergopower™ controls and comfort is ensured by the Vari-Cushion™ hoods along with the numerous ergonomic solutions of the well-tested Ultra-Shift™.

With the Power-Shift™ system designed by Campy Tech Lab™ and featured on our Athena™ 11 Speed, Centaur™ and Veloce™ 10 Speed groupset ranges, you can move up 3 sprockets at a time and move down by one. Controls have been designed to maximize shifting performances: precision and speed will enhance the qualities of your Campagnolo® drivetrain and will allow you to face all kinds of routes with zero concerns.





## ULTRA-SHIFT™ REAR DERAILLEUR

On the Campagnolo® rear derailleur you immediately notice the **oversized dimensions of the outer plate** that wraps the lower and upper bodies.



This particular feature, along with the parallelogram, creates the Ultra-Shift™ geometry, the technology that assures the excellent performance of the latest generation of 11-speed and 10-speed drivetrains.

The special form, designed and developed entirely in the Campy Tech Lab™, gives the derailleur an extremely high degree of torsional stiffness. The form makes shifting **fast, reactive, and precise in any situation**, even under stress. But for the Super Record™ 11-speed rear derailleur, Campagnolo® wanted to enhance the performance features to make it even more unique, using unidirectional carbon fibre for the upper and lower bodies.

The result: **the first rear derailleur made entirely of carbon fibre**, with a Formula 1 aesthetic and a markedly reduced weight compared to the versions in aluminium. And above all, the overall rigidity of the system is considerably increased, which in terms of performance translates into the **best shifting possible to be found on racing bikes**.



### Enveloping oversized plate:

makes the rear derailleur extremely rigid – reduces the possibility of play, increasing the life and reliability of the rear derailleur.

## ULTRA-SHIFT™ FRONT DERAILLEUR

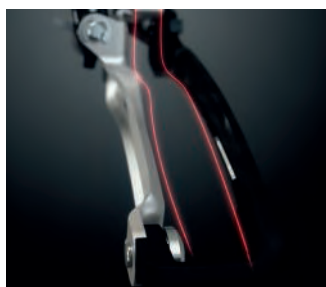
The Ultra-Shift™ front derailleur makes shifting between the chainrings extremely fast and precise thanks to its unique design and the “funnel” form of the derailleur cage. An added anti-friction treatment extends even further the lifetime of this component.



As simple as it is effective and reliable.

The front derailleurs of the Campagnolo® groupsets have always represented a guarantee of excellent performance.

For this reason, also for the 2014 range Campagnolo® has maintained the same configuration characterised by the **Z-Shape™** design of the inner cage and the M-Brace™ front derailleur body. This combination, thanks to the new design of the MPS™ chainrings, **elevates shifting to incredibly high levels of precision, speed, and reliability**.



### Special inner cage design:

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



# SPROCKETS

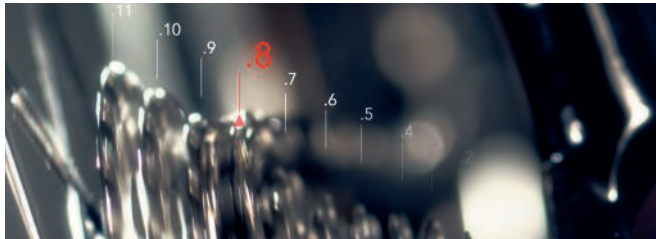
10 or 11 speeds. Whatever your choice of drivetrain, Campagnolo® gives you the best technology available today.

Ultra-Shift™ and Ultra-Drive™ feature precision-machined sprocket teeth and synchronisers. The use of exclusive materials and surface treatments make each sprocket incredibly stiff and extend the lifespan of the sprockets themselves.

The result: unparalleled shift speed and precision.

## ULTRA-SHIFT™ 11 SPEED

**Reduced material, increased thickness.** To place an 11 speed cogset where traditionally only a 10 speed would fit means that the thickness of each sprocket had to be reduced. However, by optimizing the construction and form of the cogset and developing a new design for each and every tooth the Campy Tech Lab™ was able to actually increase rigidity by 180% and create individual sprockets that are 70% more resistant to torsion. The new tooth design optimizes the speed and fluidity of shifting and reduces the stresses applied on the chain as it ascends more easily onto larger sprockets even under load. .



### Reinforced mounts for second and third triplets:

greater sprocket set rigidity  
– performance, precision.

### Ultra-Shift™ Synchronization:

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

## ULTRA-DRIVE™ 10 SPEED

The Centaur™ 10-Speed and Veloce™ 10-Speed groupsets maintain the Ultra-Drive™ system dedicated to and optimised for 10-speed drivetrains.

The maximum synchronisation between the sprockets and precise machining of the teeth achieve first-class shifting performance.

The Nickel-Chrome surface treatment makes the sprockets extremely resistant and durable and prolongs the life of the chain.



### Ultra-Drive™ teeth design:

optimized upshifting.

# CHAINS

A chain is only as strong as its weakest link as the old adage states, and a groupset is only as functional as its chain. With this in mind Campagnolo® has always prided itself on making the most high performance and long-lasting chains possible. We strive to make chains that are extremely reliable, efficient in transmitting power with reduced friction and a very fluid movement.

## ULTRA-LINK™ 11 SPEED

The Ultra-Link™ 11 Speed chain represents the pinnacle of performance as far as chains are concerned. Lightweight, very fluid, resistant to stretching and durable for a long life this chain also incorporates the Ultra-Link™ closing system. The Ultra-Link™ system uses a specially developed locking pin that, once closed using the Campagnolo® UT-CN300 tool, is as secure as the rest of the links and is completely safe.



### 11-Speed Chain:

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

## HD-LINK™ 10 SPEED

For 10-speed groupsets you can choose between two models of chain, both featuring the HD-Link closure system and surface treatment to reduce friction: the CC or the C10, which differ only in the lightening of the outer plates that gives the CC a 2% savings in weight.

The links and pins of the 10-speed chains are designed and optimised to be coupled with the teeth of the Campagnolo® 10-speed gears and sprockets.



### 10-Speed chain with HD-Link™ chain link fastening system:

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



# INTEGRATED CUPS







































































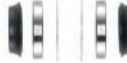




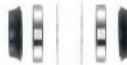


## Uniquely compatible with all the frames on the market.

Thanks to Campagnolo's commitment to offer solutions for all of our clients, no matter the fame or model they choose to ride, Campagnolo® cranksets can be mounted on any frame available. Campagnolo® cranksets are perfectly compatible with Italian, English, BB30, BB90, 86.5x41 and BBRight standards.

This enables us to maintain celebrated benefits such as rigidity, lightness and performance in keeping with the typical timing results measured by Campagnolo's crank sets.

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

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

		STANDARD ITA	STANDARD ENG	BB30 68X42	86,5X41	BB30 68X46	BB RIGHT	86.5x46
ULTRA TORQUE™								
								
								
								
								
								
POWER TORQUE™								
								
								
								
								
OVER TORQUE™								
								
								

# BRAKES

Campagnolo® offers some of the most powerful brakes available on the market and, in an effort to offer solutions for every rider, has produced two choices for performance stopping power. The Dual Pivot system uses dual pivot points for actuating the brake arms thus increasing the force applied to the braking surface in relation to the force applied by the cyclist on the lever. However, Campagnolo® also produces a mono-pivot rear brake that allows the cyclist to build his bike according to his own personal braking preference.



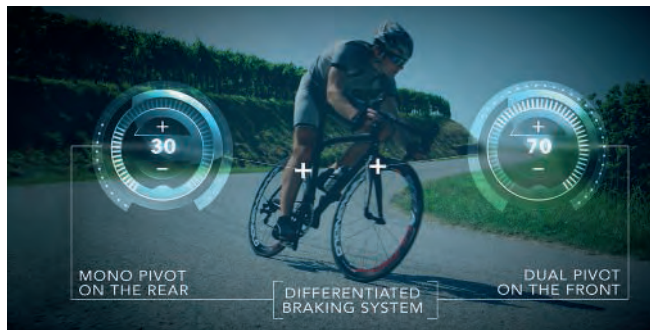
DUAL-PIVOT FRONT BRAKE  
DUAL-PIVOT REAR BRAKE



MONO-PIVOT REAR BRAKE

## What are the advantages of the Dual Pivot system?

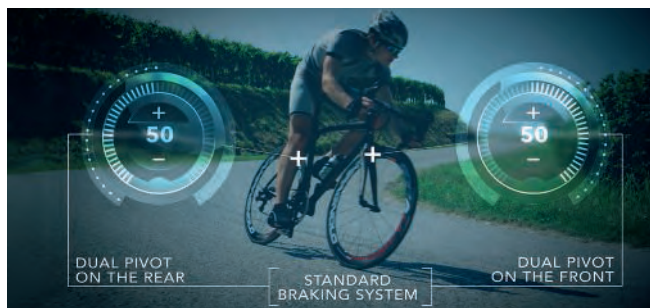
The dual pivoting of the brake arms makes it possible to increase the actuation force of the brake and to modulate braking based on the needs of the moment, making braking consistently safe and controlled.



## But do cyclists always need braking that is decisive and powerful?

As is well-known, the braking of a road bike is divided into about 70% on the front and 30% on the rear.

The answer, therefore, is certainly positive in the case of the front brake, while for the rear brake, the answer becomes a personal choice and is provided based on the style of riding, weather conditions, and also the material of the braking tracks of the wheels.



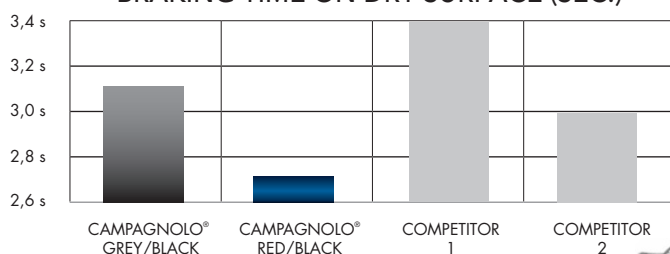
This is why, for the Super Record™, Record™, Chorus™ and Athena™ brakes, Campagnolo® offers the two options for the rear brake: mono pivot for those who prefer a lighter brake with a less powerful braking action, and dual pivot for riders who want to have greater braking power on the rear as well.



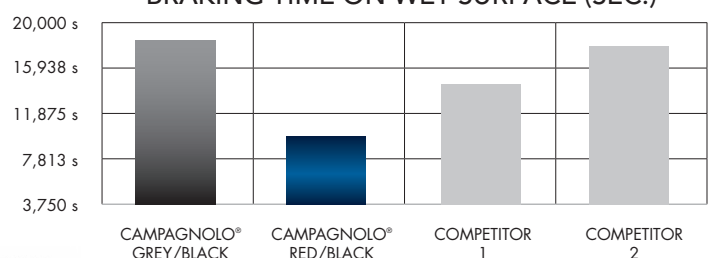
## Brake pads made especially for carbon wheels:

the internally developed brake pad incorporates a specific blend that increases the brake performance on both dry and wet surfaces without increasing the wear and tear on the pad or the rim. For a more modular and more secure stop.

BRAKING TIME ON DRY SURFACE (SEC.)



BRAKING TIME ON WET SURFACE (SEC.)







# ELECTRONIC DRIVETRAINS

**EPS**  
ELECTRONIC  
POWER SHIFT





SUPER RECORD™ EPS™

30

RECORD™ EPS™

34

ATHENA™ EPS™

38



# SUPER RECORD™ EPS™

The dream.

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

Super Record™ EPS™ is the lightest electronic groupset in the world. Carbon fibre and titanium - materials offering unparalleled performance and renowned for their lightness - come together with Italian design to make the Super Record™ EPS™ truly a thing of distinctive, exclusive beauty. Just one click of the controls will be enough for you to realise that this is the beginning of a new era.

## SUPER RECORD™ EPS™ ERGOPOWER™ CONTROLS

262 g



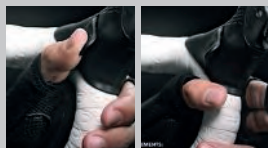
## SUPER RECORD™ EPS™ FRONT DERAILLEUR

129 g



### 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.



### 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).



### New 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.



### 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.



### Front derailleur body in monolithic carbon powder technopolymer:

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



### Position sensor:

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



### New internal and external derailleur cage design, with aluminium and carbon fibre construction:

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



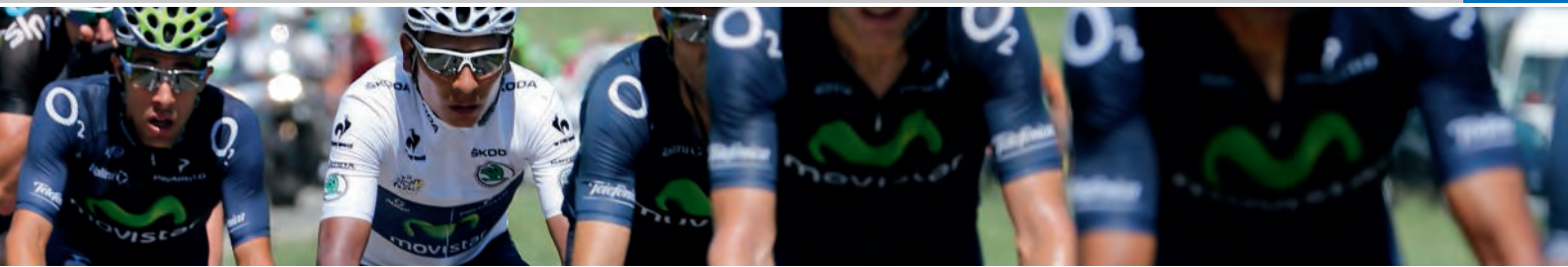
### 100% waterproof:

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

### New front derailleur mounting tool:

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





## SUPER RECORD™ EPS™ REAR DERAILLEUR

198 g



### 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.



### Position sensor:

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



### Special T.I.N. treatment:

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



### Upper and lower body in monolithic carbon powder technopolymer:

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



### Front plate and cage in carbon fibre:

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



### Exclusive "Unlock System™":

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



### Exclusive Multi-shifting™ Technology:

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

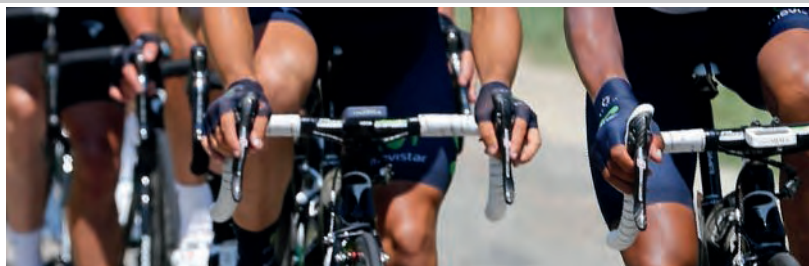


### 100% waterproof:

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



# SUPER RECORD™ EPS™



## DTI™ RECORD™ EPS™ V2 POWER UNIT

130 g **NEW**



## DTI™ RECORD™ EPS™ V2 INTERFACE

24 g **NEW**



### 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 new 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.

### 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.



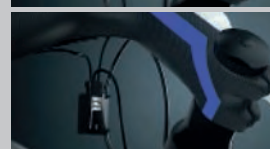
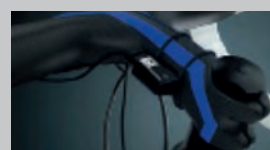
### RGB LED:

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.





## SUPER RECORD™ CRANKSET

585 g



## SUPER RECORD™ SPROCKETS

177 g



## RECORD™ CHAIN

2,10 g /link

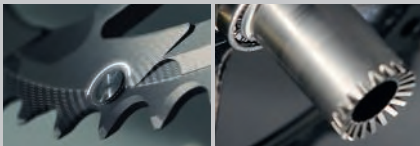


## SUPER RECORD™ BRAKES

297 g - Dual-Pivot (front+rear)



272 g  
Mono/Dual Pivot  
Version (pair)



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

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

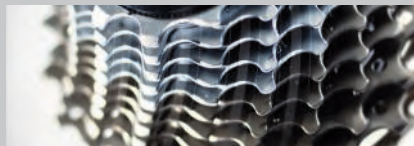
**Titanium axle and reverse thread titanium fixing bolt:**  
reduces the overall weight of the crankset by 40 grams.

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

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



**New Comp Ultra 11 - Over-Torque™ Technology crankset:**  
new 30mm diameter axle, USB™ ball bearings.



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

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

**6 titanium sprockets:**  
less weight.



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

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



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



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

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

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



# RECORD™ EPS™

Competition, sweat and an endless string of victories.

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

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

## RECORD™ EPS™ ERGOPOWER™ CONTROLS

266 g



## RECORD™ EPS™ FRONT DERAILLEUR

133 g



### 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.



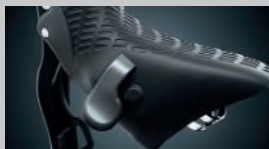
### 100% waterproof:

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



### 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).



### New 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.



### 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.



### Front derailleur body in monolithic carbon powder technopolymer:

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



### Position sensor:

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



### New internal and external derailleur cage design, with aluminium and carbon fibre construction:

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



### 100% waterproof:

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

### New front derailleur mounting tool:

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





## RECORD™ EPS™ REAR DERAILLEUR

203 g



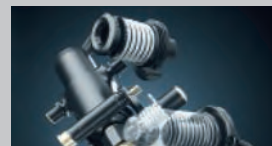
### High torque, high drive ratio motors:

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.



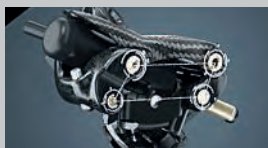
### Position sensor:

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



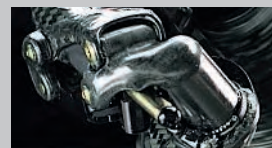
### Exclusive Ultra-Shift™ parallelogram geometry:

maximum rigidity, fast actuation and reduced friction.



### Upper and lower body in monolithic carbon powder technopolymer:

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



### 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 "Unlock System™":

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



### Exclusive Multi-shifting™ Technology:

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



### 100% waterproof:

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



# RECORD™ EPS™

## DTI™ RECORD™ EPS™ V2 POWER UNIT

130 g **NEW**



### 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.



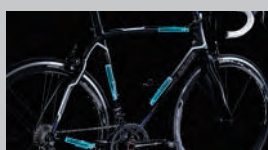
### Input/output gates:

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



### External or internal mounting:

the new 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.



## DTI™ RECORD™ EPS™ V2 INTERFACE

24 g **NEW**



### 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:

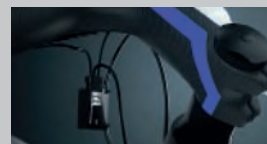
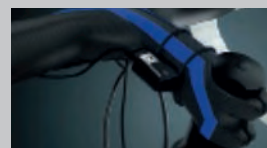
visualises battery charge status.

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.





## RECORD™ CRANKSET

627 g



## RECORD™ SPROCKETS

201 g



## RECORD™ CHAIN

2,10 g /link

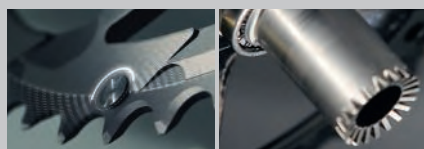


## RECORD™ BRAKES

303 g - Dual-Pivot (front+rear)



278 g

Mono/Dual-Pivot  
Version (pair)


### 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.

### Ultra-Torque™ bottom bracket:

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

### Integrated crank/chainring mounting system:

reduced weight – easy maintenance.

### Hollow cranks and spider arms with Ultra-Hollow™ Technology:

reduces weight of stress – free areas, improves crank set weight and rigidity ratio.

### USB™ Technology:

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

NEW



### New Comp Ultra 11 - Over-Torque™ Technology crankset:

new 30mm diameter axle, USB™ ball bearings.



### Ultra-Shift™ teeth design:

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

### Ultra-Shift™ synchronization:

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

### 3 titanium sprockets:

less weight.

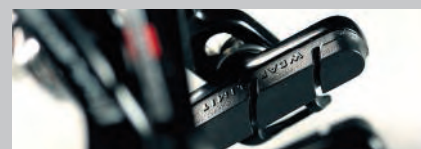


### Chain link Ultra-Link™ connecting system:

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

### Ultra-Link™ chain links:

designed to provide the best possible performance for Campagnolo® transmissions – longer life for gears and sprockets, maximum efficiency in power transmission.



### Special compound:

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



### Front/rear differentiated braking:

lighter rear brake – greater braking power modulation.

### Exclusive brake pad coupling/uncoupling system:

fast and secure brake pad replacement.

### Skeleton brake arms:

no-bend arms, modularity, reduced weight.



# ATHENA™ EPS™

The exact same performance advantages of Super Record™ and Record™.

This alone is a sufficient introduction for the new Athena™ EPS™, a groupset differing from these prestigious models only in the materials used and price. Although made predominantly from aluminium, Athena™ still includes a number of carbon fibre components, making it the lightest electronic drivetrain in its class, while its ergonomics, derailing and shift performance are exactly the same as Campagnolo®'s range-topping drivetrains. A dream within reach of all Campagnolo® enthusiasts.

## ATHENA™ EPS™ ERGOPOWER™ CONTROLS

288 g



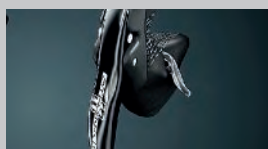
## ATHENA™ EPS™ FRONT DERAILLEUR

149 g



### 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.



### 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).



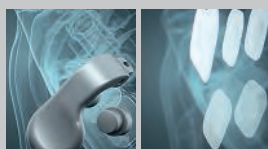
### New e-Ergonomy™:

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.



### 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.



### Front derailleur body in monolithic carbon powder technopolymer:

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



### Position sensor:

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



### New internal and external derailleur cage design:

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



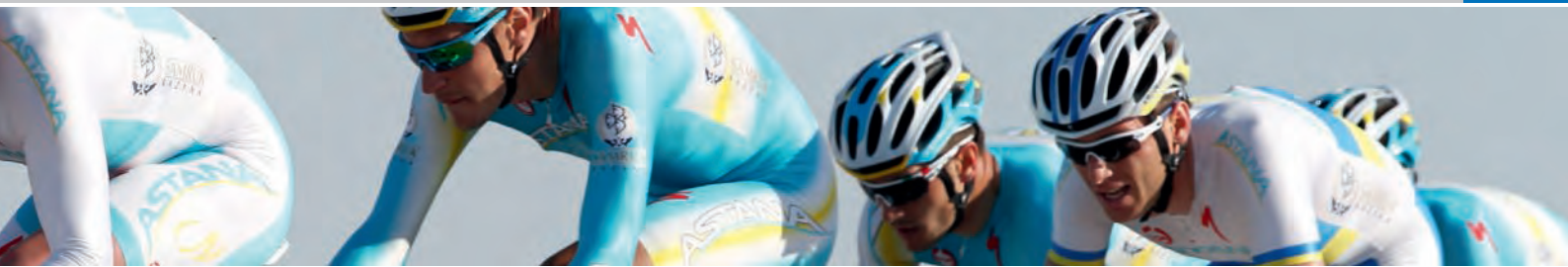
### 100% waterproof:

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

### New front derailleur mounting tool:

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





## ATHENA™ EPS™ REAR DERAILLEUR

225 g



### 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.



### Position sensor:

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



### Exclusive Ultra-Shift™ parallelogram geometry:

maximum rigidity, fast actuation and reduced friction.



### Upper and lower body in monolithic carbon powder technopolymer:

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



### Front plate and cage in aluminum:

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



### Exclusive "Unlock System™":

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



### Multi-shifting™ Technology:

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



### 100% waterproof:

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



# ATHENA™ EPS™

## DTI™ ATHENA™ EPS™ V2 POWER UNIT

130 g **NEW**



### 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 derailleurs.



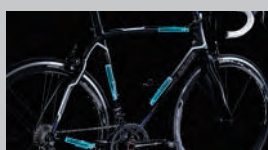
### Input/output gates:

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



### External or internal mounting:

the new 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.

## DTI™ ATHENA™ EPS™ V2 INTERFACE

24 g **NEW**



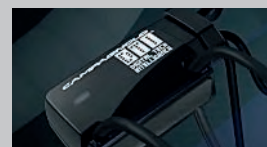
### Analogue-digital signal conversion:

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.



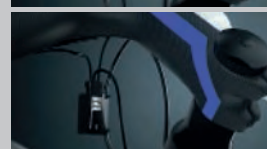
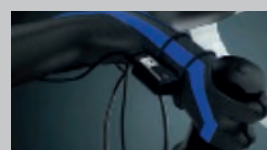
### RGB LED:

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.





### ATHENA<sup>™</sup> CRANKSET

**640 g**  
Carbon



**736 g**  
Deep Black

### CHORUS<sup>™</sup> SPROCKETS

**230 g**



### CHORUS<sup>™</sup> CHAIN

**2,24 g /link**



### ATHENA<sup>™</sup> BRAKES

**331 g** - Dual-Pivot (front+rear)



**306 g**  
Mono/Dual-Pivot  
Version (pair)



**X PSS<sup>™</sup>:**  
exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.



**Power-Torque<sup>™</sup> System:**  
system with single axle designed to maximise stiffness and power transmission.



**New Comp One 11 - Over-Torque<sup>™</sup> Technology crankset:**  
new 30mm diameter axle.



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

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



**Ultra-Link<sup>™</sup> chain connecting system:**  
high strength chain connection – greater safety and longer chain life.

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



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



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

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

**Version dual pivot front/rear:**  
enhanced braking at the rear.





# MECHANICAL DRIVETRAINS





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# SUPER RECORD™

Carbon, titanium and state of the art technology.

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

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

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

## SUPER RECORD™ ERGOPOWER™ CONTROLS

330 g



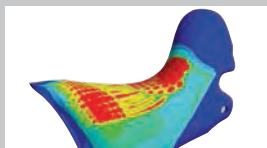
### Ultra-Shift™ ergonomics:

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



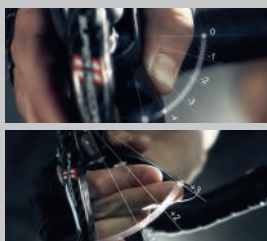
### Vari-Cushion™ hood:

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.



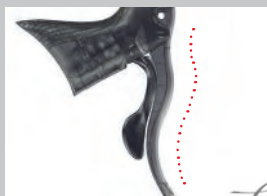
### Exclusive Ultra-Shift™ mechanism:

with just one action of the lever, you can upshift by 1, 2 or 3 chainrings and downshift by 1 to 5 chainrings at a time.



### Double curvature brake lever:

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



## SUPER RECORD™ CRANKSET

584 g



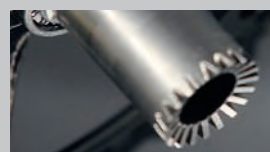
### XPSS™:

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



### Ultra-Torque™ bottom bracket:

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



### Titanium axle and reverse thread titanium fixing bolt:

reduces the overall weight of the crankset by 40 grams.

### 8 chain up shift zones, and 2 chain downshift zones:

faster and more precise shifting, even under stress.

### Hollow cranks and spider arms with Ultra-Hollow™ Technology:

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

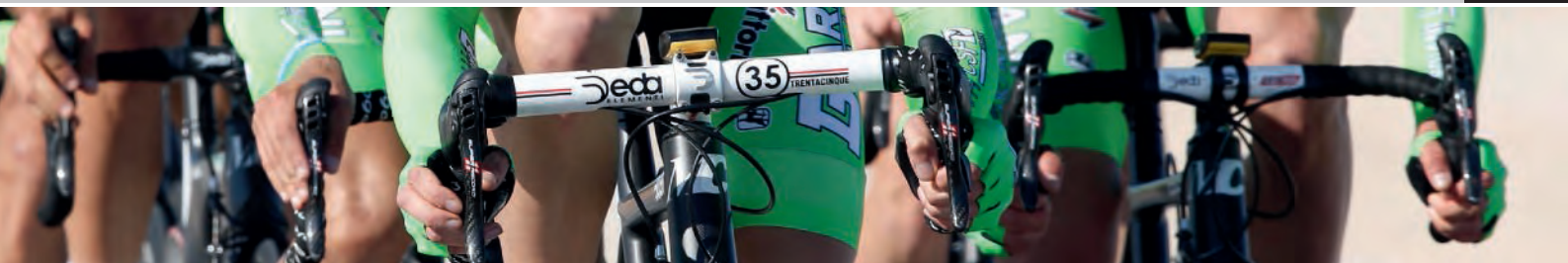
### CULT™ Technology:

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

### New Comp Ultra 11 - Over-Torque™ Technology crankset:

new 30mm diameter axle, USB™ ceramic ball bearings.





## SUPER RECORD™ REAR DERAILLEUR

155 g



## SUPER RECORD™ FRONT DERAILLEUR

72 g



Braze-on version

## SUPER RECORD™ SPROCKET

177 g



## RECORD™ CHAIN

2,10 g / link



## SUPER RECORD™ BRAKES

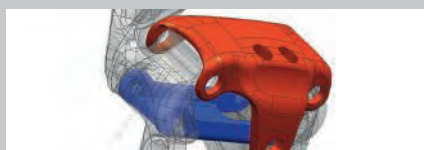
297 g - Dual-Pivot (front+rear)



272 g  
Mono/Dual-Pivot  
Version (pair)



**Carbon fibre upper and lower body:**  
high modulus carbon construction reduces weight and increases rigidity. Extreme precision in a lightweight design.



**Carbon fiber parallelogram and exclusive Ultra-Shift geometry:**  
maximum rigidity, fast actuation and reduced friction.

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

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

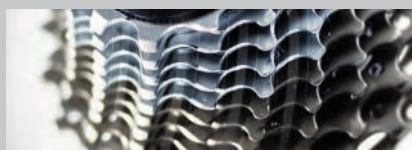


**Special inner cage design:**  
greater rigidity, faster shifting performance and more space for extreme gear combinations.

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

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

**New front derailleur mounting tool:**  
faster installation with better results.



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

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

6 titanium sprockets less weight.



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

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



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

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

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

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



# RECORD™

The Record™ groupset, while not the top of Campagnolo®'s line, nevertheless has been associated with countless victories in both professional and amateur racing.

Winning at the most elite level of cycling is a testament to the quality, precision and performance of this tried and true groupset. Let Record™ accompany you to the podium!

## RECORD™ ERGOPOWER™ CONTROLS

337 g



## RECORD™ CRANKSET

627 g



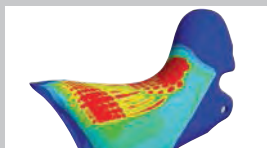
### Ultra-Shift™ ergonomics:

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.



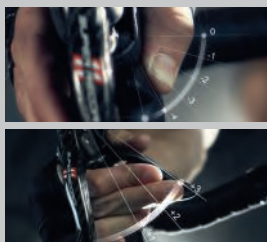
### Vari-cushion™ hood:

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.



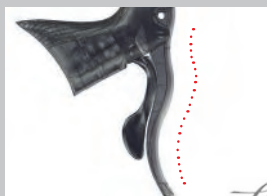
### Exclusive Ultra-Shift™ mechanism:

with just one action of the lever, you can upshift by 1, 2 or 3 chainrings and downshift by 1 to 5 chainrings at a time.



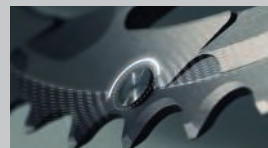
### Double curvature brake lever:

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



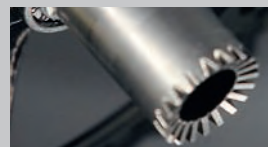
### XPSS™:

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.



### Ultra-Torque™ bottom bracket:

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



### Integrated crank/chainring mounting system:

reduced weight – easy maintenance.



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

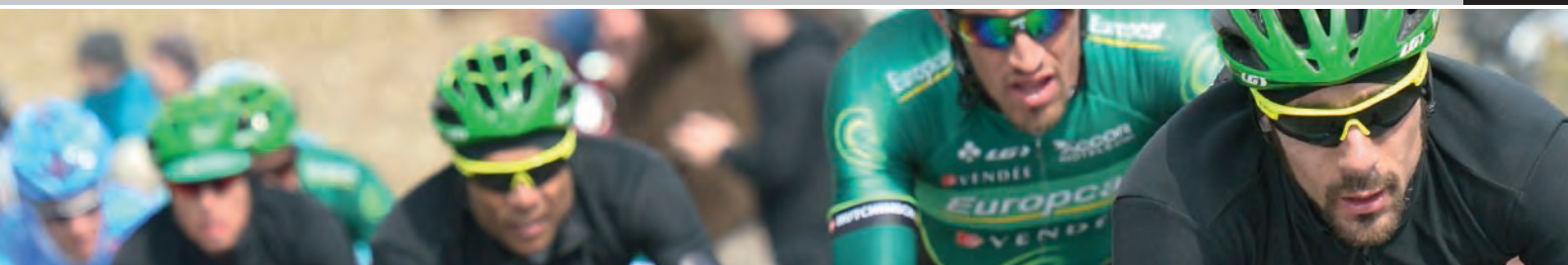
**Hollow cranks and spider arms with Ultra-Hollow™ Technology:**  
reduces weight of stress – free areas, improves crank set weight and rigidity ratio.

### USB™ Technology:

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

**New Comp Ultra 11 - Over-Torque™ Technology crankset:**  
new 30mm diameter axle, USB™ ceramic ball bearings.





## RECORD™ REAR DERAILLEUR

172 g



## RECORD™ FRONT DERAILLEUR

74 g



Clip-on version



## RECORD™ SPROCKET

201 g



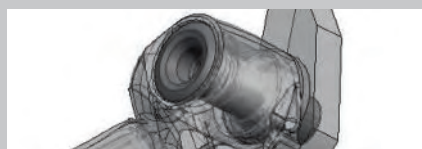
## RECORD™ CHAIN

2,10 g / link



## RECORD™ BRAKES

303 g - Dual-Pivot (front+rear)


278 g  
Mono/Dual-Pivot  
Version (pair)


### Aluminium rear derailleur fastening screws:

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



### Ultra-Shift™ aluminum lower and upper bodies:

less weight, less friction, shifting precision.

### Ultra-Shift™ exclusive geometry parallelogram:

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

### Carbon fibre front plate:

extreme stiffness and reduced weight. Increases the precision of the rear derailleur.



### Special inner cage design:

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

### Ultra-Shift™ carbon outer cage:

thanks to its graduated curvature, shifting is fast and extremely precise.

### Exclusive Campagnolo® geometry derailleur:

high system rigidity and shifting precision.

### New front derailleur mounting tool:

faster installation with better results.



### Ultra-Shift™ teeth design:

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

### Ultra-Shift™ synchronization:

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

3 titanium sprockets less weight.



### Chain link Ultra-Link™ connecting system:

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

### Ultra-Link™ chain links:

designed to provide the best possible performance for Campagnolo® transmissions – longer life for gears and sprockets, maximum efficiency in power transmission.



### Front/rear differentiated braking:

lighter rear brake – greater braking power modulation.

### Special compound:

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

### Exclusive brake pad coupling/uncoupling System:

fast and secure brake pad replacement.

### Skeleton brake arms:

no-bend arms, modularity, reduced weight.



# CHORUS™

The distinctive design, performance and high-tech appeal of carbon fibre at a decidedly competitive price. The same derailing and shift speed, control ergonomics and incredible precision as the Super Record™ and Record™ drivetrains. The Chorus™ 11-speed drivetrain can stand up to comparison with the best that the market has to offer and will astonish you right from the very first pedal strokes.

## CHORUS™ ERGOPOWER™ CONTROLS

337 g



## CHORUS™ CRANKSET

667 g



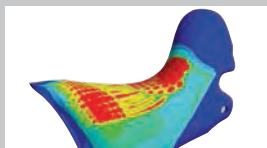
### Ultra-Shift™ ergonomics:

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.



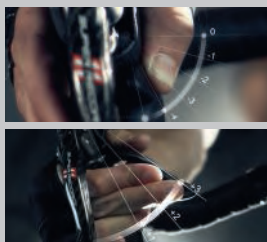
### Vari-Cushion™ hood:

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.



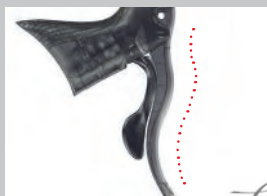
### Exclusive Ultra-Shift™ mechanism:

with just one action of the lever, you can upshift by 1, 2 or 3 chainrings and downshift by 1 to 5 chainrings at a time.



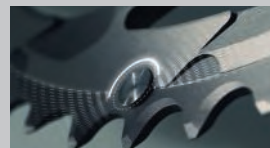
### Double curvature brake lever:

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



### 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.



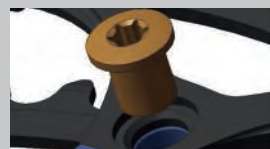
### Ultra-Torque™ bottom bracket:

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



### Exclusive crank/chainring mounting system:

reduced weight – easy maintenance.



### 8 Chain up shift and 2 chain downshift zones:

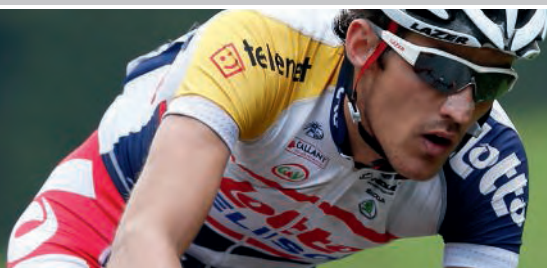
faster and more precise shifting, even under stress.



### New Comp Ultra 11 - Over-Torque™ Technology crankset:

new 30mm diameter axle, USB™ ceramic ball bearings.





## CHORUS™ REAR DERAILEUR

186 g



## CHORUS™ FRONT DERAILEUR

76 g



Braze-on version

## CHORUS™ SPROCKET

230 g



## CHORUS™ CHAIN

2,24 g / link



## CHORUS™ BRAKES

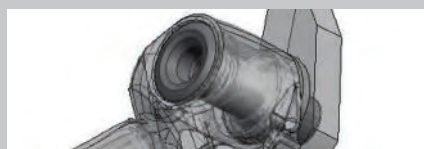
299 g

Mono/Dual-Pivot Version (pair)



319 g

Dual-Pivot  
(front+rear)



**Rear derailleur fixing bolts in aluminium:**  
with the same resistance and stiffness, the new two-part system makes it possible to reduce the weight by 53% compared to steel and 22% compared to titanium – prolongs the component life.



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

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

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



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

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

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

**New front derailleur mounting tool:**  
faster installation with better results.



**Ultra-Shift™ teeth design**

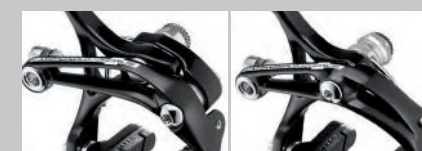
**Ultra-Shift™ synchronization:**  
sprocket tuning allows for maximum shifting performance without hesitation: fast, accurate, and quiet, even under stress.

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



**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.



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

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

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

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



# ATHENA™

Cutting edge technology accessible to all. 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.

## ATHENA™ ERGOPOWER™ CONTROLS

372 g

Bright Silver



Carbon  
Finishing



Deep Black

## ATHENA™ CRANKSET

736 g

Bright Silver



Carbon  
640 g



Deep Black

### 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.



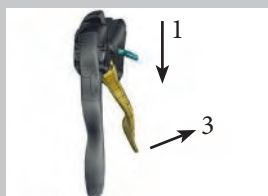
### Vari-Cushion™ hood:

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.



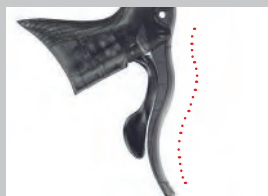
### Power-Shift™ mechanism:

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



### Double curvature brake lever:

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



### XPSS™:

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



### Power-Torque™ System:

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



### 8 Chain up shifting areas and 2 chain downshifting areas:

faster and more precise shifting, even under stress.



### New Comp One 11 - Over-Torque™ Technology crankset:

new 30mm diameter axle.



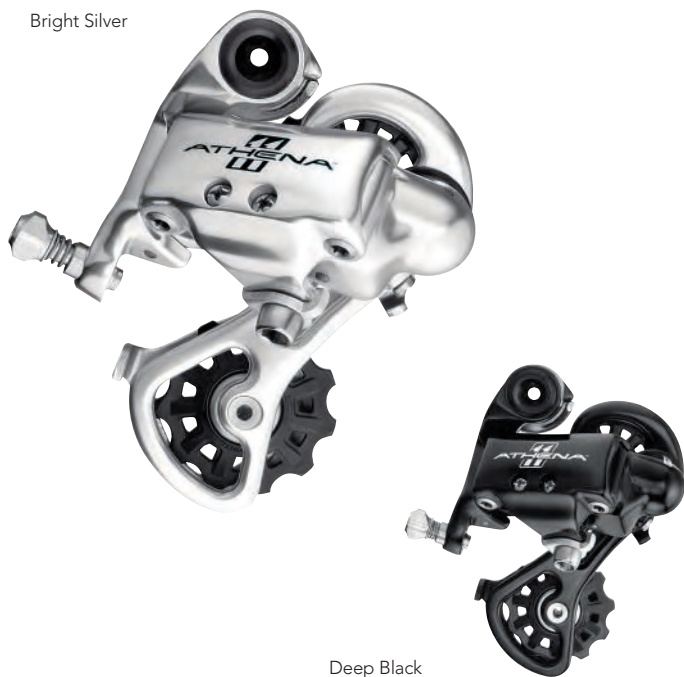
NEW



## ATHENA™ REAR DERAILLEUR

209 g

Bright Silver



Deep Black

## ATHENA™ FRONT DERAILLEUR

92 g

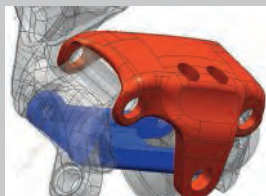
Bright Silver



Deep Black

### Ultra-Shift™ parallelogram:

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



### Pulleys in special rubber:

friction reduction.



### Lightened upper body:

weight reduction.

### Special inner cage design:

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



### Outer cage with Ultra-Shift™ design:

maximum cage stiffness – speed and precision of shifting.



### Exclusive Campagnolo® front derailleur body:

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



### New front derailleur mounting tool:

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





# ATHENA™

## CHORUS™ SPROCKET

230 g



## CHORUS™ CHAIN

2,24 g / link



### 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.

### Ultra-Link™ chain connecting system:

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



### Ultra-Link™ chain links:

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



## ATHENA™ BRAKES

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

Bright Silver



331 g - Dual-Pivot (front+rear)  
Deep Black

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



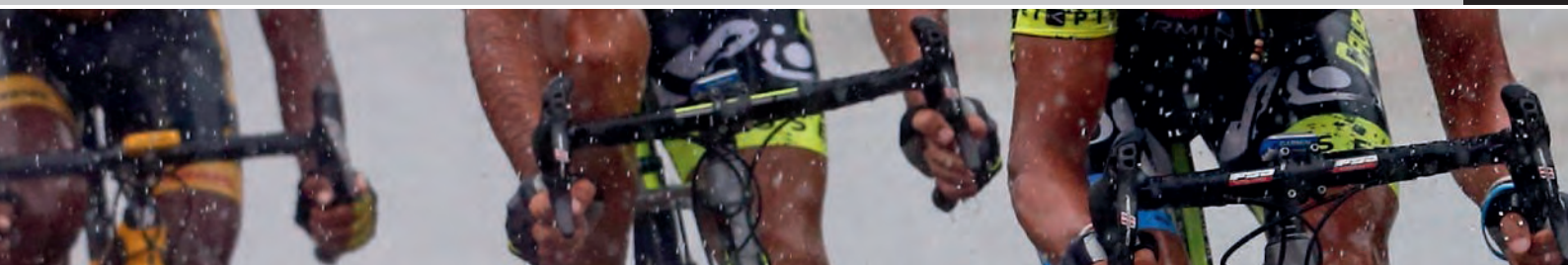
**Special brake compound:**  
better braking performance in all weather conditions – less wear on the braking track.



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



**Version dual pivot front/rear:**  
enhanced braking at the rear.



## ATHENA™ TRIPLE ERGOPOWER™ CONTROL

375 g



## ATHENA™ REAR DERAILLEUR

216 g



## ATHENA™ TRIPLE CRANKSET

904 g



## ATHENA™ TRIPLE FRONT DERAILLEUR

101 g



### 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.

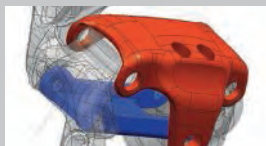


### Two colour versions:

Athena™ 11x3 is available in Deep Black or Bright Silver.

### Ultra-Shift™ parallelogram:

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



### Long cage:

maximises triple drivetrain performance when using 12/29 sprockets.



### Two colour versions:

Athena™ 11x3 is available in Deep Black or Bright Silver.

### "Q" and "U" factors:

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

### Power-Torque™ System:

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

### XPSS™:

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

### Hollow aluminium crank:

superlative lightness.



### Two colour versions:

Athena™ 11x3 is available in Deep Black or Bright Silver.

### Dedicated derailleur cage for triple drivetrain:

for extremely precise and easy derailing on all chainrings.

### New inner "H" link, external link and front derailleur body:

maximum lightness and stiffness for precise, fast derailing.

### Two colour versions:

Athena™ 11x3 is available in Deep Black or Bright Silver.

### New front derailleur mounting tool:

faster installation with better results.



# CENTAUR™

The Centaur™ groupset is the result of Campagnolo®'s desire to produce the highest performing 10 speed groupset possible. The engineers of the Campy Tech Lab™ worked diligently and pooled their experience, expertise and genius together to develop the CENTAUR™ drivetrain. Maximum 10 speed performance in 4 different astonishing finishes, Centaur™ is sure to exceed your expectations and look great while doing so.

## CENTAUR™ ERGOPOWER™ CONTROLS

373 g

Deep  
Black



Black & Red

Carbon

Carbon  
Black & Red

375 g

## CENTAUR™ CRANKSET

738 g

Deep Black



Carbon

640 g



Carbon Black & Red



Black & Red

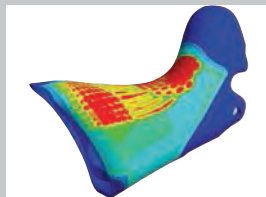
### Ultra-Shift™ ergonomics:

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.



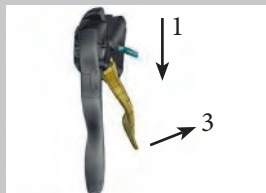
### Vari-Cushion™ hood:

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.



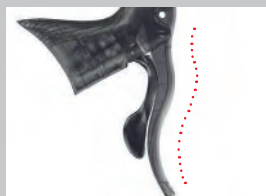
### Power-Shift™ mechanism:

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



### Double curvature brake lever:

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



### MPST™:

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



### Power Torque System™ bottom bracket:

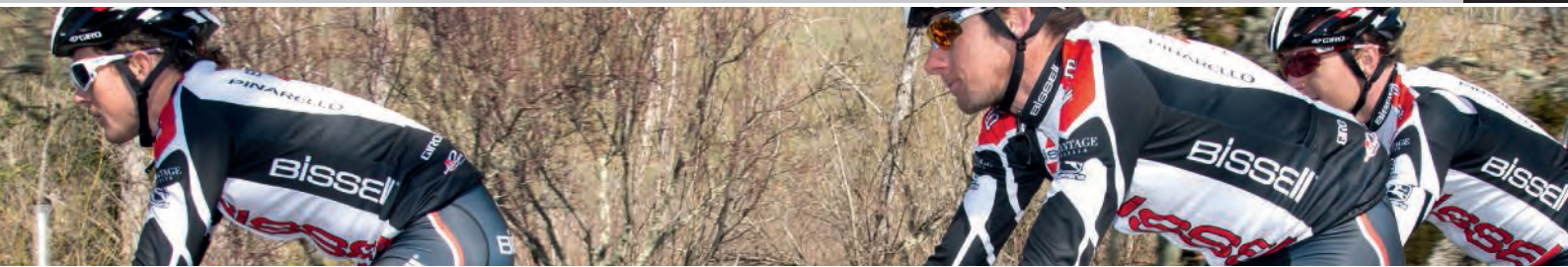
pressure on the pedals is transmitted efficiently without any power loss.



### 8 Up shift and 2 downshift zones:

faster and more accurate shifting, even under stress.





## CENTAUR™ REAR DERAILLEUR

220 g

Deep Black



Black &amp; Red

## CENTAUR™ FRONT DERAILLEUR

92 g

Deep Black



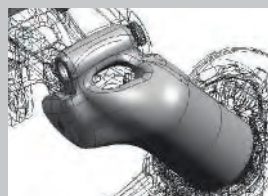
Black &amp; Red

**Ultra-Shift™ aluminum lower and upper body:**

lower weight, rigidity, friction reduction, longer component life.

**Ultra-Shift™ exclusive geometry parallelogram:**

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

**Special inner cage design:**

- greater rigidity
- faster shifting
- more space for all chain positions including extreme combinations.

**Derailleur body with exclusive Campagnolo® M-brace™ geometry:**

high system rigidity and shifting precision.

**New front derailleur mounting tool:**

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





# CENTAUR™

## CENTAUR™ SPROCKET

248 g



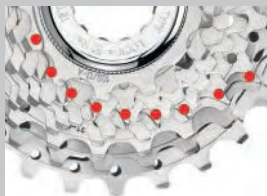
## CENTAUR™ CHAIN

2,36 g / link



### Sprocket synchronization:

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



### Ultra-Drive™ teeth design:

optimized upshifting.

### New 12/27 and 12/30 ratio combinations:

completely redesigned for extremely precise, rapid shifting.

### Chain link HD-Link™ fastening system:

excellent link locking – greater safety and longer chain life.



### Antifriction Ni-PTFE treatment:

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



## CENTAUR™ BRAKES

310 g

Deep Black



Black & Red

### Special compound:

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



### Special design for forged aluminum brake arms:

greater resistance to flex – lighter weight.



### Adjustable shoe holders:

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





## CENTAUR™ TRIPLE ERGOPOWER™ CONTROL

376 g

Deep Black



Black & Red

## CENTAUR™ REAR DERAILLEUR

238 g

Deep Black



Black & Red

## CENTAUR™ TRIPLE CRANKSET

914 g

Deep Black



Black & Red

## CENTAUR™ TRIPLE FRONT DERAILLEUR

101 g

Deep Black



Black & Red

### 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.



### "Q" and "U" factors:

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

### Power Torque System™ bottom bracket:

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



### XPSS™:

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

### Hollow aluminium crank:

superlative lightness.

### Ultra-Shift™ parallelogram:

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



### Long cage:

maximises triple drivetrain performance when using 12/30 sprockets.



### Dedicated derailleur cage for triple drivetrain:

for extremely precise and easy derailing on all chainrings.



### New inner "H" link, external link and front derailleur body:

maximum lightness and stiffness for precise, fast derailing.



# VELOCE™

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.

## VELOCE™ ERGOPOWER™ CONTROLS

368 g

Deep Black



Bright Silver

## VELOCE™ CRANKSET

753 g

Deep Black



Bright Silver

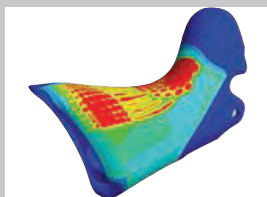
### Ultra-Shift™ ergonomics:

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.



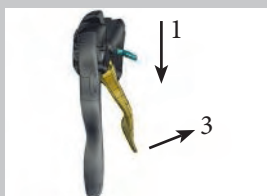
### Vari-Cushion™ hood:

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.



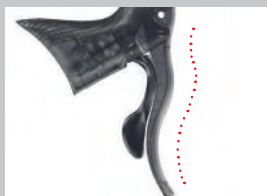
### Power-Shift™ mechanism:

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



### Double curvature brake lever:

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



### MPS™:

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



### Power Torque Tystem™ bottom bracket:

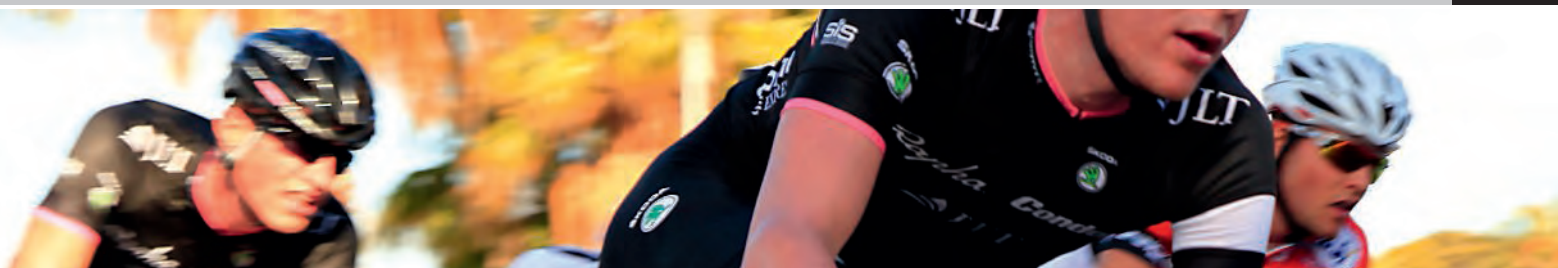
pressure on the pedals is transmitted efficiently without any power loss.



### 8 up shift and 2 downshift zones:

faster and more accurate shifting, even under stress.





## VELOCE™ REAR DERAILLEUR

227 g

Deep Black



Bright Silver

## VELOCE™ FRONT DERAILLEUR

98 g

Deep Black

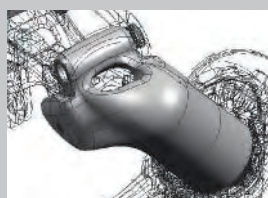


Bright Silver

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



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



**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.

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





# VELOCE™

## VELOCE™ SPROCKET

258 g



## VELOCE™ CHAIN

2,39 g /link



### 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.



### 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.

## VELOCE™ BRAKES

325 g

Deep Black



Bright Silver

### Special compound:

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



### Special design for forged aluminum brake arms:

greater resistance to flex – lighter weight.



### Adjustable shoe holders:

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





## VELOCE™ TRIPLE ERGOPOWER™ CONTROL

376 g

Deep Black



## VELOCE™ REAR DERAILLEUR

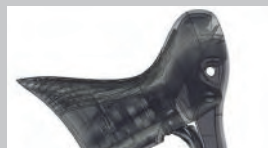
238 g

Deep Black



### 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.

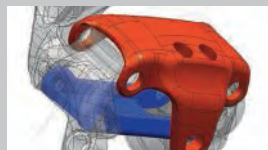


### Two colour versions:

Veloce™ 10x3 is available in Deep Black or Bright Silver.

### Ultra-Shift™ parallelogram:

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



### Long cage:

maximises triple drivetrain performance when using 12/30 sprockets.



### Two colour versions:

Veloce™ 10x3 is available in Deep Black or Bright Silver.

## VELOCE™ TRIPLE CRANKSET

896 g

Deep Black



## VELOCE™ TRIPLE FRONT DERAILLEUR

101 g

Deep Black



### "Q" and "U" factors:

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

### Power Torque System™ bottom bracket:

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



### XPSS™:

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

### Hollow aluminium crank:

superlative lightness.

### Two colour versions:

Veloce™ 10x3 is available in Deep Black or Bright Silver.

### Dedicated derailleur cage for triple drivetrain:

for extremely precise and easy derailing on all chainrings.



### New inner "H" link, external link and front derailleur body:

maximum lightness and stiffness for precise, fast derailing.

### Two colour versions:

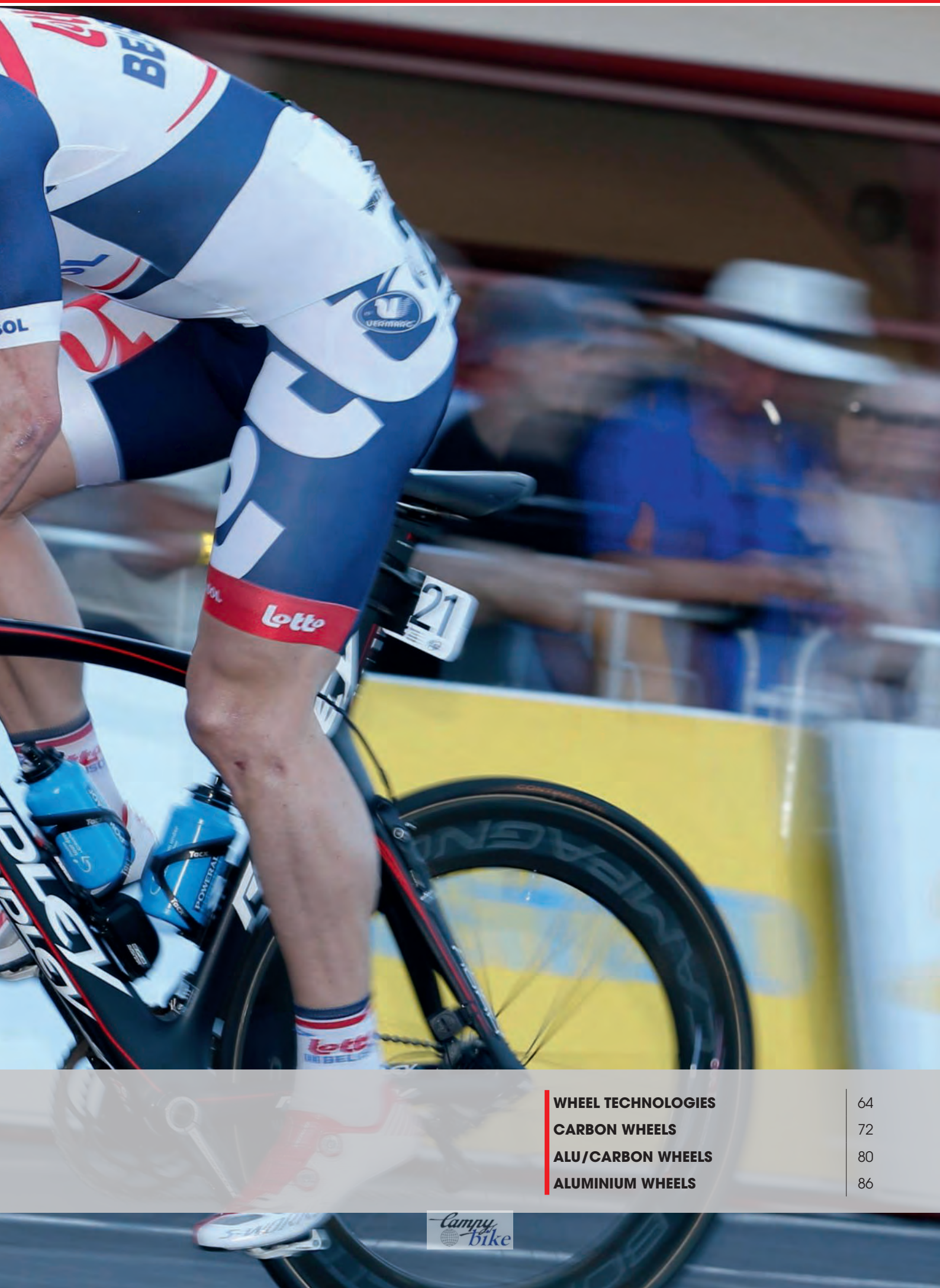
Veloce™ 10x3 is available in Deep Black or Bright Silver.





# WHEELS



**WHEEL TECHNOLOGIES**

64

**CARBON WHEELS**

72

**ALU/CARBON WHEELS**

80

**ALUMINIUM WHEELS**

86



# CAMPAGNOLO® WHEEL TECHNOLOGIES

Campagnolo® is dedicated to raising the standards of what a performance wheel should be and to do so, invests a great deal in research and development. The engineers of the Campy Tech Lab™ are not only tasked with producing wheels that meet or exceed our elevated performance standards, but also with producing a high quality product that is reliable and durable as well. From the entry level Khamsin™ to the professional level Bora™ both performance standards and reliability are guaranteed.

Each and every wheel that bears the Campagnolo® name is manually assembled and goes through several manual and digital inspection processes. Every spoke, nipple, rim and quick release are inspected at each step in the production process just as spoke tension and wheel alignment are verified before any wheel can leave the factory.

We are very proud of our wheels and the public has come to expect nothing less than the best from Campagnolo® which makes such a thorough inspection process absolutely necessary. A process that requires nearly 1 hour and 40 minutes but guarantees Campagnolo® quality and performance for the life of each and every wheel we produce.

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

**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.

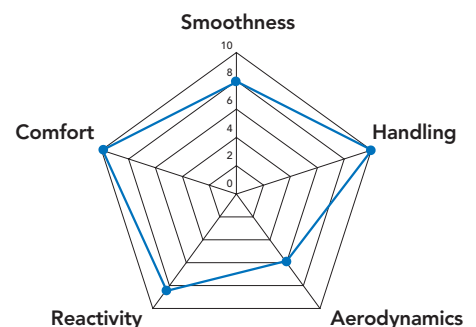
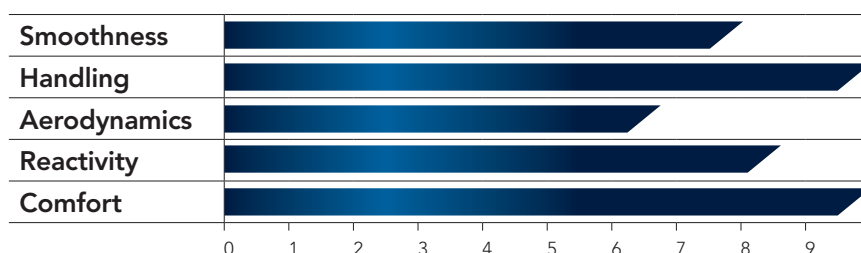
### Comfort:

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.

Campagnolo® provides you with all the technical information, but now it's up to you to decide which is the perfect wheel for your needs! Your passion, your riding style and your sensations will aid you in making your decision.

## S.H.A.R.C



## S.H.A.R.C

	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™ TWO	10	9	9	10	9
BORA™ ULTRA™ 35	10	9	9	9	9
BORA™ ONE	8,5	9	9	9,5	9
BORA™ ONE 35	8,5	9	9	9	9
HYPERON™ ULTRA™ TWO	10	10	6	10	9
<b>ALUMINIUM/CARBON WHEELS</b>					
BULLET™ ULTRA™	10	8	9	7,5	8
BULLET™ ULTRA™ 80mm	10	7	9,5	6,5	8
BULLET™ ULTRA™ 105mm	10	6	10	6	7
BULLET™	8,5	8	9	7,5	8
BULLET™ 80mm	8,5	7	9,5	6,5	8
<b>ALUMINIUM WHEELS</b>					
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>					
BORA™ ONE CX	8	9	9	9,5	9
BORA™ ONE 35 CX	8,5	9	9	9	9
SCIROCCO™ 35mm CX	7,5	9	8,5	8	8
KHAMSIN™ ASYMMETRIC™ CX	7,5	7,5	7,5	6,5	8,5



# CAMPAGNOLO® WHEEL IDENTIFICATION CARD

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

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

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



## 100% Manually assembled and Electronically checked

The extensive attention to detail and testing mentioned above may be sufficient for some companies to ensure the quality of their product but not for Campagnolo®. To ensure the quality of each and every wheel the standards applied to the production process must be then verified on each and every final product at the end of fabrication. Campagnolo® made a clear and bold decision: to assemble each wheel manually and submit it to a series of final inspections that guarantee their quality.

Only through in-depth inspection, both manual and digital, of each and every piece of every final product that leaves the premises can we be 100% sure of the exact same quality for each and every wheel that bears the Campagnolo® name.

- **Balancing:** guarantees the absence of vibrations at fast speed.
- **Lateral and radial control:** guarantees the perfect alignment of the wheel to ensure precise rolling of the wheel.
- **Camber:** ensures the perfect symmetry of the wheels with the bicycle.
- **Spokes tension:** ensures optimal balance at every point of the wheel.
- **Rolling torque of the hub:** ensures a perfect adjustment of the hubs.



In order to leave you with absolutely no doubt as to the quality of the wheel purchased, Campagnolo® has implemented the Campagnolo® Wheel Identity Card (ID) program. The Campagnolo® Wheel ID program sees an ID card that uniquely identifies each individual wheel and is manually compiled and signed to guarantee that all tests have been done and that quality is guaranteed.

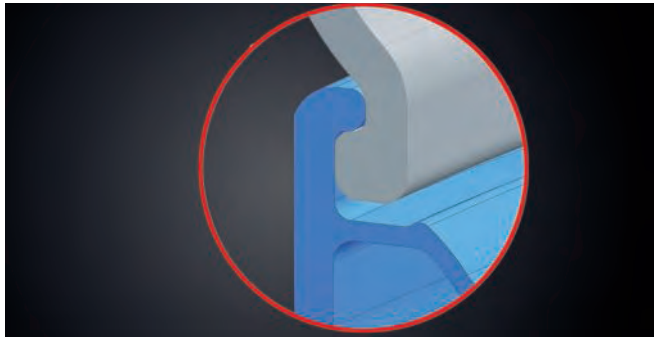
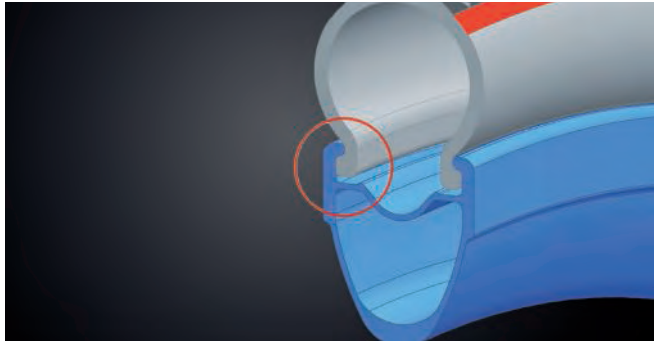
## ULTRA-FIT™



The design we have employed for our rims using Ultra-Fit™ Tubeless technology allows the sidewalls of the tire to mate perfectly with the shoulders of the rim.

In our tests Ultra-Fit™ Tubeless wheels far surpassed any other wheel fitted with a traditional tire.

All energy loss is eliminated by excluding all possible movement between the rim and the tubeless tire. Tubeless tires are exceptionally smooth and have less rolling resistance than traditional clinchers.



Thanks to the rim profile design, ULTRA-FIT™ allows for perfect adherence between the tubeless tire and the rim.

**The advantages of ULTRA-FIT™ technologies are:**

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



## 2-WAY FIT™



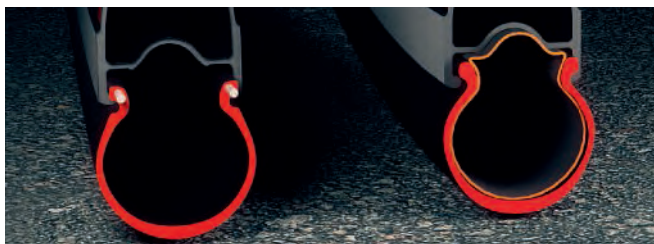
**2-Way Fit™ technology makes it possible to mount either tubless or clincher tires on the same rim.**

With 2-Way Fit™ Campagnolo® customers can decide on any given day to use either clincher or tubless tires as the wheel is perfectly compatible with both systems.

With no doubt tubeless tires are the future of road cycling. Apart from greater comfort, the advantages are many: using a tubeless tire you can exploit the greater smoothness due to the absence of friction between the tire and the tube. There are no risks of sudden deflation when a tubeless tire is punctured, a great advantage in terms of safety.

**The lack of tubes eliminates puncture risks.**

And what if the tubeless tire has a puncture? The Campagnolo® 2-Way Fit™ system allows you to use a traditional inner tube by simply removing the hermetic closure valve to ride home with no problem.



The tubeless tire does not have an inner tube and consequently there is no risk of sudden deflation due to punctures.



The tubeless tire rolls more smoothly thanks to the absence of friction between tire and inner tube.



## CULT™



CERAMIC ULTIMATE LEVEL TECHNOLOGY  
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE

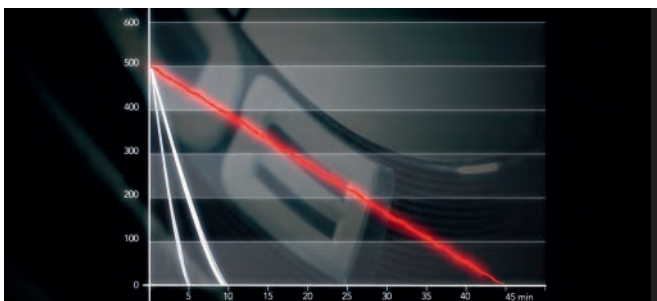
**CULT™: Ceramic Ultimate Level Technology**

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® steel, guarantees that your Campagnolo® are the highest performance solution you can find. Cronitect® 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® 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® 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.

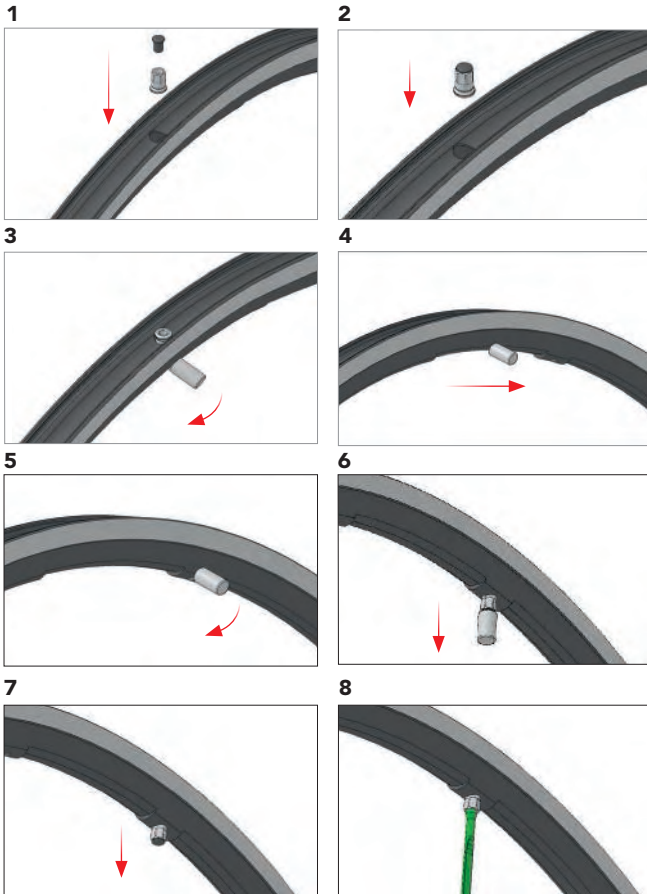
The hubs with USB™ ceramic bearings (ULTRA SMOOTH BEARINGS) increase smoothness, decrease rolling resistance, reduce weight and reduce the need for maintenance.

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.



## MoMag™



### What is MoMag?

A technology that offers several advantages to the structural integrity of the wheel as well as eliminating the need for rim tape. The name derives from “**M**ounting **M**agnet” system, shortened to MoMag™.

### How does it work?

The nipples, once inserted inside the rim via the valve hole, are “guided” to the point of connection with the spoke by means of the magnet.

This simple but ingenious system makes it possible to have a wheel without holes on the upper bridge, but with spokes tensioned by traditional nipples!

### Advantages

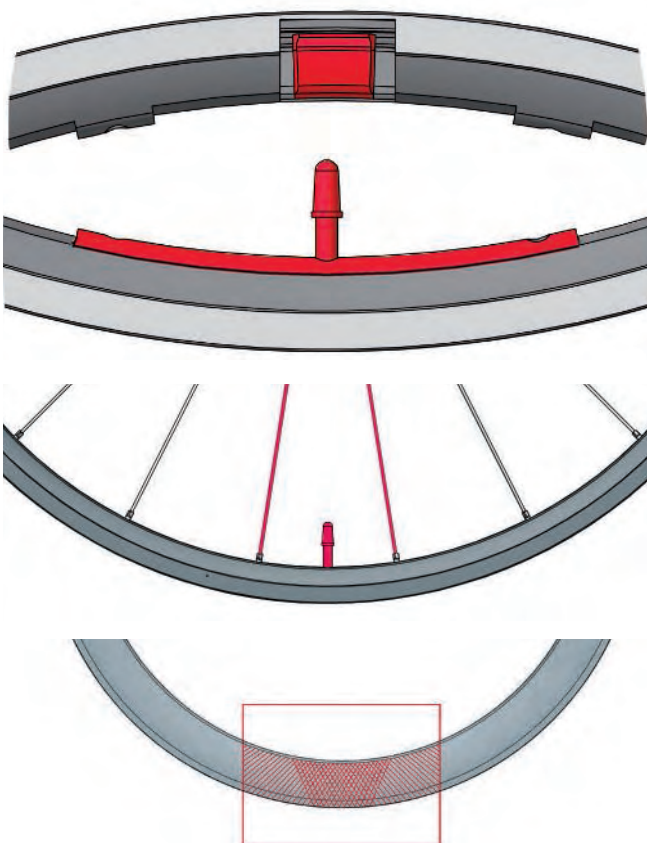
No holes on the rim means that the rim is uniform at every point, free from stress points or zones of weakness and, for the clincher profiles no rim tape is required, to the benefit of weight reduction.

The advantages are immediately clear: greater rim lifetime, greater resistance to fatigue, the possibility to give the spokes greater tension, and greater stiffness which, in terms of performance, mean greater reactivity and acceleration.

But that's not all. The advantages also include extremely quick and simple maintenance and spoke replacement.

All to the benefit of cyclists who choose Campagnolo®.

## DYNAMIC BALANCE™



### RIM Dynamic Balance™ – Aluminium wheels.

The concept is simple and elegant: balance the weight of the gasket, with an item of similar weight placed on the exact opposite side. For top models, this is obtained by a special operation on the section of the rim opposite the rim joint.

### SPOKES Dynamic Balance™

For entry-level models, Dynamic Balance™ is obtained by using two oversized spokes in the section opposite the joint. The result is a wheel with perfectly balanced rotational dynamics.

### RIM Dynamic Balance™ – Carbon wheels.

For carbon wheels the principle is the same, but applied using a different technology. When making carbon rims, the pieces of carbon fabric are aligned in such a manner that the resulting rim is always balanced.

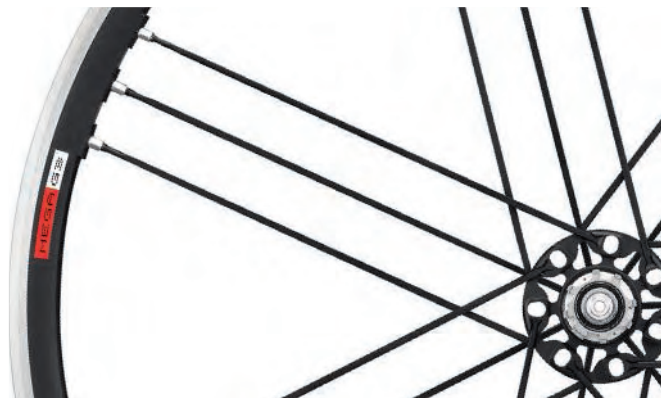


## G3 SPOKING™



### G3™ geometry: we have reinvented the wheel ... not just its look.

Campagnolo® has developed an assembly architecture which, compared with a traditional wheel, makes it possible to improve energy transfer, reduce the stress on the spokes on the right and increase transverse rigidity. This is achieved because in G3™ geometry the right-hand side of the rear wheel is fitted with twice as many spokes as the left.



The results of G3™ system are truly extraordinary: better transfer of the driving torque, better lateral rigidity, reduction of the stress in the rear wheel spokes. And thanks to the G3™ system that compensates for the forces acting on the 2 sides of the wheel, there are no more wheel vibrations, even for heavier people.

The 2014 range sees the G3™ technology trickle down even further thus bringing higher performance within the reach of all. G3™ becomes Mega-G3™ thanks to the oversize flange and an increase in lateral and torsional stiffness results.



### SPOKE ANTI-ROTATION SYSTEM™

The Campagnolo® Hyperon™ One, Zonda™ and Bora™ One wheels feature a spoke antirotation system patented by Campagnolo® that raises spoke performance to an unprecedented level.

Campagnolo® designers studied the spoke-hub interface from the ground up to create a coupling system that would keep the spokes always in the exact identical position. This means that the spokes of Campagnolo® wheels do not rotate, so there is no loss of tension during use and the aerodynamic penetration is not compromised.

## 3DIAMANT™ - BRAKE SURFACE TREATMENT

NEW

Campagnolo® has employed its engineering resources to further improve the already impressive braking performance of its full carbon wheel systems. Having already researched, designed and produced internally high-performance brake pads specifically made for Campagnolo® carbon wheels, the Campy Tech Lab™ set its sights on perfecting the braking surface. To ensure optimum performance in all conditions as a complete braking system, the brake pads would function even better with an improved braking surface. The outcome of this research produced the new 3Diamant™ surface treatment which, using advanced machinery and state of the art diamond tipped precision tools, eliminates imperfections caused by non-homogenous resin deposits and allows the brake pad to work directly atop specially woven carbon fibers. This new 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.



# 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 the rider's 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™ TWO				•
BORA™ ULTRA™ 35				•
BORA™ ONE™				•
BORA™ ONE™ 35				•
HYPERON™ ULTRA™ TWO				•
<b>ALUMINIUM/CARBON WHEELS</b>				
BULLET™ ULTRA™				•
BULLET™ ULTRA™ 80mm				•
BULLET™ ULTRA™ 105mm				•
BULLET™		•		
BULLET™ 80mm		•		
<b>ALUMINIUM WHEELS</b>				
SHAMAL™ ULTRA™			•	
EURUS™			•	
ZONDA™		•		
SCIROCCO™ 35mm		•		
VENTO™ ASYMMETRIC™			•	
KHAMSIN™ ASYMMETRIC™	•			
NEUTRON™ ULTRA™			•	
<b>CX WHEELS</b>				
BORA™ ONE CX				•
BORA™ ONE 35 CX				•
SCIROCCO™ 35mm CX		•		
KHAMSIN™ ASYMMETRIC™ CX	•			
<b>PISTA WHEELS</b>				
GHIBLI™				•





# CARBON WHEELS

Inherently lightweight while being naturally stiff and reactive it is quite simple to understand just why the highest performance wheels are made from carbon fiber.

The material's light weight reduces rotational mass and lowers the overall wheel weight. Its stiffness and the ability to orient each individual fiber to increase that stiffness according to engineers wishes make it great for improving reactivity, durability and comfort. The ability to mold carbon in any shape gives engineers the possibility to develop profiles that cheat the wind like never before.

With more variables to work with the possibilities for the engineers of the Campy Tech Lab™ are endless and there is little doubt as to why they choose carbon while developing ultra-high-performance wheels.

Performance wheels are made from carbon. Winning wheels are made from carbon by Campagnolo®.

BORA™ ULTRA™ TT	73
BORA™ ULTRA™ 80	74
BORA™ ULTRA™ TWO	75
BORA™ ULTRA™ 35	76
BORA™ ONE™	77
BORA™ ONE™ 35	78
HYPERON™ ULTRA™ TWO	79



# BORA™ ULTRA™ TT

Tubular: 975 g

NEW



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



## QUICK RELEASE



Completely redesigned and lighter aerodynamic profile wheel block.

## RIM



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.

## DISC



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.

## HUB



### 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

Tubular: 1540 g



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.

Rear wheel  
Bright label



Front wheel  
Dark label



## QUICK RELEASE



Completely redesigned and lighter aerodynamic profile wheel block.

## RIM



Full carbon high profile for 80mm tubular



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



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

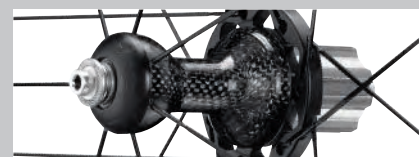


Exclusive G3™ spoke pattern: perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

Self-locking aluminium nipples



## HUB



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

Aluminium axle



Ball bearings with CULT™ technology: the combination between the highest quality ceramic bearings and housing in special Cronitex® steel. CULT™ makes the wheel nine times smoother than the standard system of steel ball bearings.

Oversized flange: greater torsional stiffness and greater reactivity.

Cup and cone bearings



# BORA™ ULTRA™ TWO

Tubular: 1310 g



There is a reason professional riders have trusted the Bora™ Ultra™ Two to accompany them to the podium for years. The continually evolving, continually improving ideal competition wheel. Maximum aerodynamic performance, extremely lightweight, incredible smoothness and reactivity that knows no competitors make the Bora™ Ultra™ Two the go-to wheel for the podium. The Bora™ Ultra™ Two wheelset is available also in the Dark Label version.

Rear wheel  
Dark label



Front wheel  
Bright label



## QUICK RELEASE



Completely redesigned and lighter aerodynamic profile wheel block.

## RIM



Full carbon high profile for 50mm tubular



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

### 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.

RDB™ Rim Dynamic Balance

## SPOKES



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



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

Self-locking aluminium nipples



## HUB



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

**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.

**Cup and cone bearings:**  
easy bearing adjustment.

**Oversized flange:**  
greater torsional stiffness and greater reactivity.

Aluminium axle



# BORA™ ULTRA™ 35

Tubular: 1215 g

NEW



The new Bora™ Ultra™ 35 is perhaps the most versatile wheel in the line-up and offers serious performance advantages in every situation. Light enough to climb with the best, reactive enough to please the strongest sprinter and efficient enough to shave seconds on the flats this wheel does it all. Increased stiffness, lower aerodynamic resistance and increased stability in crosswind situations all in a 1215 g package. To ensure optimum braking performance in all conditions Campagnolo® has developed the 3Diamant™ surface treatment which, using advanced machinery and diamond tipped precision tools, creates the most surefooted braking surface available. Bora™ Ultra™ 35: Total Performance.

Rear wheel  
Dark label

Front wheel  
Bright label



## QUICK RELEASE



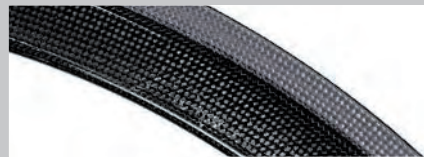
Completely redesigned and lighter aerodynamic profile wheel block.

## RIM



### Full carbon high profile for 35mm tubular:

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



### 3Diamant™ - brake surface treatment:

using advanced machinery and state of the art diamond tipped precision tools, eliminates imperfections. This new 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



### 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



## HUBS



### Carbon fibre hub:

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



### Oversized flange:

greater torsional stiffness and greater reactivity.

### CULT™:

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

Cup and cone bearings

Aluminium axle

# BORA™ ONE

Tubular: 1350 g

The legendary Bora™ quality and performance is not just for the pros. Engineers at the Campy Tech Lab™ developed the Bora™ One to offer the same performance in a more accessible package. Only available for tubular tires, this carbon fiber wheelset with its aerodynamic design, incredible handling and high-speed design is sure to boost your performance whether it be on the toughest mountain curves or the fastest flats.

Rear wheel  
Dark label



Front wheel  
Bright label



## QUICK RELEASE



Completely redesigned and lighter aerodynamic profile wheel block.

## RIM



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



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

**Brake pads made especially for carbon wheels**

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

## SPOKES



**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**



## HUB



**Oversized flange:** greater torsional stiffness and greater reactivity.



**Aluminium hub**

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

**Aluminium axle:** reduces the weight of the wheel.



# BORA™ ONE 35

Tubular: 1255 g

NEW

The new Bora™ One 35 offers serious performance advantages in all conditions making it the obvious choice for those wanting a do-it-all wheel that does it all very well.

Light, reactive, stiff and aerodynamic the Bora™ One 35 is the one wheel that is perfect for any race in any condition.

Add in the new 3Diamant™ braking surface and you have a no-compromise elite level race wheel.

Rear wheel  
Dark label



Front wheel  
Bright label



## QUICK RELEASE

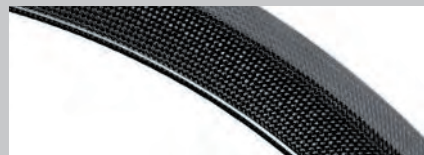


Completely redesigned and lighter aerodynamic profile wheel block.

## RIM



**Full carbon high profile for 35mm tubular:** extremely limited weight. The highest degree of lateral stiffness and reactivity of the wheel.



**3Diamant™ - brake surface treatment:** using advanced machinery and state of the art diamond tipped precision tools, eliminates imperfections. This new 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



**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.

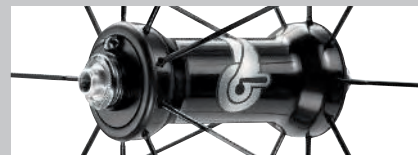
**Spokes with aerodynamic profile**



## HUB



**Oversized flange:** greater torsional stiffness and greater reactivity.



**Aluminium hub**

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

**Aluminium axle:** reduces the weight of the wheel.

# HYPERON™ ULTRA™ TWO

Clincher: 1345 g | Tubular: 1231 g



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 versions.

Rear wheel  
tubular



Front wheel



## QUICK RELEASE



Completely redesigned and lighter aerodynamic profile wheel block.

## RIM



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

**Exclusive rim printing system**

**Brake pads made especially for carbon wheels**

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

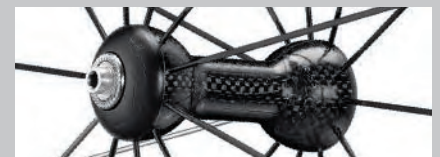
**Spokes Dynamic Balance:**  
exclusive system that assures perfect balancing of the rim even at high speeds. Moulded into the rim itself.  
(clincher version)

## SPOKES

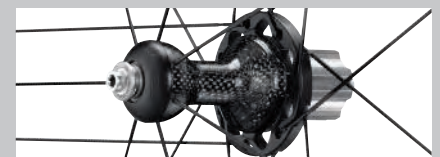


**Steel, aerodynamic spokes:**  
allows for the high degree of air penetration.

## HUB



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



**Oversized flange (clincher version):**  
greater torsional stiffness and greater reactivity.

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

**Cup and cone bearings**







# ALUMINIUM/CARBON WHEELS

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

With a wide variety of profiles perfect for all conditions the Campagnolo® alu-carbon wheel line has you covered no matter the weather, wind, course or type of race. The 50, 80 and 105mm profiles are your best ally in cheating the wind whether you are racing the clock, looking to roll more efficiently in your local granfondo or hammering out the bike leg of the most important triathlon of the season.

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™	81
BULLET™ ULTRA™ 80mm	82
BULLET™ ULTRA™ 105mm	83
BULLET™	84
BULLET™ 80mm	85



# BULLET™ ULTRA™

Clincher: 1590 g



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

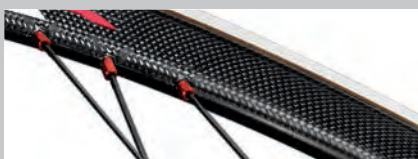


## QUICK RELEASE



Completely redesigned and lighter aerodynamic profile wheel block.

## RIM



Exclusive molding system for the rim eliminates the need for paint

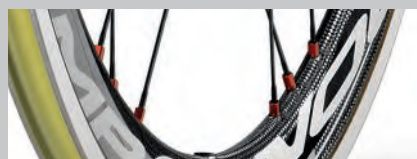
Dynamic balancing on the rim



**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.

## SPOKES



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 steel bike

## HUB



**2 different bearing options:**  
configure the wheel according to your needs:

1. USB™ ceramic bearings
2. bearings with CULT™ system.



**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™ ULTRA™ 80mm

Clincher: 1770 g



Grab the handlebars, lower your head and pedal away as the Bullet™ Ultra™ 80mm will take care of the rest.

A meticulously studied rim profile and carbon layup was developed to obtain the maximum in aerodynamic performance and responsiveness. Lightweight carbon profile with a surefooted aluminum braking surface make the Bullet™ Ultra™ 80mm a perfect choice both for cheating the wind as well as braking more aggressively.

Rear wheel  
Bright label



Front wheel  
Dark label

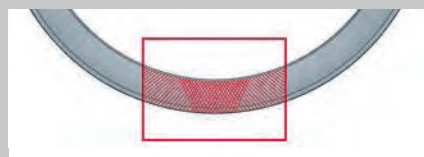


## QUICK RELEASE



Completely redesigned and lighter aerodynamic profile wheel block.

## RIM



Dynamic balancing on the rim

Exclusive molding system for the rim eliminates the need for paint



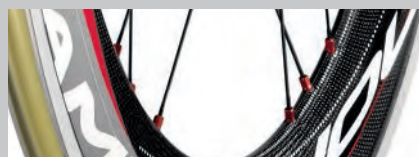
**Integrated aluminium/carbon rim structure:**

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.

## SPOKES



Exclusive G3™ Spoke pattern

Aerodynamic profile in steel



**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.

**Spokes Anti-rotation System™**

**Self-locking oversize aluminium nipples**



## HUB



**2 different bearing options:** configure the wheel according to your needs:

1. USB™ ceramic bearings
2. bearings with CULT™ system.



**Aluminium hub body**

**Oversized flange on the drive side**

**Cup and cone bearings:**

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

**Aluminium axle**



# BULLET™ ULTRA™ 105mm

Clincher: 1960 g



Extreme profile for extreme results.

The Bullet™ Ultra™ 105mm is a wind cutting machine and offers the maximum in aero advantage to the cyclist. The rigid construction reduces lateral and torsional flex and, along with the oversize flange and G3™ spoke lacing, offers an impressive power transfer making sure that the energy you produce is productive, not wasted on wheel flex. Available in both Bright and Dark versions, this wheel will take you to the finish line faster and fresher.

Rear wheel  
Bright label



Front wheel  
Dark label



## QUICK RELEASE



Completely redesigned and lighter aerodynamic profile wheel block.

## RIM



Exclusive molding system for the rim eliminates the need for paint

Dynamic balancing on the rim



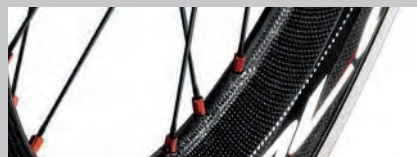
**Integrated aluminium/carbon rim structure:**

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.

## SPOKES



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

## HUB



**Oversized flange on the drive side:**

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



Aluminium hub body

Aluminium axle

Cup and cone bearings

**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.



# BULLET™

Clincher: 1755 g

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



## QUICK RELEASE



Completely redesigned and lighter wheel block Steel spine and eccentric, lever with drill lightening and aluminum die.

## 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.

**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.

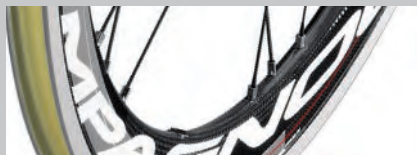
## SPOKES



### 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**



## HUB



### 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.

# BULLET™ 80mm

Clincher: 1930 g

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

Rear wheel



Front wheel

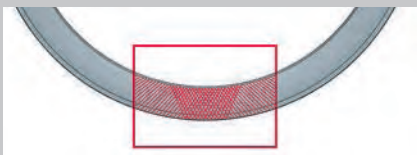


## QUICK RELEASE



Completely redesigned and lighter wheel block.

## RIM



**Dynamic balancing on the rim**

**Exclusive molding system for the rim eliminates the need for paint**



**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.

## SPOKES



**G3™ Spoke pattern**

**Self-locking nipples:**

it allows to maintain the right tension of the spokes and does not require any maintenance.



**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.

**Spokes anti-rotation system**

**Aerodynamic profile in steel**



## HUB



**Oversized flange on the drive side:**

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



**Aluminium hub body:**

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





# ALUMINIUM WHEELS

Campagnolo® has a long history of producing top quality wheels and this expertise shows up in each and every wheel that bears our name.

The vast selection of aluminum wheels gives you the opportunity to find the solution that is perfect for your riding needs.

From the low profile and extremely lightweight Neutron wheels for the steepest climbs to the Scirocco with its aerodynamic profile that offers stiffness and wind cheating characteristics Campagnolo® aluminum wheels have you covered. From the entry level Khamsin™ to the professional race-ready Shamal™, quality and performance are guaranteed.

Setting this range apart are the exclusive G3™ spoke layout and the use of a standard tire, as well as the innovative 2-Way Fit™ profile for the Shamal™, Euris™ and Zonda™ that permits the use of tubeless tires on the same rim.

SHAMAL™ ULTRA™	87
EURIS™	88
ZONDA™	89
SCIROCCO™ 35mm	90
VENTO™ ASYMMETRIC™	91
KHAMSIN™ ASYMMETRIC™	92
NEUTRON™ ULTRA™	93



# SHAMAL™ ULTRA™

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



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  
Dark label



Front wheel  
Bright label



## QUICK RELEASE



Steel spine and eccentric, lever with drill lightening and aluminum die.

## RIM



**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:**  
26mm at the front; 30mm at the rear.

## SPOKES



**Spokes Anti-rotation System™:**

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

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



## HUB



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



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

### Aluminium axle

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



# EURUS™

2-Way Fit™: 1485 g | Clincher: 1465 g



MEGA G3

2-WAY FIT

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



## QUICK RELEASE



Steel spine and eccentric, lever with drill lightening and aluminum die.

## RIM



### 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



**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**



## HUB



**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™

2-Way Fit™: 1570 g | Clincher: 1550 g



MEGA G3

2-WAY FIT

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



## QUICK RELEASE



Completely redesigned and lighter wheel block.

## 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.



### Milled rim:

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

### 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



### Spokes anti-rotation system

### 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.



## HUB



### Oversized flange Mega-G3™:

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



### Aluminium hub body:

provides a high degree of lateral stiffness.

### Aluminium axle:

reduces the weight of the wheel.



# SCIROCCO™ 35mm

MEGA G3

Clincher: 1725 g

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



## QUICK RELEASE



Completely redesigned and lighter aerodynamic profile wheel block.

## RIM



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



**Dynamic Balance™:** 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



**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.

**Aerodynamic profile in steel**



## HUB



**Aluminium hub:** high side stiffness yet with low weight.



**Over-size 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

MEGA-G3

Clincher: 1640 g

NEW

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  
Mega-G3™



Front wheel



Rear wheel  
Radial lacing pattern

## RIM



### 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.



### New 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.

## SPOKES



### 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.

### Steel spokes with variable thickness:

maximum aerodynamic penetration and stability  
at high speeds.

## HUB



### 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.





# KHAM SIN™ ASYMMETRIC

**MEGA G3™**

Clincher: 1750 g

**NEW**

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™


Front wheel


 Rear wheel  
radial lacing pattern


## RIM



### 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.



### New 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.

## SPOKES



### 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:

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

## HUB



### 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™

Clincher: **1470 g**

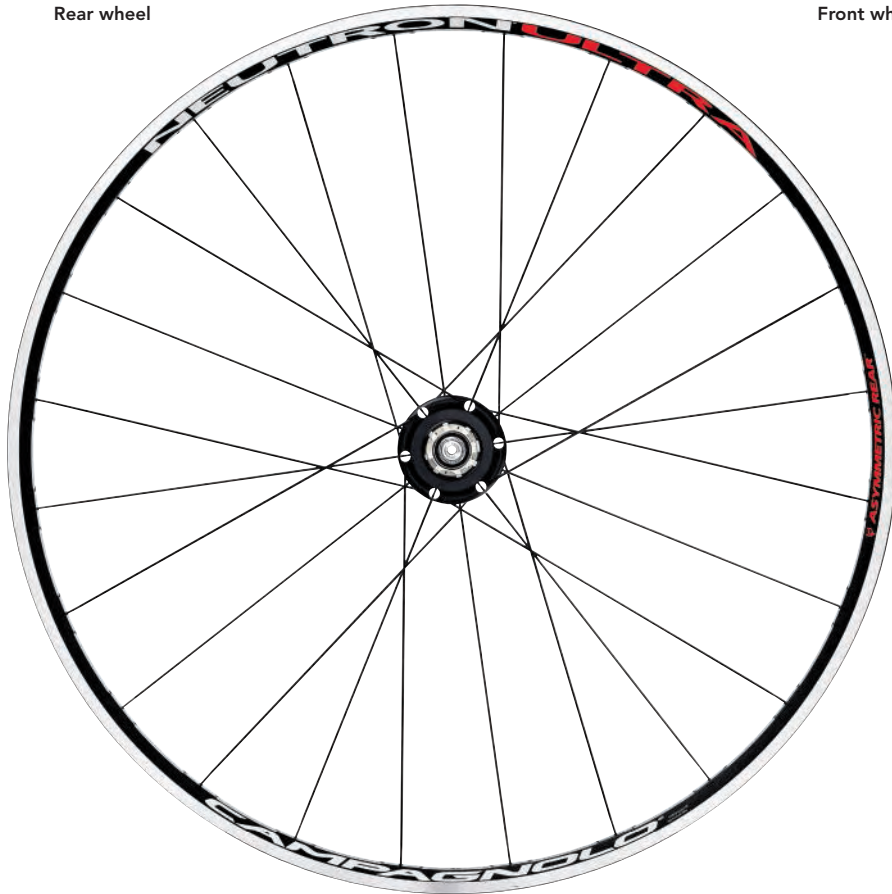
Classic. And never skips a beat.

The Neutron™ Ultra™ are now a well-established symbol of success for Campagnolo® wheels.

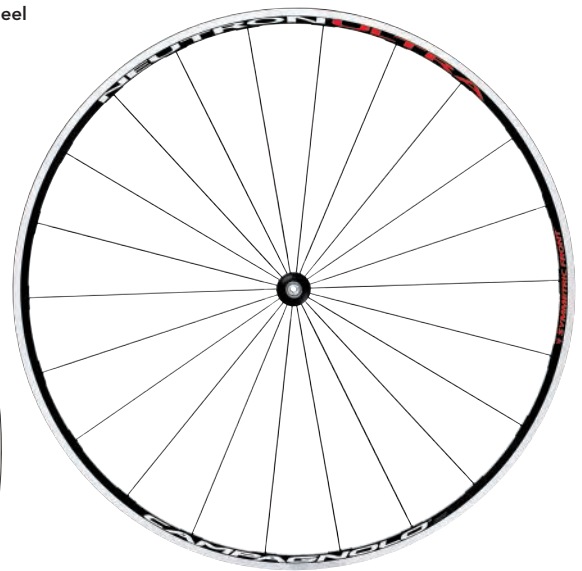
Sought after by professionals and amateur cyclists alike, its characteristics are inimitable. Super lightweight on inclines and extremely reliable; they can be responsive when called upon, or comfortable against the hard pavement, even after hours in the saddle.

The Neutron™ Ultra™ encompasses everything a cyclist requires.

Rear wheel



Front wheel



## QUICK RELEASE



Steel spine and eccentric, lever with drill lightening and aluminum die.

## RIM



### The exclusive geometry of the polygonal rim:

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



### Rear rim with an asymmetrical drilling:

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

### Milled, low-profile rim:

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

## SPOKES



### Straight-head steel spokes in variable sections:

maximum wheel torsional stiffness. Spoke tension is maintained and guaranteed performance with the best aerodynamics. Stability even at high speeds.

## HUB



### 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.





# 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.





**COMPONENTS**  
**WHEELS**

96  
100



# 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.

## EPS™ BAR-END CONTROLS

51 g  
RECORD™ EPS™



52 g  
ATHENA™ EPS™



## EPS™ BRAKE CONTROLS

56 g  
RECORD™ EPS™



66 g  
ATHENA™ EPS™



### 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.



### Multi-shifting System:

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



### 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).

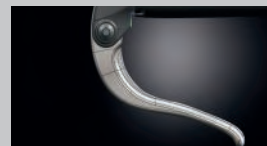


### 100% water-proof:

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

### Aerodynamic profile:

maximum aerodynamic coefficient.



### Quick-release system:

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



### Ergonomic profile for the levers:

maximum safety and adjustable braking system.

- Carbon fibre (Record™ EPS™)
- Aluminium (Athena™ EPS™).



### One lever-One action:

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



# DTI™ EPS™ INTERFACE

Designed for Triathlon and Time Trial bicycles, the EPS™ interface has two separate cable inputs for use both with Bar End levers and brake lever controls. This ultra-light component may be installed on either the brake cables or the handlebar mount.

## DTI™ EPS™ V2 BAR-END INTERFACE

24 g **NEW**



RECORD™ EPS™  
ATHENA™ EPS™

### Analogue-digital signal conversion:

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



### RGB led:

visualises battery charge status.



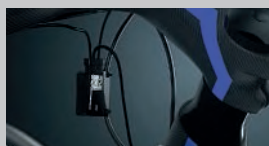
### "Zero setting" and "Ride setting":

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



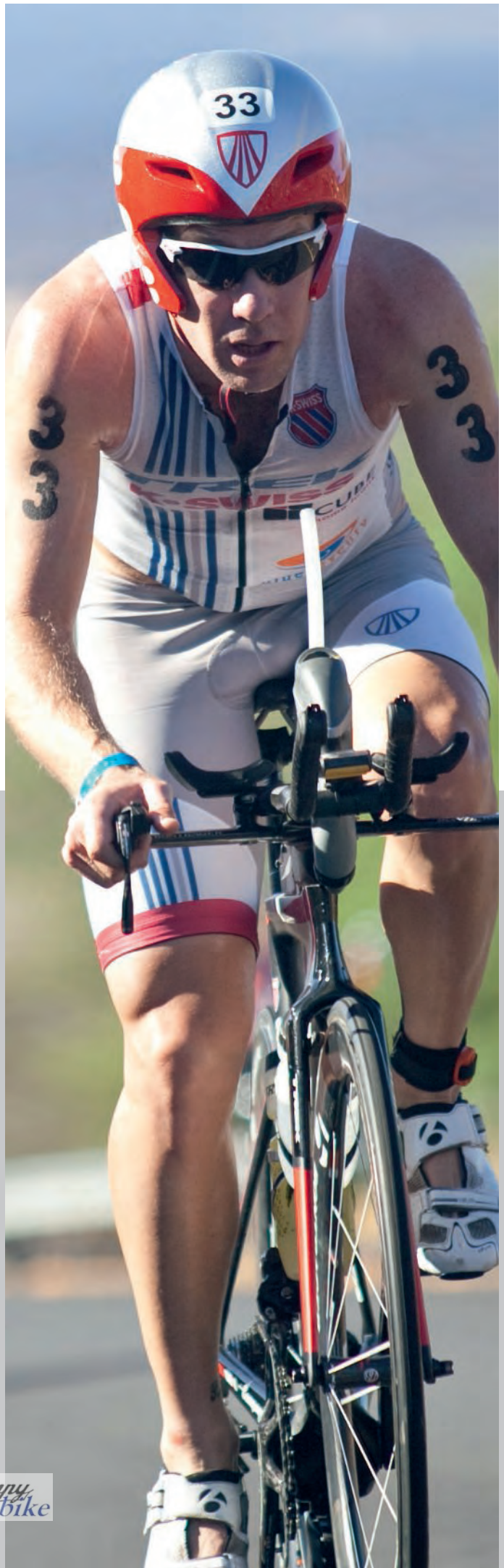
### Two possible interface mounting options:

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 and brake commands 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.

## BAR-END CONTROLS



**155 g**  
Carbon



**167 g**  
Aluminium



11v Carbon



11v Aluminium



10v Aluminium

## BAR-END BRAKE LEVERS

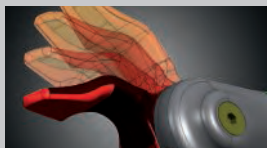
**86 g**  
Carbon



**106 g**  
Aluminium

### Back-to-zero position:

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



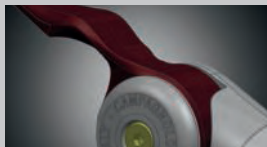
### Multi-shifting System™:

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



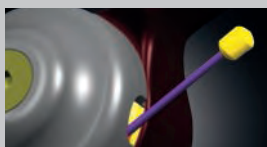
### Adjustable initial position:

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.



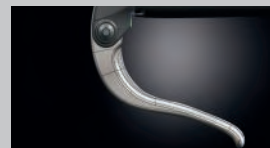
### External cable connection:

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



### Aerodynamic profile:

maximum aerodynamic coefficient.



### Quick-release system:

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



### Ergonomic profile for the levers:

maximum safety and adjustable braking system.



### 2 available versions:

- carbon fiber lever (86 g)
- aluminium lever (106 g)

# TT CRANKSETS

The **BORA™ ULTRA** crankset is perhaps the world's most high performance crankset for triathlon and time trial disciplines. A unidirectional carbon fiber construction in a state of the art aerodynamic profile, a titanium axle and **CULT™** bearings provide a crankset that not only cheats the wind but is rigid enough to guarantee an excellent power transfer.

The **BULLET™ ULTRA** crankset follows in the Bora™ Ultra's performance footsteps and offers many of the same technological advantages. Full carbon aerodynamic construction, smooth rolling **USB™** bearings and ultra-rigid structure come together to form a highly efficient addition to your TT or TRI set-up.

## BORA™ ULTRA CRANKSET

780 g



## BULLET™ ULTRA CRANKSET

815 g



### XPSS™:

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



### XPSS™:

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



### Ultra-Torque™ titanium bottom bracket:

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



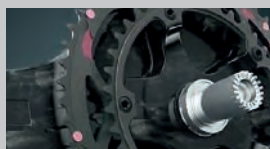
### Power-Torque™ System:

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



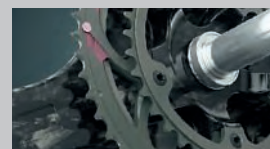
### Full carbon spider:

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



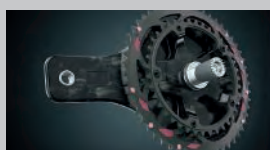
### Full carbon spider:

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



### 8 chain up-shift zones, and 2 chain downshift zones:

faster and more precise shifting, even under stress.



### 8 chain up-shift zones, and 2 chain downshift zones:

faster and more precise shifting, even under stress.



### Hollow cranks and spider arms with Ultra-Hollow™ Technology:

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

### Hollow cranks and spider arms with Ultra-Hollow™ Technology:

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

### CULT™ Technology:

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

### USB™ Technology:

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



# BORA™ ULTRA™ TT

Tubular: 975 g

NEW



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



## QUICK RELEASE



Completely redesigned and lighter aerodynamic-profile wheel block.

## RIM



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.

**Braking surface:**

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

## DISC



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.

## HUB



**Bearings with CULT™ technology:**

the combination between the highest quality ceramic bearings and housing in special Cronitec™ 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. A range of profiles from 50 to 105 mm, offered as all-carbon fibre versions or with a carbon wheel rim and aluminium braking rim, and available for clincher or tubular tyres. Campagnolo offers a comprehensive range of Triathlon and Time Trial wheels catering for all possible needs.

BORA™ ULTRA™ 80



BORA™ ULTRA™ TWO



BORA™ ONE



BULLET™ ULTRA™



BULLET™ ULTRA™ 80mm



BULLET™ ULTRA™ 105mm



BULLET™



BULLET™ 80mm







# CYCLOCROSS

## **Campagnolo® CX: everything you need for cross season**

Campagnolo® offers complete line of cross components to give athletes a mechanical advantage in their quest for the cross podium.

The same Campagnolo® quality and performance, historically admired for its success on the road, is now available in cross specific versions. Cyclists can now take advantage of the same quality and innovation found in Campagnolo® wheels and components specifically made for the road and take them to the extremely demanding conditions of cyclocross. Campagnolo® engineers have developed this relatively new line of components and wheels to give the same benefits of speed, aerodynamics, reactivity and reliability as their road counterparts despite the mud, water, sand and extreme elements often found in cyclocross races.





COMPONENTS  
WHEELS

104  
106



# CX CRANKSET

Campagnolo® has set a new standard for cyclocross. By taking a look at traditional road cranksets and developing a system that will guarantee better functionality despite extreme conditions and terrain the Campagnolo® engineers have developed both carbon and aluminum cranksets ready for the specific challenges seen in cyclocross. The cranksets developed for both the 10 and 11-speed transmissions use chainrings developed specifically for cyclocross. The optimized design of the chainring and of the chain up shift/downshift zones ensures maximum performance even in the most extreme conditions. The high-protection seals for the bottom bracket Power Torque System™ ensure that the bearings remain extremely smooth and maintain performance over time.

## CX 11 CRANKSET IN CARBON FIBRE

628 g



Aluminium - 728 g

## CX 10 CRANKSET IN CARBON FIBRE

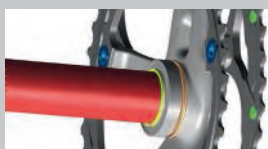
628 g



Aluminium - 731 g

### Specially-designed double-lip seal for CX:

ensures that the mechanical parts subjected to the extreme conditions of Cyclocross stay clean, smooth-running and durable.



### Carbon fibre cranks:

light weight and high stiffness to torsion and flexion/ enable efficient power transmission.



### C.A.R.T. Cyclocross advanced racing technology™:

chainrings for Campagnolo® 11-speed groupsets developed specifically for Cyclocross use – efficiency in all conditions of use.



### Power Torque System™ bottom bracket with special seals for cyclocross:

reduced U-factor and Q-factor – durability over time even in extreme use and in difficult conditions.



### Specially-designed double-lip seal for CX:

ensures that the mechanical parts subjected to the extreme conditions of Cyclocross stay clean, smooth-running and durable.



### Carbon fibre cranks:

light weight and high stiffness to torsion and flexion/ enable efficient power transmission.



### C.A.R.T. Cyclocross advanced racing technology™:

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



### Power Torque System™ bottom bracket with special seals for cyclocross:

reduced U-factor and Q-factor – durability over time even in extreme use and in difficult conditions.



# CX CANTILEVER BRAKES

The CX cantilever brakes have been specially developed to interact perfectly with the Campagnolo® Ergopower™ 10-speed and 11-speed controls. The form of the CX Cantilever brakes was developed in an effort to increase braking power while facilitating mud clearance. The brake pads are adjustable and the distance between braking pads ranges from 20mm to 35mm, which makes it possible to use tires ranging from 19 to 35mm and rims from 19 to 22mm. Cable tension adjustment is fast and precise allowing for on the fly easy fine-tuning. These lightweight CX cantilever brakes tip the scales at a mere 138 grams (weight including cables and accessories) and are available in two versions, black and silver.

## CX CANTILEVER BRAKES

138 g



Bright Silver

### Optimised design for cyclocross:

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



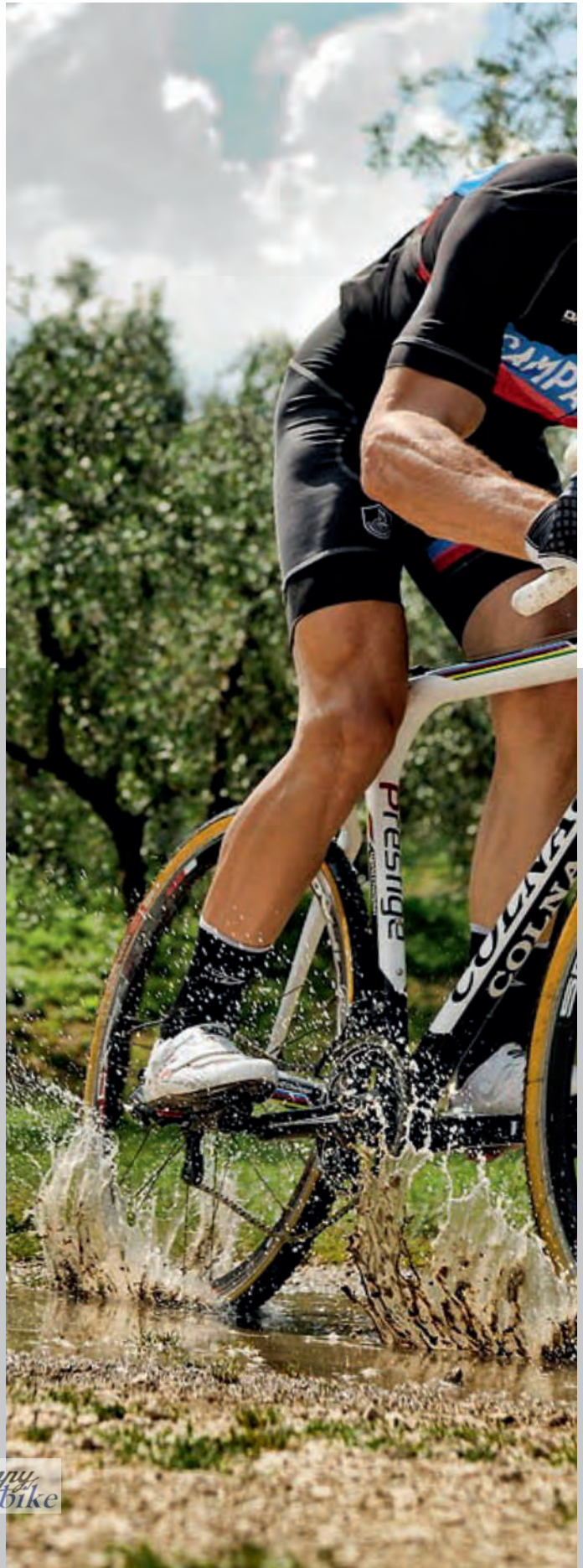
### Possibility of adjusting the brake pads and the tension of the cables:

allows you to adjust the brake pads in the best position with respect to the braking track.



### Possibility of adjusting the distance between the braking pads and the rim:

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





# BORA™ ONE CX

Tubular: **1350 g**

Bora™ One CX wheels are highly aerodynamic and offer the cyclist an added advantage during higher speed situations and also tend to collect less mud than lower profile rims. Weighing it at a mere 1350 grams, this wheel is lighter than most of its lower profile counterparts, giving it the acceleration desired by the most demanding riders. Despite being light as a feather they are also robust enough to hold up to not only the roughest road conditions, but also the often extreme forces and impacts encountered on the cross course. The use of special Campagnolo CX construction hubs, specially designed for cyclocross use, protect the wheels from mud and dust, guaranteeing that the performance features are maintained over time and in all conditions.

Rear wheel



Front wheel



## QUICK RELEASE

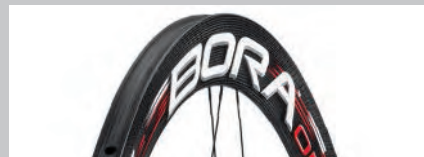


Completely redesigned and lighter wheel block.

## RIM



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



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

**RDB™ Rim Dynamic Balance**

**Brake pads made especially for carbon wheels**

## SPOKES



**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**



## HUB



**Additional seal:**  
keeps the bearing zone clean and smooth running, maintaining performance over time.



**Aluminium hub**

**Cup and cone bearings**

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

**Aluminium axle:**  
reduces the weight of the wheel.

# BORA™ ONE 35 CX

Tubular: 1255 g

NEW

The newly launched Bora™ One 35mm profile is not only the most versatile solution for the road but is also a perfect fit for cyclocross. The new carbon layup and wheel structure is extremely lightweight and reactive while the rim profile is excellent for both aerodynamic advantages as well as reducing mud accumulation. The new 3Diamant™ surface treatment found on the Bora™ 35 series also improves overall braking performance but is even more evident in the all too common wet conditions of cyclocross.

The Bora™ One 35 CX uses special Campagnolo CX construction hubs, specially designed for cyclocross use and protect the wheels from mud and dust, guaranteeing that the performance features are maintained over time and in all conditions.

Rear wheel



Front wheel



## QUICK RELEASE



Completely redesigned and lighter wheel block.

## RIM



**Full carbon high profile for 35mm tubular:** extremely limited weight. The highest degree of lateral stiffness and reactivity of the wheel.



**3Diamant™ - brake surface treatment:** using advanced machinery and state of the art diamond tipped precision tools, eliminates imperfections. This new 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



**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.

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



## HUB



**Additional seal:** keeps the bearing zone clean and smooth running, maintaining performance over time.



**Aluminium hub**

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

**Oversized flange**

**Aluminium axle:** reduces the weight of the wheel.



# SCIROCCO™ 35mm CX

Clincher: 1725 g

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



## QUICK RELEASE



Completely redesigned and lighter wheel block.

## RIM



### 35 mm 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.

## SPOKES



**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.

### Spokes anti-rotation system:

allows the spokes to maintain the best aerodynamic position.

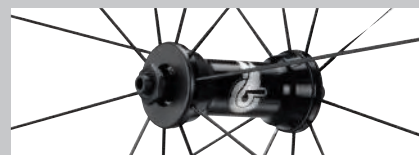


## HUB



### 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™ ASYMMETRIC CX

Copertoncino: 1750 g **NEW**

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



## QUICK RELEASE



Steel spine and eccentric, aluminum lever and die.

## RIM



### 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.



### New 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.

## SPOKES



### Straight-head spoke:

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



### Radial lacing pattern of spokes

## HUB



### 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.

### Additional seal:

keeps the bearing zone clean and smooth running, maintaining performance over time.





# PISTA

From the starting gun a track racer exerts the maximum of intensity. During the race the situation can become only more intense. Nowhere to hide. No place for mistakes.

**You, your equipment, the judges and the clock.**

Track racing demands an incredible amount of experience and perfection in every detail. It is with this same spirit that Campagnolo® develops its products; attention to detail, search for perfection and the unending desire to improve even further.

Campagnolo® Track components continue to be the first choice of the world's greatest oval circuit champions. Cranksets, hubs and wheels with unparalleled stiffness, reliability and looks, which are destined for the highest step on the podium in 2014.

## RECORD™ PISTA™

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

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

### CRANKSETS RECORD™ PISTA

995 g



### RECORD™ PISTA BOTTOM BRACKET



### RECORD™ PEDALS



### RECORD™ PISTA FRONT HUB



### RECORD™ PISTA REAR HUB



### RECORD™ THREADLESS™ HEADSET



### RECORD™ HIDDENSET™ HEADSET



# GHIBLI™

Tubular: **995 g**

Immediately recognizable from its numerous victories the Ghibli™ disc wheel is a tried and proven race winner. Developed through extensive research by the Campy Tech Lab™, the tensile structure wheel with aluminium rim for tubular tyres has placed many champions atop the most prestigious podiums of the track, triathlon and time trial competitions.



# PISTA™

Tubular: **2035 g**

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.



## RIM

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



Rim in aluminium for tubular tires

## HUB

**Aluminium axle:**  
reduces the weight of the wheel.



## QUICK RELEASE

Completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die.



## RIM

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

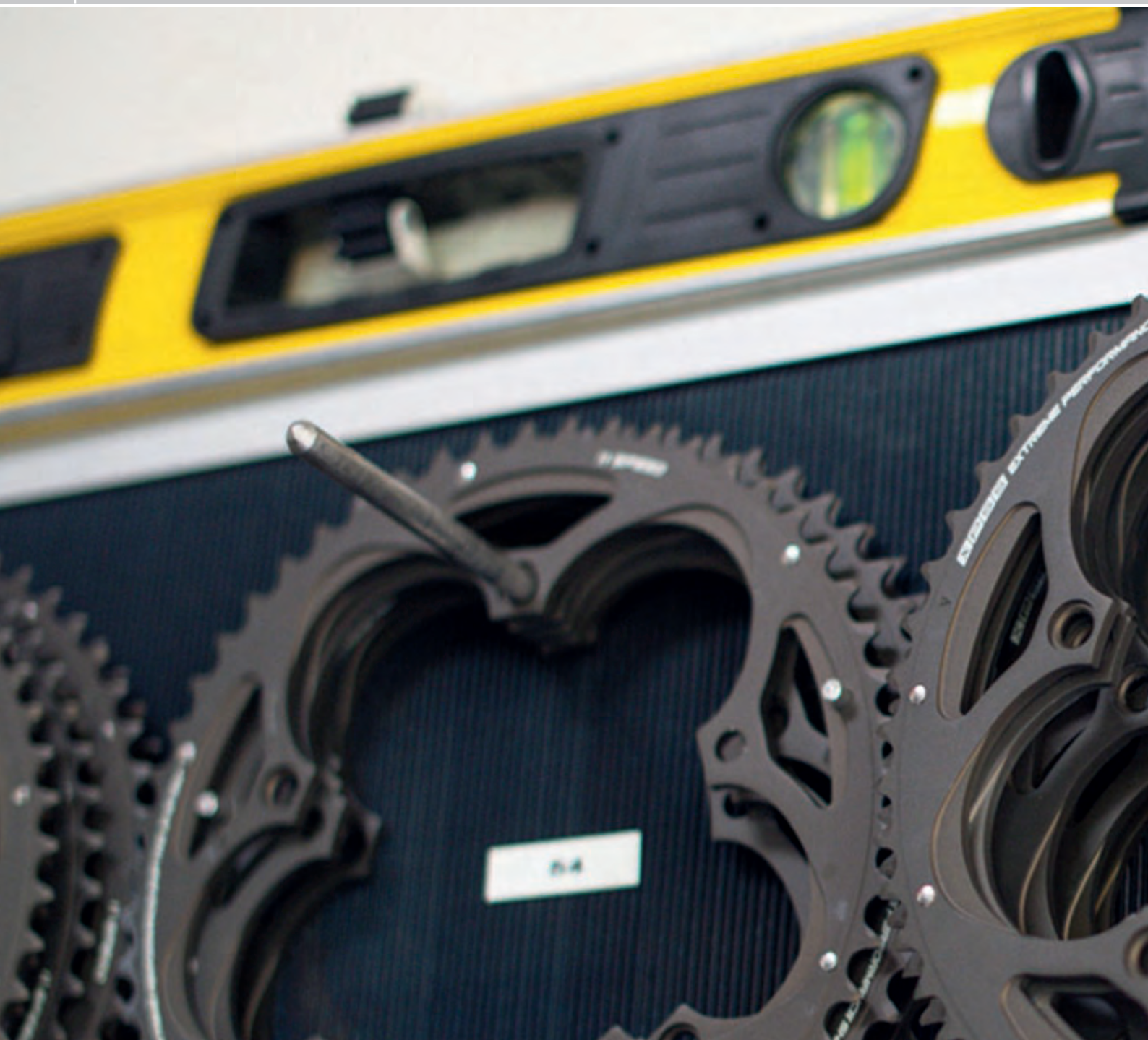


## SPOKES

**Stainless steel aero spokes:**  
maximum stiffness maintained over time.







# TECH DATA

Over the course of the previous pages in this catalog you can find a great deal of general information regarding every Fulcrum 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>ELECTRONIC DRIVETRAINS</b>	114
<b>MECHANICAL DRIVETRAINS</b>	120
<b>WHEELS</b>	134



# DRIVETRAINS TECHNICAL SPECIFICATIONS



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<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>DTI™ RECORD™ EPS™ V2 INTERFACE</b>		Technopolymer, waterproof (IP67)	24
<b>DTI™ RECORD™ EPS™ V2 POWER UNIT</b>		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12V 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 SR/RE EPS™	130
<b>SUPER RECORD™ EPS™ STD + CT 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 11s fork - titanium bolts - antifriction treatment - body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)	129
<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>SUPER RECORD™ 11S SPROCKETS</b>	11-23, 11-25, 11-27, 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 locking, 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™ ULTRA-TORQUE™ TITANIUM 11S CRANKSET</b>	170, 172.5, 175, 177.5, 180 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles in titanium - requires Super Record ULTRA-TORQUE™ BB cups	584
<b>SUPER RECORD™ ULTRA-TORQUE™ CT™ TITANIUM 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 52-36	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles in titanium - requires Super Record ULTRA-TORQUE™ BB cups	584
<b>ULTRA-TORQUE™ CARBON 11S CRANKSET</b>	165 mm 39-52, 39-53, 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	667
<b>SUPER RECORD™ ULTRA-TORQUE™ BB OUTBOARD CUPS</b>	ITA, ENG	aluminium	45
<b>ULTRA-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	BB30 Ø 42, BB30 Ø 46, 86,5x41, BB 386 86,5x46 BB right Ø 51	aluminium - integrated cups for oversize shells	29



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<b>COMP ULTRA™ OVER-TORQUE™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563
<b>COMP ULTRA™ OVER-TORQUE™ CT™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 36-52	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563
<b>OVER-TORQUE™ BB OUTBOARD CUPS</b>	ENG	stainless steel	102
<b>OVER-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	PFBB 30 68x46 BB 386 86,5x46 BB 30 68x42	technopolymer - USB™ bearings (Ultra Smooth Bearings)	54
<b>RECORD™ PRO-FIT PLUS™ PEDALS</b>		Titanium axle - light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - broad support base - release adjustment display - sealed cartridge axle	266
<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 - special pad compound - optional: front and rear dual-pivot brake (297 g)	272
<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 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™ HIDDENSET™ HEADSET</b>	1-1/8", 1-1/8" TTC™	internal headset for unthreaded fork tube - version 1-1/8": height 5.9 mm, version 1-1/8" TTC™: height 15.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73
<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.



# DRIVETRAINS TECHNICAL SPECIFICATIONS



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<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>DTI RECORD™ EPST™ V2 INTERFACE</b>		Technopolymer, waterproof (IP67)	24
<b>DTI RECORD™ EPST™ 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 SR/RE EPS™	130
<b>RECORD™ EPST™ STD + CT 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 - body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)"	133
<b>RECORD™ EPST™ 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>RECORD™ 11S SPROCKETS</b>	11-23, 11-25, 11-27, 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 locking, 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™ ULTRA-TORQUE™ CARBON 11S CRANKSET</b>	170, 172.5, 175, 177,5, 180 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	627
<b>RECORD™ ULTRA-TORQUE™ CT™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 52-36	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	627
<b>ULTRA-TORQUE™ CARBON 11S CRANKSET</b>	165 mm, 39-52, 39-53, 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	667
<b>RECORD™ ULTRA-TORQUE™ BB OUTBOARD CUPS</b>	ITA, ENG	aluminium	46
<b>ULTRA-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	BB30 Ø 42, BB30 Ø 46, 86,5x41, BB 386 86,5x46 BB right Ø 51	aluminium - integrated cups for oversize shells	29
<b>COMP ULTRA™ OVER-TORQUE™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<b>COMP ULTRA™ OVER-TORQUE™ CT™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 36-52	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563
<b>OVER-TORQUE™ BB OUTBOARD CUPS</b>	ENG	stainless steel	102
<b>OVER-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	PFBB 30 68x46 BB 386 86,5x46 BB 30 68x42	technopolymer - USB™ bearings (Ultra Smooth Bearings)	54
<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 - special pad compound - optional: front and rear dual-pivot brake (303 g)	278
<b>RECORD™ PRO-FIT PLUS™ PEDALS</b>		Titanium axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - broad support base - release adjustment display - sealed cartridge axle	266
<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™ HIDDENSET™ HEADSET</b>	1-1/8", 1-1/8" TTC™	internal headset for unthreaded fork tube - version 1-1/8": height 5.9 mm, version 1-1/8" TTC™: height 15.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73
<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: 2,39 x 108 links = 258 g.



# DRIVETRAINS TECHNICAL SPECIFICATIONS



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<b>ERGOPOWER™ ATHENA™ 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™	288
<b>DTI™ ATHENA™ EPS™ V2 INTERFACE</b>		Tecnopolimero, waterproof (IP67) - compatible with Athena EPS	24
<b>DTI™ ATHENA™ 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 Athena EPS	130
<b>ATHENA™ EPS™ STD + CT 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 - chrome-plated nickel fork - antifriction insert + body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)	149
<b>ATHENA™ EPS™ 11S REAR DERAILLEUR</b>		upper to lower pulley-axle: 55 mm - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys - on the upper and lower body - high torque ratio motors - Position sensor - Waterproof (IP67)"	225
<b>CHORUS™ 11S SPROCKETS</b>	11-23, 11-25, 11-27, 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 39-52, 39-53 deep black bright silver	forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with silver anodization - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	736
<b>ATHENA™ POWER-TORQUE™ 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 52-36 deep black bright silver	forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with silver anodization - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	740
<b>ATHENA™ POWER-TORQUE™ CARBON 11S CRANKSET</b>	165, 170, 172.5, 175 mm 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	644
<b>ATHENA™ POWER-TORQUE™ CT™ CARBON 11S CRANKSET</b>	165, 170, 172.5, 175 mm 34-50, 52-36	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	640
<b>POWER-TORQUE™ BB OUTBOARD CUPS</b>	ITA, ENG	aluminium	72



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<b>POWER-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	BB30 Ø 42, BB30 Ø 46, BB 386 86,5x46 86,5x41	aluminium - integrated cups for oversize shells	50
<b>COMP ONE™ OVER-TORQUE™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	605
<b>COMP ONE™ OVER-TORQUE™ CT™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 36-52	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	605
<b>OVER-TORQUE™ BB OUTBOARD CUPS</b>	ENG	stainless steel	105
<b>OVER-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	PFBB 30 68x46 BB 386 86,5x46 BB 30 68x42	technopolymer	57
<b>ATHENA™ SKELETON™ 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 - lightened rear brake - skeletonized arms - special pad compound - optional: front and rear dual-pivot brake (331 g)	306
<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.



# DRIVETRAINS TECHNICAL SPECIFICATIONS



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<b>SUPER RECORD™ 11S REAR DERAILEUR</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	155
<b>SUPER RECORD™ STD + CT™ 11S FRONT DERAILEUR</b>	Braze-on / Clip-on: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum 11s fork - titanium bolts - antifriction treatment	72
<b>SUPER RECORD™ ULTRA-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS</b>		for caliper brakes - composite body – ball bearings - lightened carbon brake lever - internal mechanism parts in titanium - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	330
<b>SUPER RECORD™ 11S SPROCKETS</b>	11-23, 11-25, 11-27, 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 locking, 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™ ULTRA-TORQUE™ TITANIUM 11S CRANKSET</b>	170, 172.5, 175, 177.5, 180 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axes in titanium - requires Super Record ULTRA-TORQUE™ BB cups	584
<b>SUPER RECORD™ ULTRA-TORQUE™ CT™ TITANIUM 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 52-36	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axes in titanium - requires Super Record ULTRA-TORQUE™ BB cups	584
<b>ULTRA-TORQUE™ CARBON 11S CRANKSET</b>	165 mm 39-52, 39-53, 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axes - requires ULTRA-TORQUE™ BB cups	667
<b>SUPER RECORD™ ULTRA-TORQUE™ BB OUTBOARD CUPS</b>	ITA, ENG	aluminium	45
<b>ULTRA-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	BB30 Ø 42, BB30 Ø 46, 86,5x41, BB 386 86,5x46 BB right Ø 51	aluminium - integrated cups for oversize shells	29
<b>COMP ULTRA™ OVER-TORQUE™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<b>COMP ULTRA™ OVER-TORQUE™ CT™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 36-52	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563
<b>OVER-TORQUE™ BB OUTBOARD CUPS</b>	ENG	stainless steel	102
<b>OVER-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	PFBB 30 68x46 BB 386 86,5x46 BB 30 68x42	technopolymer - USB™ bearings (Ultra Smooth Bearings)	54
<b>RECORD™ PRO-FIT PLUS™ PEDALS</b>		Titanium axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - broad support base - release adjustment display - sealed cartridge axle	266
<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 - special pad compound - optional: front and rear dual-pivot brake (297 g)	272
<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 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™ HIDDENSET™ HEADSET</b>	1-1/8", 1-1/8" TTC™	internal headset for unthreaded fork tube - version 1-1/8": height 5.9 mm, version 1-1/8" TTC™: height 15.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73
<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.



# DRIVETRAINS TECHNICAL SPECIFICATIONS



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<b>RECORD™ 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	172
<b>RECORD™ STD + CT™ 11S FRONT DERAILLEUR</b>	braze-on / clip-on: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum fork - antifriction treatment	74
<b>RECORD™ ULTRA-SHIFT™ 11S ERGPOWER™ CONTROL LEVERS</b>		for caliper brakes - composite body and levers – ball bearings - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	337
<b>RECORD™ 11S SPROCKETS</b>	11-23, 11-25, 11-27, 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 locking, 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™ ULTRA-TORQUE™ 11S CRANKSET</b>	170, 172.5, 175, 177,5, 180 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	627
<b>RECORD™ ULTRA-TORQUE™ CT™ 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 52-36	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	627
<b>ULTRA-TORQUE™ CARBON 11S CRANKSET</b>	165 mm, 39-52, 39-53, 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	667
<b>RECORD™ ULTRA-TORQUE™ BB OUTBOARD CUPS</b>	ITA, ENG	aluminium	46
<b>ULTRA-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	BB30 Ø 42, BB30 Ø 46, 86,5x41, BB 386 86,5x46 BB right Ø 51	aluminium - integrated cups for oversize shells	29
<b>COMP ULTRA™ OVER-TORQUE™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563
<b>COMP ULTRA™ OVER-TORQUE™ CT™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 36-52	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563
<b>OVER-TORQUE™ BB OUTBOARD CUPS</b>	ENG	stainless steel	102

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<b>OVER-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	PFBB 30 68x46 BB 386 86,5x46 BB 30 68x42	technopolymer - USB™ bearings (Ultra Smooth Bearings)	54
<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 - special pad compound - optional: front and rear dual-pivot brake (303 g)	278
<b>RECORD™ PRO-FIT PLUS™ PEDALS</b>		Titanium axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - broad support base - release adjustment display - sealed cartridge axle	266
<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™ HIDDENSET™ HEADSET</b>	1-1/8", 1-1/8" TTC™	internal headset for unthreaded fork tube - version 1-1/8": height 5.9 mm, version 1-1/8" TTC™: height 15.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73
<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.



# DRIVETRAINS TECHNICAL SPECIFICATIONS



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<b>CHORUS™ 11S REAR DERAILLEUR</b>		upper to lower pulley-axle: 55 mm - composite outer plate - parallelogram with 11s geometry - black anodized forged aluminium upper body - lightened special rubber pulleys	186
<b>CHORUS™ STD + CT™ 11S FRONT DERAILLEUR</b>	braze-on / clip-on: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - light alloy fork with antifriction treatment	76
<b>CHORUS™ ULTRA-SHIFT™ 11S ERGOPOWER™ CONTROL LEVERS</b>		for caliper brakes - composite body and levers - ball bearings - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	337
<b>CHORUS™ 11S SPROCKETS</b>	11-23, 11-25, 11-27, 12-25, 12-27, 12-29	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	230
<b>CHORUS™ 11S CHAIN</b>		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - 11s outer link	2,24/ link **
<b>CHORUS™ ULTRA-TORQUE™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axes - requires ULTRA-TORQUE™ BB cups	667
<b>CHORUS™ ULTRA-TORQUE™ CT™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 52-36	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axes - requires ULTRA-TORQUE™ BB cups	667
<b>ULTRA-TORQUE™ CARBON 11S CRANKSET</b>	165 mm 39-52, 39-53, 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axes - requires ULTRA-TORQUE™ BB cups	667
<b>RECORD™ ULTRA-TORQUE™ BB OUTBOARD CUPS</b>	ITA, ENG	aluminium	46
<b>ULTRA-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	BB30 Ø 42, BB30 Ø 46, 86,5x41, BB 386 86,5x46 BB right Ø 51	aluminium - integrated cups for oversize shells	29

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<b>COMP ULTRA™ OVER-TORQUE™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563
<b>COMP ULTRA™ OVER-TORQUE™ CT™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 36-52	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	563
<b>OVER-TORQUE™ BB OUTBOARD CUPS</b>	ENG	stainless steel	102
<b>OVER-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	PFBB 30 68x46 BB 386 86,5x46 BB 30 68x42	technopolymer - USB™ bearings (Ultra Smooth Bearings)	54
<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 - lightened rear brake - skeletonized arms - special pad compound - optional: front and rear dual-pivot brake (319 g)	299
<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: 2,24 x 108 links = 242 g.



# DRIVETRAINS TECHNICAL SPECIFICATIONS



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>	brazed-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 fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	372
<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 fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	372
<b>CHORUS™ 11S SPROCKETS</b>	11-23, 11-25, 11-27, 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 39-52, 39-53 deep black bright silver	forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with silver anodization - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	736
<b>ATHENA™ POWER-TORQUE™ 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 52-36 deep black 34-50 bright silver	forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with silver anodization - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	740
<b>ATHENA™ POWER-TORQUE™ CARBON 11S CRANKSET</b>	165, 170, 172.5, 175 mm 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	644

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<b>ATHENA™ POWER-TORQUE™ CT™ CARBON 11S CRANKSET</b>	165, 170, 172.5, 175 mm 34-50, 52-36	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	640
<b>POWER-TORQUE™ BB OUTBOARD CUPS</b>	ITA, ENG	aluminium	72
<b>POWER-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	BB30 Ø 42, BB30 Ø 46, 86,5x41 BB 386 86,5x46	aluminium - integrated cups for oversize shells	50
<b>COMP ONE™ OVER-TORQUE™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	605
<b>COMP ONE™ OVER-TORQUE™ CT™ CARBON 11S CRANKSET</b>	170, 172.5, 175 mm 34-50, 36-52	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated OVER-TORQUE™ axle - requires OVER-TORQUE™ BB cups	605
<b>OVER-TORQUE™ BB OUTBOARD CUPS</b>	ENG	stainless steel	105
<b>OVER-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	PFBB 30 68x46 BB 386 86,5x46 BB 30 68x42	technopolymer	57
<b>ATHENA™ SKELETON™ 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 - lightened rear brake - skeletonized arms - special pad compound - optional: front and rear dual-pivot brake (331 g)	306
<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: 2,24 x 108 links = 242 g.



# DRIVETRAINS TECHNICAL SPECIFICATIONS



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<b>CENTAUR™ 10S REAR DERAILLEUR</b>	black & red deep black	upper to lower pulley-axle: 55 mm - aluminium bodies - rollers on bushings - parallelogram with 11s geometry - lightened special rubber pulleys	220
	medium cage deep black black & red	upper to lower pulley-axle: 72,5 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	250
<b>CENTAUR™ 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 - chrome-plated nickel fork - antifriction insert	92
<b>CENTAUR™ POWER-SHIFT™ 10S ERGOPOWER™ CONTROL LEVERS</b>	black & red deep black	for caliper brakes - composite body - brake lever in aluminium - ball bearings - Power-Shift mechanism - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	373
<b>CENTAUR™ POWER-SHIFT™ 10S ALU-CARBON ERGOPOWER™ CONTROL LEVERS</b>	black & red deep black	for caliper brakes - composite body - carbon brake lever with aluminium core - ball bearings - Power-Shift mechanism - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	375
<b>CENTAUR™ UD™ 10S SPROCKETS</b>	11-23, 11-25, 12-25, 13-26, 13-29, 14-23, 12-27, 12-30	steel - Ultra-Drive™ - nickel-chromed finish - supplied with locking - light alloy supports	248
<b>CENTAUR™ ULTRA-NARROW™ 10S CHAIN</b>		width 5,9 mm - Ni-PTFE Finish - 114 links - Ultra-Drive™ - HD-Link™ for Ultra Narrow™ chain - lightened links	2,36/ link **
<b>CENTAUR™ POWER-TORQUE™ 10S CRANKSET</b>	170, 172.5, 175 mm 39-52, 39-53, 34-50 black & red deep black	forged aluminium cranks - chainrings with MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	738
<b>CENTAUR™ POWER-TORQUE™ CARBON 10S CRANKSET</b>	165, 170, 172.5, 175 mm 39-52, 39-53, 34-50 black & red deep black	full-carbon unidirectional-multidirectional cranks - chainrings with MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	644
<b>RECORD™ POWER-TORQUE™ BB OUTBOARD CUPS</b>	ITA, ENG	aluminium	72
<b>POWER-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	BB30 Ø 42, BB30 Ø 46, 86,5x41 BB 386 86,5x46	aluminium - integrated cups for oversize shells	50
<b>CENTAUR™ BRAKES</b>	black & red deep black	brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - front and rear dual-pivot brake - forged arms - special pad compound	310

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

\*\* Example: 2,36 x 108 links = 255 g



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<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 fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	368
<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>VELOCE™ UD™ 10S SPROCKETS</b>	11-25, 12-23, 12-25, 13-26, 13-29	steel - Ultra-Drive™ - single sprockets - galvanized - supplied with locking	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™ chain	2,39/ link **
<b>VELOCE™ POWER-TORQUE™ 10S CRANKSET</b>	170, 172.5, 175 mm 39-53 deep black bright silver	forged aluminium cranks - chainrings MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	758
<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™ BB OUTBOARD CUPS</b>	ITA, ENG	aluminium	72
<b>POWER-TORQUE™ OS-FIT™ INTEGRATED CUPS</b>	BB30 Ø 42, BB30 Ø 46, 86,5x41 BB 386 86,5x46	aluminium - integrated cups for oversize shells	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) - forged arms - lightened rear brake - special pad compound - brake pads orbital adjustment - front and rear dual-pivot brake	325

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

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



# DRIVETRAINS TECHNICAL SPECIFICATIONS



11x3



10x3



10x3

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<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 fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	375
<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
<b>CENTAUR™ 10X3 ERGOPOWER™ CONTROL LEVERS</b>	Black&Red Deep black	Dedicated left control for triple drivetrain for caliper brakes - composite body - brake lever in aluminium - ball bearings - Power-Shift mechanism - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	376
<b>CENTAUR™ 10X3 FRONT DERAILLEUR</b>	Black&Red - Deep black Braze-on/clip-on (Ø 32 and 35mm)	For triple 10x3 crankset - capacity 16 - chainring max 52 - chainring min. 30 - anti-friction insert - Nickel-chromium fork - surface treatment.	101
<b>CENTAUR™ 10S REAR DERAILLEUR</b>	Long cage Black&Red Deep black	upper to lower pulley-axle: 89 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	238
<b>CENTAUR™ TRIPLE POWER-TORQUE™ 10S CRANKSET</b>	Black&Red Deep black 170, 172.5, 175mm 30-39-52, 30-39-50	Hollow aluminium hand crank - forged aluminium cranks - chainrings with XPSS™ (eXtreme Performance Shifting System) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups.	914
<b>VELOCE™ 10X3 ERGOPOWER™ CONTROL LEVERS</b>	Bright silver Deep black	Dedicated left control for triple drivetrain for caliper brakes - composite body - aluminium brake lever - Power Shift™ mechanism - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	376
<b>VELOCE™ 10X3 FRONT DERAILLEUR</b>	Bright silver Deep black Braze-on/clip-on (Ø 32 and 35mm)	For triple 10x3 crankset - capacity 16 - chainring max 52 - chainring min. 30 - anti-friction insert - Nickel-chromium fork - surface treatment.	101
<b>VELOCE™ 10S REAR DERAILLEUR</b>	Long cage	upper to lower pulley-axle: 89 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	238
<b>VELOCE™ TRIPLE POWER-TORQUE™ 10S CRANKSET</b>	Bright silver Deep black 170, 172.5, 175mm 30-39-50	Hollow aluminium hand crank - forged aluminium cranks - chainrings XPSS™ (eXtreme Performance Shifting System) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	896

\* 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™ EPS™ 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 ATHENA™ EPS™ 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™ EPS™ 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 ATHENA™ EPS™ BRAKE LEVERS</b>		Brake lever in aluminum - body and buttons in technopolymer - compatible 11 speed - Diameter 18.2 - waterproof IP67	66
<b>TT DTI™ RECORD™ EPS™ V2 INTERFACE</b>		Technopolymer, waterproof (IP67) - dual output for bar-end controls and brake controls	24
<b>TT DTI™ ATHENA™ EPS™ 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 Campagnolo 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 Campagnolo 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 BRAKE LEVERS CARBON</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 - levers in aluminium - aerodynamic profile - ergonomic profile for the levers - Quick-release system	106
<b>BORA ULTRA™ ULTRA-TORQUE™ 11S CRANKSET</b>	170, 172.5, 175mm 39/53 42/54 42/55	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles - requires Super Record ULTRA-TORQUE™ BB cups	780
<b>BULLET ULTRA POWER-TORQUE™ 11S CRANKSET</b>	170, 172.5, 175mm 34/50 36/52 39/53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated POWER-TORQUE™ axle - requires Bullet™ POWER-TORQUE™ BB cups	815



# DRIVETRAINS TECHNICAL SPECIFICATIONS

## CYCLOCROSS

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

## PISTA

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
<b>RECORD™ PISTA™ FRONT HUB</b>	32, 36 holes	light alloy body – lubrication port - small flanges - O.L.D. 100 mm	204
<b>RECORD™ PISTA™ REAR HUB</b>	32, 36 holes	light alloy body – lubrication port - small flanges - O.L.D. 120 mm	284
<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>	ITA, ENG	axle L. 111 mm (asymmetrical) - composite and light alloy cartridge - light alloy cups - without sealings	220
<b>RECORD™ PRO-FIT PLUS™ PEDALS</b>		Titanium axle - light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - left axle compatible with the ErgoBrain™ magnet	266
<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™ HIDDENSET™ HEADSET</b>	1-1/8" 1-1/8" TTC™	internal headset for unthreaded fork tube - version 1-1/8": height 5.9 mm, version 1-1/8" TTC™: height 15.9 mm - patent pending system - composite and light alloy fixing screw and cap - cup and cone system	73



# WHEELS TECHNICAL SPECIFICATIONS

	NOMINAL WEIGHT (g)*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH – mm (NOMINAL)	ULTRA-FIT™	ASYMMETRICAL HOLES	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES
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## ROAD

### CARBON WHEELS

BORA™ ULTRA™ TT front tub.	975	carbon	D/20		B			
BORA™ ULTRA™ 80 front tub.	715	carb	80/20		B/D		carb	16
BORA™ ULTRA™ 80 rear tub.	825	carb	80/20		B/D		carb	18/G3™
BORA™ ULTRA™ 80 rear tub. (HG)	864	carb	80/20		B/D		carb	18/G3™
BORA™ ULTRA™ Two front tub.	565	carb	50/20		B/D		carb	18
BORA™ ULTRA™ Two rear tub.	745	carb	50/20		B/D		carb	21/G3™
BORA™ ULTRA™ Two rear tub. (HG)	784	carb	50/20		B/D		carb	21/G3™
BORA™ ULTRA™ 35 front tub.	530	carb	35/20		B/D		carb	18
BORA™ ULTRA™ 35 rear tub.	685	carb	35/20		B/D		carb	21/G3™
BORA™ ULTRA™ 35 rear tub. (HG)	724	carb	35/20		B/D		carb	21/G3™
BORA™ One front tub.	590	carb	50/20		B/D		carb	18
BORA™ One rear tub.	760	carb	50/20		B/D		carb	21/G3™
BORA™ One rear tub. (HG)	799	carb	50/20		B/D		carb	21/G3™
BORA™ One 35 front tub.	550	carb	35/20		B/D		carb	18
BORA™ One 35 rear tub.	705	carb	35/20		B/D		carb	21/G3™
BORA™ One 35 rear tub. (HG)	744	carb	35/20		B/D		carb	21/G3™
HYPERON™ ULTRA™ Two front cl.	580	carb	19/20		B	•	carb	22
HYPERON™ ULTRA™ Two rear cl.	765	carb	21/20		B	•	carb	24
HYPERON™ ULTRA™ Two rear cl. (HG)	804	carb	21/20		B	•	carb	24
HYPERON™ ULTRA™ Two front tub.	536	carb	19/20		B		carb	22
HYPERON™ ULTRA™ Two rear tub.	695	carb	21/20		B		carb	24
HYPERON™ ULTRA™ Two rear tub. (HG)	734	carb	21/20		B		carb	24

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





# WHEELS TECHNICAL SPECIFICATIONS

	NOMINAL WEIGHT (g)*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH - mm (NOMINAL)	ULTRA-FIT™	LABELS	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES
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## ROAD

### ALUMINIUM - CARBON WHEELS

BULLET™ ULTRA™ front cl.	727	alu/carb	50/20,5		B/D		carb	18
BULLET™ ULTRA™ rear cl.	863	alu/carb	50/20,5		B/D		carb	21/G3™
BULLET™ ULTRA™ rear cl. (HG)	902	alu/carb	50/20,5		B/D		carb	21/G3™
BULLET™ ULTRA™ 80mm front cl.	815	alu/carb	80/20,5		B/D		carb	16
BULLET™ ULTRA™ 80mm rear cl.	955	alu/carb	80/20,5		B/D		carb	18/G3™
BULLET™ ULTRA™ 80mm rear cl. (HG)	994	alu/carb	80/20,5		B/D		carb	18/G3™
BULLET™ ULTRA™ 105mm front cl.	910	alu/carb	105/20,5		B/D		carb	16
BULLET™ ULTRA™ 105mm rear cl.	1050	alu/carb	105/20,5		B/D		carb	18/G3™
BULLET™ ULTRA™ 105mm rear cl. (HG)	1089	alu/carb	105/20,5		B/D		carb	18/G3™
BULLET™ front cl.	785	alu/carb	50/20,5		B		carb	18
BULLET™ rear cl.	970	alu/carb	50/20,5		B		carb	21/G3™
BULLET™ rear cl. (HG)	1009	alu/carb	50/20,5		B		carb	21/G3™
BULLET™ 80mm front cl.	865	alu/carb	80/20,5		B		carb	16
BULLET™ 80mm rear cl.	1065	alu/carb	80/20,5		B		carb	18/G3™
BULLET™ 80mm rear cl. (HG)	1104	alu/carb	80/20,5		B		carb	18/G3™

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





# WHEELS TECHNICAL SPECIFICATIONS

	NOMINAL WEIGHT (g)*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH - mm (NOMINAL)	ULTRA-FIT™	LABELS	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES
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## ROAD

### ALUMINIUM WHEELS

SHAMAL™ ULTRA™ front cl.	605	alu	24/20,5		B/D		black	16
SHAMAL™ ULTRA™ rear cl.	820	alu	30/20,5		B/D		black	21/MG3™
SHAMAL™ ULTRA™ rear cl. (HG)	859	alu	30/20,5		B/D		black	21/MG3™
SHAMAL™ ULTRA™ front tub.	612	alu	24,5/20		B		black	16
SHAMAL™ ULTRA™ rear tub.	813	alu	28,5/20		B		black	21/MG3™
SHAMAL™ ULTRA™ rear tub. (HG)	852	alu	28,5/20		B		black	21/MG3™
SHAMAL™ ULTRA™ 2-Way Fit™ front	615	alu	24/20,5	•	B		black	16
SHAMAL™ ULTRA™ 2-Way Fit™ rear	825	alu	28/20,5	•	B		black	21/MG3™
SHAMAL™ ULTRA™ 2-Way Fit™ rear (HG)	864	alu	28/20,5	•	B		black	21/MG3™
EURUS™ front cl.	640	alu	24/20,5		B		black	16
EURUS™ rear cl.	825	alu	30/20,5		B		black	21/G3™
EURUS™ rear cl. (HG)	864	alu	30/20,5		B		black	21/G3™
EURUS™ 2-Way Fit™ front	645	alu	24/20,5	•	B		black	16
EURUS™ 2-Way Fit™ rear	840	alu	28/20,5	•	B		black	21/MG3™
EURUS™ 2-Way Fit™ rear (HG)	879	alu	28/20,5	•	B		black	21/MG3™
ZONDA™ front cl.	670	alu	24/20,5		B		black	16
ZONDA™ rear cl.	880	alu	30/20,5		B		black	21/G3™
ZONDA™ rear cl. (HG)	924	alu	30/20,5		B		black	21/G3™
ZONDA™ 2-Way Fit™ front	680	alu	24/20,5	•	B		black	16
ZONDA™ 2-Way Fit™ rear	890	alu	30/20,5	•	B		black	21/G3™
ZONDA™ 2-Way Fit™ rear (HG)	939	alu	30/20,5	•	B		black	21/G3™
SCIROCCO™ 35mm front cl.	788	alu	35/20		B		black	16
SCIROCCO™ 35mm rear cl.	937	alu	35/20		B		black	21/MG3™
SCIROCCO™ 35mm rear cl. (HG)	1004	alu	35/20		B		black	21/MG3™
VENTO™ ASYMMETRIC front cl.	750	alu	24/20,5		B	•	black	18
VENTO™ ASYMMETRIC rear cl.	890	alu	27,5/20,5		B	•	black	20
VENTO™ ASYMMETRIC rear cl. (HG)	929	alu	27,5/20,5		B	•	black	20
VENTO™ ASYMMETRIC front cl.	750	alu	24/20,5		B	•	black	18
VENTO™ ASYMMETRIC G3™ rear cl.	910	alu	27,5/20,5		B	•	black	24/G3™
VENTO™ ASYMMETRIC G3™ rear cl. (HG)	949	alu	27,5/20,5		B	•	black	24/G3™
KHAMSIN™ ASYMMETRIC front cl.	815	alu	24/20,5		B	•	black	18
KHAMSIN™ ASYMMETRIC rear cl.	935	alu	27,5/20,5		B	•	black	20
KHAMSIN™ ASYMMETRIC rear cl. (HG)	974	alu	27,5/20,5		B	•	black	20
KHAMSIN™ ASYMMETRIC front cl.	815	alu	24/20,5		B	•	black	18
KHAMSIN™ ASYMMETRIC G3™ rear cl.	975	alu	27,5/20,5		B	•	black	24/G3™
KHAMSIN™ ASYMMETRIC G3™ rear cl. (HG)	1014	alu	27,5/20,5		B	•	black	24/G3™
NEUTRON™ ULTRA™ front cl.	630	alu	18/20,5		B	•	black	22
NEUTRON™ ULTRA™ rear cl.	840	alu	18/20,5		B	•	black	24
NEUTRON™ ULTRA™ rear cl. (HG)	879	alu	18/20,5		B	•	black	24

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

## KEY

DB=Butted - 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.





# WHEELS TECHNICAL SPECIFICATIONS

	NOMINAL WEIGHT (g)*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH - mm (NOMINAL)	ULTRA-FIT™	LABELS	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES
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## TRIATHLON - TIME TRIAL

BORA™ ULTRA™ TT rear road	975	carbon	D/20		B			
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## CYCLOCROSS

KHAMSIN™ ASYMMETRIC CX front cl.	815	alu	24/20,5		B	•	black	18
KHAMSIN™ ASYMMETRIC CX rear cl.	935	alu	27,5/20,5		B	•	black	20
KHAMSIN™ ASYMMETRIC CX rear cl. (HG)	974	alu	27,5/20,5		B	•	black	20
SCIROCCO™ 35mm CX front cl.	778	alu	24/20,5		B	•	black	20
SCIROCCO™ 35mm CX rear cl.	937	alu	24/20,5		B	•	black	27/G3™
SCIROCCO™ 35mm CX rear cl. (HG)	1004	alu	24/20,5		B	•	black	27/G3™
BORA™ One CX front tub.	590	carb	50/20		B		carb	18
BORA™ One CX rear tub.	760	carb	50/20		B		carb	21/G3™
BORA™ One CX rear tub. (HG)	799	carb	50/20		B		carb	21/G3™
BORA™ One 35 CX front tub.	550	carb	35/20		B		carb	18
BORA™ One 35 CX rear tub.	705	carb	35/20		B		carb	21/G3™
BORA™ One 35 CX rear tub. (HG)	744	carb	35/20		B		carb	21/G3™

## PISTA

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

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

## KEY

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

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