

















CANE CREEK®



**Unique design:** Crono defines our proprietary technology (US Patent 5810453) of spoke nipples at the hub, spoke heads at the rim, and high-tension straight pull spokes. No weird, noodle like composite materials or dicey double-threaded spokes. The Crono design is different but highly sensible.

**Light weight:** The high spoke tension allows the use of fewer spokes. And the reorientation of the spoke nipples at the hub reduces crucial rotating mass, making the Cronos the lightest-feeling wheels you can ride.

**Acceleration and stability:** The high spoke tension and low rotating mass yield instant responsiveness and robust lateral stability. The wheels track beautifully straight and give you eye-opening stiffness and speed into and out of corners.

**Durability:** The rim is stronger because its drillings for spoke heads are smaller than normal. And the combination of high-tension straight-pull spokes secured by Nylock®-reinforced nipples makes Crono wheels much more resistant to deviating from their original trueness.

**Serviceability:** As with traditional wire-spoked wheels, truing adjustments are simple and intuitive, and crash damage can be quickly rectified without having to give up on the entire wheel.

**Compatibility:** Our rear hubs can accept the latest Shimano® and Campagnolo® cassettes, allowing the use of your favorite component group. Our disc brake hubs are also compatible with the most popular disc brake mounting standard.

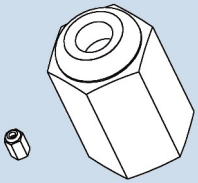
## The Truth About Crono Wheels

A wheel's performance depends on a several factors. Excellent wheel designs consider all of them. At Cane Creek, we've taken a serious look at these factors and have developed what we believe is the best mix. We think our wheels are the best, and...We can prove it.

**www.canecreek.com/proof**

## Nipples at the Hub?

Our spoke nipples, weighing 0.27 g, are located only 22 mm from the wheel's rotational axis. If we moved them to the traditional location at the rim, the effect on the wheel's moment of inertia would be the same as using 48.2 g spoke nipples instead.



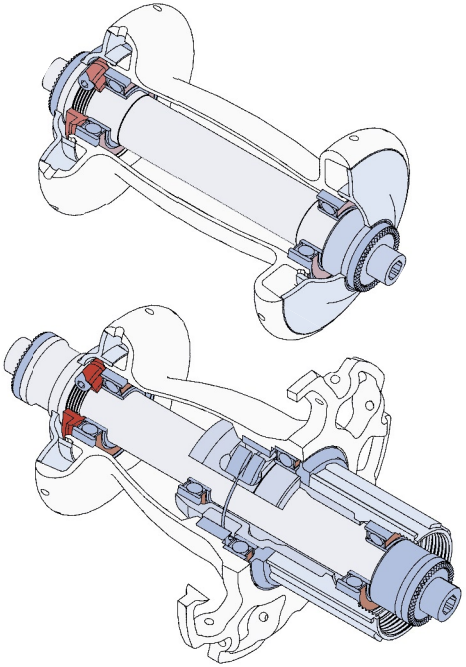
## Rims

Crono rims are custom-drilled to accommodate the heads of straight-pull spokes. The smaller 2mm drillings improve strength. Each Crono model has a rim selected to match up well with a specific kind of riding. We include rim profiles for every model in this catalog.

## Spokes

We can build Crono wheels to a high spoke tension because they can take it. One key is straight-pull spokes. Traditional J-bend spokes will gradually "seat" into the hub drillings (or rim) regardless of the tension, and the elbow is prone to fatigue. Even the most exclusive of modern wheels using J-bend spokes cannot escape this reality.





## Hubs

We've re-spun our hub technology to yield new levels of durability, adjustability, serviceability, and compatibility.

**Durability:** Our rear hub now rides on four sealed cartridge bearings. The design effectively transfers loads to the ends of the alloy axle to minimize bending and maximize lateral stiffness. The drive mechanism is also bracketed by a pair bearings to eliminate misalignment. The QR clamp pressure is transferred directly through the axle, protecting the bearings from premature wear. The bearings also feature double lip seals and waterproof grease. This means your wheels will roll smoother longer.

**Instant responsiveness:** For more explosive accelerating, our new drive mechanism has more teeth, so it engages more quickly when you put power to the pedals. In fact, the hub has 24% quicker engagement than the competition. Our Torque Transfer Flange harnesses your power with less "wind-up" by shortening the spokes on the drive side and transmitting rotational forces straight to the rim. Because disc braking also transmits force from hub to rim (albeit in reverse), we also include Torque Transfer Flanges on the disc side of our disc wheel hubs. This makes for wheels big on responsiveness, and low on trouble.

**Adjustability** and serviceability: Adjusting wheel bearing pre-loads is as easy as turning one threaded collar and tightening one 2 mm hex bolt. Unscrewing the axle end caps using two 5 mm hex wrenches allows disassembly of the hub. Wheel truing is easy, too. Popping off the spoke nipple covers exposes our 3/16" nipples. But happily, you'll seldom need to do so, because every Cane Creek wheel is built by hand for high, well-balanced tension, and our oversize nipples include nylon locknut inserts to resist spoke twisting and fading.

**Compatibility:** Our hubs are now fully compatible with the latest Shimano® and Campagnolo® cassettes. The rear hub's driver mechanism is interchangeable, allowing the use of either a Shimano or Campagnolo cassette on the same wheel. This not only gives you a free choice going in; it lets you switch component groups down the road without having to switch out your trusty, treasured Cane Creek wheels.

## Truing

While Crono wheels stay true for a long time, it eventually becomes necessary to true them. The concept is the same as with a conventional wheel: You turn the nipples to balance the spoke tension. The Crono spoke wrench is easy to manage—it is a 3/16-inch open-end wrench, included with each wheel and common in hardware and auto stores.



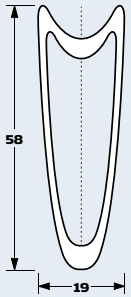



# Aros

From its aerodynamic, carbon fiber tubular rim to its elegant new hub design, the Aros screams "fast" because it is fast. With Aros, you'll not only slip through the wind – you'll blow right past riders saddled with lesser wheels. **Who rides it:** Elite racers, triathletes, time-trial rockets, and anyone who wants an ultimate ride with looks to match.

| | SS | TEAM TI |
|---|---|---|
| **SPOKES** | BLACK DOUBLE BUTTED STAINLESS STEEL | TITANIUM |
| **WEIGHT (FRONT)** | 619G | 598G |
| **WEIGHT (REAR)** | 876G | 838G |
| **WEIGHT (PAIR)** | 1495G | 1436G |
| **SPOKE COUNT** | 18 FRONT, 28 REAR | |
| **RIM** | CARBON DEEP DISH AERO | |
| **HUB SHELL** | 6061-T6 ALUMINUM | |
| **HUB AXLE** | 6061-T6 ALUMINUM | |
| **AXLE SPACING** | 100MM FRONT/130MM REAR | |
| **REAR CASSETTE** | SHIMANO OR CAMPAGNOLO | |

**TUBULAR - FRONT/REAR**



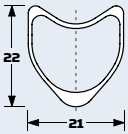



# Aros SuperLight

SuperLight means super-quick. Because when you combine Cane Creek Crono Technology with a featherweight (but ultra-strong) carbon fiber tubular rim, you've got what well may be the fastest-accelerating wheel you can ride--and ride long and hard. **Who rides it:** Serious racers and uncompromising enthusiasts. Its quickness is simply addictive.

| | SS | TEAM TI |
|---|---|---|
| **SPOKES** | BLACK DOUBLE BUTTED STAINLESS STEEL | TITANIUM |
| **WEIGHT (FRONT)** | 575G | 534G |
| **WEIGHT (REAR)** | 826G | 778G |
| **WEIGHT (PAIR)** | 1401G | 1312G |
| **SPOKE COUNT** | 24 FRONT, 28 REAR | |
| **RIM** | CARBON LOW PROFILE AERO | |
| **HUB SHELL** | 6061-T6 ALUMINUM | |
| **HUB AXLE** | 6061-T6 ALUMINUM | |
| **AXLE SPACING** | 100MM FRONT/130MM REAR | |
| **REAR CASSETTE** | SHIMANO OR CAMPAGNOLO | |

**TUBULAR - FRONT/REAR**



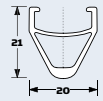



# Volos

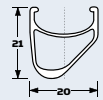
With its ultra-premium alloy rims – in both tubular and clincher configurations – Volos gives you raceability with extra durability for rough courses and training. Its asymmetrical rear rim provides better dish and more balanced tension to stay true longer. So it's practical, uncompromising, and wicked fast. **Who rides it:** Everyone from hard-core racers to distance riders and weekend enthusiasts, because Volos is as satisfying as it is swift.

| | SS | TEAM TI |
|---|---|---|
| **SPOKES** | BLACK DOUBLE BUTTED STAINLESS STEEL | TITANIUM |
| **WEIGHT (FRONT)** | 698G | 664G |
| **WEIGHT (REAR)** | 940G | 892G |
| **WEIGHT (PAIR)** | 1638G | 1556G |
| **SPOKE COUNT** | 24 FRONT, 28 REAR | |
| **RIM** | ALUMINUM LOW PROFILE AERO, ASYMMETRICAL REAR, MACHINED BRAKING SURFACE | |
| **HUB SHELL** | 6061-T6 ALUMINUM | |
| **HUB AXLE** | 6061-T6 ALUMINUM | |
| **AXLE SPACING** | 100MM FRONT/130MM REAR | |
| **REAR CASSETTE** | SHIMANO OR CAMPAGNOLO | |

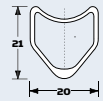
**CLINCHER - FRONT**




**CLINCHER - REAR**




**TUBULAR - FRONT/REAR**



# Zonos

It's hard to say what's more shocking: the awesome speed and handling of these mountain bike wheels, or their ability to take bone-crunching hits and roll on without a wiggle. Their welded, anodized, machined rims work equally well in tube or tubeless applications (with our available tubeless rim strip and valve). The asymmetrical rear rim optimizes wheel dish and spoke tension balance.

| | SS | TEAM TI |
|---|---|---|
| **SPOKES** | BLACK DOUBLE BUTTED STAINLESS STEEL | TITANIUM |
| **WEIGHT (FRONT)** | 726G | 688G |
| **WEIGHT (REAR)** | 936G | 894G |
| **WEIGHT (PAIR)** | 1662G | 1582G |
| **SPOKE COUNT** | 24 FRONT, 28 REAR | |
| **RIM** | BOX SECTION ALUMINUM - ASYMMETRICAL REAR, TUBELESS COMPATIBLE* WITH TUBELESS RIM STRIP AND VALVE MACHINED BRAKING SURFACE | |
| **HUB SHELL** | 6061-T6 ALUMINUM | |
| **HUB AXLE** | 6061-T6 ALUMINUM) | |
| **AXLE SPACING** | 100MM FRONT/135MM REAR | |
| **REAR CASSETTTE** | SHIMANO | |

**FRONT**




**REAR**






# Zonos Disc

This wheel combines the performance and punishment-defying strength of the Zonos with the added control of disc braking. To optimize wheel durability, the rotor-mountable hubs include disc-side Torque-Transfer Flanges, front and rear. For the same reason, both front and read Disc wheels include asymmetrical rims to improve wheel dish and equalize spoke tension. Who rides it: MTB Speed demons that like to stop as hard as they go.

| | SS | TEAM TI |
|---|---|---|
| **SPOKES** | BLACK DOUBLE BUTTED STAINLESS STEEL | TITANIUM |
| **WEIGHT (FRONT)** | 782G | 718G |
| **WEIGHT (REAR)** | 1014G | 948G |
| **WEIGHT (PAIR)** | 1796G | 1666G |
| **SPOKE COUNT** | 28 FRONT, 28 REAR | |
| **RIM** | ALUMINUM DISC SPECIFIC- ASYMMETRICAL FRONT AND REAR, TUBELESS COMPATIBLE*WITH TUBELESS RIM STRIP AND VALVE | |
| **HUB SHELL** | 6061-T6 ALUMINUM | |
| **HUB AXLE** | 6061-T6 ALUMINUM | |
| **AXLE SPACING** | 100MM FRONT/135MM REAR | |
| **REAR CASSETTTE** | SHIMANO | |

**DISK - FRONT/REAR**









# Cloud Nine

Based on the proven technology (US Patent 55775677) and design qualities of our well-respected AD series of air shocks, the Cloud Nine remains air sprung and air damped. Like the AD shocks, the Cloud Nine uses speed sensitive valving to manipulate the air pressure and flow, which results in progressive compression and rebound damping.



**Rapid Compression Adjuster (RCA)**

| | |
|---|---|
| **SHAFT AND CYLINDER** | CNC- MACHINED 6000-SERIES ALUMINUM WITH HARD-COAT ANODIZATION, NITRILE O-RINGS AND WIPER SEALS |
| **SEAL BUSHING** | DELRIN® |
| **PISTON** | CNC-MACHINED WITH BRONZE IMPREGNATED TEFLON® GLIDE RING |
| **WEIGHT** | 209G(140MM LENGTH); WEIGHT VARIES BY SIZE |
| **COLOR** | BLACK |

**Original design.** Patented speed-sensitive valving design

**Plush travel.** Our air negative spring, which negates stiction.

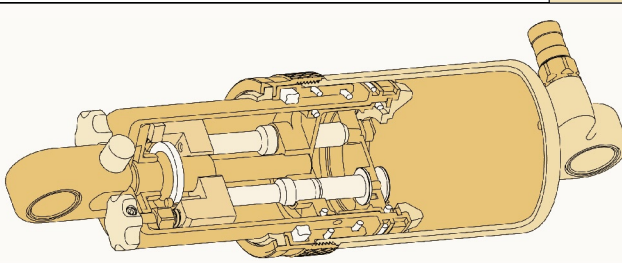
**Low weight.** They're lighter than other air shocks and half the weight of coil shocks.

**Tunability.** Enabling the rider to account accurately for weight, terrain and personal preference. The Cloud Nine features easily accessible compression and rebound damping adjusters, as well as the Rapid Compression Adjuster (RCA). This allows you to take the shock to the most progressive compression setting with the push of a button for minimal "bobbing".

**Maintenance.** Low-maintenance, clean and easily serviceable when the time finally comes.

**Availability.** Fits more bikes than any other shock

**Experience.** We believed in them before, we believe in them now. No other company has a longer or more committed track record with air shocks for mountain bikes.



# AD-12 & 5




The AD12 has two external adjusters that set damping rates for compression and rebound. On the AD-5, these rates can be tuned via some internal settings. While the internal valving is the same on all models, most riders find that the convenient external adjusters of the AD-12, or even the flagship Cloud Nine are worthwhile. Construction: The shaft and cylinder are hard-coat anodized, and the shaft is hand-polished, to ensure low stiction. A Delrin® seal bushing and Nitrile o-rings and wiper seals protect the shock from the elements and keep maintenance low. The AD-12 has a new smoother piston and wear ring.

| | |
|---|---|
| **SHAFT AND CYLINDER** | COLD-FORGED AND MACHINED 6000-SERIES ALUMINUM WITH HARD-COAT ANODIZATION, NITRILE O-RINGS AND WIPER SEALS |
| **SEAL BUSHING** | DELRIN® |
| **WEIGHT** | 207G (135MM) WEIGHT VARIES BY MODEL |
| **COLOR** | HARD-ANODIZED GRAY AND/OR BLACK |

## Tunability



**Air pressure:** Controls the springing and damping characteristics. (use the Cane Creek shock pump pictured here)

**Compression:** By changing the stiffness of the compression valve when you fine-tune the response.

**Volume-adjustment plate setting:** Changes shock air volume and spring curve. More volume = more linear spring. Less volume = more progressive spring.

**Rebound tuning:** Allows you to fine-tune the speed at which the shock returns to it's neutral position

## Maintenance

Even with their low-maintenance design, our shocks, like other suspension components, require you to take good care of them. Here it goes: Maintain proper air pressure—always use the metal cap to prevent long-term valve leakage. Wipe down the shaft and exposed wiper seal after mucky rides. Lubricate the seals after approximately 200 hours of riding. The only tools you'll ever need are a pair of hands, a hex wrench, and a spanner wrench (and the shock manual, just in case). To simplify ongoing maintenance, we offer a line of replacement parts and helpful tools, including seal kits and our new piston spanner-head tool and seal-bushing assembly

## Fitment

No other shock manufacturer comes close to the number of bikes (past and present) for which we make a shock. Every model has a bike-specific configuration.
www.canecreek.con/fitment

**One other note:** Because our shocks are exactingly bike-specific, you will generally get more travel out of an AD shock than other shocks of equal length. This yields more rear suspension travel by a factor determined by the bike's leverage ratio.

# Solos




The ultimate in headset performance and durability, the new Solos headset is our top of the line headset. Available in both classic and the Cane Creek integrated standard designs, the Solos is the best choice for upgrading your bike's headset.

10 YEAR WARRANTY




**Integrated System (IS)**

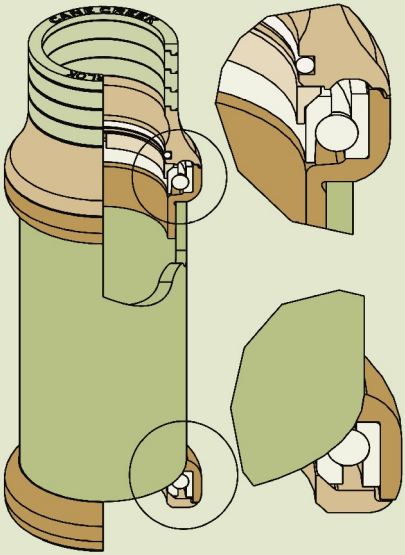
| | 1INCH (25.4MM) & 1⅛ INCH (28.6MM) |
|---|---|
| **MATERIAL** | CNC-MACHINED ALUMINUM CUPS. |
| **BEARINGS**: | SEALED STAINLESS STEEL CARTRIDGE BEARINGS WITH LOW DRAG RUBBER SEALS. NEOPRENE BEARING SEALS |
| **STACK HEIGHT** | 38 MM (TALL COVER-STANDARD)<br>28.5 MM (SHORT COVER-AVAILABLE SEPARATELY) |
| **WEIGHT*** | 141G (TALL COVER-STANDARD))<br>131G (SHORT COVER-AVAILABLE SEPARATELY)<br>82G **IS** (TALL COVER-STANDARD))<br>72G **IS** (SHORT COVER-AVAILABLE SEPARATELY) |
| **COLOR** | SILVER, BLACK |

## The Best Upgrade

**Performance:** The Solos headset utilizes very low friction bearings for drag free performance. The large diameter balls (5/32") are larger than those of other headset brands and yield reduced rolling resistance. The bearings also incorporate low drag rubber seals and nylon retainer cages for more efficient bearing movement.

**Durability:** In addition to housing fully sealed stainless steel cartridge bearings, the Solos' overhanging cup/cover design keeps contaminants from reaching the bearings. This overhanging "treacherous path" feature is repeated with the lower cup/crown race.

**Serviceability:** Though bearing servicing should rarely be necessary, the seals are secured by snap rings, which are removable for easy service.



***ALL WEIGHTS STATED WITH ADJUSTMENT ASSEMBLY**







Double Xc




Double Xc-short




## Interlok Spacers



## Standard Spacers




**Anodized Aluminum**




**Carbon Fiber**

# Double X

This is our new headset offering within the new OnePointFive standard. The Double X is for a 1.5" fork steerer and specially designed frame/head tube. We also offer a Double Xc (conversion) headset that allows a 1.5" designed frame to be used with a conventional 1-⅛" fork. Additionally, we make a Double Xc-short, which allows the use of a 1-⅛" fork with Cannondale HeadShok frames, and a Double X- short, which allows the use of a OnePointFive fork with Cannondale HeadShok frames.

| | DOUBLE X | DOUBLE Xc |
|---|---|---|
| **SIZE** | ONE.POINT.FIVE | ONE.POINT.FIVE (CONVERSION) |
| **STEERER DIAM.** | 38.1 | 28.6 |
| **STACK HEIGHT** | 38.0 | 38.0 |
| **CUP MATERIAL** | MACHINED 7075-T6 ALUMINUM | |
| **BEARING** | SEALED CARTRIDGE | |
| **WEIGHT*** | 222G | 247G |
| **COLOR** | BLACK | |

# IS-6, IS-2

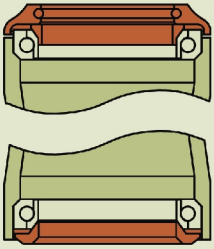



"IS" = "integrated system." The IS design uses no cups. IS bearings rest inside the head tube of the bike's frame, which has been specifically designed to cradle the bearings and manufactured to the Cane Creek IS worldwide standard. The IS headset cannot be retrofitted to an existing bike with traditional headset cups. The IS-6 uses stainless steel bearings as an upgrade over the IS-2. For 2003 all 1-1/8" IS headsets are compatable with Cane Creek Interlok spacers.

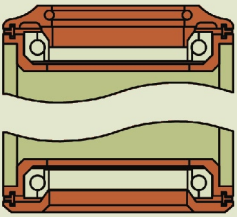



*short cover
available separately

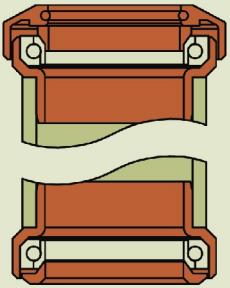
| | 1"(25.4MM) | 1⅛"(TALL) | 1⅛"(SHORT)* |
|---|---|---|---|
| **STACK HEIGHT** | 8 MM | 17MM(STANDARD) | 8MM |
| **WEIGHT*** | 71G | 88G | 81G |
| **COLOR** | SILVER, BLACK | SILVER, BLACK | SILVER, BLACK |



**Integrated System (IS):** No bearing cups and requires a carefully machined head tube to specific bearing interface dimensions.



**Zero Stack (ZS):** Offers a low stack height, the security of bearing cups. and utilizes bearing cups that are hidden inside the head tube.



**Classic:** fits in a traditionally designed head tube and utilizes external bearing cups.

# ZS-6, ZS-2






*short cover available separately

The ZeroStack design (see drawing at left) uses very low profile aluminum cups that "hide" down in the head tube of the bicycle's frame. The ZeroStack cups are compatible only with specifically machined head tubes and cannot be retrofitted to an existing bike with traditional headset cups. The ZS-6 uses stainless steel bearings as an upgrade over the ZS-2. For 2003 all 1-⅛" ZS headsets are compatable with Cane Creek Interlok spacers.

| | 1"(25.4MM) | 1⅛"(TALL) | 1⅛"(SHORT)* |
|---|---|---|---|
| **STACK HEIGHT** | 8 MM | 17MM(STANDARD) | 8MM |
| **WEIGHT*** | 71G | 88G | 81G |
| **COLOR** | SILVER, BLACK | SILVER, BLACK | SILVER, BLACK |

# S-6, S-2







The S-6 headset is based on the design of our time-honored S-Pro headset, featuring replaceable bearings and a lighter, more compact profile. The S-2 headset uses the same design as the S-6, with only minimal concessions to be more affordable. The S-6 uses stainless steel bearings as an upgrade over the S-2. For 2003 all 1-⅛" S-6 and S-2 headsets are compatable with Cane Creek Interlok spacers.

| | 1"(25.4MM) | 1⅛ " (28.6MM) |
|---|---|---|
| **STACK HEIGHT** | 27 MM | 26 MM |
| **WEIGHT*** | **S-6**: 102G<br>**S-2**: 108G | **S-6**: 110G<br>**S-2**: 116G |
| **COLOR** | SILVER, BLACK | SILVER, BLACK |



**IS Frame Preping Tools**




**Star Nut Tools**




# Thudbuster

By adding the Thudbuster's rear suspension, you'll ride faster, longer and stronger, with better traction, control and less fatigue. The performance, relative low weight, and simplicity make it the best suspension upgrade you can make to your hardtail.

Based on a patented parallel-link design, the Thudbuster provides up to 3.9 inches of active stiction-free travel. Unlike telescoping suspension posts, there is no initial stiction to overcome—the suspension mechanism works in the direct path of the natural travel of the rear wheel. The elastomers provide the compression and rebound damping and can be easily exchanged to tune the suspension.

| | |
|---|---|
| **POST AND PARALLELOGRAM** | ALUMINUM |
| **SUSPENSION** | KNURLOCK STAINLESS STEEL PIVOT PINS WITH BRONZE IMPREGNATED, TEFLON® COATED STEEL BUSHING, TWO ELASTOMERS, 3.9 INCHES (100MM) OF TRAVEL WEIGHT: 481-525G, DEPENDING ON LENGTH (27.2 MM POST IS 495G) |
| **LENGTH** | STANDARD MODELS- 381MM FOR SIZES 25.4 TO 27.2, 387MM FOR SIZES 30.9 TO 31.8 XL MODEL(27.2 SIZE ONLY)- 425MM |
| **MINIMUM EXTENSION** (BOTTOM OF RECEPTOR TO TOP) | 144MM FOR SIZES 25.4 TO 27.2 AND 136MM FOR SIZES 30.9 TO 31.8 |
| **MAXIMUM EXTENSION** (TOP OF MIN INSERTION MARK ON TUBE) | STANDARD MODELS- 287MM FOR SIZES 25.4 TO 27.2 AND 281MM FOR 30.9 TO 31.8<br>XL MODEL(27.2 SIZE ONLY)- 327MM |
| **DIAMETER** | 25.4; 26.0-27.2 IN 0.2 MM INCREMENTS, 30.9, 31.6, 31.8 MM (ALL DIAMETERS FROM 26.0 TO 31.8 CAN BE FIT WITH A 25.4 OR 27.2 MM THUDBUSTER POST PLUS THE RIGHT SHIM) |
| **COLORS** | SILVER OR BLACK POST (PARALLELOGRAM IS ALWAYS BLACK) |

**Originality.** The Thudbuster™ suspension seatpost uses a patented parallel-link design. (U.S. patent 5,489,139)

**Bump response.** Design enables the post to respond to all bumps. Unlike telescoping suspension seatposts, there is no initial stiction to overcome

**Travel.** The Thudbuster provides nearly four inches of plush travel—more than any telescoping seatpost—and continually absorbs impacts big and small.

**Weight.** The Thudbuster weighs 495 grams (in 27.2mm diameter). This is fewer than 200 grams more than standard rigid seatposts.

**Tunability**. Match the suspension to your weight and riding style by changing the twin elastomers. Simple.

**Experience.** The Thudbuster was one of the first suspension seatposts and has proven itself in the past few years as suspension that works. It's also been confirmed in competition by winning racers like the Trek/VW pro team.



# Shim

The Thudbuster seatpost has its own set of accessory components that extend its performance: The Thudbuster shim, which enables you to fit any 25.4mm or 27.2 seatpost into a larger-diameter seat tube.



| | |
|---|---|
| **MATERIALS** | 7005 ALUMINUM |
| **WEIGHT** | 12-48G, DEPENDING ON SIZE |
| **SIZE** | INNER DIAMETER OF 25.4 TO FIT OUTER IAMETER OF 26.0, 26.2, 26.4, 26.6, 26.8, 27.0, 27.2; INNER DIAMETER OF 27.2 TO FIT OUTER DIAMETER OF 28.2, 28.4, 28.6, 29.0, 30.0, 30.2, 30.4, 30,6, 30.8, 30.9, 31.4, 31.6, 31.8 |
| **COLOR** | BLACK |



# Elastomers

The elastomer kit is the basis of the Thudbuster's suspension. Each Thudbuster comes with three pairs of elastomers that can be mixed and matched for the pre-load that best suites you: Black = firm, Cane Creek blue = medium, gray = soft. Also available separately: Extra-soft elastomers (white) for lightweight riders, and extra-firm elastomers (purple) for larger riders.

# Crudbuster

The Crudbuster is neoprene cover (manufactured by Lizard Skins to our spec)which fits snugly over the suspension mechanism and secures with a Velcro® strap.




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|---|---|
| **MATERIALS** | NEOPRENE |
| **WEIGHT** | 10G |
| **COLOR** | BLACK, BLUE |




# Direct Curve 5

High-leverage long-arm brakes have raised the performance standard in mountain biking. The Direct Curve 5 brake addresses the few remaining inefficiencies of the long-arm design.

**Construction:** A key is what is not present: No noodle at the cable's entry point, and no linkages joining the arms and pads (US Patent 6079523), result in braking action with less drag. Smooth, powerful, direct lever-to-brake-to-rim deceleration. The Direct Curve's other breakthrough is its reversible arms, which allow you to set up the most direct cable routing for your bike.

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| **MATERIALS** | 7005 ALUMINUM ARMS |
| **PADS** | DIRECT CURVE CARTRIDGE BRAKE PADS |
| **WEIGHT** | 215G PER SET (ONE WHEEL) |
| **COLORS** | ANODIZED BLACK |

# Direct Curve 2

A more economical edition of the Direct Curve design, achieved without any major compromises in braking performance. The curved arms administer reliable stopping power without drag from noodles or linkages.

**Construction**: Aluminum arms, cartridge brake pads. Spring tension and pad position are adjustable, but unlike the Direct Curve 5, the pad brackets and arms are not reversible.

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| **MATERIALS** | 7005 ALUMINUM ARMS |
| **PADS** | STANDARD GRAY PADS |
| **WEIGHT** | 215G PER SET (ONE WHEEL) |
| **COLORS** | ANODIZED BLACK |



# Direct Curve Levers

The Direct Curve brakes are compatible with any modern long-pull levers, making it that much easier for you to swap out your brakes for ours. But if you want to experience nirvana at both ends of the braking pipeline, you might want to check out the Cane Creek Direct Curve levers. They're ready to heat up your braking control (no matter what long-arm brakes you run).

**Construction:** Cold-forged aluminum lever, die-cast aluminum bracket. A neat 2.5mm hex bolt takes up tolerances in the pivot, assuring you of no "slop" in the lever action.




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| **MATERIALS** | COLD-FORGED ALUMINUM LEVER, DIE-CAST BRACKET |
| **WEIGHT** | 200G (PAIR) |
| **COLOR** | ANODIZED BLACK |

# 200SL Road Brake

In the past few years, the 200SL road brake has established itself as a staple of road bikes on a weight-purging diet. By switching from conventional dual-pivot brakes to a pair of 200SLs, road riders can knock off at least 70 grams—enough of a savings to be a performance upgrade in its own right.

**Construction:** The 200SL's sidepull design musters plenty of stopping power and precise control, because we've optimized all the ingredients. The brake arms start out strong as cold-forged aluminum and are CNC-machined to relieve weight without sacrificing integrity.



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| **MATERIALS** | COLD-FORGED, CNC-MACHINED ALUMINUM CALIPERS, 6V/4AL TITANIUM PIVOT AND FIXING BOLTS AND OTHER HARDWARE |
| **REACH** | 39-51MM |
| **WEIGHT** | 125G PER CALIPER (250G PAIR) |
| **COLORS** | ANODIZED SILVER OR BLACK |




# SpeedBars

Seeing that existing clip-on aero bar designs left much to be desired in control and stability, we realized that SpeedBars are definitely "technology that makes sense." They give you greater control and are, therefore, much safer than existing "over the top of the handlebar" designs. The lower, controlled position also allows you to ride more aerodynamically and, therefore, faster... and let's face it, riding faster with good control of the bicycle is a good thing.

**Compatibility**: SpeedBars fit both 26.0mm and 31.8 road bars.

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| **MATERIALS** | WELDED 6061-T6 ETCHED/ANODIZED ALUMINUM WITH LASER ETCHED LOGOS, AND STAINLESS STEEL HARDWARE. |
| **WEIGHT** | 209 G |
| **COLOR** | ANODIZED BLACK |

# Ergo Control

The bar end had seemed to reach the logical end of its evolution as a bicycle component. But by applying technology that makes sense, Cane Creek created a new kind of bar end, the Ergo Control, that delivers leverage and control unattainable with other bar ends.

**Construction:** Unique molded construction combines an aluminum skeleton and firm rubber covering.. The bar end is shaped into an ergonomic profile that extends both fore and aft of the handlebar, fitting your hand naturally and aligning your weight over the center of the steering. The aluminum skeleton and clamp assure a positive, stiff bar interface, while the rubber cover has a grippy texture with Cane Creek etchings. The precision tapering of the Ergo Control would be impossible with metal bar ends.




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| **MATERIALS** | EXCLUSIVE DUAL-COMPOUND RUBBER |
| **COVERING** | ALUMINUM SKELETON AND CLAMP; AND RESIN EXOSKELETON. |
| **WEIGHT** | 200G PER PAIR |
| **COLOR** | BLACK |











# Cane Creek Accessories

**Accessories:** Our team uses them, we use them. We understand that like any cycling component, poorly crafted accessories can affect your ride. Although you are not going to find any of these items being cycle tested on any of our dynamometers, you will find that we stand behind them just like any Cane Creek product. Ask for them at local dealer or check out canecreek.com for the latest selection.













## TECHNOLOGY THAT MAKES SENSE

Cane Creek's Intellectual Property.

| | | |
|---|---|---|
| THREADLESS HEADSETS | **AHEADSET** | US PATENT 5095770 |
| WHEELS | **CRONO** | US PATENT 5597424<br>US PATENT 5810453 |
| BRAKES | **DIRECT CURVE** | US PATENT 6079523 |
| SUSPENSION SEAT POSTS | **THUD BUSTER** | US PATENT 5489139 |
| SUSPENSION AIR SHOCKS | **CLOUD NINE/AD** | US PATENT 5775677 |
| ROAD BYCYCLE CLIP-ON BARS | **SPEEDBAR** | US PATENT6234043 |

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We're a proud supporter of IMBA, Bikes Belong, and the USA Cycling Development Foundation.

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## PRO TEAM SPONSORSHIP

CANE CREEK COMPONENTS HAVE BEEN RIDDEN TO NUMEROUS WINS IN WORLD-CLASS EVENTS. FOR 2002, THE PROFESSIONAL TEAMS USING CANE CREEK COMPONENTS INCLUDED:

## MOUNTAIN BIKE RACING

- GARY FISHER/SUBARU(NORBA NATIONAL SERIES CHAMPION-SHORT TRACK)
- HARO/LEE DUNGAREES
- RLX-POLO SPORT (NORBA NATIONAL SERIES CHAMPION-XC)
- TREK/VOLKSWAGEN (NORBA NATIONAL SERIES CHAMPION, WORLD CHAMPION- XC)
- VOLVO/CANNONDALE

## ROAD RACING/CYCLOCROSS

- CLIF CROSS
- DIET RITE WOMEN'S TEAM (U.S. NATIONAL CRITERIUM CHAMPION)
- FAIRWAY/CYFAC (WORLD CHAMPION-MASTER'S TIME TRIAL)
- JITTERY JOE'S
- TERRY WOMEN'S TEAM
- MERCURY (USPRO NATIONAL CRITERIUM CHAMPION)
- SATURN

## CANE CREEK CROSS-COUNTRY MOUNTAIN BIKE PRO TEAM.

OUR TWO FACTORY SPONSORED WOMEN PROS- **WILLOW KOERBER** AND **LANIE MASON**- RACED THE SEASON-LONG NORBA CHAMPIONSHIP SERIES. WILLOW HAD HER BEST SEASON EVER, FINISHING 7TH. SHE ALSO EARNED A PLACE ON THE US NATIONAL WORLD'S TEAM FOR THE SECOND STRAIGHT YEAR, FINISHING A VERY STRONG 23RD (2ND AMERICAN) THE WORLD CHAMPIONSHIPS HELD IN KAPRUN, AUSTRIA. LANIE EARNED HER SECOND STRAIGHT SET OF WORLD CHAMPION STRIPES AS SHE WON HANDILY AT THE WORLD MASTER'S MOUNTAIN BIKE CHAMPIONSHIPS IN BROMONT, CANADA.

## CANE CREEK/SUBARU ROAD TEAM.

FOR 2002, WE CONTINUED AS THE CO-TITLE SPONSOR OF ONE OF THE TOP ROAD-RACING SQUADS IN THE SOUTHEAST, TEAM CANE CREEK/SUBARU. TEAM RIDERS WON NUMEROUS ELITE STAGE AND ROAD RACES, INCLUDING A STATE CHAMPIONSHIP TIME TRIAL. IN ADDITION TO WINNING RACES, THE TEAM CONTINUED TO PROVIDE INVALUABLE R&D FEEDBACK.

CANE CREEK

**TECHNOLOGY THAT MAKES SENSE**

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