Campagnolo®

SYNT®

USA

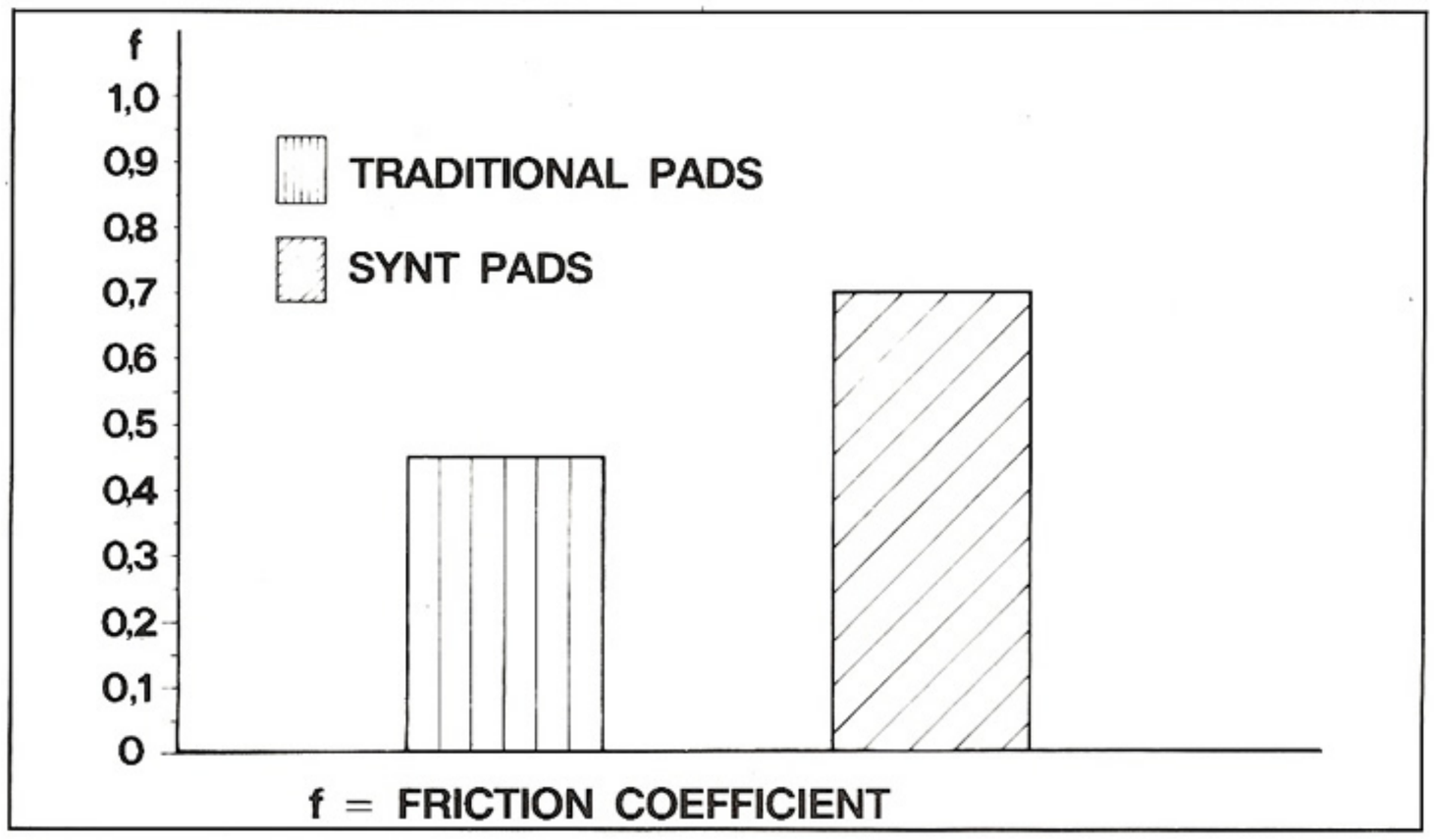
# SYNT®




## SINTERED BRAKE PADS

### SPEED AND SAFETY

The technical evolution of cycling has raised performance levels to heights that could not have been imagined until just a few years ago. Records are being broken more and more frequently, performance averages in elite events are getting higher, and all riders whether professional or amateur, are getting faster all the time. Because of this evolution, more and more attention is being paid to safety, an area in which brakes are without the slightest doubt the most important component.




### CAMPAGNOLO: SAFETY AND PERFORMANCE

Campagnolo have devoted a large part of their research and development to brake systems, introducing numerous technical innovations to their own brakes. Some of Campagnolo's most recent innovations include: the articulated parallelogram system used by the DELTA brake of the Record group, the "MONO-PLANER System" for Chorus brakes, the "PENTA DRIVE System" for Croce d'Aune brakes, and the "POWER GRADE System" which allows for a gradual transformation of the force applied to the hand levers.

In addition to these various brake systems, Campagnolo have also paid special attention to their brake pads. Alongside the competition proven RECORD pad, Campagnolo presents its new series of SYNT brake pads. Like the familiar RECORD pad, SYNT pads are made of a vulcanized blend of elastomers, but it is blended with different components and bonded using a brand new manufacturing process by Campagnolo.



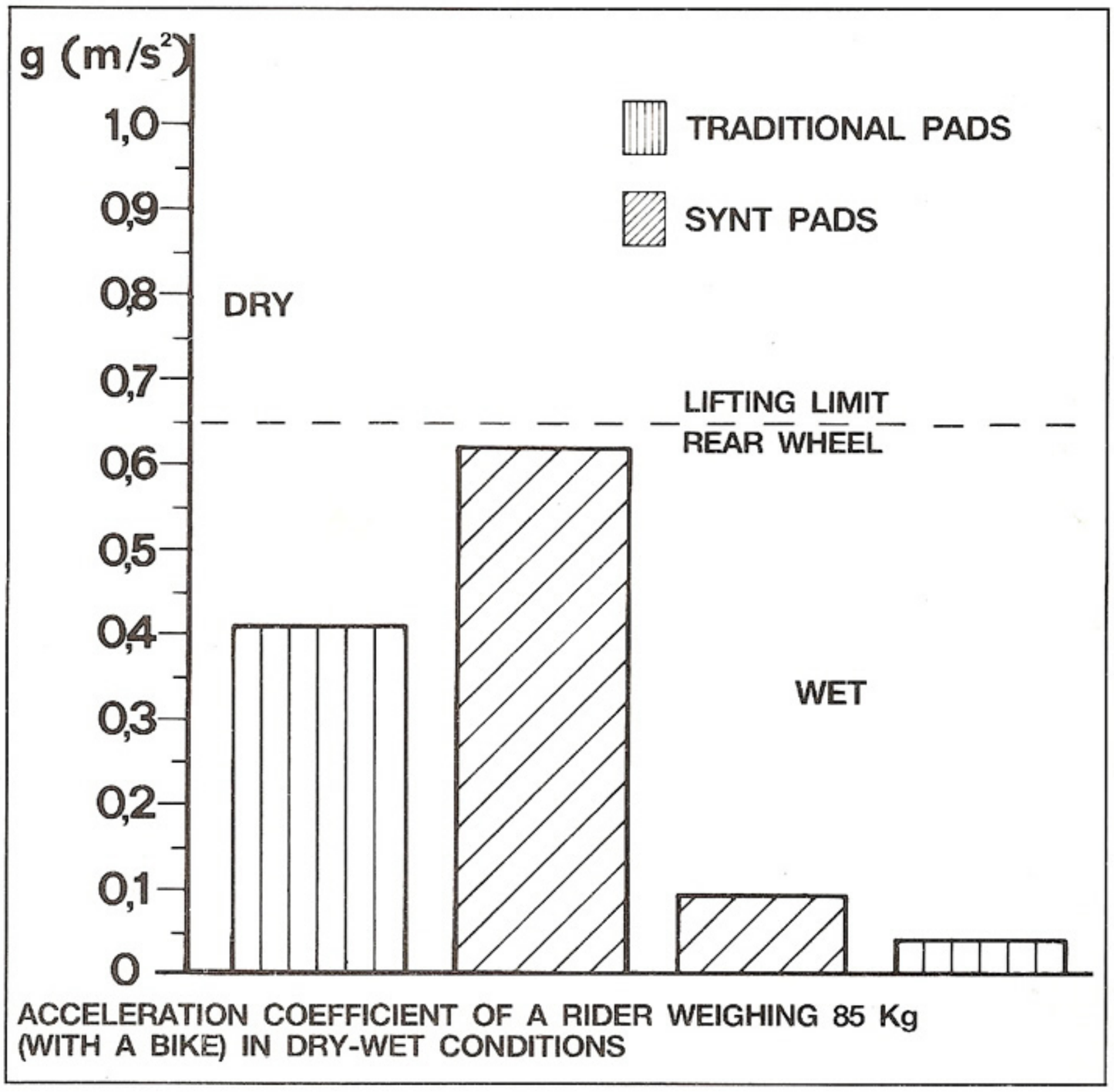
### MUSIC FOR THE BICYCLE

The new SYNT compound has a rigid structure made by mixing and vulcanizing different materials like Colophony, Phenolic resin, elastomers and other special components. Colophony, normally used by violinists to increase the friction of the bow on the strings of their instruments, plays a large part in the composition of the SYNT brake pads.

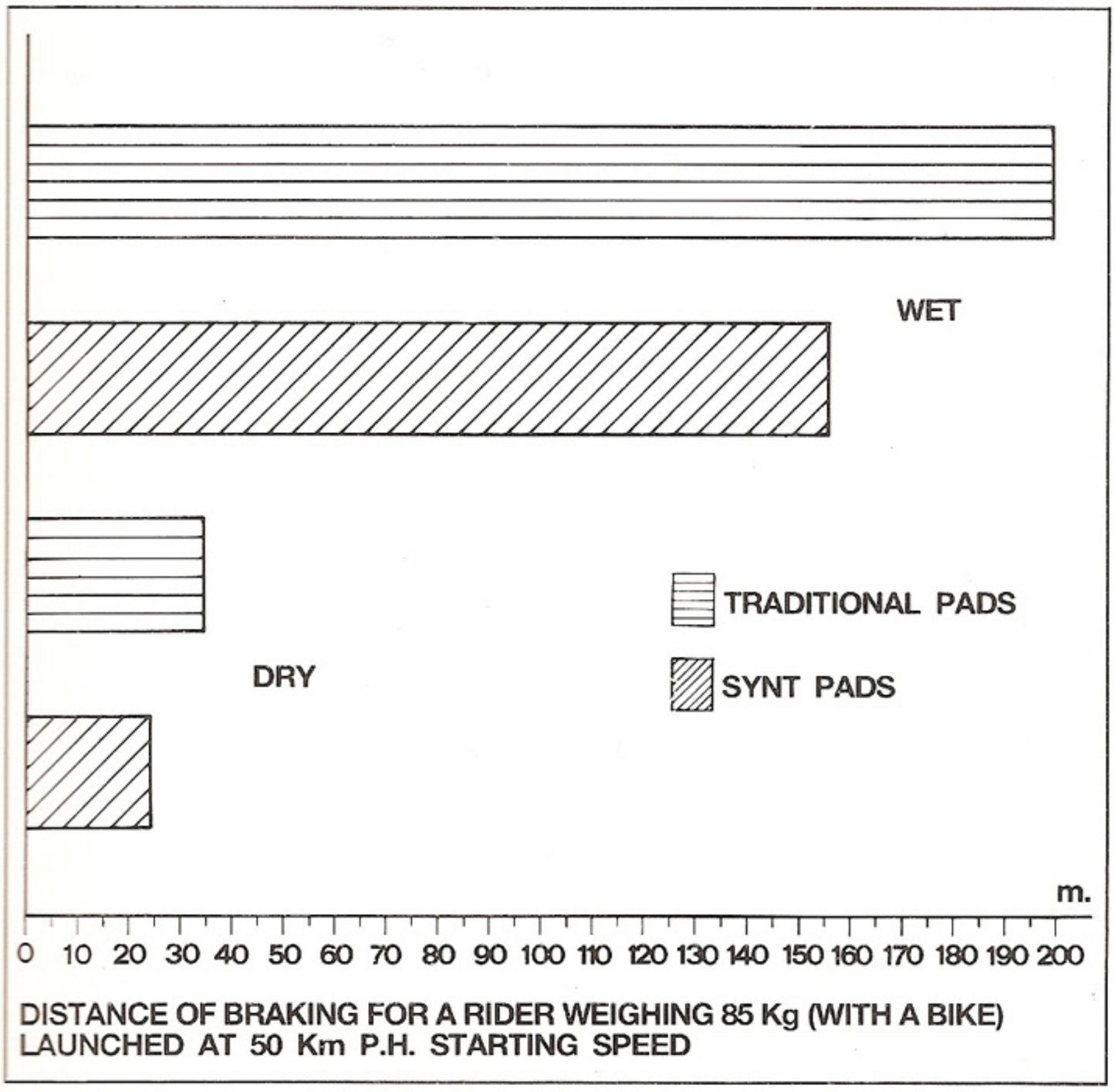
In fact, one of the main problems that the traditional rubber brake pad has to overcome is "breaking" the film of water that forms on the sides of the rim in wet conditions. Normal brake pads actually "hydroplane" on this film of water for a few seconds before they contact the surface of the rim. At 60 km. P.H., a few seconds delay can be disasterous! Besides offering a considerably higher friction coefficient, the SYNT pad very quickly breaks through this film of water thanks to the colophony which acts like an abrasive (see microscope photo).

## BRAKING WITH SYNT PADS

SYNT pads have a friction coefficient which is about 70% higher than ordinary pads and when used on a dry surface they need less force transmitted to the brake lever; this means energy saved, a greater sense of safety, less stress when making long descents at high speed, and therefore better performance.



ACCELERATION COEFFICIENT OF A RIDER WEIGHING 85 Kg (WITH A BIKE) IN DRY-WET CONDITIONS



DISTANCE OF BRAKING FOR A RIDER WEIGHING 85 Kg (WITH A BIKE) LAUNCHED AT 50 Km P.H. STARTING SPEED

When used on a wet surface, SYNT pads reduce "hydroplaning" which means shorter braking distances and therefore second gained in critical situations because the rider can begin braking much closer to the corner than before. These new SYNT brake pads are available for DELTA and CROCE D'AUNE brakes with "PENTA DRIVE System" and in a version for CHORUS brakes with the "MONO PLANER System".

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□ CAMPAGNOLO S.P.A. - VIA DELLA CHIMICA, 4 - 36100 VICENZA - ITALIA - Tel. 0444/564933 - Telex 480074 CAMPA I - Telefax 0444/565062
□ CAMPAGNOLO SARL - RUE DU CHATEAU D'EAU - ROUZIERS DE TOURAINE - 37360 NEUILLE PONT PIERRE - Tél. 47-566569 - Telex 750373 WEIFRA - Telefax 47-566779
□ CAMPAGNOLO CORPORATION - 43 FAIRFIELD PLACE-WEST CALDWELL, N.J. 07006 - Tel. 201-8828733 - Telex 705994 CAMPA CORP - Telefax 201-8828939

□ TECHNISCHER KUNDENDIENST • ITALY - Tel. 0444/571871
• U.S.A. Tel. 1/800 US CAMPI