[2001]

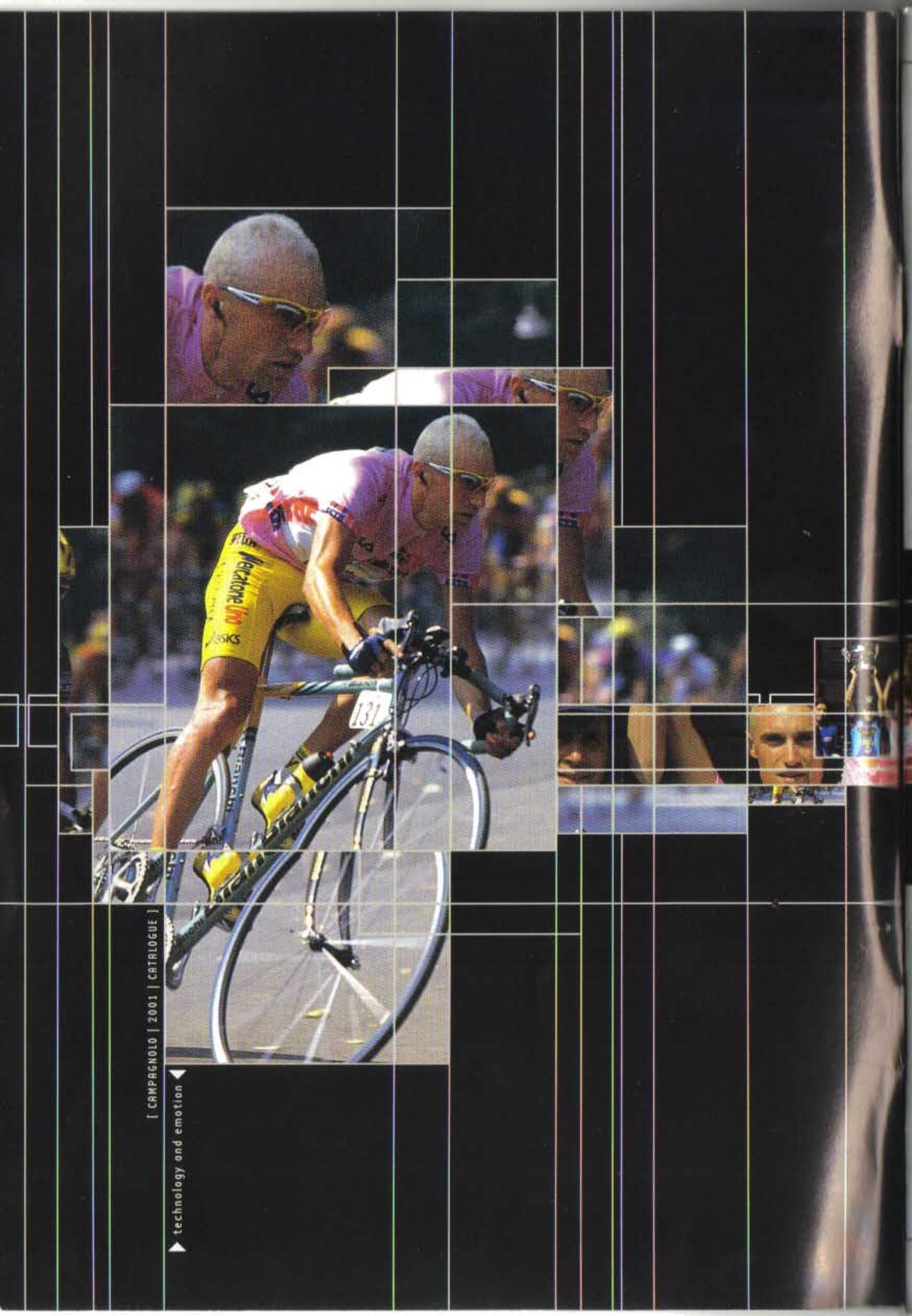
2001

technology and emotion

record®

Campagnolo®

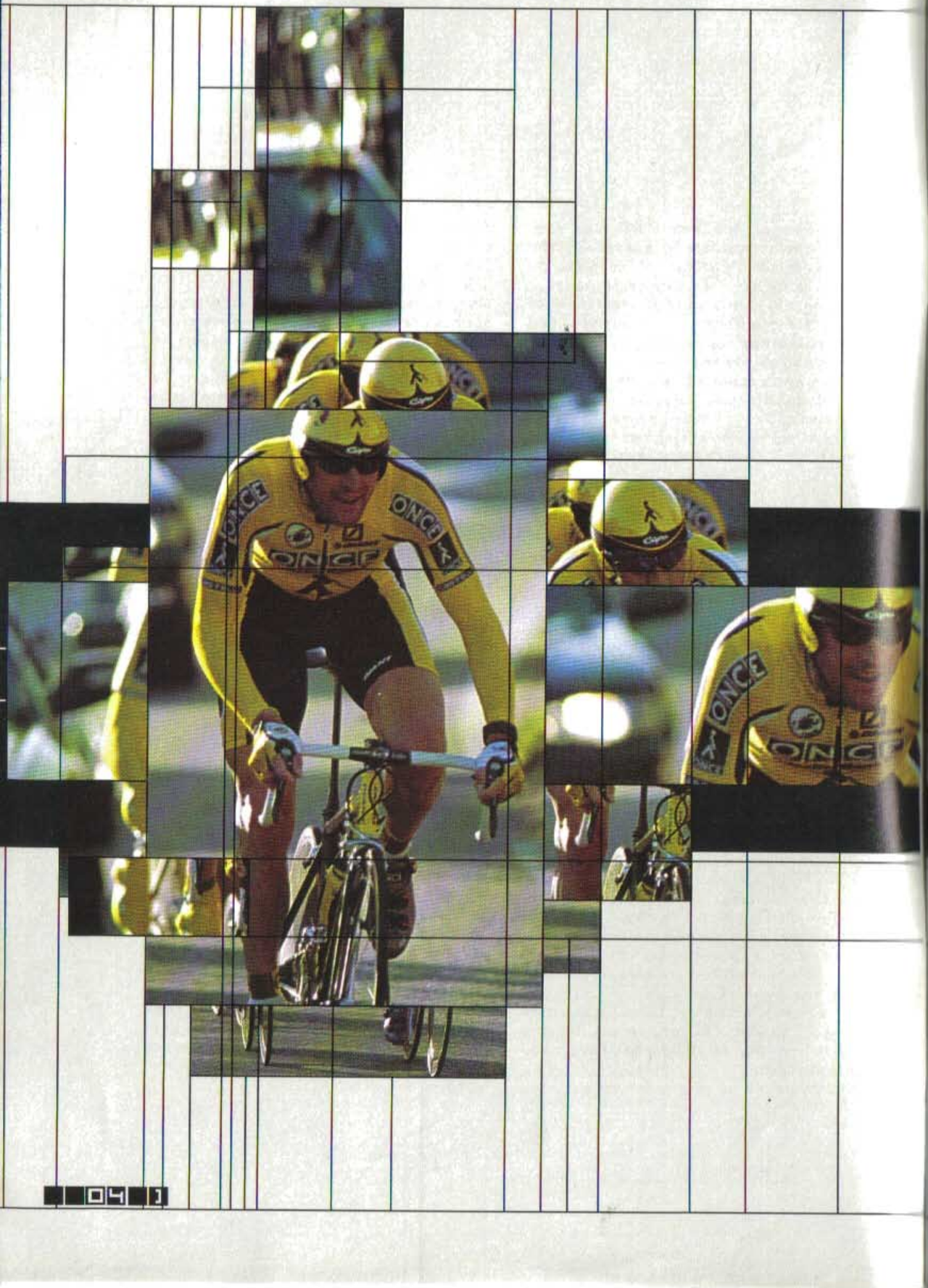
The dawn of the New Millennium sees Campagnolo committed as ever on the technological front to deliver products that ensure extraordinary performance.
Campagnolo components utilize dozens of metal alloys and various composites, and involve a great many and highly different technologies, some of which have never before been applied to bicycles.
To all intents and purposes, composite materials, more than anything else, reflect the technological cutting edge of the bicycle industry and every industry dominated by weight-performance considerations.
Light weight is a fundamental quality in selecting a bicycle: when a bicycle weighs less, there is less mass to accelerate, sprints are faster, and climbs are easier. Effectively, there are other factors in the equation which transforms the rider's energy input into speed: the rigidity of the system and friction are two equally important elements. Frames or components which deform, even if light weight, do not improve power transmission.





2001 [2001]

Neither do hubs, bottom brackets and pedals with excessive friction. And reliability? How many times have riders had to stop because of mechanical failures?
This is why the Record groupset is not just the lightest groupset in the world but why it is also exceptional in terms of rigidity, minimal friction, reliability, and durability, the qualities that have made it legendary.
All this makes us very proud of our work and stimulates the immense passion which drives us towards perfection in creating the products which help our riders win again and again.
We are well aware that it is not difficult to produce lightweight components: the enormous difficulty lies in producing components that ensure extremely high performance which are ultralight, while sacrificing nothing in terms of reliability, safety, and durability.



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campagnolo

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Record

Record



[NEW]

Record Groupset

Creativity, technology, and science have always formed the basis for the evolution of our products, in symbiosis with the racing world, our pride and passion.
The Record groupset has achieved yet another extraordinary leap forward to offer unequaled performance to riders all over the world.
This year, as well as being the lightest groupset in the world, Record also boasts unprecedented technological advances.

New Record differential brakes

Record brakes are established in worldwide racing as the absolute standard for power, accuracy, and braking modulation.
While the geometry and structure of their cold-forged brake arches remained unchanged for the 2000 season, the brakes were significantly lightened. This was done by using special alloys in certain of their components. Braking power and quality was not affected.
Campagnolo has never taken a short cut to reduce weight of forged components since lighter castings would have resulted in lower performance due to deformation. To make the brake system lighter a new approach was necessary. It started with a non-conventional analysis of bicycle dynamics in all kinds of braking. This was followed by scientific tests to determine the parameters in question, accurately guide the work of the designers, and validate the solutions.
This study confirmed the braking parameters and precisely quantified the role of the front brake, beyond which it cannot be further lightened without sacrificing braking performance.
Out of this came a new rear brake for 2001 that weighs 40 g. less than its predecessor. Due to its high structural rigidity, the loss of weight does not affect performance, it actually improves the modulation and performance.
The highly innovative result is the new "differential" Record braking system which, despite being one of the lightest in the world, ensures unchanged braking distances under every riding condition and with greater ease than its highly-regarded predecessor. The new Record brake will be the standard by which all other brakes are judged.

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[308g]

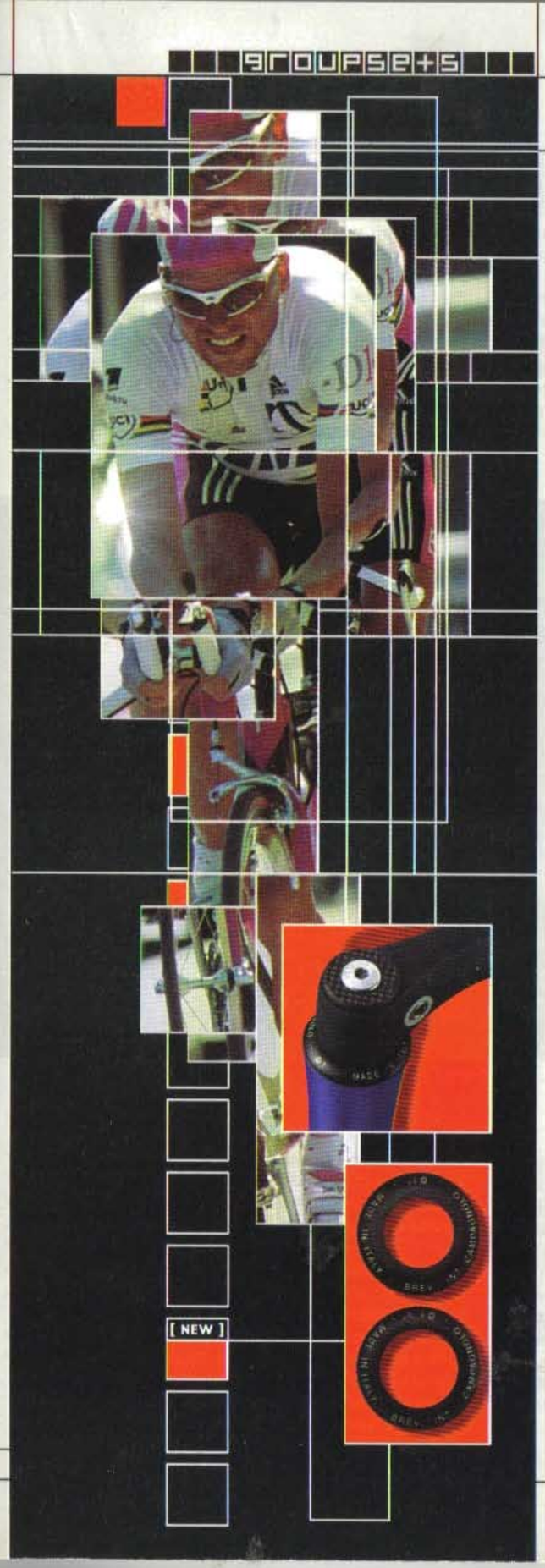
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[NEW]

New "Hiddenset" Record Headset

The brand new HIDDENSET headset is available in two versions (1" and 1-1/8"). It joins the three Record models already available, and is set to become the new standard for top-of-the-line bicycles.
These headsets which are fully integrated into the head tube so they aren't even visible, offer significant reduction in weight. It is a truly unique look and an aesthetically appealing one!
The fundamental technical characteristic is that both the 1" and 1 1/8" headsets have the same outer dimensions. Therefore, both of them can be installed in the same head tube.



[NEW]

[NEW]

Now framemakers and enthusiasts have the choice to use a fork with either a 1" or 1 1/8" fork tube in the same frame. This means fewer frame variants and it also improves the bicycle's appearance thanks to the smaller outer diameter of the head tube, even with a 1-1/8" fork.
The quality is the same as other Record headsets: the materials and tolerances are the finest obtainable.
As is the case in all the Record threadless headsets, the cap is carbon fiber and the cap binder is light alloy.
The HIDDENSET is distinguished by light weight and the easy assembly, reduced maintenance, and superior durability characteristic of all Campagnolo products.



[NEW]

New Pro·Fit PLUS pedals

The new Record Pro·Fit PLUS makes its debut in worldwide competition as an evolution of the previous Pro·Fit. It closely resembles the former version in terms of the materials used (titanium axle, body in light alloy), light weight, elegant design, and compact dimensions. However, it incorporates some significant differences. First, the foot support surface is even wider, truly unique in such an overall small pedal. This offers unprecedented performance and comfort, especially in longer races. It is in these instances where compact pedals usually reveal their drawbacks. The plate has been modified to ensure maximum release uniformity while the springs have been upgraded to ensure maximum retention forces. The innovations introduced with these new pedals are further highlighted by new graphics and new finishing: the traditional polished aluminum with clear coat protection.
The new Pro·Fit PLUS pedals are accompanied by special reflectors that are (S.A.E. and Dept. of Transportation) approved in the United States and France. Riders who train in poor light or at night can put them on and take them off as the conditions warrant. They integrate perfectly with the pedal design.

Record



New Ultra·Drive sprockets

The development of the 10-speed drivetrain was the spur for Campagnolo to review sprocket design. The result is even more accurate and fluid gear changing than with the Exa-Drive 9-speed.
For 2001, the 10-speed drivetrain has undergone certain refinements to achieve improved performance levels even beyond those already attained. Having achieved such stunning results encouraged us to extend the project to the 9-speed sprockets. We gave this new generation of sprockets a name in keeping with their performance. The outcome is the new Record Ultra-Drive sprockets, in 9-speed and 10-speed.
They are the evolution of the Exa-Drive, the best that even the most demanding riders can desire.

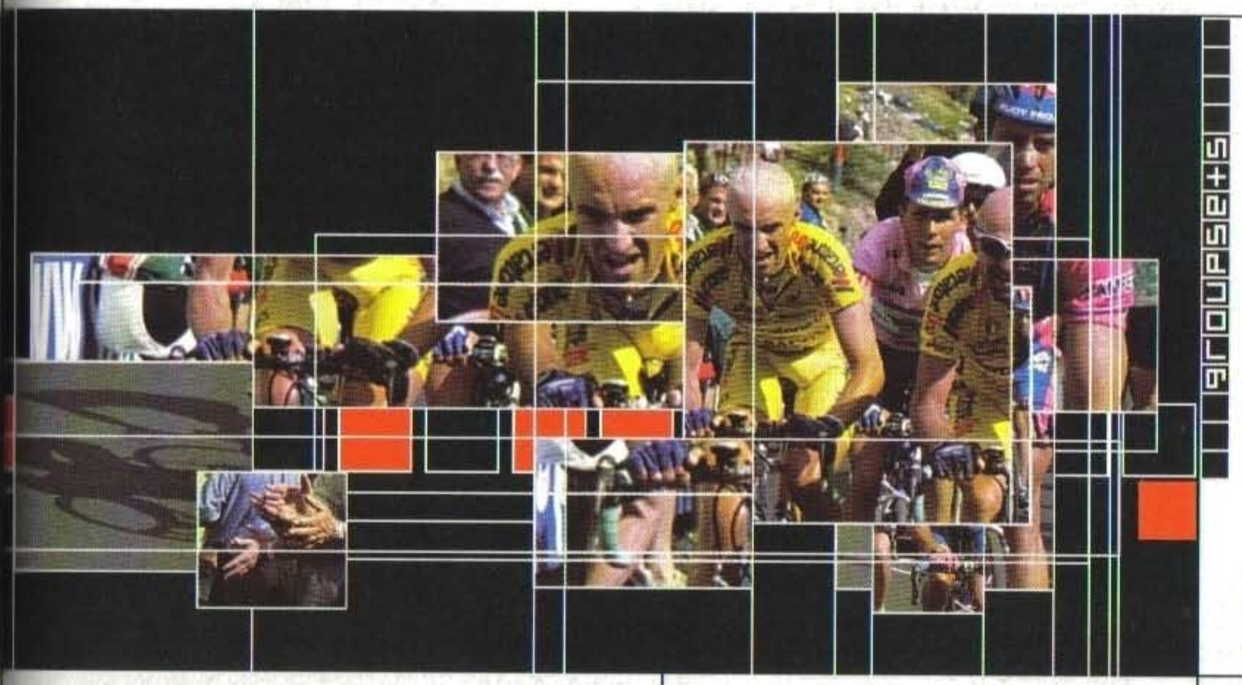
Record sprockets in titanium

Titanium sprockets, the ultimate in bicycle racing products, are now available in the new Ultra·Drive version. They are preferred by teams and enthusiasts alike who want to equip their bikes with the best of the best. Built using the best available materials, they achieve even further weight reduction compared with the already super-light Record sprockets in steel and titanium.

Record C9 and C10 Chains

The Record C9 and C10 Ultra·Drive chains are the result of the same development path taken for the Ultra·Drive sprockets. They are the essential complement to ensure the high performance levels offered by the new Ultra·Drive systems.
The links have special shapes and bevels, the outcome of years of precision manufacturing, that results from collaboration between our designers and the world's leading riders, which is the real strength of Campagnolo.
The materials and thermal/surface treatments used are the best available in the world.





Standardized 9/10 speed front derailleur

The research undertaken to develop the innovative 10-speed drivetrain also helped us perfect the front derailleur through the introduction of a techno-polymer anti-friction insert.
This means that the slim Record C10 Ultra·Drive chain can run through the derailleur quickly and safely.
Tests carried out over the year confirmed that this new front derailleur is perfect for use with the 9-speed as well as the 10-speed drivetrain.



Record



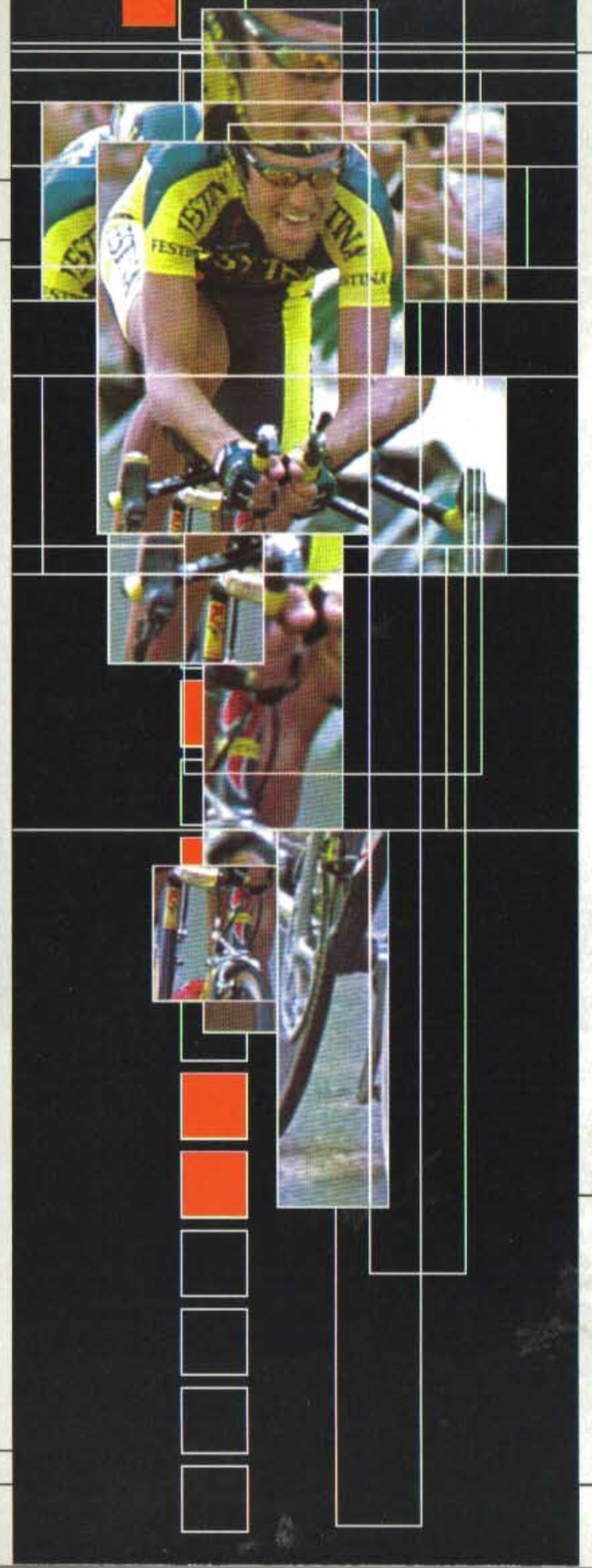
Oversize Record Hubs

Simply handling a Record oversize hub is enough to tell you that it is a technologically highly advanced product.
The oversize design and extremely low weight are the first features you notice. The larger cross-section allowed us to use innovative, lighter materials while, at the same time, improving the performance of the component. Resistance to axial and torsional stress are higher than ever.
The best light alloys are used for the oversize axle, hub shell, and freehub body, while the pawl carrier is titanium!
The internal changes introduced with these hubs are even more extraordinary. Easy disassembly and re-assembly for maintenance and lubrication are highly appreciated by pro mechanics and technicians in the field.
The Record hub is fitted with a lubrication port which means it can be oiled without your having to remove the wheel from the bike.
Internal components have been standardized: there is no difference in regard to cups, cones, and bearings between the left and right, nor between the front and rear hubs.
Bearing adjustment is now performed simply by turning the thread adjustment lockring on the axle. This, too, can be performed with the wheel on the bike. The only tool needed is an Allen wrench. The oversized hub is another Record-making Campagnolo component!



Ergopower Record

Always in the forefront of research and use of new materials, Campagnolo launched the extraordinary Record Ergopower entirely in composite materials two years ago.
Two years of victories have made these systems even more famous. Today, they are the true benchmark for the entire cycling world as they combine extremely low weight with carefully developed ergonomics to produce superb riding comfort. Performance and reliability are at the highest levels thanks to the incomparable and seemingly opposite qualities of carbon fiber - lightness and rigidity.
The extremely aggressive look - now an established hallmark of the Record groupset - adds a touch of uniqueness and means that Ergopower systems are instantly recognizable.
The right-hand 9-speed control had to be adapted to the new geometry of the 2001 Record 9-speed rear derailleur. This control now includes a new indexing mechanism which makes it incompatible with previous 9-speed rear derailleurs.
Naturally, all Record Ergopower systems are always compatible with the ErgoBrain computer.



Cables and casings

Cables and casings are of fundamental importance in ensuring outstanding gear changing and braking performance. With their special lubricant, they ensure maximum smoothness over time by minimizing the coefficient of friction.
The metal windings of the casings must also withstand the compression generated by the pull of the cable to avoid reducing braking power and ensure accurate gear changes.
Campagnolo cables and casings are the state-of-the-art in terms of materials and construction quality. They are the very best any competitive rider could ask for.

Record Carbon Seat Post

Record groupsets, long-established as the leading racing products, are distinguished by increased use of composites. Carbon is an extraordinary material, difficult to work with, but extraordinarily rigid, light, and durable.
The Record carbon seat post joins other components in the groupset that already incorporate parts in composite material: the Ergopower, headset, bottom bracket, and rear derailleur. It is an extremely light component (180 g) because of its seat tube in interwoven carbon fiber. The head of the seat post is in light alloy.
The carbon seat post offers maximum safety, a feature always at the top of the list in our daily research work.



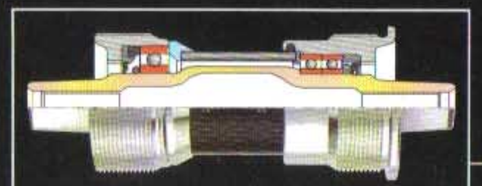
Record Bottom Bracket

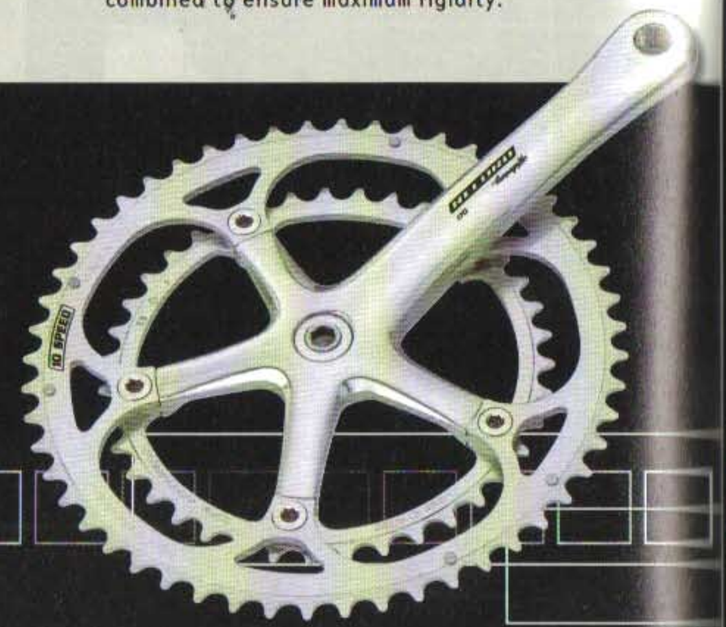
The Record carbon bottom bracket is very light, yet extremely rigid, due to the oversize axle and the carbon fiber spacer. After five years of victories in races all over the world, this bottom bracket is still preferred by professional teams who appreciate its efficiency in converting the rider's power into speed, as well as the its perfect interface with the crankset, thanks to the longtime accepted method of the square taper fitting.

Record crankset

The Record crankset continues to be hugely successful, thanks to project optimization using finite element model analysis techniques (FEM). The cranksets unite the best materials for cold drop-forging with finely designed and machined chainrings. Crankarm and chainring are structurally combined to ensure maximum rigidity.

Record





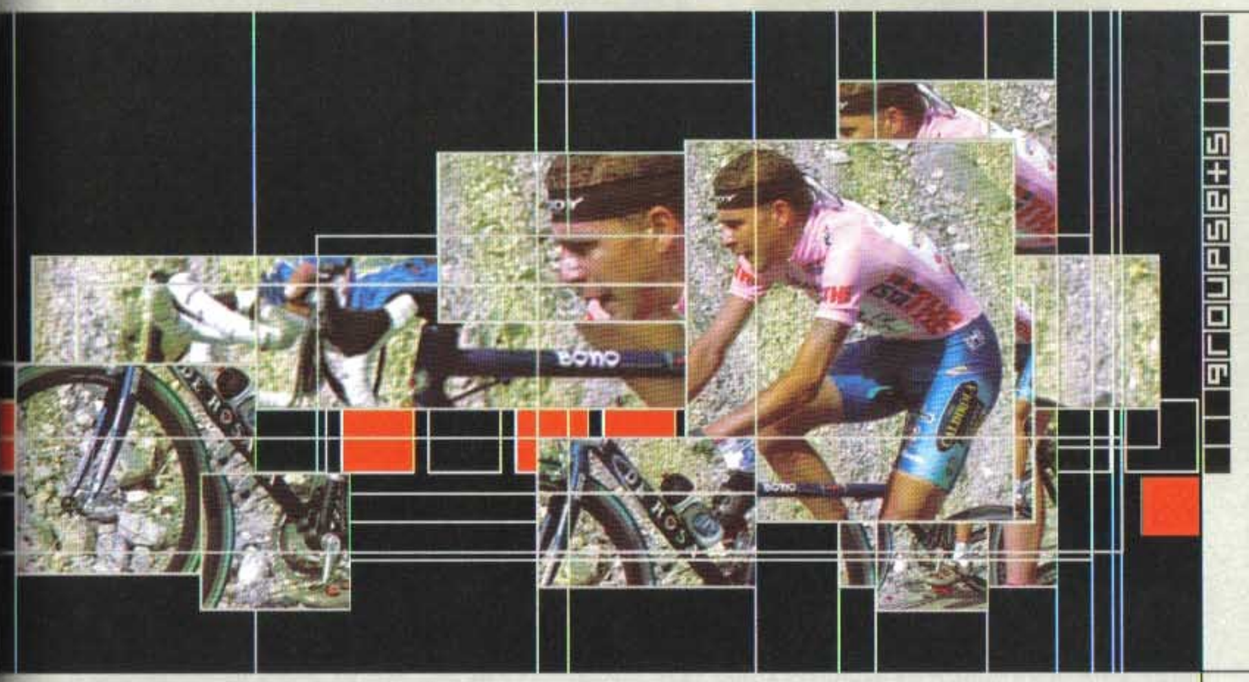
New Record 177.5 & 180 mm cranks

As an innovation in the 2001 line, Campagnolo is offering cyclists two more sizes of Record crank arms. 177.5 and 180 mm arms now join the 170, 172.5 and 175 mm cranks. All Record cranks are polished aluminum with a clear anodized finish, and have light alloy chainring nuts and bolts, and the fifth bolt hidden underneath the crank arm. The cranks are compatible with both the 9-speed and 10-speed systems. The two new crankarm lengths ensure optimal bio-mechanical fit for riders with extra long legs. And they suggest some of the lengths we go to give riders an ever wider range of choice. Because cyclists are the source of so many suggestions to us, we take it as our duty to give them choices of product, such as these new, longer crankarms.

Record 10s and 9s rear derailleurs

The unanimous reaction to our Record 10-speed rear derailleur was, quite simply, stunned surprise. This was a completely new rear derailleur, re-developed in every aspect, absolutely unique in design, and better performing. This year Campagnolo has extended the innovations it engineered in its 10-speed rear derailleur to its 9-speed. The 2001 range now has three Record versions, one for 9-speeds and two for 10-speeds.

The only differences are dimensional, to allow the rear derailleur to interface with the drivetrain for which it was designed. The outer plate is carbon fiber. It and the lightened upper body are perhaps the most characteristic elements of the component. It is the result of our constant research into materials. It ensures exceptionally high performance and an extremely low weight. The rear inner plate is lightened to reduce weight even further. The parallelogram has been fully re-designed. It uses a different geometry to achieve derailleur balance, and that ensures maximum performance in every situation. Precise shifting of the new generation 9-speed rear derailleurs is assured by the introduction of the new Ergopower 9-speed right-hand control. (It is incompatible with the 9-speed systems of the previous generation.) The adjustment screw has a new position on the lower body where it is easier to reach. It has a greater range of adjustment so more precise adjustments can be made. Lastly, the cage has been re-designed and the rollers for the 9- and 10-speed versions have been standardized, only their dust cover is different. The securing screws and the spring holder for the cage are titanium. What else could you desire?



[NEW]



Record

Record Ultra·Drive 13-29 sprocket set

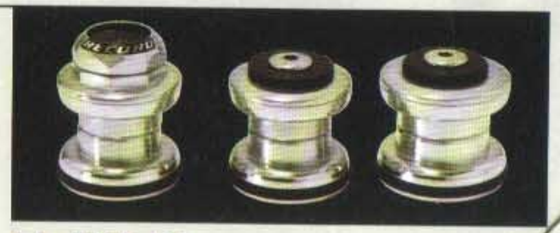
Anyone purchasing the extraordinary 10-speed drivetrain now has an extra choice: a 13-29 combination now joins the 11-21, 11-23, 12-25 and 13-26 sprocket sets. In the case of the 13-29, the 10-speed drivetrain must be fitted with the Record 10-speed medium cage rear derailleur. Every finish line is now within your reach....



[NEW]

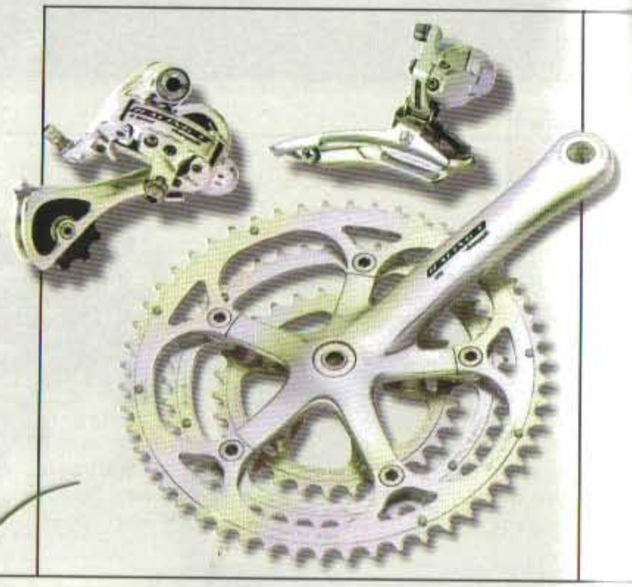
Record headset

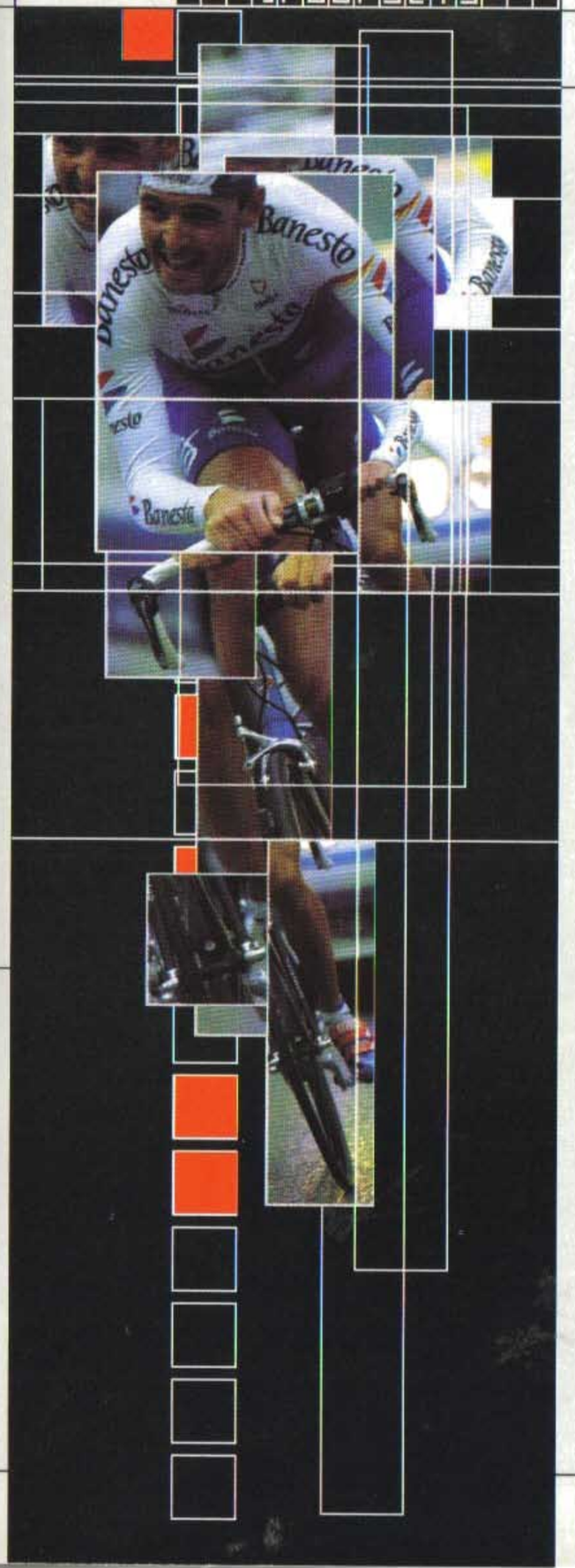
The traditional Record headset certainly needs no introduction: its unequaled smoothness, durability, and reliability have always been benchmarks in those areas.
Nevertheless, over recent years there has been a growing preference for threadless headsets. They are available in two versions: 1" and 1-1/8".
The reasons for this trend lie in the wider range of frame and fork combinations with the threadless system. Nor should it be overlooked that the threadless system has a lower stack height, weighs less, and is more rigid than threaded headsets.
The Record threadless headset has a lubrication port which it inherited from the traditional headset, and a cover cap in carbon with a light alloy adjusting screw.

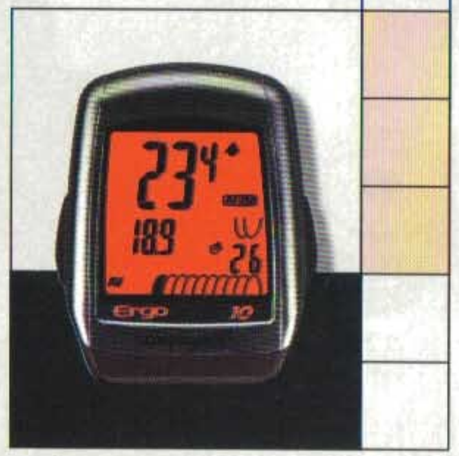


Triple Racing T Drivetrain

How many times during a long climb has a moment of crisis overtaken us on that harsh haul? How many times have we wished for an extra gear tooth to pull us through? Or, more simply, we'd like to tackle hard climbs but we never have sufficient time for training.
The Campagnolo Triple Racing T drivetrain comes to the rescue in these situations. Designed and created specifically to integrate perfectly with all components, this drivetrain enables us to tackle even the steepest climbs.
The drivetrain comprises three components. The Racing T 2001 rear derailleur is a beneficiary of the developments in the new top-of-the-line Campagnolo 2001 systems: its parallelogram has been redesigned; its adjustment screw is now located on the lower body where it is more easily handled; the upper body is lighter; and there is a new V geometry.
The Racing T crankset offers two different gearing combinations to adapt better to the requirements of every cyclist: 30-40-50 and 30-42-52 sets are available.
The Racing T front derailleur, designed specifically for this drivetrain, has a broader shifting fork and higher capacity.
A 111 mm or 115.5 mm bottom bracket, such as the AC-H bottom bracket with aluminum cups and a hollow axle, should be used.
Impossible climbs? Just a bad memory...







ErgoBrain

ErgoBrain computers were developed by Campagnolo designers to integrate perfectly with the 9- and 10-speed drivetrains for use in both training and racing. They have functions never seen before, such as self-learning, self-calibration, and the constant indication of the number of teeth in the chainring and sprocket in use.
Its design contributes to its uniqueness. It is positioned in front of the stem for virtually zero aerodynamic impact. Certain details, such as the location of the pedal cadence magnet inside the pedal axle, ensure that this is a product in a class of its own.
ErgoBrain10 also has a rear illumination (back-lit) function and four acoustic functions for training, themselves appearing for the first time in a bicycle computer.
ErgoBrain is controlled without having to remove the hands from the Ergopower systems, thanks to small, remote-control pushbuttons.
ErgoBrain is compatible with all Ergopower 9-speed systems in the 1999, 2000, and 2001 line.
ErgoBrain10 is compatible with all Ergopower 9-speed and Ergopower 10-speed units.

Chorus

Chorus

[NEW]



Chorus Groupset

The Chorus groupset maintains its huge success year after year since it appeals to top-flight riders who demand the same quality as the Record groupset but who are willing to accept slightly less exotic materials in a few small parts. Chorus uses a little less carbon and a little less titanium but is identical to Record in terms of quality and production tolerances, reliability, and durability. Superb performance is assured.

New differential Chorus brakes

The outstanding innovations introduced in the Record brake last year, that followed from Campagnolo's research into braking systems, make their debut in the Chorus brake this year. Chorus now has a differential braking system that weighs 40 g less while it maintains all its power and even improves in modulation.
Both the front brake and the new rear brake for Chorus use the same geometries and the identical drop-forgings of the new Record braking system, thus gaining major performance benefits; the only difference is that certain Chorus small parts are steel rather than titanium or light alloy. These are not just the best brakes on the market from a technical/performance point of view, but, thanks to drop-forgings with "hide-away" pivots, they are also the most attractive.

Chorus Ultra·Drive 9 & 10 speed Sprockets

A new name for yet another innovation from Campagnolo: the Ultra·Drive sprockets are the evolution of the famed Exa-Drive sprockets and now follow in this system's successful footsteps. The new name, Ultra-Drive, better expresses the smoothness that has resulted from the new profiling and machining of the teeth.

Record Ultra·Drive C9-C10 Chain

Considered in conjunction with the new Ultra-Drive sprockets, Record's two extraordinary chains incorporate improvements in chain design that produce better use of the new Ultra·Drive system. The Record C9 Ultra·Drive chain has a chrome-nickel-Teflon finish. It is even faster than its predecessor in gear changes. It is the only chain designed for Campagnolo 9- speed drivetrains. The new Record C10 Ultra·Drive chain, evolved from the Record C10, is the slimmest chain in the world. It is dedicated to 10-speed drivetrains and is characterized by the inclusion of the revolutionary "Perma-Link" system.

Chorus Titanium Seat Post

Created for the Record groupset, the titanium seat post is now standard with the Chorus groupset. Its very low weight (195 g) makes it a true competition component. It is a mix of technology and innovation serving your passion.
This seat post is comprised of a seat tube in titanium and a head in light alloy. The head is the same as mounted on the Record carbon seat post. The polished finish adds that touch of elegance which has always distinguished the Chorus groupset, in complete harmony with the other components of your bicycle.

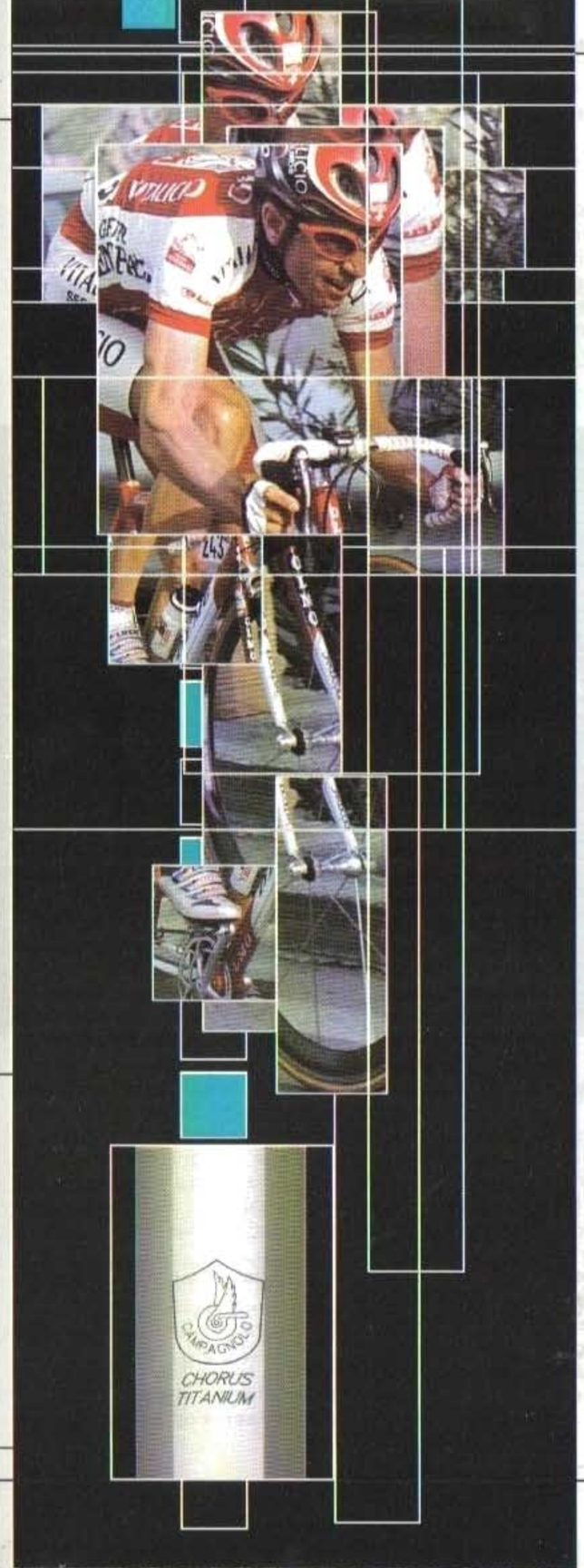
[NEW]



[380g]
[340g]

[2001]
[-40g]





New Chorus Pro·Fit PLUS Pedals

The new generation Chorus Pro·Fit "PLUS" pedals have the same improvements that are introduced with the Record model: the support base is even wider, and there's a new plate and new springs; they also have a new cartridge with three sealed bearings, identical to the Record system except for the axle. Chorus' is steel.
The wider foot plate increases comfort during longer races. The springs produce a uniform release tension, left and right, and a constant release and connect tension over time.
Maintenance is impressively fast and easy. The pedals are compatible with the ErgoBrain "hidden" pedal cadence magnets so you don't have to spoil your crank with ugly securing bands.
The new finish - polished aluminum with clear coat - places these jewels of technology well within Campagnolo's tradition of great beauty.
In addition to the ergonomic and functional innovations to the new "PLUS" generation of Pro·Fit pedals that have been presented already, available accessories now also include special reflectors that are type-approved in France and the United States.

[NEW]



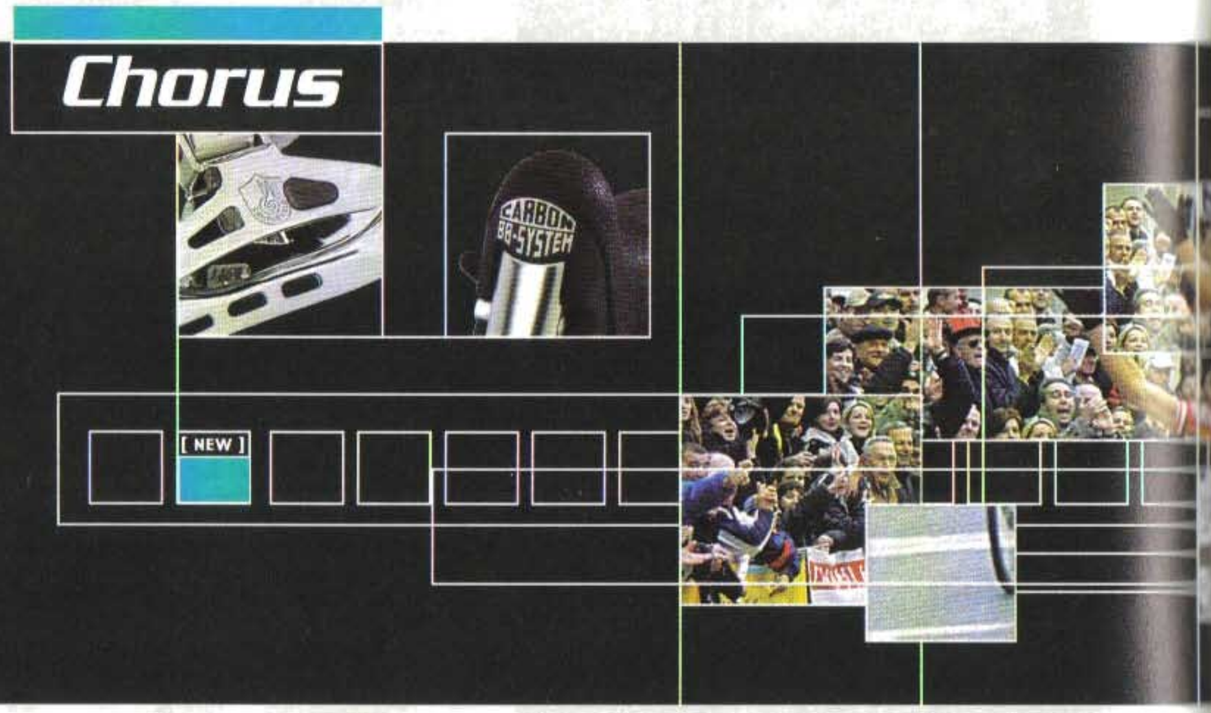
Standardized 9/10 speed front derailleur

The 10-speed front derailleur, launched with the 10-speed drivetrain, introduced two interesting innovations for the Chorus front derailleur:
- a new outer fork with cut outs (identical to the Record);
- a techno-polymer anti-friction insert to ensure the best fit with the new Record C10 Ultra·Drive ultra-thin chain. The 2001 Chorus front derailleur is standardized for the two Chorus drivetrains: it is now the same for the 9- and 10-speed versions. It achieves even more fluid and more precise shifting than previously.

Research over the past year enabled us to further perfect it and validate that the results it achieved with the 10-speed version were duplicated for the 9-speed drivetrain.

Ergopower Chorus

Ergopower Chorus systems maintain the high-level features which have always been their hallmark: lightness, durability, reliability, compactness, and ergonomics.
The design of the Ergopower body and control levers resulted from our studying riding styles



with the goal of letting cyclists respond immediately to any situation.
The design left nothing to chance: the brake lever is conveniently positioned, even for cyclists with small hands; the second lever ensures fast gear shifts. The second lever is even lighter this year. The 9-speed right-hand control is characterized by a new indexing mechanism dedicated specifically to the new 9-speed rear derailleur. (This control lever is not compatible with the previous 9-speed generation). The control lever is distinguished by the "9 speed" logo, clearly visible on the composite body. The levers have a polished, anodized finish with the "Chorus" logo prominently displayed.

The Chorus Ergopower is completely compatible with the ErgoBrain system: the bodies of all Chorus controls have Mode and Start/Stop buttons for controlling the integrated computers. The Carbon BB-System logo emphasizes the superb quality of the mechanisms used with these controls: carbon body and inner movements on ball bearings (hence BB).
In terms of quality... simply the best.

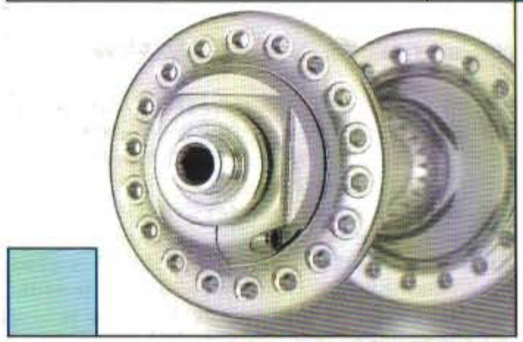
Cables and casings

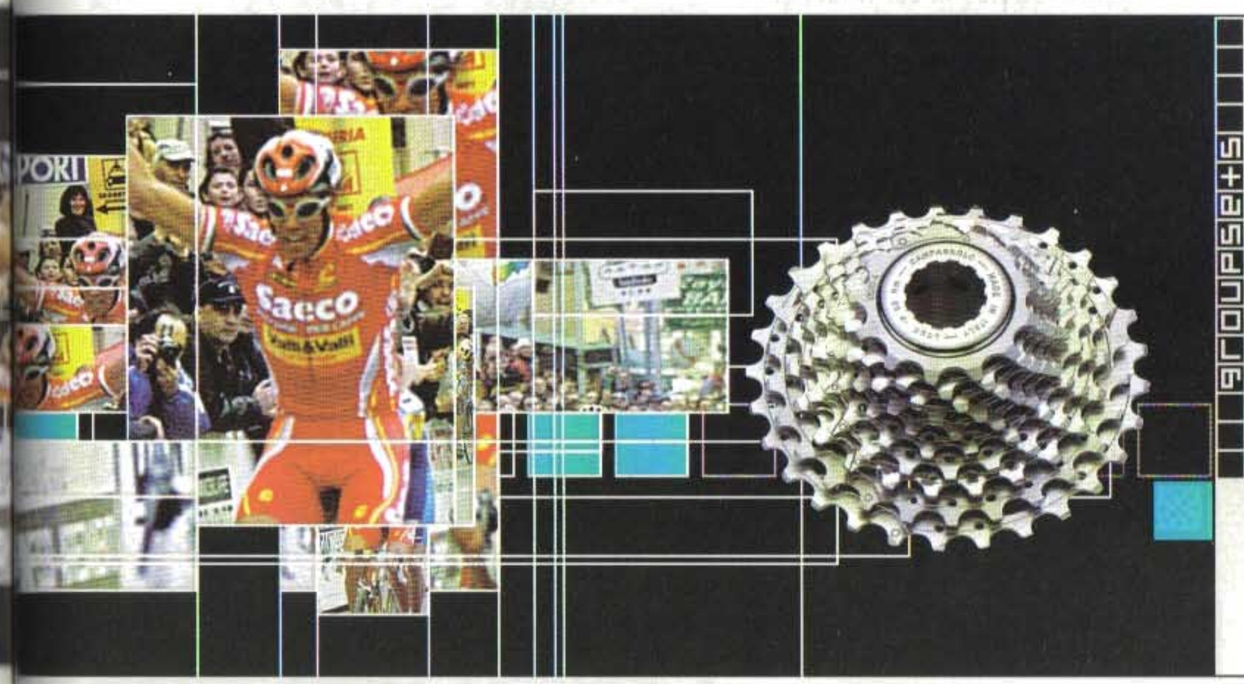
Campagnolo's attention to every detail in components - even supposedly minor ones - and its high-tech approach to improving performance in

every possible way is seen in its cables and casings. To ensure the best performance with your Ergopower controls, you must use original Campagnolo pre-lubricated cables and casings.

Oversize Hubs

By now, oversize hubs need no introduction since they have become a benchmark for hub design.
Research, technology, the evolution of components, and racing experience have combined to produce a hub for the Chorus groupset that is light, easily maintained and adjusted, attractive, and made of innovative materials. The axle, hub shell, and freehub body are light alloy.





This ensures a significant reduction in weight. The oversize design grants high resistance to axial and torsional forces. The internal components (cone, cup, and bearings) are standardized front/rear and left/right to facilitate maintenance.Bearing adjustment is performed extremely quickly - even with the wheel mounted on the bike: simply use an Allen wrench on the threaded aluminum adjustment lockring on the axle.
The oversize design is striking. It is in perfect harmony with the overall appearance of this attractive, quality groupset.

Chorus Ultra·Drive 13-29 Sprocket Set

Although there is no "triple" for the 10-speed drivetrain, Campagnolo meets the needs of hill-climbing enthusiasts with a 13-29 sprocket set. It requires the 10-speed medium cage rear derailleur.
Getting to the top of your climb will be easier than ever before....

Chorus

Chorus 10s and 9s rear derailleurs

Only tireless dedication to research into ways to improve gear changing could produce the technology that Campagnolo has introduced in its Chorus gearing systems.
The 10-speed system was set in motion by the development of a simple spring. It made us look at our existing systems in a new light. This experience culminated in the 10-speed rear derailleur, from which the 2001 Chorus 9-speed rear derailleur evolved.
Our study of the geometry and operation of the parallelogram resulted in our re-designing one with improved balance. The end result is gear changing that is smoother and more precise in all riding conditions thanks to a more uniform movement. The improvement to the 9-speed system is also associated with the Ergopower 9-speed's dedicated right-hand control which is being introduced this year. (The 2001 Chorus 9-speed rear derailleur is not compatible with the previous 9-speed right-hand controls.)
The upper body has a V-design to achieve further reduction in weight together and higher overall efficiency. The adjustment screw is now located on the lower body where it is more easily handled. A longer adjustment screw and spring ensures finer and more precise adjustments.
The collateral effects of these innovations are particularly welcome: the rear derailleur is smaller laterally and the total weight of the component is lower.



Chorus headset range

There are two Chorus headsets: the classic threaded headset and the threadless version for unthreaded fork tubes. The choice depends on the frame and the fork, as well as individual requirements.
These two headsets are very different in terms of aesthetics, weight, and stack height. Naturally, their quality and performance are top-of-the-line, in keeping with Chorus' position.

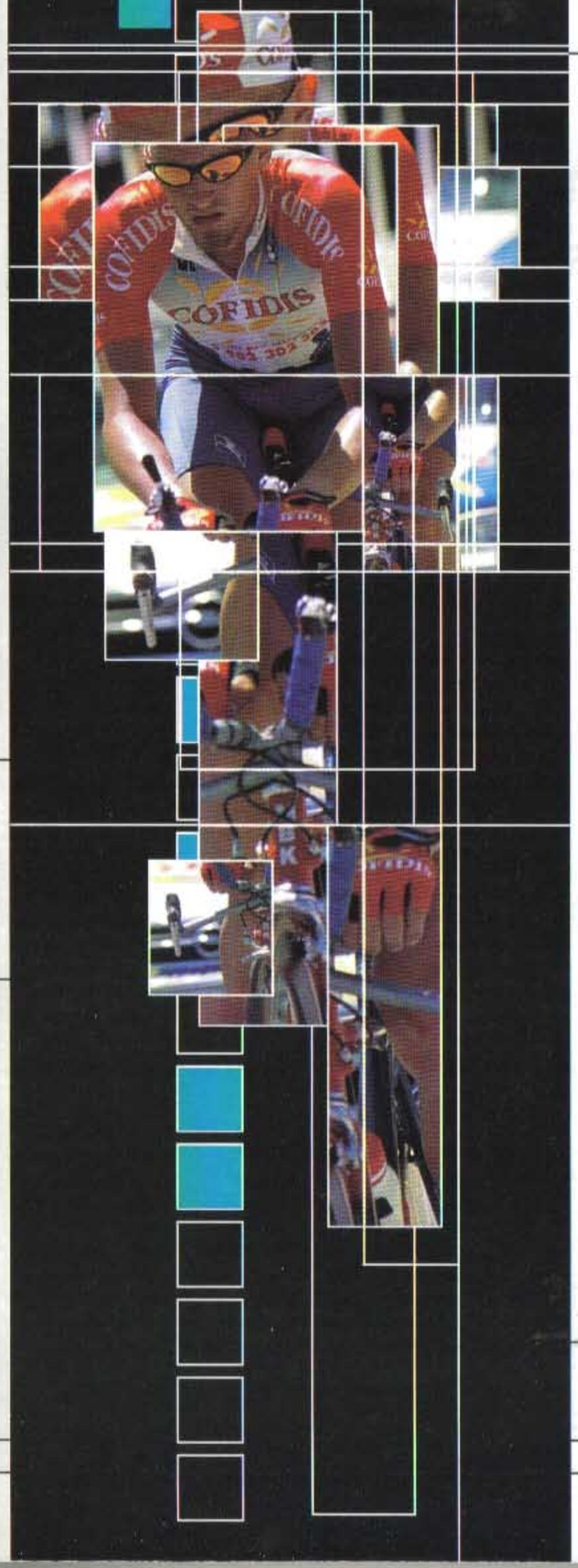
Chorus bottom bracket

Except for a few, small differences in materials, the Chorus bottom bracket, like almost all the other components in the groupset, is a clone of the Record.
Maximum quality, lightness and exceptional smoothness are the hallmark of this system.



[NEW]





Triple RACING T Drivetrain

Has it ever happened to you? A long climb ahead of you and not much training behind... can you do it? A particularly steep hill which you absolutely want to climb?
It is not always possible, despite this type of challenge, to give up or change the planned route.
A possible solution are the triple RACING T components: crankset, front derailleur, and rear derailleur. (They have already been described in the Record groupset section.) The crankset is available in two lengths and two gearing combinations: 50-40-30 or 52-42-30. The AC-H bottom bracket should also be fitted with an axle of appropriate length. The Racing T components are the offspring of Campagnolo's racing tradition and, as such, have all the high performance and quality characteristics of Campagnolo. Their polished aluminum and clear anodized finish integrates them perfectly with the other groupset components so the aesthetics of your bicycle is not compromised.

ErgoBrain

The integrated ErgoBrain computer is the ideal complement to your Chorus groupset and is essential for the "complete" bike. Depending on the drivetrain, you can choose between the ErgoBrain and the ErgoBrain10 computers.
For more details about the features of these two computers, see the pages specifically about them.



Daytona


10 SPEED
DAYTONA
Campagnolo
10 SPEED
DAYTONA
Campagnolo
170


DAYTONA
Campagnolo

Daytona





[NEW]

Daytona Groupset

The Daytona groupset, launched in 2000, became an instant classic in the racing world due to its extraordinary price/performance ratio. No other high-end product line has been so aggressively priced.
Daytona is available in 2001 with the brand new 10-speed drivetrain; now even more enthusiasts can benefit from this highly regarded innovation.

Daytona 10s Drivetrain

The major innovation that is the 10-speed drivetrain took the cycling world by storm, It offers high-performance in a lightweight system that has more combination of gears. It is fully compatible with Campagnolo 9-speed hubs and wheels. The enormous success of the 10-speed drivetrain among enthusiasts and racers has lead Campagnolo to include it within the Daytona groupset. Now even more cyclists can benefit from the advantages that, until now, were available only to high-end cyclists.
The Daytona groupset has been enlarged to include crankset, rear derailleur, front derailleur, sprockets, chain and Ergopower, all specific for the 10-speed.

Rear Derailleur

The brand new 10-speed rear derailleur was completely redesigned. It now belongs to the high-performance generation of derailleurs introduced last year with the Record and Chorus systems. It shares with them their newly redesigned bodies, modified parallelogram, new cage, and adjustment screw on the lower body. It is also significantly lighter than its predecessor.
A single version has been designed to interface with all Daytona 10-speed sprocket sets including 13-29.

Ergopower

The Daytona Ergopower is the 10-speed model introduced last year. It has dedicated 10-speed indexing on the right-hand control lever. (The left-hand control lever is unchanged).

Chain

Daytona 10-speed system uses the Record C10 Ultra·Drive chain. It is a masterful piece of design and machining and is the same as the one used by Chorus and Record. It is the lightest, thinnest chain ever built, and uses the Perma-Link system.

Sprockets

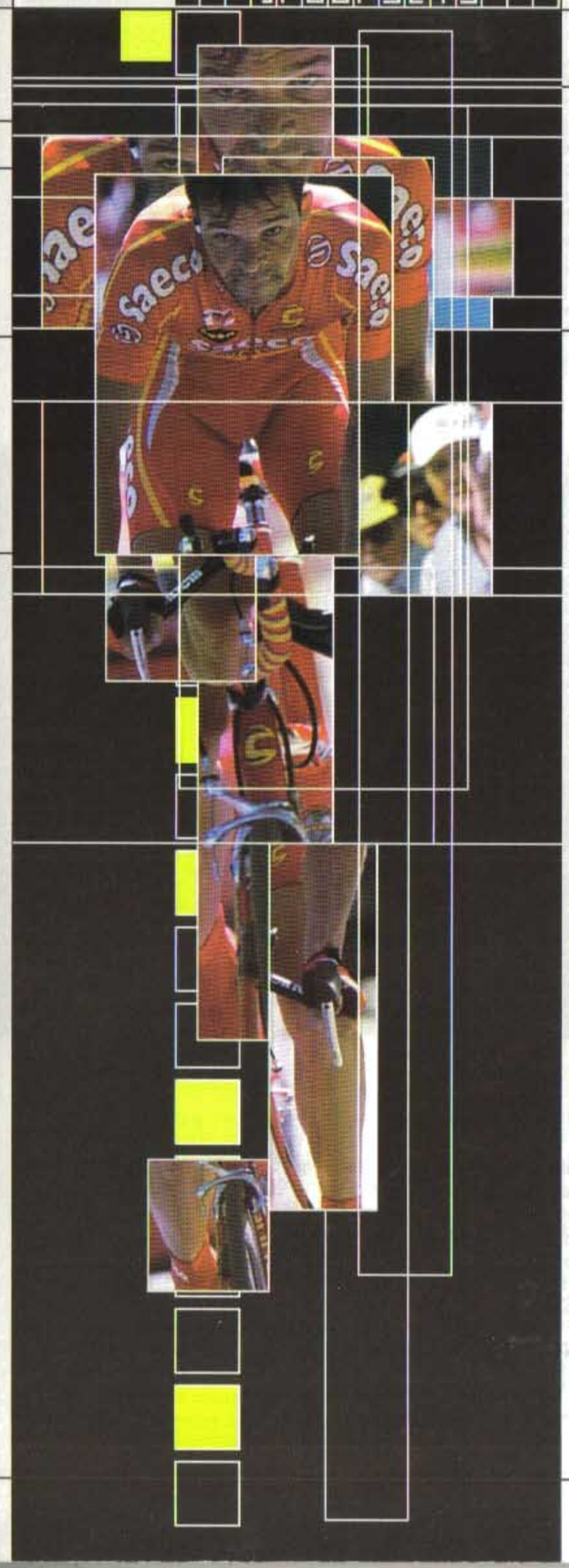
The new generation 10-speed Daytona Ultra·Drive sprockets are, from the point of view of tooth design, function, and performance, identical to the new versions fitted to the Record and Chorus lines. They differ only in the materials used in their carrier and spacers.

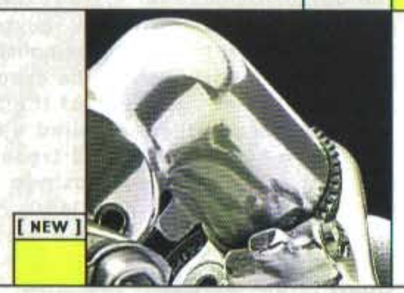
Front Derailleur

The front derailleur is a closely related to the Record: it has a lightweight cage and an anti-friction techno-polymer insert. It is now standardized, meaning the same one is used by both 9-speed and 10-speed versions.

Crankset

The chainrings are essentially the same as Record's in terms of materials and for the machining of the teeth. Its fluid operation and durability make it "top of the class."





[NEW]

Daytona 10s and 9s rear derailleurs

This year, after a year's experience with Record and Chorus, the extraordinary 10-speed drivetrain joins the Daytona groupset. Research and development has brought a new geometry and other improvements to the derailleurs. The parallelogram's geometry and balance were developed after "virtual" and actual testing. The profile of the parallelogram was improved. So, right out of the box, the Daytona shifts faster, more precisely, and more responsively than last year's.
The 9-speed as well as the 10-speed rear derailleurs have also been upgraded. The adjustment screw is located on the lower body where it is easy to handle. It is extra long, which gives the unit a greater range of adjustment for a more precise one. A special lockring is now included to facilitate this.
The 10-speed system does not utilize a triple drivetrain, so Campagnolo, to meet the needs of many cross-country riders and steep hill climbs, has introduced a 13-29 sprocket set. It is fully compatible with the 10-speed rear derailleur (and only the 10-speed). The Daytona 10-speed rear derailleur handles a sprocket with a maximum of 29 teeth. The dedicated right-hand control lever on the Daytona Ergopower was developed to work in conjunction with the derailleur's geometry. 9-speed drivetrains in the previous generation are not compatible with the new lever.
Are there still any rides beyond your scope?

Daytona Ergopower

The Daytona Ergopower systems are immediately recognizable because of the "Daytona" logo on the brake lever. The levers are polished and clear anodized aluminum. Notice the even lighter second lever. The new geometry of the 2001 Daytona 9-speed rear derailleur required a new indexing mechanism in the right-hand Ergopower control lever. It is essential for maximum performance with the new drivetrains. Clearly identified by the "9 speed" marking, these 9-speed control levers are not compatible with the 9-speed drivetrains from previous years. Of course, all Ergopower systems in the Daytona family are compatible with the ErgoBrain computer.

Cables and casings

To obtain maximum performance from your Daytona drivetrain, you must use original Campagnolo pre-lubricated cables and casings. They are the only ones expressly designed for these systems.

New Daytona seat post

The 2001 Daytona groupset, which was developed for competition, is now more complete than ever with the addition of a dedicated seat post. It weighs just 230 g, has a steel seat tube, a standard length of 250 mm, and is identified by the Daytona logo and the Campagnolo shield. The light alloy head is the same one as is used on the Record and Chorus models.

Daytona







[NEW]

[NEW]

New standardized 9/10 speed Daytona front derailleur

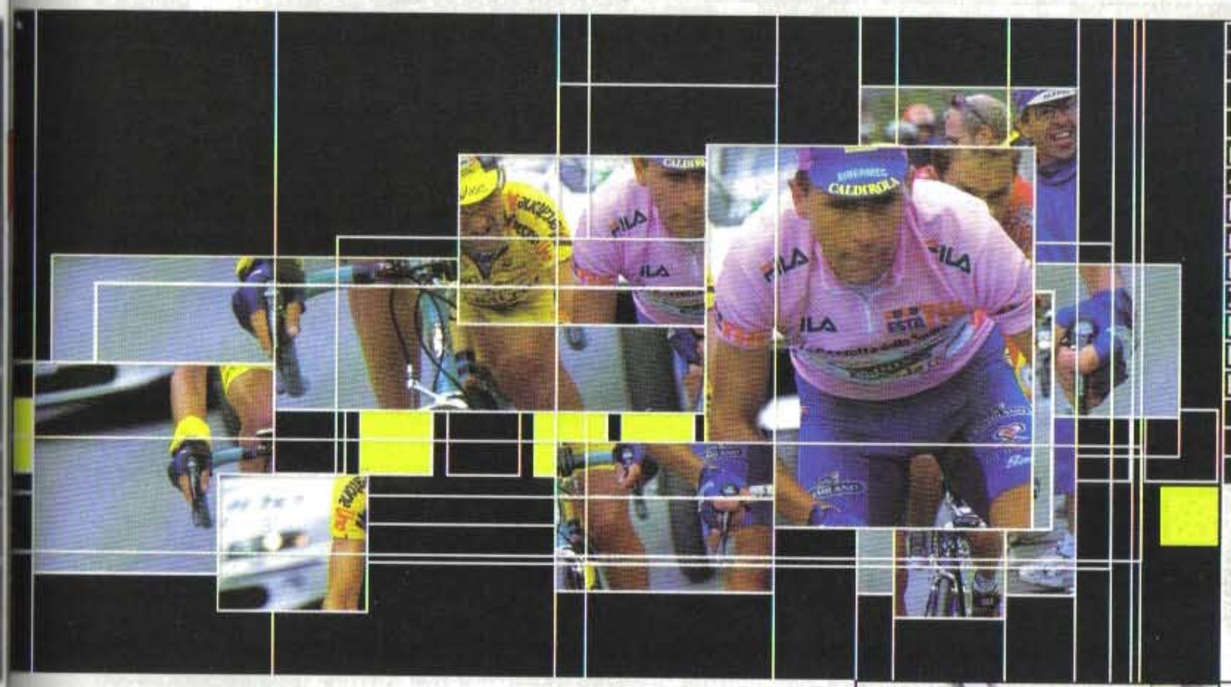
With the introduction of the 10-speed drivetrain, the Daytona groupset required a new front derailleur to interface with the new components. The redesigned front derailleur has a new cage geometry and cut-outs that make it lighter and which house a techno-polymer anti-friction insert. This makes gear changing more fluid and easier.
The experience gained with the Record and Chorus groupsets enabled us to design a single front derailleur that works with both the 9-speed and 10-speed drivetrains.

New Daytona Pro·Fit PLUS pedals

The 2001 Daytona groupset includes Pro·Fit PLUS pedals. They are the product of research by our technicians into the forces exerted on the drivetrain and ergonomics. The pedals have a chrome-plated steel axle and a double bearing system which ensures optimal pedal smoothness.
The geometry of the foot support has been changed from Daytona's previous model. The overall pedal remains compact and light weight even as the foot bed is wider for more comfort and more efficient transmission of the rider's energy into it. The clip-in and release springs have been upgraded. Meanwhile, the pedal maintains its low weight. The release force is easily adjustable using a small Allen wrench. A display "window" indicates the force set. Two versions of cleats are available: fixed or rotating.
The Daytona pedal is compatible with the ErgoBrain system. The pedal cadence sensor magnet can be housed inside the LH pedal axle (patented).
The Pro·Fit PLUS pedals in the Daytona group can be fitted with the same reflector accessories (type-approved in France and the United States) designed for the Record pedals.



[NEW]



Daytona Ultra·Drive 10 speed Sprockets

Four dedicated Daytona 10-speed sprocket sets have been introduced with the 10-speed drivetrain. These Ultra·Drive sprockets, all steel, are available with the following combinations: 11-23, 12-25, 13-26 and 13-29.
They are distinguished by a pre-assembly and several "macro" spacers designed specifically for the Daytona Ultra·Drive sprockets and the 10-speed drivetrain.
Daytona: always a top of the range choice!

[NEW]



Ultra·Drive 9 speed Sprockets

The new Chorus Ultra·Drive sprockets are the ideal choice for the Daytona 9-speed drivetrain. They are all steel and, of course, perfectly compatible with the new Daytona 9- speed rear derailleur. The Chorus Ultra·Drive sprockets are the latest generation of sprockets created to meet the demand for efficient, fast and high-quality gear changes.

Daytona

Record Ultra·Drive C9 and C10 Chain

The Daytona 10-speed drivetrain, like Record's and Chorus's, uses the Record C10 Ultra·Drive chain. This chain, the thinnest bicycle chain in the world, is the only one designed and manufactured by Campagnolo for 10-speed systems. It uses the Perma-Link system.
The 2001 9-speed Daytona drivetrain uses the Record C9 chain and takes advantage of the Ultra-Drive profile.



Perma-Link

Daytona Oversize Hubs

The competition styling of the Daytona groupset is highlighted by its oversized hubs. These hubs were originally created for Record and Chorus and are the best design the market has.
Their unique features include: easy parts disassembly and re-assembly, standardized front/rear and left/right cones, cups, and bearings (in common with Record and Chorus), a techno-polymer lock ring used for bearing (even with the wheel fitted in the bicycle), and axle , hub shell, and freehub body in light alloy.
The combination of these features and the oversize geometry ensures high axial and torsional rigidity together with reduced weight.





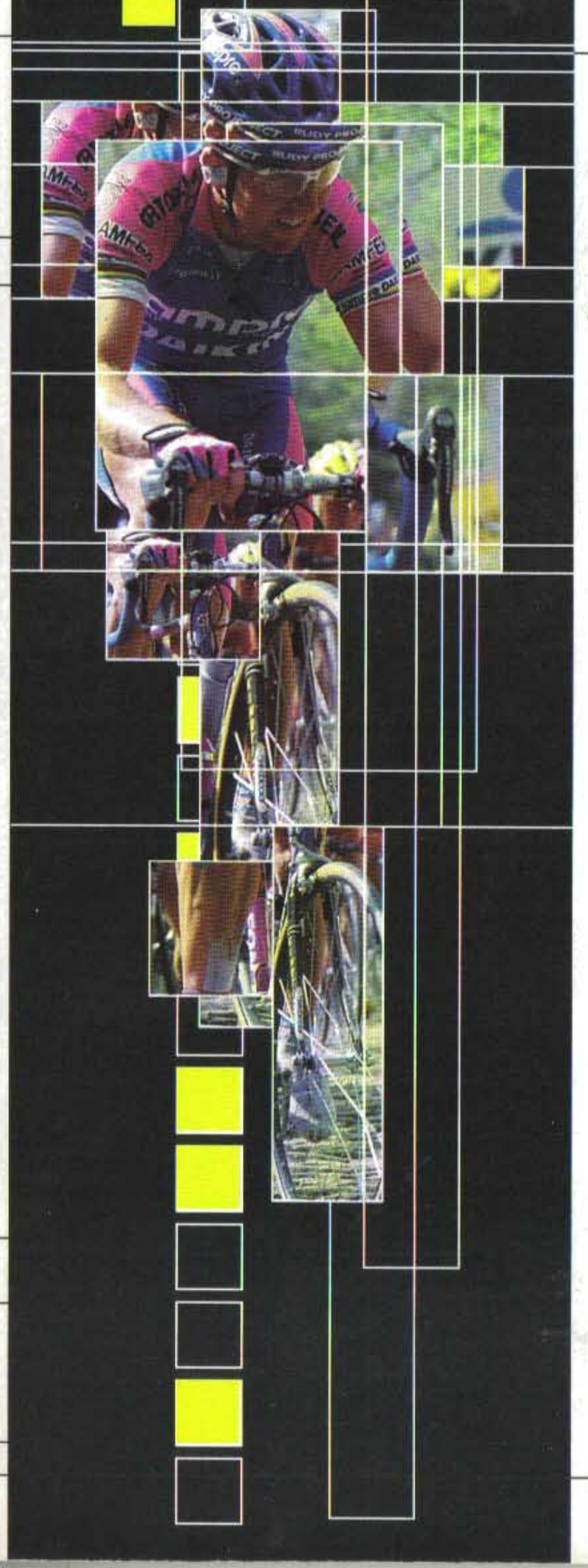
[NEW]

New Daytona brakes

The brake pads that debuted in the 2000 Record and Chorus provided improved braking performance because they mated with the braking surface of the rims more precisely. That improvement is extended to the new Daytona brakeset this year. It is now fitted with the same brake pads as those used on the top-of-the-line groupsets. They help make Daytona increasingly unbeatable from a price/performance point of view.

Daytona Triple Drivetrain

Steep climbs? And perhaps too little training because leisure time is never enough?
For many enthusiasts, the important thing is to achieve goals calmly and peacefully despite everything. Campagnolo aims to help such riders achieve their objectives through its traditional attention to design and development.
Consider the Daytona 9-speed triple (9 X 3) drivetrain. (There is no 10 x 3 drivetrain).
The choice of components for the triple drivetrain reflects the "top-end" positioning of the groupset. The crankset is the same Racing T used for the Record and Chorus systems - an assurance of excellence. The triple rear derailleur and front derailleur are based on the derailleurs for the Daytona double chainring systems and have all their superb features. The bottom bracket, an AC-H model, is the one indicated for the triple and your bottom bracket shell width.





The components of the Daytona triple drivetrain ensure that cyclists will be able to tackle the difficulties of any route. Have a good trip!

ErgoBrain

The Daytona groupset, introduced last year, was designed to be compatible with the ErgoBrain integrated computers. The extraordinary features of Campagnolo's computer will strike you immediately, together with the original design and the innovative positioning in front of the handlebar.
And quality is assured by the Campagnolo trademark!

Veloce





groupsets

Veloce



Veloce Groupset

The Veloce groupset continues to dominate the mid-range field thanks to its quality, outstanding aesthetics, and long-term top-ranking in its category. This groupset is popular with younger cyclists, cross-country enthusiasts, and all riders looking for a quality groupset that offers top performance at a more affordable price.



New Veloce Rear derailleur

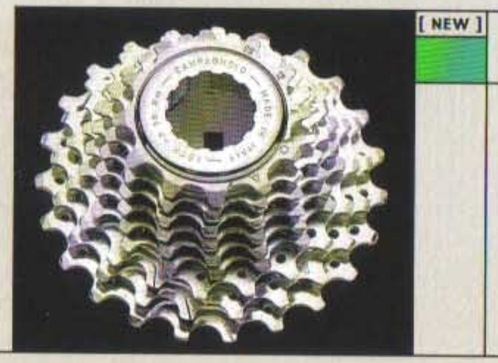
The rear derailleur, in keeping with all the 2001 Campagnolo drivetrains, has the adjustment screw on the lower body where it is more easily reached and adjusted. The adjustment is facilitated by a longer screw and spring which afford a wider range of adjustment and therefore a more precise one.
The parallelogram has been re-balanced through the introduction of a new geometry with the result gear changes are more fluid in all riding situations. This derailleur required the fitting of a new, dedicated Ergopower right-hand control lever. This lever is not compatible with previous drivetrains.

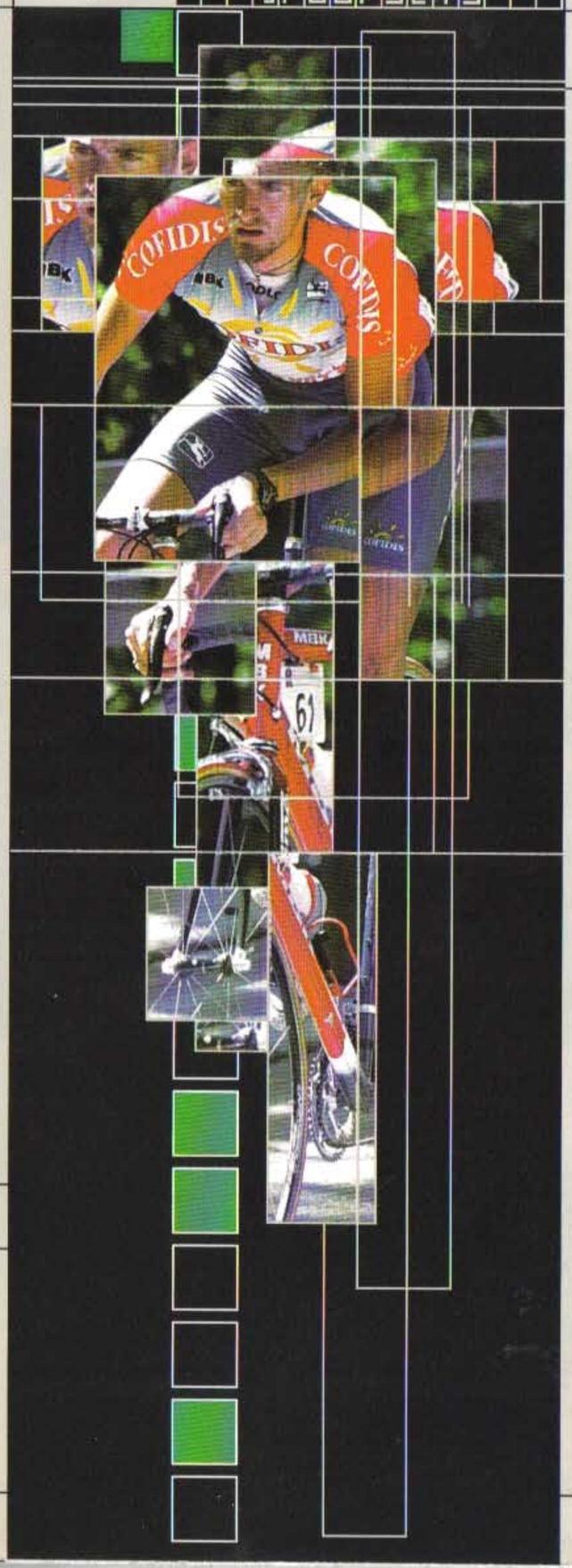
New Veloce Brakes

The new brakes for the Veloce groupset have separate pads and pad holders - just like the top-of-the-line systems. The new pad is narrower, longer and optimized to interface better with rims. The pad-holder is in light alloy with matte black anodizing and allows orbital adjustment of the pad.

New Ultra·Drive sprockets and chain

The Veloce groupset is fitted with the new Ultra·Drive sprockets. They encompass all the improvements achieved in the development of the Record and Chorus sprockets and chain.
The chain was refined in tandem with the sprockets to work as a unit. The improvement in gear change speed, fluidity, and accuracy compared with the first generation of Exa-Drive sprockets obliged us to give these sprockets and this chain a new name to emphasize their exceptional performance.







New styling

The 2001 Veloce groupset, in line with developments with the Record, Chorus, and Daytona groupsets, stands out through its new, more modern styling. The Veloce logo is highlighted.

Veloce Ergopower

Veloce, like all the 2001 Ergopower systems, has a new Ergopower right-hand indexing control lever and mechanism to ensure top performance of the latest generation drivetrains. This control lever, which has the "9 speed" marking, is not compatible with the drivetrains of previous years.
Of course, Veloce Ergopower is compatible with ErgoBrain computers.

Cables and casings

Optimal performance by your drivetrain requires optimal performance by your cables and casings.
Original Campagnolo pre-lubricated cables and casings were created to produce the maximum efficiency and are the only cables and casings recommended for use with Ergopower.

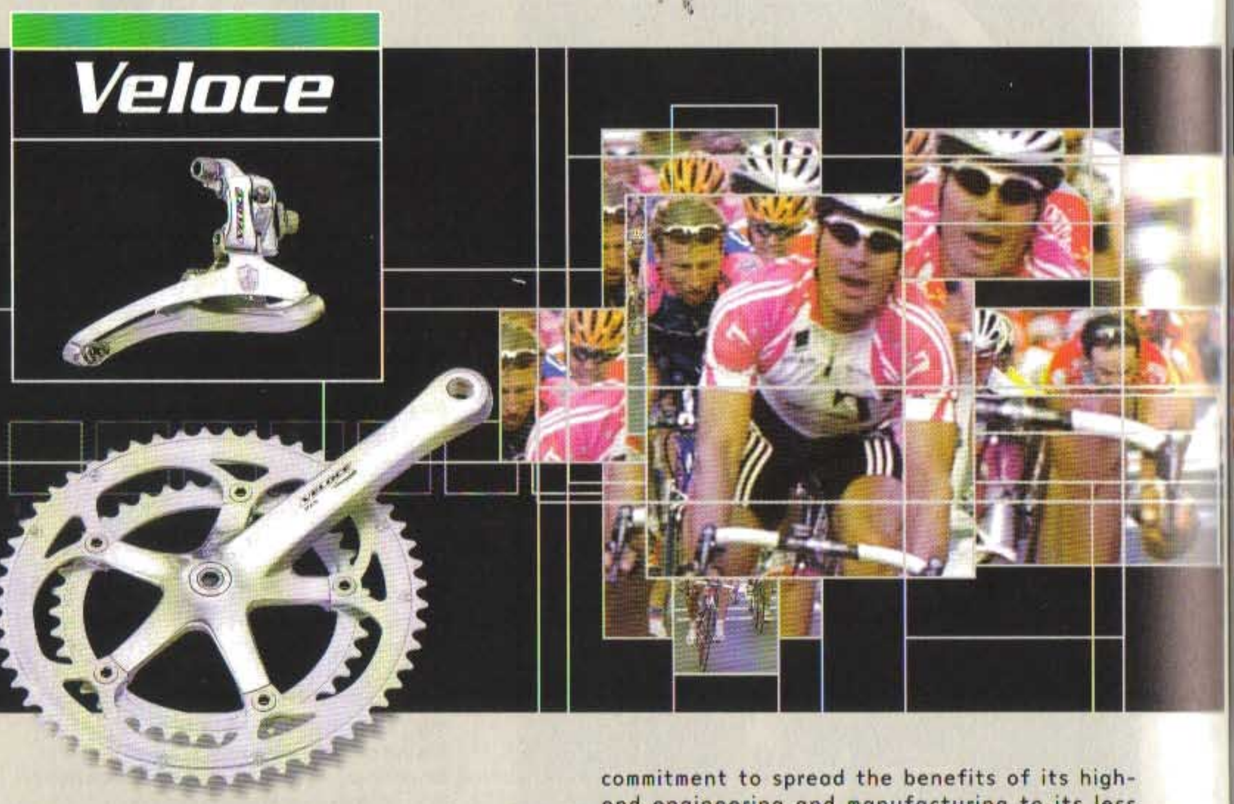
Veloce Hubs

Quality, reliability, and sturdiness make the Veloce hubs the ideal complement for the Veloce groupset. Their polished aluminum finish blends perfectly with the other components. Special mention can be given to the fact the 9-speed freehub body is in light alloy.



Veloce Front Derailleur

The design of the Veloce front derailleur is based on the Record. It has the same parallelogram geometry and cage design, and derails with the same crisp sureness...and at an extremely competitive price.

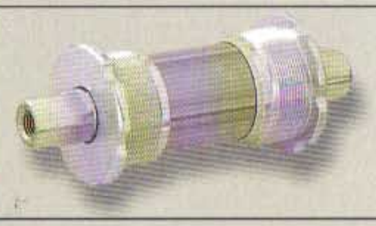


Veloce Crankset

The engineering, design, and performance of the Veloce crankset leave no doubt that, in every respect, it's a Campagnolo. And, with its rich, burnished, jewel-like shine and clear anodized finish, so does its appearance.

Veloce Bottom Bracket

The sealed cartridge bottom bracket used with the Veloce group demonstrates Campagnolo's commitment to spread the benefits of its high-end engineering and manufacturing to its less expensive components. The Veloce bottom bracket is machined to super-precise tolerances that result in super-smooth turning. Available with light alloy cups (AC-S) and steel cups (SC-S).



Veloce Triple Components

Created for enthusiasts of Cross Country hill racing and used by many riders, the components of the Veloce triple drivetrain combine Campagnolo quality with a great many gear possibilities.
The triple Veloce crankset has 30-42-52 chainrings and is available in two lengths. The rear derailleur for the triple is similar to the corresponding 2001 Veloce double rear derailleur with its new parallelogram, and adjustment screw on the lower body where you can adjust your derailleur more easily and precisely thanks to a longer adjustment screw. Its big difference from the double is it has a longer cage so it can work with a triple. The front derailleur is also based on the 2001 Veloce double. It varies from it only as necessary to work with the widely-spaced triple .
The bottom bracket that works with the triple, as seen in the technical specifications, is chosen based on the triple crankset and the width of your bottom bracket shell.



ErgoBrain

The ErgoBrain computer is compatible with the Ergopower control levers used with the Veloce groupset since 1999.
Its aerodynamic position, functions, and integration with innovative remote controls will enthrall you right from the start. You won't be able to do without it again!



Mirage



Mirage



[NEW]



Mirage Groupset

The Mirage groupset allows enthusiasts to approach the world of racing bikes with a very competitive price. The group is improved by the innovations introduced this year: new Ergopower, new drivetrains, new front derailleurs, Record C9 Ultra·Drive chain, new sprockets, dedicated brakes. What else can be said?

Mirage rear derailleur

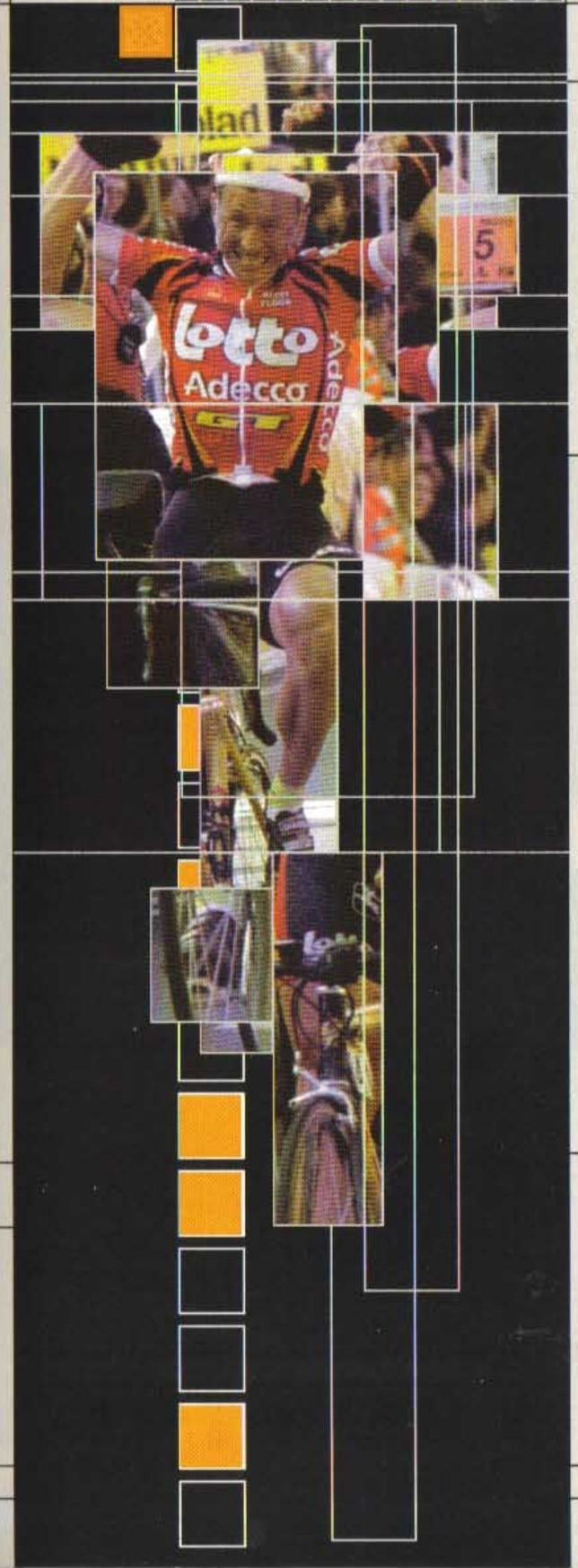
The new Mirage rear derailleur has been improved by research on the top-of-the-line 10-speed drivetrains. What emerged from it was an even smoother operation thanks to the re-balanced parallelogram and an easier and more precise adjustment thanks to the adjustment screw now being located on the lower body.
It is immediately recognizable thanks to the new surface treatment of the outer cage, which is now black with a bold white Mirage marking.
The new geometry required the fitting of a right-hand Ergopower control lever with new indexing. (The right-hand controls of earlier Ergopowers are not compatible with the 2001 Mirage rear derailleur.)

New Mirage Ultra·Drive sprockets and chain

The Ultra·Drive sprockets and chain were extended to Mirage this year. They offer more fluid, faster, and more accurate gear changing than the first generation of Exa-Drive sprockets.
We gave these new sprockets a new name, Ultra-Drive, to emphasize their extraordinary performance.



[NEW]



New Mirage front derailleur

The 2001 Mirage front derailleur certainly won't be unnoticed! Thanks to new surface treatment, the outer cage is now chrome-plated black with the Mirage name in white. It is in perfect harmony with the black 2001 Mirage rear derailleur.

[NEW]



Mirage Brakes

Directly derived from the Record and Chorus groupsets, the Mirage brakes follow the road marked out by Campagnolo: they provide precise, powerful, and assured braking. The brake pads can be replaced with ease. The Mirage name is on the casting.

[NEW]



Mirage Ergopower

Mirage Ergopowers are built entirely in composite material and are identified by a special Mirage marking machined into the brake lever. To ensure the best performances by these new generation drivetrains, the right-hand control lever is fitted with a new internal indexing mechanism. It is not compatible with previous drivetrains. The new control is identified by the "9 speed" marking on the body of the control.
The Mirage Ergopowers, like all the Ergopower systems, are compatible with ErgoBrain computers.

Cables and casings

Smooth gear changes and braking require use of Campagnolo pre-lubricated cables/casings, the best cables and casings currently available.



[NEW]



[NEW]

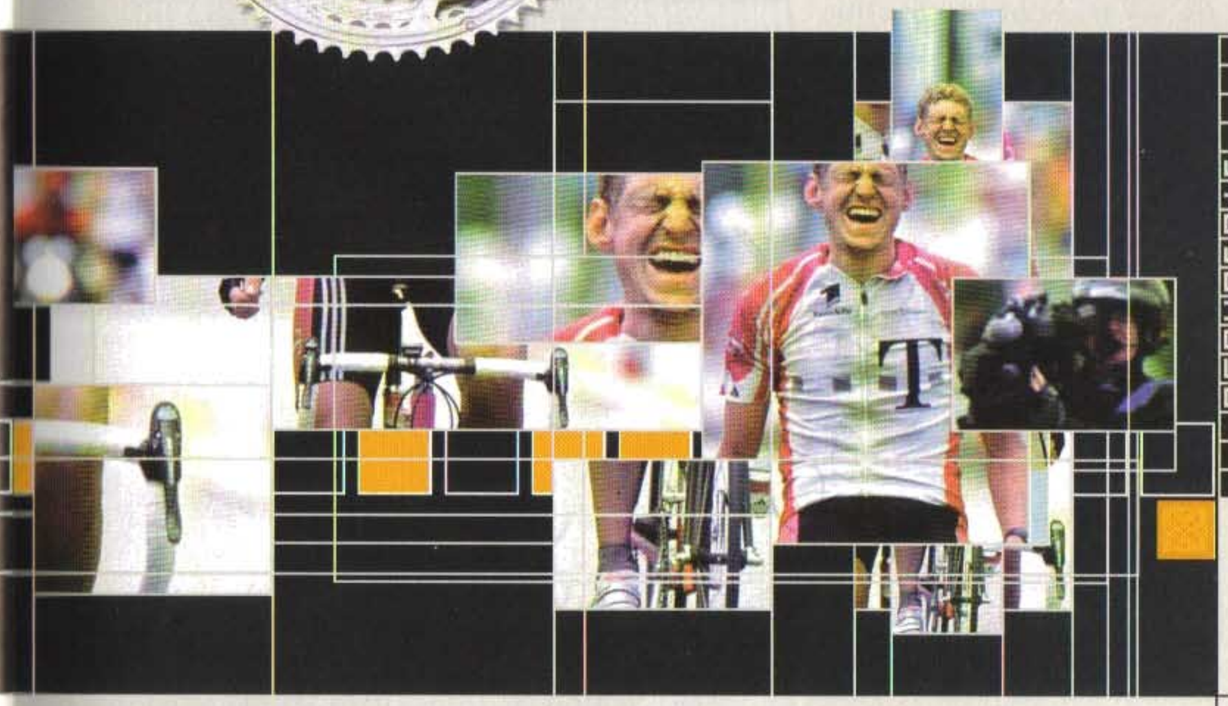
Mirage Triple

For "Triple" enthusiasts, there is a superb range of choice: the 2001 Mirage triple drivetrain uses the Veloce triple crankset together with the Mirage rear derailleur and front derailleurs that are designed for this drivetrain. They have the same black graphics as the double components.
The Mirage triple is for cross country riders or those looking to conquer their own peaks in complete peace of mind, and with all the pleasure and assurance of a Campagnolo drivetrain.

Mirage







groupset 10+9speed

Mirage Bottom Bracket

The Mirage group is fitted with the SC-S (steel cupped) bottom bracket. It is the same bottom bracket used in the Veloce group, without the option of aluminum cups. It is a record-holder for durability and engineering accuracy.

New styling

The Mirage groupset boasts more modern styling. The Mirage name is displayed on it, just like on the high-end groupsets.

Mirage Hubs

The Mirage hubs are yet another example of how Campagnolo extends its high-end engineering, design, and manufacturing down to its mid-level, less expensive components.
For example, Mirage's freehub body is in light alloy. That's something that is usually reserved for far more expensive hubs.

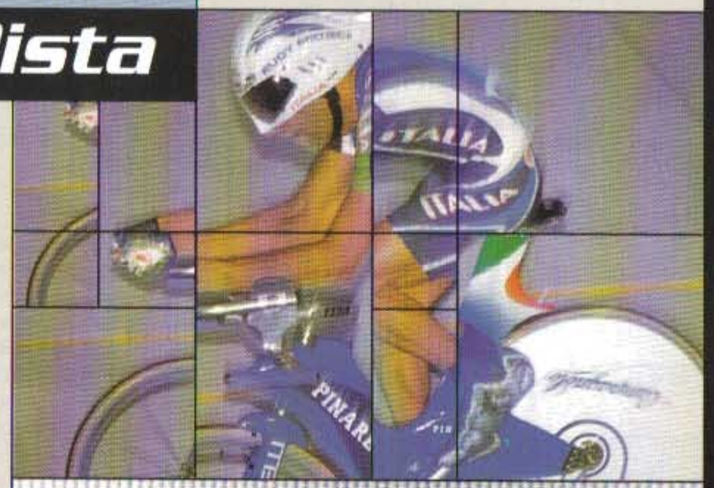
MIRAGE

ErgoBrain

Mirage, as with all the Campagnolo groupsets, is designed for integration between the ErgoBrain computer and the Ergopower controls.



Record Pista





Record Pista, the worldwide benchmark for track components, has benefited this year from the major innovations Campagnolo has introduced in its other lines for 2001.
The Record Pista groupset offers three headsets, each of Record quality: threaded, threadless, or the brand new Hiddenset. The difference between them is stack height, rigidity, and weight. The choice depends on the frame and the rider.
The new Record Pro·Fit PLUS pedals are introduced to the Record Pista groupset this year. Originally developed for the road, they have been immediately transferred to the track, sudden explosions of power are the norm. These pedals have a new support surface and incredible compactness, making them ideal for transmitting to the bike the terrific forces nature of track racing. Shiny aluminum finishing.
Lower weight but unchanged engineering features will provide track racers with the extra dimension needed to win events and the fitting of the extraordinary seat post in carbon fiber fully emphasizes this philosophy.
An interesting innovation also involves the bottom bracket: it is now a cartridge system for easier fitting and less maintenance. Based on the Record bottom bracket, it shares several exceptional features, such as the hollow axle, the carbon fiber cartridge and the rotation system with three sealed bearings. There is no internal gasket: with the intention of minimizing friction. Even the tiniest difference may be essential for our riders in winning races.
Super-strong wheels are a fundamental characteristic of track bikes. The Record Pista hubs are designed specifically for track racing. Their flanges are "oversized" which permits the building of supremely rigid wheels.

Triathlon





The design and development of components especially for time trials has always been of major interest to Campagnolo. In keeping with this, the 10-speed drivetrain was included from its inception last year as part of the Triathlon group.
Maintaining an aerodynamic position is especially important in triathlon riding where drafting is illegal. Triathletes can now stay stretched out on their aero-bars and enjoy the benefits of shifting through a Campy 10-speed. Look for the "10-speed" logo on the outer screw on the right hand bar-end control. The internal indexing mechanisms in the right hand bar-end control for the 9-speed and 10-speed systems are different.
Campagnolo is introducing CARBON Record brake levers for bar-end controls. They are identical to the brake levers used in Record Ergopower - carbon light and carbon stiff. And they look like what they are: hard core racing equipment.
The preference in triathlon competitions for smaller, 26" diameter wheels required re-sizing the chainrings. The Triathlon group offers inner chainrings of 44 and 42 teeth and outer rings of 54 and 55 teeth. The 10-speed chainrings are required for the 10-speed drivetrain as it uses a narrower chain than does the 9-speed. The 10-speed rings are identified by the "10 speed" logo on their perimeter.

Advanced excellence

Campagnolo's bicycle computer, the ErgoBrain, gives the rider far more than just the usual information. You'll read about them in the following sections, but here are a few things that distinguish it from every other bicycle computer.
The ErgoBrain can be operated remotely through the Ergopower systems so riders don't have to remove their hands from the handlebar, a feature that is helpful for maintaining good riding position and for safety.

It is positioned in front of the stem where it is easily read without having to divert your eyes as you do with other computers - and where it is aerodynamic.
Very likely the programming of your ErgoBrain may be done automatically from the start; Ergopower systems bought from 1999 on are pre-set for the ErgoBrain computer. (They are identified by two button covers "Mode" and " Start/Stop" functions on the silicon rubber body.)

ErgoBrain

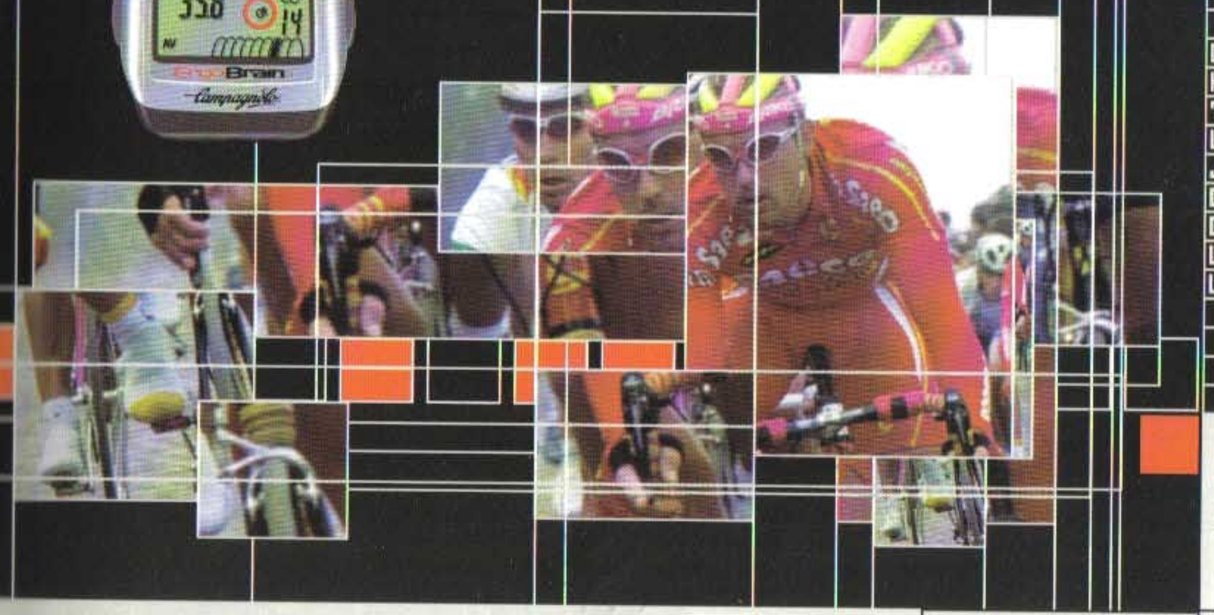






The ErgoBrain has a non-volatile EEPROM memory so data - number of chainrings and sprockets, their number of teeth, wheel circumference, etc. - are never lost. Once the computer is programmed, data will never have to be entered again, not even when you change the battery. Simply replace the battery at your leisure without losing any data (except for the clock setting).
The integrated ErgoBrain computer can store two different wheels and remember the wheel size and sprockets for each - and display them separately. This means wheels can be changed without having to re-program the system: just press a button to switch from wheel "A" to wheel "B".
This, together with the EEPROM memory, is also useful for riders who own two bicycles: simply purchase a second support strip (installation kit) and you can swap the computer between bikes without ever having to worry about re-programming it. To ensure maximum accuracy of the computer's information, the calibration of the front derailleur (patented) is set quickly and easily: set the function, then simply change gears and press a button after each shift. This way, even if the front derailleur cable tension changes, it is easy to re-calibrate the computer to maintain its accuracy. The pedal cadence and speed sensors are easily replaced since the sensor cables are fitted with a jack which slips into the base strip. To remove a damaged sensor, or if you no longer intend to use it, simply detach the cable from the strip; simply replace it if needed.
Owners of Pro·Fit pedals (except 1999 Pro·Fit Record) can hide their pedal cadence magnet inside the pedal axle (patented). It's a fast, easy, and clean alternative to securing a magnet to your crankarm with bands and makes for a more attractive bike.
Another special application of this uniquely versatile computer involves stationary training.





Since there is no front wheel, speed and distance data aren't usually available. To overcome this problem, purchase a spare pedal cadence sensor, fit it in place of the standard speed sensor supplied with the computer, and then install the new sensor on the rear wheel.
That's all you have to do. Some manufacturers have brought to market a handlebar with a 31.7mm middle diameter. The ErgoBrain is made compatible with them by using the special oversized band designed specifically for it and available as a spare part.





ErgoBrain and ErgoBrain 10

Functions:

Sprocket self-learning (patented)
For the first time, sprockets no longer have to be programmed one by one. This function is now performed automatically by a mathematical algorithm - whatever your sprocket combinations. This not only avoids data input errors but also means that another wheel can be used without having to re-program the unit. Simply set the self-learning function and pedal: the computer immediately calculates and stores sprocket data! Wheel changes, even when racing, will never again cause computer calibration errors. ErgoBrain immediately recognizes every sprocket combination. The self-learning function can only be used if the pedal cadence sensor is fitted.
However, even if you do not want to use the pedal cadence function, you can still use any of the seven pre-set sprocket combinations that come already programmed into your ErgoBrain. Just choose the right one. The ErgoBrain10, which is compatible with both 9-speed and 10-speed drivetrains, has even more sprocket combinations – twelve - pre-programmed into its memory.
With the ErgoBrain doing all the calculations automatically, this leaves you to concentrate on the one thing you should be concentrating on: your pedaling!

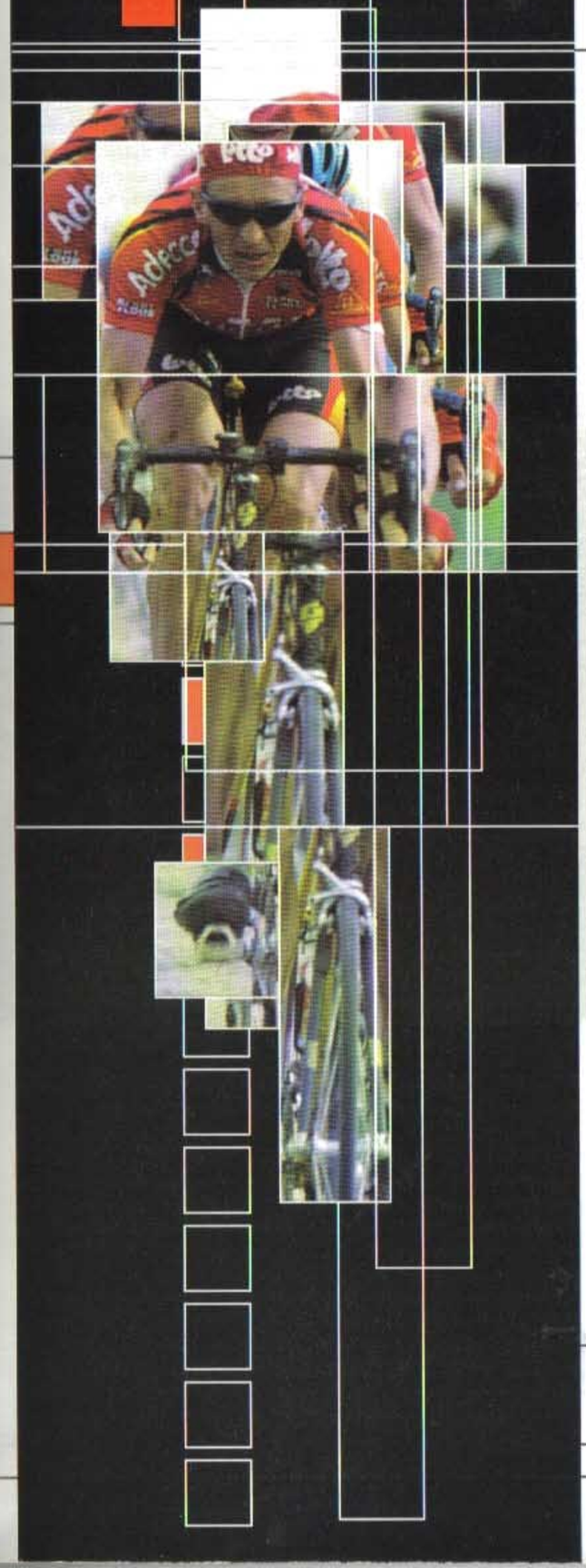
Tooth number and chain position indication
If you want the maximum information about your performance, it's not enough to know what chainring and sprocket you're in; you need to know how many teeth each has and their ratio. You can't remember them, much less compute this. ErgoBrain does. It shows it in its iconic display of the chain's position. The display alternates rapidly so riders can keep their eyes on the road.



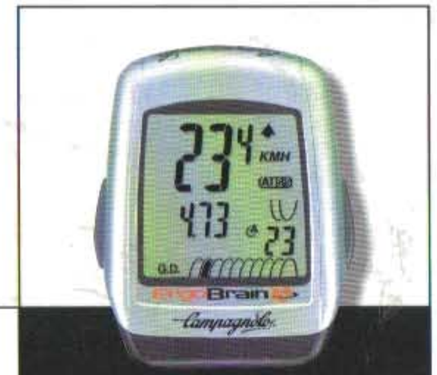
Stopwatch
The "Stopwatch" function is one of the most useful functions: not only does it compute, hold, and display data detailing the entire ride, it also computes and displays intermediate data - average speed, distance covered, time intervals and maximum speed - for a section of a ride you want to know separate from the ride as a whole. For example, the Stopwatch can be used to provide details about a hill climb in the middle of a ride at the same time it keeps the information about the entire trip.







Progression
The "progression" function indicates the distance covered per pedal stroke. It processes the wheel circumference and the chainring-sprocket combination and calculates how far the bike travels for each complete turn of the crank. This is useful for verifying training progress as well as avoiding overlapping gears.
If you are serious about your training and change bikes, you will transfer your ErgoBrain back-and-forth with your bike changes because it registers progression, and it is more useful to know your progression than to know just the number of chainring teeth and sprocket teeth. The wheel size affects progression, so if you maintain the same chainring/sprocket ratio but change wheel sizes (e.g. 26" to 28") or tire sizes, obviously the same gear ratio will produce a different progression. If you wish to maintain the same progression, you have to change the gear ratio.
Once you have established the progression best suited to you, you can maintain it regardless of the wheel or tire size simply by changing the gear ratio: ErgoBrain tells you the right number.

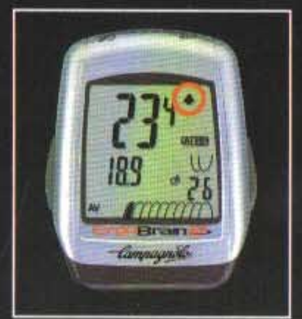


Display
The ErgoBrain is a model of clarity: it has two display lines and icons. The lines provide a clear indication of the data called up from the computer (the data display varies with the pre-selected function), while the icons offer visual confirmation of the chainring-sprocket combination in use. The number of teeth for the chainring and sprocket in use is displayed between the two rows of icons.

Other icons indicate the wheel stored (A or B), the active function, any measurement units, and an arrow pointing up or down to indicate whether you are going above or below your average speed at any given moment during your ride (the Pacer function).

ErgoBrain10



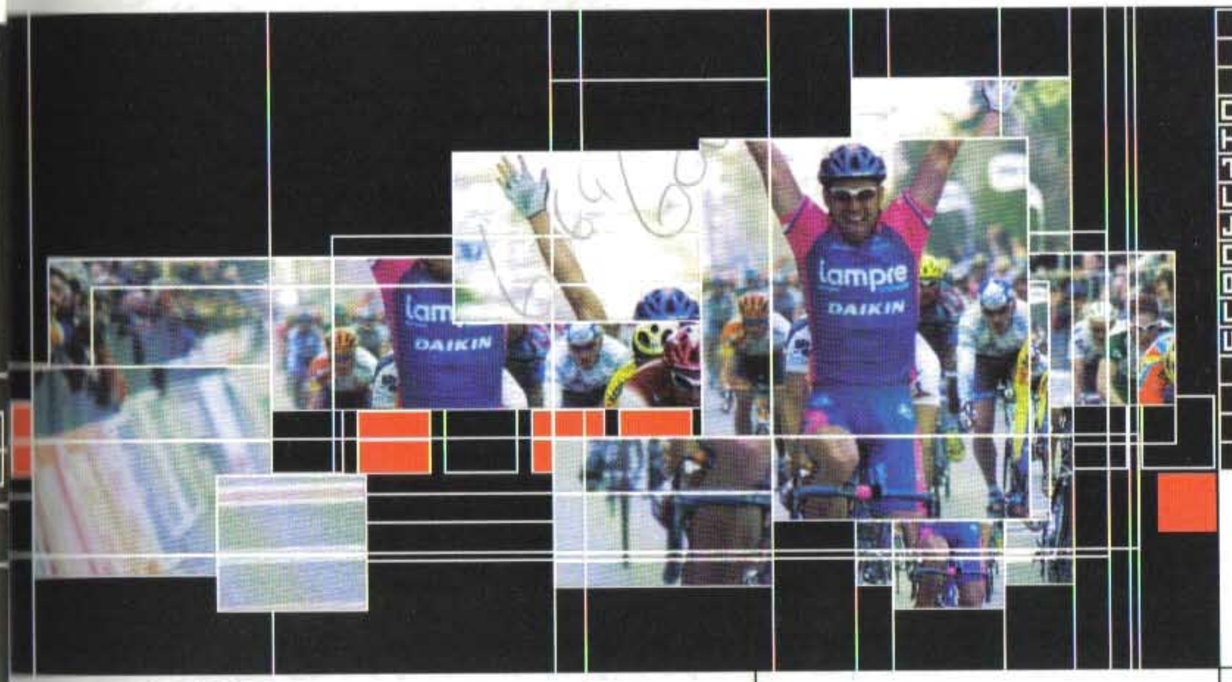


ErgoBrain10

Functions:
The ErgoBrain10 integrated computer, compatible with both the 10-speed and 9-speed drivetrains, offers functions compared with ErgoBrain. These are:
1. rear illumination (back-lit screen);
2. acoustic functions.

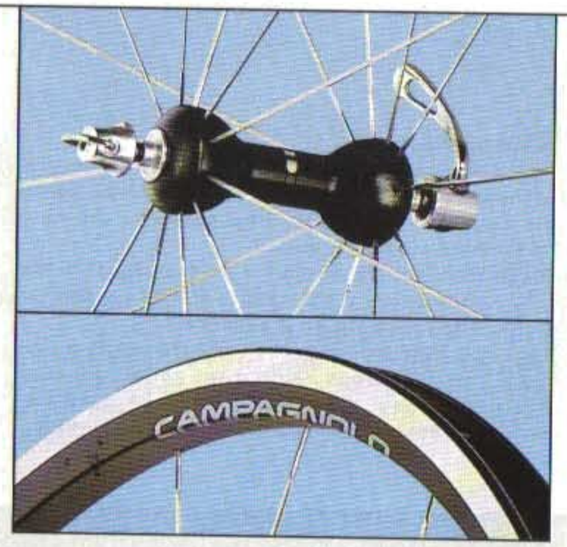
Rear illumination
Rear-illumination makes the ErgoBrain display viewable during night riding. Once fitted, it is activated by pressing any of the Ergopower push-buttons: the display lights up for the time needed to read data, then shuts down until a push-button is pressed again. To avoid loss of battery charge, the rear-illumination function is automatically deactivated at the end of each ride and re-activated only during the next ride.

Acoustic functions
Acoustic functions - audible signals - cue you without your having to look at the display. There are four such functions, depending on the kind of training session required:
SPEED training: the computer emits a signal if the rider drops below a set speed; it emits a second signal when that speed is exceeded.
PEDAL CADENCE training: the computer emits a signal if the rider drops below a set pedal cadence; it emits a beep at each pedal stroke until cadence increases and returns to your set number.
SPRINT-AND-RECOVERY BURSTS: once the rider sets effort and recovery times, the computer indicates how much time is left for each period (with an acoustic signal at the start and end of each period) and the number of sprint-and-recovery bursts performed.
COMBINATION OF SPRINT-AND-RECOVERY AND PEDAL CADENCE: you must maintain your pedal cadence in order for the acoustic function to work during the work part of the interval.





Wheels



Campagnolo's 9-speed and 10-speed wheels have proven themselves in the most demanding, most stressful professional races in the world.
Campagnolo's great innovation in 2000 was the 10-speed drivetrain. When our technicians designed it they maintained compatibility between the 10-speed system and Campagnolo 9-speed wheels: all the wheels compatible with the 9-speed drivetrain also work with the 10-speed drivetrain.
The quality of Campagnolo wheels is assured by an absolutely unique manufacturing and control process which ends with every wheel being assembled by hand by master wheelbuilders who are part engineers and part craftsmen. Spoke tensioning, centering, settling, etc., meet and exceed the exceptionally high standards required for them by Campagnolo or they don't leave the factory.
Campagnolo's wheels are instantly recognizable: the hubs have an elegant black satin-finish; the rim sidewalls are black; the braking surface is aluminum. They are unmistakably Campagnolo.
Under their polished black exterior, the oversized hubs define what a high-end hub is: hub body, axle, and freehub body in light alloy; ultra-precise tolerances; adjustable bearings; and easy maintenance.
The braking surface is aluminum. The dimensions and position of the braking tracks are the same on all Campagnolo wheels so wheels can be changed quickly.
Campagnolo wheel bags have new graphics. They are the ideal way to safely store and travel with your wheels. Each bag contains space for the tools used for wheel maintenance and changes.

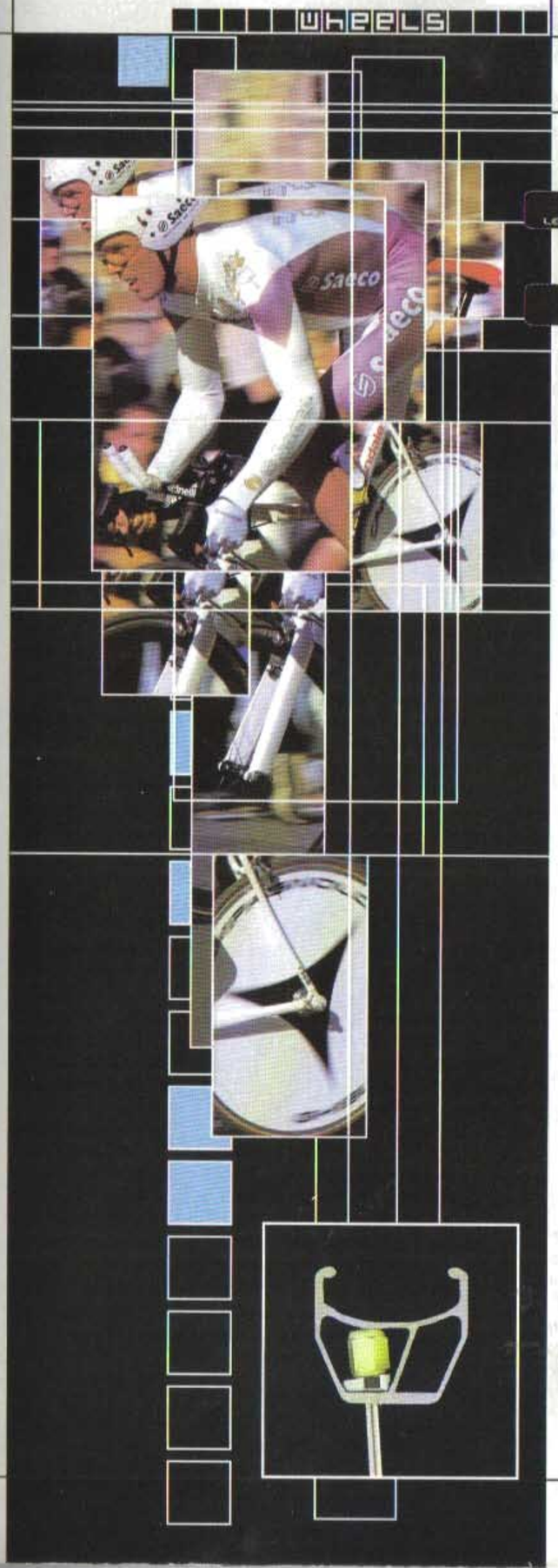
Ultralinear Geometry

For most of its wheels, Campagnolo uses a construction geometry defined as ULTRALINEAR: spokes depart straight from the hub to the rim, without any curvature. Although the main feature of this is the transmission of power to the ground, it also helps dissipate any road surface unevenness along the entire length of the spoke. This also increases the wheel's structural rigidity and spoke tension parity. And a higher amount of the rider's power reaches the road.

Ultralinear Geometry

Differential Spokes

Our study of spoke tension lead us to use different spokes within the same wheel.
The loads to which spokes are subjected are not always the same: they vary between the front and rear wheels and between the left and right sides of the rear wheel. Most spokes were oversized in comparison with the forces they were called upon to withstand. As a result of our research, we are able to use slimmer spokes on the front and non-drive side of the rear than those on the drive side. This helped us reduce weight without sacrificing reliability.
Some of our wheels are fitted with spokes having aerodynamic cross-sections, proof that we have not overlooked any detail.



Differential Spokes
LEFT RIGHT

Asymmetric

Asymmetrical rear wheel

The unfavorable rear wheel dishing (because of the freehub body) can be improved by using a slightly off-center/asymetrical drilling for the rear rim. On our wheels, the spoke fitting holes on the rear rim are drilled 3 mm to the left of center. This achieves better dishing and the wheel has better balance and is easier to control.
Lateral rigidity is higher than with a traditional wheel.

Self-orienting nuts and plates

Assembly and maintenance of the spokes are extremely easy thanks to the self-orienting nut-plate system which now replaces - on almost all our wheels - the traditional nipple-bushing fitting. The plate is fitted with a spherical seat where the nut is inserted: this "track" allows the nut, when locked, to orient itself perfectly in the direction of the spoke. This ensures perfect spoke linearity through a fast and easy operation. The load on the spokes is also distributed optimally over a large area of the rim.

Climb-Dynamic



Climb-Dynamic wheels are built to unprecedented standards of lightness and comfort to ensure maximum bike and rider performance. They are ideal for riders who enjoy the challenge of hilly routes. These low profile wheels are light, easy to build, and comfortable.

22 and 24 spokes

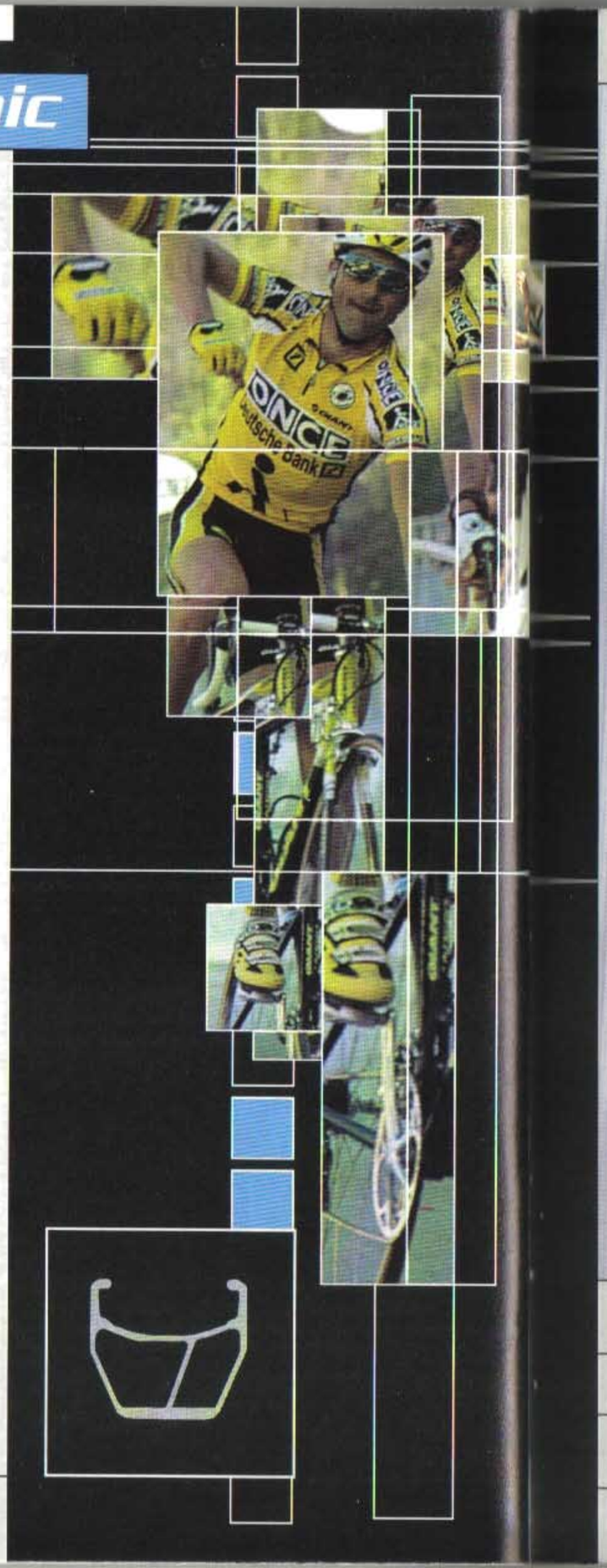
All Climb-Dynamic wheels have just 22 spokes on the front and only 24 on the rear. The reduced number of spokes produces a lighter wheel and one that churns the air less - in short, a better performing wheel. This is a remarkable result of the combination of Campagnolo engineering, design, and metallurgy.

Polygonal profile

The cross-section of a rim is fundamental to the way it absorbs forces and distributes tensions around its perimeter. Because the Campagnolo polygonal rim has gently beveled edges rather than sharp ones, the forces are "guided" over and around its surface which serves to lessen and diffuse them.
The polygonal design adds to the wheel's structural integrity which allows the use of fewer spokes, and that results in a lighter wheel. The design also produces a very efficient transmission of the rider's power to the road.

Differential rims

The rear wheel is asymmetrical. The hole drillings are moved towards the left of center to lessen the dish. This makes the wheel more equally tensioned and better balanced. It's ideal for riding that entails a lot of lateral force such as sharply twisting routes and sudden changes of direction at speed.



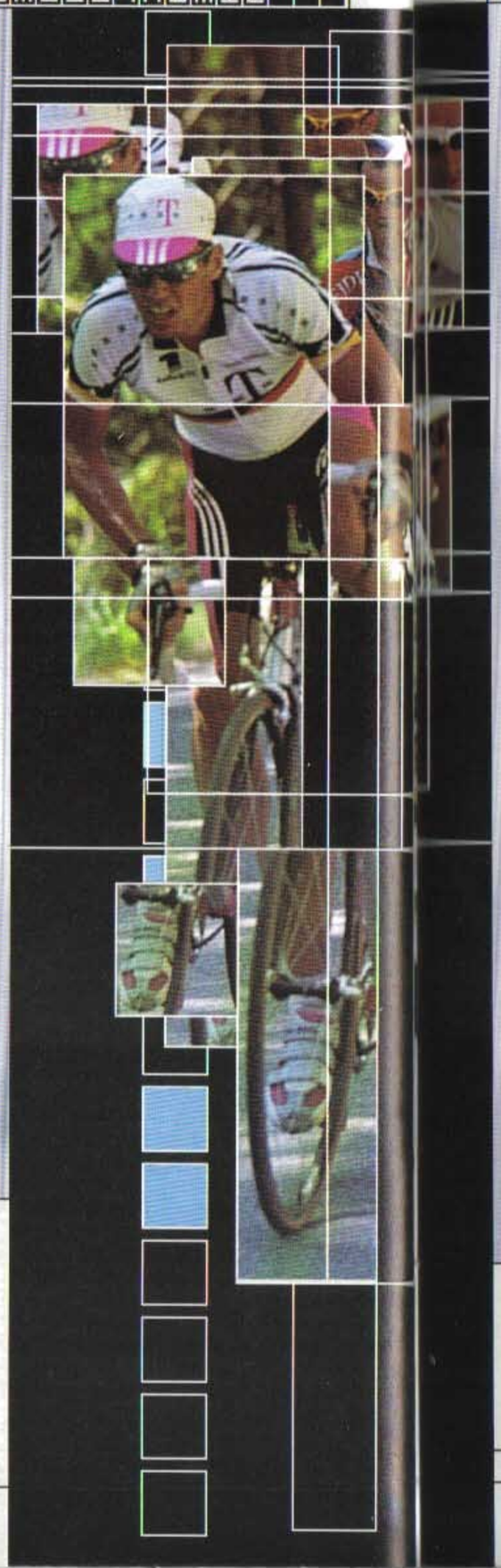
Nucleon



Nucleon is the end result of enormous amounts of research, engineering, design, and testing. Its hub is based on the Record and has a titanium pawl carrier and retainer. Nucleon's extreme lightness - 1520 g a pair - makes it the wheel of choice for ultra-light bikes and high-performance riders. Its light weight makes it ideal for hill climbing and sprinting. The differential cross-section rear makes it laterally stiff. It's comfort matches its performance.

Electron





The hub in the Electron wheel is based on the Chorus, a favorite among racers. This is a wheel you want under you for all-day or cross country rides on twisting and hilly. It is light and rigid. Its differential rear cross section reduces the dishing which increases the lateral stiffness of the wheel. This year the Electron has spokes that are lighter through its butted midsection. Last year's spokes were: 2 / 1.8 / 2. This year the midsection has been shaved to 1.5 for greater speed, comfort, and compliance.

Proton



Campagnolo is introducing PROTON wheels this year. They are a more moderately priced version of ELECTRON, which, itself, is based on the high-end NUCLEON. They bring high-end lightness (1650 g for the pair) and performance to enthusiasts and young riders at a remarkably competitive price.
They have the same capacity as NUCLEON and ELECTRON to transport the rider's energy. The main technical features of the new PROTON are the same as those of all our Climb-Dynamic wheels: differential rims with an asymmetrical rear rim to compensate dishing, differential and slimmer spokes, oversize hubs with axle pin in light alloy, and special finishing. The greatest distinction between it and the other Climb-Dynamic wheels is PROTON uses traditional spoke nipples.
This is another one of Campagnolo's strong, comfortable, lightweight, sprinter's wheels; it is as much at home in the mountains as it is sprinting for the line.



FLUID-DYNAMIC WHEELS

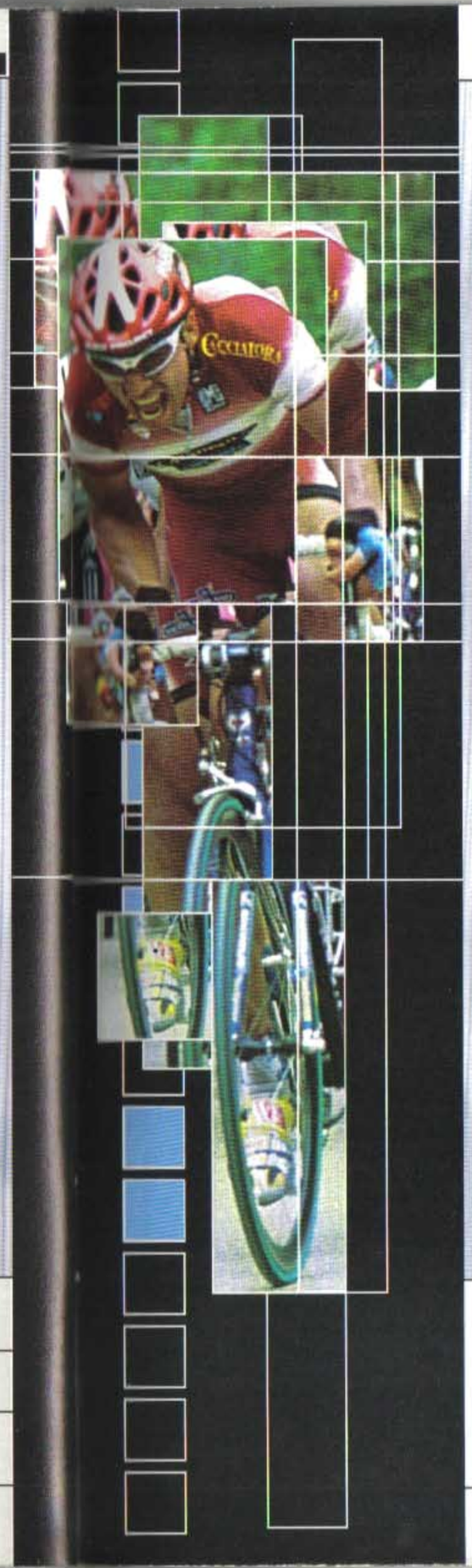
Campagnolo's Fluid-Dynamic wheels are deep-dish/high-profile wheels. They are superior aerodynamically and are perfect for time trials, especially on level terrain. You get an idea of the brilliance of their engineering when you learn they have only 14 spokes on the front and 16 in the rear.

High profile
The high profile cuts the wind which is one reason these wheels are highly valued by triathletes and time trailers, especially for fast, straight courses.

Bora

Bora, a deep-dish, carbon-rimmed wheel, is Campagnolo's fastest, best-performing Fluid-Dynamic wheel and is in great demand by the world's leading professional riders. Furthering its aerodynamics is the fact it has only 14 spokes up front and 16 in back. The braking surface is aluminum. In every respect - profile, weight, responsiveness, strength, and durability - Bora is the first choice of competitive time trialers: it is unsurpassed by any other high-profile wheel.



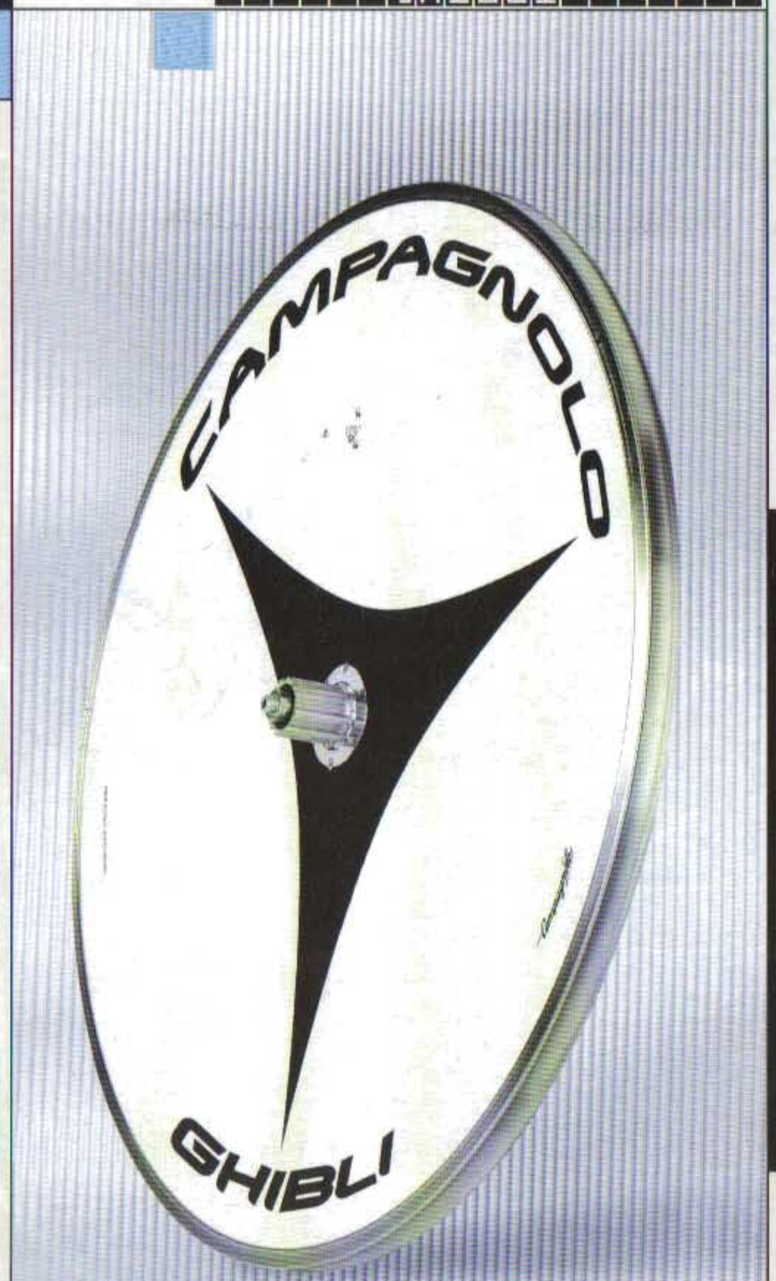


Shamal



The Shamal is a fast, high tech, highly aerodynamic aluminum alloy wheel (with several small titanium parts). It is a high-performance wheel for fast races over straight routes; however, as it is a bit shallower than the Bora (38mm vs. 50mm), that makes it preferable for courses with turns in them. A truly high-tech product which encapsulates the concepts of the Fluid line of aluminum alloy rims.

Ghibli



The new 10-speed drivetrain has seen the development of the Ghibli 9 (10-speed spacing) alongside the existing Ghibli 8 (9-speed spacing). The Ghibli can now run in a 10-speed drivetrain/spacing simply by fitting an adapter kit.
You've seen these wheels pictured time and time again in magazines, being ridden by the world's greatest time trial professionals and triathletes. The fact they ride them is the finest possible testimonial for them.
Ghibli wheels are equipped with the new oversize Record hub: they have a light alloy axle and pawl carrier body in titanium. The over locknut is the standard 130 mm.
Three cogsets available for this wheel are:
Ghibli 8 (9-speed spacing):
11-19
Ghibli 9 (10-speed spacing):
11-19, 11-21

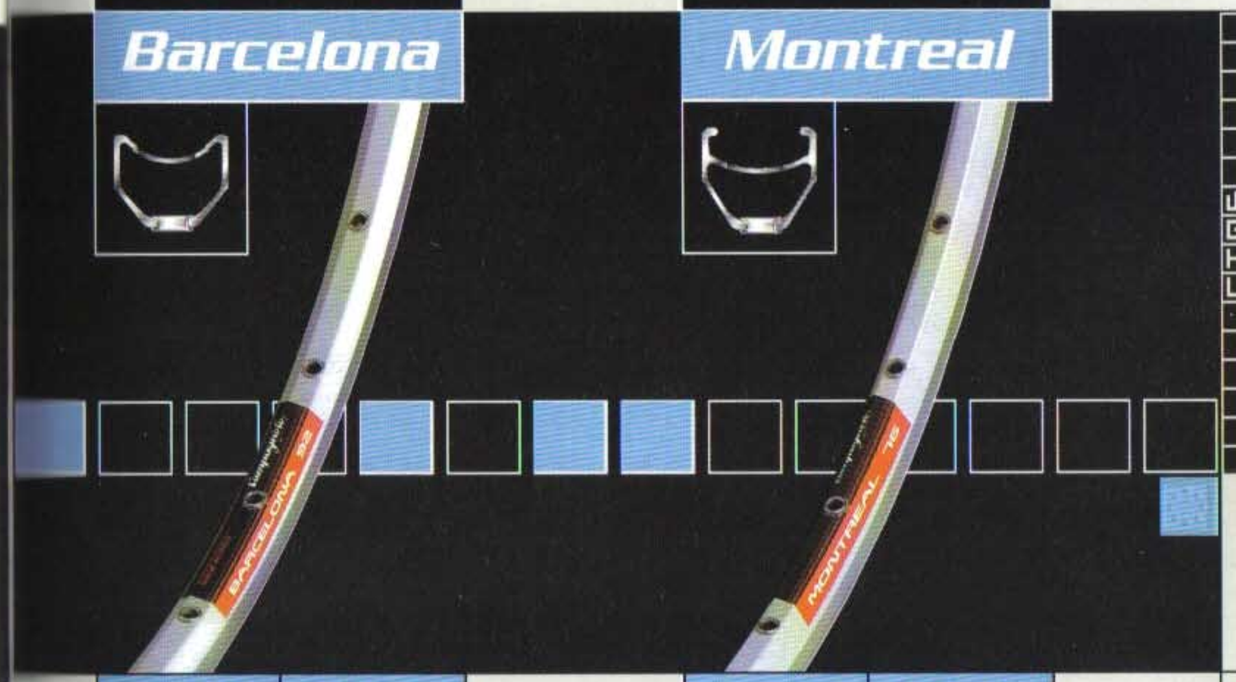


Rims

Barcelona (tubular), and Montreal (clincher) are Campagnolo's low weight, low profile rims. They possess all the characteristics of the Climb-Dynamic wheels from which they are descended. Both rims have a polygonal design, an anodized silver-gray finish, and machined braking surfaces. The dimensions and position of the braking tracks are the same as Campagnolo's complete wheels, making wheel changes easy since the brakes don't have to be adjusted.
These rims come in drillings of 28, 32, and 36 holes.

Barcelona

Montreal



Code	C-BA01SA
Height	15 mm
tread	20 mm
tire	tubular
Ø ETRTO	632 mm
drilling	28-32-36
eyelets	yes
alloy	6082-T6
valve Ø	6,5 mm
weight g	395
side walls	machine-turned
finish	satin

Code	C-M011SA
Height	19 mm
tread	20 mm
tire	clincher
Ø ETRTO	622 mm
drilling	28-32-36
eyelets	yes
alloy	6082-T6
valve Ø	6,5 mm
weight g	420
side walls	machine-turned
finish	satin

In view of the variations in the thickness of the extrusions used to manufacture the rims, the weights listed are "indicative" and subject to slight variations.

RECORD 2001

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)
RECORD rear derailleur 10s		min. sprocket 11 - max. sprocket 26 – cap. 27 – max. front diff. 14 – composite outer plate - lightened inner plate – Titanium hanger and pivot bolt - lightened upper body	187
RECORD rear derailleur 10s medium cage		min. sprocket 13 - max. sprocket 29 – cap. 30 – max. front diff. 14 – composite outer plate - lightened inner plate – Titanium hanger and pivot bolt - lightened upper body	193
RECORD rear derilleur 9s		min. sprocket 11 - max. sprocket 26 – cap. 27 – max. front diff. 14 – composite outer plate - lightened inner plate – Titanium hanger and pivot bolt - lightened upper body	190
Racing T rear derailleur 9s (triple)		min. sprocket 11 - max. sprocket 29 – cap. 35 – max. front diff. 22 - lightened upper body	214
RECORD front derailleur braze-on		9s/10s – for double crankset - capacity 15 – max. chainring 54 – adjustable spring - lightened fork – antifriction insert	91
RECORD front derailleur clip-on	**Ø 28.6 – 32 – 35 mm**	9s/10s – for double crankset - capacity 15 – max. chainring 54 – adjustable spring - lightened fork – antifriction insert	104*
Racing T front derailleur braze-on		9s – for triple crankset- capacity 22 – max. chainring 52	107
Racing T front derailleur clip-on	**Ø 28.6 – 32 – 35 mm**	9s – for triple crankset- capacity 22 – max. chainring 52	114*
RECORD Ergopower	**9s – 10s**	double/triple crankset compatible – composite body and levers – ball bearings – light alloy hardware - ErgoBrain computer ready	342
RECORD front hub	**28 – 32 – 36 holes**	light alloy axle and body – adjustable bearings – lubrication port – quick-release with aluminum lock nuts - O.L.D.: 100mm	181*
RECORD rear hub	**28 – 32 – 36 holes**	9s/10s - light alloy body, axle and freewheel body – Titanium pawl - adjustable bearings – lubrication port – quick-release with aluminum lock nuts – OS lockring (thread 27x1) - O.L.D.: 130mm	316*
RECORD sprockets UD 10s steel+titanium	**11-21, 11-23, 12-25, 13-26, 13-29**	Ultra-Drive - nickel-chromed finish for steel sprockets - light alloy carrier - supplied without lockring	188*
RECORD sprockets UD 10s titanium	**11-23, 12-25, 13-26, 13-29**	Ultra-Drive - light alloy carrier - supplied without lockring	156*
RECORD sprockets UD 9s steel+titanium	**12-23, 13-23, 13-26**	Ultra-Drive - nickel-chromed finish for steel sprockets - light alloy carrier - supplied without lockring	191*
RECORD sprockets ED 8s steel	**12-23, 13-23, 13-26**	Exa-Drive - chromed - supplied without lockring	262*
RECORD chain UD C9		9s (8s compatible) - Ultra-Drive - "Floating Link Action" - Chrome-Nickel-PTFE finish - 114 links	300
RECORD chain UD C10		10s - Ultra-Drive - "Floating Link Action" - Chrome-Nickel-PTFE finish - 114 links - Perma-Link	279
RECORD crankset 10s	**170, 172.5, 175, 177.5, 180 mm 39-52, 39-53, 42-52**	light alloy fixing bolts and nuts - Exa-Drive chainrings- requires b.b. with 102mm axle	632*
RECORD crankset 9s	**170, 172.5, 175 mm 39-52, 39-53, 42-52**	light alloy fixing bolts and nuts - Exa-Drive chainrings- requires b.b. with 102mm axle	632*
Racing T crankset 9s	**170, 175 mm 30-40-50, 30-42-52**	for triple (9s) - Exa-Drive chainrings- requires b.b. with 111mm or 115.5mm axle (for Ø 32 or 35 mm oversize seat tube)	735*

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)
RECORD bottom bracket	**ITA, ENG**	102mm axle - for double crankset - composite and light alloy sealed cartridge - "oversize" hollow axle - light alloy cups	190*
AC-H bottom bracket	**ITA, ENG 111mm, 115.5mm**	for Racing T crankset- sealed cartridge - hollow axle - light alloy cups - axle L. 111mm for Ø 28.6mm seat tube- axle L. 115.5mm for Ø 32 or 35 mm oversize seat tube	288*
RECORD pedals Pro-Fit PLUS		Titanium axle - light alloy body - with floating cleats (standard) or fixed cleats (optional) - composite axle fixing nut - polished aluminum finish - the left axle is compatible with the ErgoBrain magnet	266
RECORD brakes		39÷50mm - stainless ball bearings - alloy and titanium small parts - orbital adjustment	348
RECORD brakes - D		39÷50mm - stainless ball bearings - alloy and titanium small parts - orbital adjustment - lightened rear brake	308
RECORD brake levers		composite body and lever	105
RECORD seat post		Ø 27.2mm - L. 250mm - composite tube	180
RECORD headset		BC 1"x24tpi - height 36.5mm - grease-port for fast lubrication	104
RECORD headset THREADLESS	**1", 1-1/8"**	for unthreadeds fork tube - height 24.5mm - patent pending system - composite cover and light alloy fixing screw - grease-port for fast lubrication	110*
RECORD headset HIDDENSET	**1", 1-1/8"**	internal headset - for unthreaded fork tube - height 5.9mm - patent pending system - composite cover and light alloy fixing screw	75
Titanium lockring		Oversize (thread 27x1)	10
cable guide plate		to fit under bottom bracket shell - stainless steel with QPQ anti-friction treatment	9

*** the nominal weight refers to: Ø 32mm clip-on front derailleur, 11-23 10s sprocket set with lockring, 12-23 9s sprocket set with lockring, 12-23 8s sprocket set with lockring, double crankset L. 170mm - 39/53, triple crankset L.170 - 30/42/52, 32 holes hub with quick-release, Record BC bottom bracket BC L. 102, AC-H BC bottom bracket L. 111mm, headset Threadless 1"**

CHORUS 2001

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)
CHORUS rear derailleur 10s		min. sprocket 11 - max. sprocket 26 – cap. 27 – max. front diff. 14 –lightened upper body	209
CHORUS rear derailleur 10s medium cage		min. sprocket 13 - max. sprocket 29 – cap. 30 – max. front diff. 14 –lightened upper body	215
CHORUS rear derilleur 9s		min. sprocket 11 - max. sprocket 26 – cap. 27 – max. front diff. 14 –lightened upper body	211
Racing T rear derailleur 9s (triple)		min. sprocket 11 - max. sprocket 29 – cap. 35 – max. front diff. 22 - lightened upper body	214
CHORUS front derailleur braze-on		9s/10s – for double crankset - capacity 15 – max. chainring 54 – lightened fork – antifriction insert	89
CHORUS front derailleur clip-on	**Ø 28.6 – 32 – 35 mm**	9s/10s – for double crankset - capacity 15 – max. chainring 54 – lightened fork – antifriction insert	102*
Racing T front derailleur braze-on		9s – for triple crankset- capacity 22 – max. chainring 52	107
Racing T front derailleur clip-on	**Ø 28.6 – 32 – 35 mm**	9s – for triple crankset- capacity 22 – max. chainring 52	114*
CHORUS Ergopower	**9s – 10s**	double/triple crankset compatible – composite body - anodized levers – ball bearings – light alloy hardware - ErgoBrain computer ready	365
CHORUS front hub	**32 – 36 holes**	light alloy axle and body – adjustable bearings– quick-release with aluminum lock nuts - O.L.D.: 100mm	180*
CHORUS rear hub	**32 – 36 holes**	9s/10s - light alloy body, axle and freewheel body - adjustable bearings – quick-release with aluminum lock nuts – OS lockring (thread 27x1) - O.L.D.: 130mm	326*
CHORUS sprockets UD 10s steel	**11-23, 12-25, 13-26, 13-29**	Ultra-Drive - nickel-chromed - light alloy carrier -supplied without lockring	220*
CHORUS sprockets UD 9s steel	**11-23, 12-21, 12-23, 13-23, 13-26**	Ultra-Drive - nickel-chromed - light alloy carrier -supplied without lockring	197*
RECORD chain UD C9		9s (8s compatible) - Ultra-Drive - "Floating Link Action" - Chrome-Nickel-PTFE finish - 114 links	300
RECORD chain UD C10		10s - Ultra-Drive - "Floating Link Action" - Chrome-Nickel-PTFE finish - 114 links - Perma-Link	279
CHORUS crankset 10s	**170, 172.5, 175 mm 39-52, 39-53, 42-52**	Exa-Drive chainrings - requires b.b. with 102mm axle	667*
CHORUS crankset 9s	**170, 172.5, 175 mm 39-52, 39-53, 42-52**	Exa-Drive chainrings - requires b.b. with 102mm axle	667*
Racing T crankset 9s	**170, 175 mm 30-40-50, 30-42-52**	for triple (9s) - Exa-Drive chainrings- requires b.b. with 111mm or 115.5mm axle (for Ø 32 or 35 mm oversize seat tube)	735*
CHORUS bottom bracket	**ITA, ENG**	102mm axle - for double crankset - light alloy sealed cartridge - hollow axle - light alloy cups	220*
AC-H bottom bracket	**ITA, ENG 111mm, 115.5mm**	for Racing T crankset- sealed cartridge - hollow axle - light alloy cups - axle L. 111mm for Ø 28.6mm seat tube- axle L. 115.5mm for Ø 32 or 35 mm oversize seat tube	288*

CHORUS 2001

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)
CHORUS pedals Pro-Fit PLUS		steel axle - light alloy body - with floating cleats (standard) or fixed cleats (optional) - composite axle fixing nut - polished aluminum finish - compatible with the ErgoBrain magnet	316
CHORUS brakes		39÷50mm - orbital adjustment	380
CHORUS brakes - D		39÷50mm - orbital adjustment - lightened rear brake	340
CHORUS seat post Titanium		Ø 27.2mm - L. 250mm - titanium tube	195
headset CHORUS		BC 1"x24tpi - height 36.5mm	106
headset CHORUS THREADLESS		1" - for unthreaded fork tube - height 24.5mm - patent pending system - steel cover and light alloy fixing screw	111
cable guide plate		to fit under bottom bracket shell - stainless steel with QPQ anti-friction treatment	9

*** the nominal weight refers to: Ø 32mm clip-on front derailleur, 11-23 10s sprocket set with lockring, 12-21 9s sprocket set with lockring, double crankset L. 170mm - 39/53, triple crankset L.170 - 30/42/52, 32 holes hub with quick-release, Chorus BC bottom bracket BC L. 102, AC-H BC bottom bracket L. 111mm**

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)
DAYTONA rear derailleur 10s		min. sprocket 11 - max. sprocket 29 – cap. 30 – max. front diff. 14	223
DAYTONA rear derailleur 9s		min. sprocket 11 - max. sprocket 29 – cap. 30 – max. front diff. 14	223
DAYTONA Triple rear derailleur 9s		min. sprocket 11 - max. sprocket 29 – cap. 37 – max. front diff. 22	229
DAYTONA front derailleur braze-on		9s/10s – for double crankset - capacity 15 – max. chainring 54 – lightened fork – antifriction insert	93
DAYTONA front derailleur clip-on	**Ø 28.6 – 32 – 35 mm**	9s/10s – for double crankset - capacity 15 – max. chainring 54 – lightened fork – antifriction insert	106*
DAYTONA Triple front derailleur - braze-on		9s – for triple crankset - capacity 22 – max. chainring 52	107
DAYTONA Triple front derailleur - clip-on	**Ø 28.6 – 32 mm**	9s – for triple crankset - capacity 22 – max. chainring 52	114*
DAYTONA Ergopower	**9s – 10s**	double/triple crankset compatible – composite body - anodized levers - lightened shifting lever - ErgoBrain computer ready	399
DAYTONA front hub	**32 – 36 holes**	light alloy body and axle – adjustable bearings - O.L.D.: 100mm	186*
DAYTONA rear hub	**32 – 36 holes**	9s/10s - light alloy body, axle and freewheel body – adjustable bearings – OS lockring (thread 27x1) - O.L.D.: 130mm	332*
DAYTONA sprockets UD 10s steel	**11-23, 12-25, 13-26, 13-29**	Ultra-Drive - nickel-chromed - one light alloy carrier - "macro" spacers - supplied without lockring	233
CHORUS sprockets UD 9s steel	**11-23, 12-21, 12-23, 13-23, 13-26**	Ultra-Drive - nickel-chromed - light alloy carrier -supplied without lockring	197*
VELOCE sprockets UD 9s steel	**12-23, 13-23, 13-26, 13-28**	Ultra-Drive - chromed - supplied without lockring	231*
RECORD chain UD C9		9s (8s compatible) - Ultra-Drive - "Floating Link Action" - Chrome-Nickel-PTFE finish - 114 links	300
RECORD chain UD C10		10s - Ultra-Drive - "Floating Link Action" - Chrome-Nickel-PTFE finish - 114 links - Perma-Link	279
DAYTONA crankset 10s	**170, 172.5, 175 mm 39-52, 39-53, 42-52**	Exa-Drive chainrings - requires b.b. with 111 mm axle	646*
DAYTONA crankset 9s	**170, 172.5, 175 mm 39-52, 39-53, 42-52**	Exa-Drive chainrings - requires b.b. with 111 mm axle	646*
Racing T crankset 9s	**170, 175 mm 30-40-50, 30-42-52**	for triple (9s) - Exa-Drive chainrings- requires b.b. with 111mm or 115.5mm axle (for Ø 32 or 35 mm oversize seat tube)	735*
AC-H bottom bracket	**ITA, ENG 111mm, 115.5mm**	sealed cartridge - hollow axle - light alloy cups - for double crankset: axle L. 111mm - for triple crankset: axle L. 111mm for Ø 28.6mm seat tube- for triple crankset: axle L. 115.5mm for Ø 32 or 35 mm oversize seat tube	288*
AC-S bottom bracket	**ITA, ENG**	sealed cartridge - solid axle - light alloy cups - axle L. 111mm - for double crankset - for triple crankset: axle L. 111mm for Ø 28.6mm seat tube	299

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)
DAYTONA pedals Pro-Fit PLUS		steel axle - sealed bearings - with floating cleats (standard) or fixed cleats (optional) - composite axle fixing nut - metallized finish - compatible with the ErgoBrain magnet	325
DAYTONA brakes		39÷50mm - orbital adjustment	376
DAYTONA seat post		Ø 27.2mm - L. 250mm - steel tube	230
cable guide plate		to fit under bottom bracket shell - resin	6.5

*** the nominal weight refers to: Ø 32mm clip-on front derailleur, 11-23 10s sprocket set with lockring, 12-21 Chorus 9s sprocket set with lockring, 12-23 Veloce 9s sprocket set with lockring , double crankset L. 170mm - 39/53, triple crankset L.170 - 30/42/52, 32 holes hub with quick-release, AC-H BC bottom bracket L. 111mm, AC-S BC bottom bracket L. 111mm**

VELOCE 2001

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)
VELOCE rear derailleur 9s		min. sprocket 11 - max. sprocket 29 – cap. 30 – max. front diff. 14	250
VELOCE Triple rear derailleur 9s		min. sprocket 11 - max. sprocket 29 – cap. 37 – max. front diff. 22	255
VELOCE front derailleur braze-on		for double crankset - capacity 15 – max. chainring 54	93
VELOCE front derailleur clip-on	**Ø 28.6 – 32 mm**	for double crankset - capacity 15 – max. chainring 54	108*
DAYTONA Triple front derailleur - braze-on		for triple crankset - capacity 22 – max. chainring 52	107
DAYTONA Triple front derailleur - clip-on	**Ø 28.6 – 32 mm**	for triple crankset - capacity 22 – max. chainring 52	114*
VELOCE Ergopower		double/triple crankset compatible - composite body - anodized levers - ErgoBrain computer ready	402
VELOCE front hub	**32 – 36 holes**	sealed bearings - O.L.D.: 100mm	241*
VELOCE rear hub	**32 – 36 holes**	9s/10s - light alloy freewheel body – sealed bearings – OS lockring (thread 27x1) - O.L.D.: 130mm	458*
VELOCE sprockets UD 9s steel	**12-23, 13-23, 13-26, 13-28**	Ultra-Drive - chromed - supplied without lockring	231*
RECORD chain UD C9		9s (8s compatible) - Ultra-Drive - "Floating Link Action" - Chrome-Nickel-PTFE finish - 114 links	300
VELOCE crankset	**170, 172.5, 175 mm 39-53, 42-52**	Exa-Drive chainrings - requires b.b. with 111mm axle	659*
VELOCE Triple crankset	**170, 175 mm**	for triple - Exa-Drive chainrings - 30-42-52 - requires b.b. with 111mm or 115.5mm axle (for Ø 32 or 35 mm oversize seat tube)	731*
AC-S bottom bracket	**ITA, ENG**	sealed cartridge - solid axle - light alloy cups - axle L. 111mm - for double crankset - for triple crankset: axle L. 111mm for Ø 28.6mm seat tube	299*
SC-S bottom bracket	**ITA, ENG 111, 115.5 mm**	sealed cartridge - solid axle - steel cups - for double crankset: axle L. 111mm - for triple crankset: axle L. 111mm for Ø 28.6mm seat tube- for triple crankset: axle L. 115.5mm for Ø 32 or 35 mm oversize seat tube	358*
DAYTONA pedals Pro-Fit PLUS		steel axle - sealed bearings - with floating cleats (standard) or fixed cleats (optional) - composite axle fixing nut - metallized finish - compatible with the ErgoBrain magnet	325
VELOCE brakes		39÷50mm - black anodized shoe-holder - orbital adjustment	368
cable guide plate		to fit under bottom bracket shell - resin	6.5

*** the nominal weight refers to: Ø 32mm clip-on front derailleur, 12-23 9s sprocket set with lockring , double crankset L. 170mm - 39/53, triple crankset L.170 - 30/42/52, 32 holes hub with quick-release, AC-S BC bottom bracket L. 111mm, SC-S BC bottom bracket L. 111mm**

MIRAGE 2001

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)
MIRAGE rear derailleur 9s		min. sprocket 11 - max. sprocket 29 – cap. 30 – max. front diff. 14 - black chromed plate	269
MIRAGE Triple rear derailleur 9s		min. sprocket 11 - max. sprocket 29 – cap. 37 – max. front diff. 22 - black chromed plate	274
MIRAGE front derailleur braze-on		for double crankset - capacity 15 – max. chainring 54 - black chromed plate	103
MIRAGE front derailleur clip-on	**Ø 28.6 – 32 mm**	for double crankset - capacity 15 – max. chainring 54 - black chromed plate	116*
MIRAGE Triple front derailleur - braze-on		for triple crankset - capacity 22 – max. chainring 52 - black chromed plate	118
MIRAGE Triple front derailleur - clip-on	**Ø 28.6 – 32 mm**	for triple crankset - capacity 22 – max. chainring 52 - black chromed plate	133*
MIRAGE Ergopower		double/triple crankset compatible – composite body and levers - ErgoBrain computer ready	406
MIRAGE front hub	**32 – 36 holes**	sealed bearings - O.L.D.: 100mm	226*
MIRAGE rear hub	**32 – 36 holes**	9s/10s - light alloy freewheel body – sealed bearings – OS lockring (thread 27x1) - O.L.D.: 130mm	447*
MIRAGE sprockets UD 9s steel	**12-23, 13-23, 13-26, 13-28**	Ultra-Drive - galvanized - supplied without lockring	231*
RECORD chain UD C9		9s (8s compatible) - Ultra-Drive - "Floating Link Action" - Chrome-Nickel-PTFE finish - 114 links	300
VELOCE crankset	**170, 172.5, 175 mm 39-53, 42-52**	Exa-Drive chainrings - requires b.b. with 111mm axle	659*
VELOCE Triple crankset	**170, 175 mm**	for triple - Exa-Drive chainrings - 30-42-52 - requires b.b. with 111mm or 115.5mm axle (for Ø 32 or 35 mm oversize seat tube)	731*
SC-S bottom bracket	**ITA, ENG 111, 115.5 mm**	sealed cartridge - solid axle - steel cups - for double crankset: axle L. 111mm - for triple crankset: axle L. 111mm for Ø 28.6mm seat tube- for triple crankset: axle L. 115.5mm for Ø 32 or 35 mm oversize seat tube	358*
DAYTONA pedals Pro-Fit PLUS		steel axle - sealed bearings - with floating cleats (standard) or fixed cleats (optional) - composite axle fixing nut - metallized finish - compatible with the ErgoBrain magnet	325
MIRAGE brakes		39÷50mm	380
cable guide plate		to fit under bottom bracket shell - resin	6.5

*** the nominal weight refers to: Ø 32mm clip-on front derailleur, 12-23 9s sprocket set with lockring , double crankset L. 170mm - 39/53, triple crankset L.170 - 30/42/52, 32 holes hub with quick-release, SC-S BC bottom bracket L. 111mm**

RECORD PISTA 2001

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)
RECORD PISTA front hub	**32 – 36 holes**	light alloy body - lubrication port – big flanges - O.L.D.: 100mm	**240***
RECORD PISTA rear hub	**32 – 36 holes**	light alloy body - lubrication port – big flanges - O.L.D.: 120mm	**331***
RECORD PISTA crankset	**165, 170 mm 46, 47, 48, 49, 50, 51, 52**	requires b.b. with 111mm axle	**592***
RECORD PISTA bottom bracket	**ITA, ENG**	111mm axle- composite and light alloy sealed cartridge - symmetric hollow axle - light alloy cups - without sealings	**220**
RECORD pedals Pro·Fit PLUS		Titanium axle - light alloy body - with floating cleats (standard) or fixed cleats (optional) - composite axle fixing nut - polished aluminum finish - the left axle is compatible with the ErgoBrain magnet	**266**
RECORD seat post		Ø 27.2mm - L. 250mm - composite tube	**180**
RECORD headset		BC 1"x24tpi - height 36.5mm - grease-port for fast lubrication	**104**
RECORD headset THREADLESS	**1", 1-1/8"**	for unthreadeds fork tube - height 24.5mm - patent pending system - composite cover and light alloy fixing screw - grease-port for fast lubrication	**110***
RECORD headset HIDDENSET	**1", 1-1/8"**	internal headset - for unthreaded fork tube - height 5.9mm - patent pending system - composite cover and light alloy fixing screw	**75**

TRIATHLON 2001

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)
bar-end shifting levers	**9s - 10s**		**163**
RECORD shifting levers		9s - indexed	**74**
inner chainrings	**42, 44**	9s/10s - Exa-Drive system	**51***
outer chainrings 9s	**54, 55**	Exa-Drive system	**90***
RECORD outer chainrings 10s	**54, 55**	Exa-Drive system	**88***
CHORUS outer chainrings 10s	**54, 55**	Exa-Drive system	**88***
RECORD brake levers		composite body and lever	**105**
Titanium lockring		Oversize (thread 27x1)	**10**
GHIBLI wheel sprockets 9s	**11-19, 11-21**	steel-titanium - for Ghibli with 132mm O.L.D.	**165**

*** the nominal weight refers to: crankset L. 170mm - 46, 32 holes hub with quick-release, 42 inner chainring, 54 (x42) outer chainring, headset Threadless 1"**

LIMITED WARRANTY (THREE YEARS)

3 YEARS WARRANTY

Congratulations on your purchase of this genuine Campagnolo product. If any component of the this new Campagnolo product is found to be defective in materials or workmanship within the terms and conditions of this Limited Warranty (also referred to as the "Agreement"), the defective component will be repaired or replaced, at the option of Campagnolo s.r.l., free of charge, within thirty (30) days after receipt of the product by an authorized Campagnolo Service Center.

1. NOT COVERED. This warranty does not cover damage resulting from accidents, alteration, neglect, misuse or abuse, lack of reasonable or proper maintenance, corrosion, improper assembly, repairs improperly performed or replacement parts improperly installed, use of replacement parts or accessories not conforming to Campagnolo s.r.l.'s specifications, use of component parts not manufactured or supplied by Campagnolo s.r.l., modifications not recommended or approved in writing by Campagnolo s.r.l., normal wear and deterioration occasioned by the use of the product, activities such as acrobatics, competitive use or commercial use. This warranty also does not cover cosmetic imperfections in the surface, finish, or appearance of the product which were apparent or discoverable at the time of purchase of the product or damage occurring during shipment or transport of the product. This warranty also does not cover tools, lubricants, brake pads, and other consumables or any expenses related to the transportation of the product to or from an authorized Campagnolo Service Center, labor costs to remove the product from the bicycle, or compensation for inconvenience or loss of use while the product is being repaired or replaced.

2. PURCHASER. This warranty is made only with the original purchaser of the product and does not extend to any third parties. The rights of the Purchaser under this warranty may not be assigned.

3. TERM. The term of this warranty shall commence on the date of purchase and shall continue for a period of three (3) years.

4. ENTIRE AGREEMENT. This warranty supersedes any and all oral, express or written warranties, statements or undertakings that may previously have been made, and contains the entire Agreement of the parties with respect to the warranty of this product. Any and all warranties not contained in this Agreement are specifically excluded.

5. DAMAGES. Except as expressly provided by this warranty, Campagnolo s.r.l. SHALL NOT BE RESPONSIBLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES ASSOCIATED WITH THE USE OF THE PRODUCT OR A CLAIM UNDER THIS AGREEMENT, WHETHER THE CLAIM IS BASED ON CONTRACT, TORT OR OTHERWISE. The foregoing statements of warranty are exclusive and in lieu of all other remedies. Some states do not allow the exclusion or limitation of incidental or consequential damages, so this limitation or exclusion may not apply to you.

6. DISCLAIMER. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE AND ALL IMPLIED WARRANTIES ARISING FROM A COURSE OF DEALING, USAGE OF TRADE, BY STATUTE OR OTHERWISE, IS HEREBY STRICTLY LIMITED TO THE TERM OF THIS WRITTEN WARRANTY. This agreement shall be the sole and exclusive remedy available to the Purchaser with respect to this purchase. In the event of any alleged breach of any warranty or any legal action brought by the purchaser based on alleged negligence or other tortuous conduct by Campagnolo s.r.l., the Purchaser's sole and exclusive remedy will be repair or replacement of defective materials as stated above. No dealer and no other agent or employee of Campagnolo s.r.l. is authorized to modify, extend or enlarge this warranty. The performance of any warranty service under this Agreement is not an admission or agreement that the design or manufacture of a product is defective.

7. PROCEDURE. In the event of a defect covered by this warranty, the purchaser should contact an authorized Campagnolo Service Center (service centers are listed in the catalogs, in the user's manuals and in Campagnolo's web-site) or : Campagnolo s.r.l., Service Center, Via Della Chimica 4, 36100 Vicenza, Italy, Telephone: +39-0-444-225604/5; Fax:+39-0-444-225400; e-mail: service@campagnolo.com. To be honored, claims must be submitted within the three year warranty period and within thirty (30) days of discovery of the defect or nonconformity. The determination whether the defect is covered by this warranty is within the sole discretion of Campagnolo s.r.l.. Campagnolo s.r.l. reserves the right to discontinue products and to change specifications for existing products at any time without notice and shall not be obligated to incorporate new features into products previously sold, even if those products are returned under a warranty claim. Campagnolo may replace defective parts with similar parts of similar quality in the event that identical parts are unavailable. The purchaser must obtain advance authorization in writing before returning any product to a Campagnolo Service Center for warranty inspection. A return authorization number will be issued and must conspicuously appear on the outside of the product's packaging. The issuance of an authorization number does not constitute acceptance of the claim, which will be evaluated by the Service Center upon its inspection of the product. The product should be securely packed to prevent damage during shipment and must be accompanied by a letter specifying or including the following items of information: **a)** dated receipt or other proof of date of retail purchase; **b)** a copy of this warranty; **c)** Campagnolo part number; **d)** detailed description of the problem experienced with the product, including a chronology of efforts made to correct the problem; **e)** identification of the components used in conjunction with the product; **f)** estimate of product usage: (i.e. accumulated mileage or time in service); and **g)** your name, address, and written authorization to ship the repaired product back to you freight collect ("C.O.D.").

8. OTHER RIGHTS. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

9. APPLICABLE LAW. Any disputes arising out of this Agreement or the use of this product will be governed by the laws of the country of Italy and will be decided by the Courts of Vicenza, Italy.

10. WARNING. Always install, repair and use your product in strict compliance with Campagnolo's instructions and the product's owner's manual.

Campagnolo reserves the right to introduce any and all product modifications it considers necessary without prior notice and without any obligation concerning informative data

RACING WHEELS 2001

- ● = yes
- - = not applicable
- * = with adapter kit special sprockets
- h = hub only
- RE = Record
- CH = Chorus
- DY = Daytona

	WEIGHT (g)	CARBON RIM	ALUMINUM RIM	ALUMINUM BRAKING SURFACE	MACHINED BRAKING SURFACE	"AERO" SECTION	"POLYGONAL" SECTION	DISC WHEEL	FRONT/REAR DIFFERENTIAL RIMS	ASYMMETRICAL REAR RIM	RIM WIDTH (mm)	HPW TYPE HUB	HUB WITH FLANGES	TITANIUM PAWL CARRIER	STEEL PAWL CARRIER	OS HUB BODY	OS LIGHT ALLOY SPINDLE	LIGHT ALLOY FW BODY	QUICK LUBRICATION PORTS	QR TYPE	COMPATIBLE 10S	COMPATIBLE 9S	COMPATIBLE 8S	REQUIRES SPECIAL SPROCKETS	OLD (mm)	ULTRALINEAR GEOMETRY	NUMBER OF SPOKES	DOUBLE BUTTED SPOKES	"AERO" TYPE SPOKES	L/R DIFFERENTIAL SPOKES	SPHERICAL COUPLING SL NUTS	NIPPLES	BLACK SATIN ANODIZED	SUPPLIED WITH BAG
NUCLEON front cl. 28"	670		●		●		●		●	●	20	●		●	-	●	●	●	●	RE	●	-	-		100	●	22	●	●		●		●	●
NUCLEON rear cl. 28"	910		●		●		●		●	●	20	●		●	-	●	●	●	●	RE	●	-	-		130	●	24	●	●	●	●		●	●
NUCLEON front tub. 28"	645		●		●		●		●	-	20	●		-	-	●	●	-	●	RE	-	-	-		100	●	22	●	●		●		●	●
NUCLEON rear tub. 28"	895		●		●		●		●	●	20	●		●	-	●	●	●	●	RE	●	●	*		130	●	24	●	●	●	●		●	●
ELECTRON front cl. 28"	680		●		●		●		●	-	20	●		-	-	●	●	-	●	CH	-	-	-		100	●	22	●			●		●	●
ELECTRON rear cl. 28"	940		●		●		●		●	●	20	●			●	●	●	●	●	CH	●	●	*		130	●	24	●		●	●		●	●
PROTON front cl. 28"	685		●		●		●		●	-	20		●	-	-	●	●	-	●	DA	-	-	-		100		22	●				●	●	●
PROTON rear cl. 28"	965		●		●		●		●	●	20	○	○		●	●	●	●	●	DA	●	●	*		130		24	●		●		●	●	●
BORA front tub. 28"	725	●		●		●				-	19	●		-	-	●	●	-	●	RE	-	-	-		100		14	●	●			●	h	●
BORA rear tub. 28"	905	●		●		●					19	●		●	-	●	●	●	●	RE	●	●	*		130		16	●	●	●		●	h	●
SHAMAL front cl. 28"	900		●		●	●				-	20	●		-	-	●	●	-	●	RE	-	-	-		100	●	14	●	●		●		●	●
SHAMAL rear cl. 28"	1075		●		●	●					20	●			●	●	●	●	●	RE	●	●	*		130	●	16	●	●	●	●		●	●
SHAMAL front tub. 28"	880		●		●	●				-	20	●		-	-	●	●	-	●	RE	-	-	-		100	●	14	●	●		●		●	●
SHAMAL rear tub. 28"	1060		●		●	●					20	●			●	●	●	●	●	RE	●	●	*		130	●	16	●	●	●	●		●	●
GHIBLI rear road 28"	995		●	●				●			19		●	●	-	●	●	●		RE	*	*	*	●	132	-	-	-	-	-	-	-		●
GHIBLI front track 26"	863		●	●				●			19		●	-	-						-	-	-		100	-	-	-	-	-	-	-		●
GHIBLI front track 28"	954		●	●				●			19		●	-	-						-	-	-		100	-	-	-	-	-	-	-		●
GHIBLI rear track 28"	995		●	●				●			19		●	-	-						-	-	-		120	-	-	-	-	-	-	-		●

Service Center



After-sales service is extremely important to Campagnolo and we continue to improve our worldwide network of Service Centers that offer warranty and after-warranty technical assistance.

Of course, many maintenance tasks can be performed by qualified mechanics, which is why distribution of spare parts is just as important for service quality.
Our web site (www.campagnolo.com) is constantly updated with the list of our "Spare Part Centers," a distribution channel in addition to our traditional sale network, to improve the worldwide availabiliy of spare parts. The most popular spare parts are sold in sealed blister packs to ensure they are original, which is imperative for best performance, and to promote brand awareness at point-of-sale. This year Campagnolo is restructuring its in-house organization to ensure the entire distribution system is faster and more efficient. The benefits will soon be evident, with dramatically faster delivery times for spare parts all over the world.

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