
2005
TELIA
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Gerard, discussing the changes to Carlos Sastre's TT position with Bjarne Riis at the MIT windtunnel

INTRODUCTION

Introduction

2004 goes into the Cervélo archives as our most action-packed year yet. The victories started early with Lisa Bentley winning Pucon and Ironman Australia while Team CSC dominated the peloton with wins in the Tour Méditerranéen (Jaksche, Basso and Voigt were 1-2-3), Paris-Nice (Jaksche from start to finish) and Critérium International.

Meanwhile we were working hard on the next generation of the R2.5. Even though the team was very happy with the original, we knew a few ways to make it better. This project provides an excellent example of the fruits of our collaboration with Team CSC. Using their feedback we changed the frame properties. Based on our experience we were able to improve our manufacturing process. Then we ran a batch of frames through our test lab for fatigue and stiffness testing and finally the Team CSC riders gave it the reality check for the final validation (including Tristan Hoffman's second place finish on the cobblestones of Paris-Roubaix). Now this new R2.5 is available as a full Dura-Ace-equipped CSC team bike.

In early May, we invited Bjarne Riis, Ivan Basso and Carlos Sastre to the MIT windtunnel to evaluate their time trial positions. The improvements made in just two days were nothing short of amazing, and for the first time in their careers both Ivan and Carlos couldn't wait to do their next time trial.

Before we knew it the Tour was upon us. For Cervélo this was an important race not just because it was the Tour but also because we had several new models to introduce. Team CSC started out on the new 2005 R2.5 and Kurt-Asle Arvesen proved how durable it was by putting it through several horrific crashes. Carlos Sastre and Bobby Julich also had some unpleasant meetings with the asphalt so our expectations were moderate going into the Pyrenees. But all was forgotten when Ivan Basso won the stage to La Mongie and turned out to be the only rider who could do battle with Lance Armstrong on the climbs.

Phil was working with the Team throughout the Tour providing advice on equipment selection and helping the mechanics. With all technical aspects running smoothly, we sent him a prototype of a new frame - an 850g wonder called the R2.5 Bayonne. As soon as it arrived Phil and the mechanics built it up to give Ivan an extra advantage in the uphill Time Trial at Alpe d'Huez. Because the Bayonne is so incredibly light, Phil had to settle for building it with the team's stock components rather than the super-light goodies. Unfortunately, when the UCI weighed the bike, it was still 300g too light. He added a pair of 310g aerobars and the bike was legal.

Phil had barely finished Basso's Bayonne when we shipped him two P3 SL frames to be assembled for Basso and Sastre. All the work at MIT paid off when Basso rode his P3 SL to the best time trial of his life and secured his podium spot. Later in the season, Sastre finished third in the final time trial of the Vuelta – not bad for a climber!

Throughout this time period, in fact, since 2002, we have been working on and off on project FM29, which is our internal development code for the P3 Carbon. Since introducing the P3 in 2000, we have been amazed at how hard it was to improve upon it. It's not Cervélo's style to introduce a new model simply for the sake of introducing something new. So we kept collecting all these small improvements until we felt there was ample justification to start producing an improved version. By mid-2003 it became clear that that the improvements we had gathered required us to change to carbon, and by mid-2004 we were ready to start finalizing the design.

The P3 Carbon again demonstrates the leadership role Cervélo plays in the design of time trial/triathlon bikes. It expands on the already class-leading P3 with a completely new, thinner but longer chord seat tube/seat post, a thin and fully aero head tube, improved airfoil sections, refinements in geometry and stiffness for better handling and climbing, and a host of other detail improvements. The unveiling at InterBike certainly created a storm of attention and the cover was off for less than 5 minutes before the booth was packed with media and competitors checking out the latest aerodynamic bullet from Cervélo. Since the show, we have been perfecting the final details on the P3 Carbon and we expect introduce it in the spring of 2005.

Despite the excitement of innovation in our top models - the R2.5 Team, the R2.5 Bayonne and the P3 Carbon, we also get a kick out of the other side of our model range. The unparalleled frame quality and performance details of the Dual frame, at its exceptional price, make it the best value Ultegra 10-speed triathlon/time trial bike on the market. Compare the Dual's features and price and we are sure you will agree. Our goal has always been to make high-performance time trial and triathlon bikes that are also affordable, and the Dual with its World Championships-winning pedigree certainly qualifies. On the road side we are introducing (at a price that was previously unheard of) a Soloist with Centaur - the exact frame Team CSC rides matched to a beautiful Campagnolo Centaur kit.

We hope you like Cervélo's 2005 line up. As you've come to expect from us, we work very hard to design and manufacture what we feel are the best and most innovative bikes on the market. Please don't hesitate to contact us if you have suggestions on how we can make our bikes even better or if you need help deciding which Cervélo works best for you.

Sincerely,

Phil White

Gerard Vroomen



Phil, busy assembling Basso's Bayonne



ROAD RACING

Ivan Basso reducing the background to a blur on the R2.5 Chorus frame (2005 frame, 2004 color)

R2.5 Chorus

Model Highlights:

- 4 Tour de France stage wins in two years, including Ivan Basso at La Mongie
- Light enough to build a 6.8kg bike for the mountains, yet strong enough for Paris-Roubaix (2nd place for Tristan Hoffman)
- Exclusive molding process results in unparalleled ply control & compaction and a lighter, stronger, and higher quality frame
- Optimized material layup for stiffness and light weight
- High modulus Carbon tubes and lugs
- High bottom bracket and torsional stiffness for great power transmission while climbing and great handling while descending
- Exceptional comfort with a lively feel and response

Frame	Superlight full carbon with carbon lugs
Tubing	Cervélo designed carbon composite
Fork	Full Carbon
Drive train	Campagnolo Chorus 10
Crankset	FSA Carbon Pro Team Issue
Stem	3TTT 4GXL
Handlebars	3TTT 4GXL
Saddle	C2 Special
Seatpost	Cervélo carbon
Wheels	Velomax Vista Campagnolo
Tires	Vittoria Diamante Pro Lite

Geometry - R2.5 Chorus

Size	48	51	54	56	58	61
Head Angle	72.5°	73°	73°	73°	73°	73°
B.B. Drop	68	68	68	68	68	68
Effective Toptube @ 73° seattube	515	530	545	565	580	592
Head Tube	100	120	140	160	180	200
Front Centre	547	558	573	593	608	620
Rear Centre	400	400	400	400	400	400
Standover Height	709	729	746	764	781	800
Stack	502	522	541	560	580	599
Reach	361	370	380	394	403	409

For more information, please visit www.cervelo.com

The completely reworked 2005 R2.5 is 200g lighter, yet stiffer and stronger than the original R2.5. The R2.5 Chorus uses the same frame as the R2.5 Team, but with the beautiful carbon components of the Campagnolo Chorus group and a 3TTT front-end.



R2.5 CHORUS



Carlos Sastre at the Tour de France

ROAD RACING

R2.5 Team

Model Highlights:

- 4 Tour de France stage wins in two years, including Ivan Basso at La Mongie
- Light enough to build a 6.8kg bike for the mountains, yet strong enough for Paris-Roubaix (2nd place for Tristan Hoffman)
- Exclusive molding process results in unparalleled ply control & compaction and a lighter, stronger, and higher quality frame
- Optimized material layup for stiffness and light weight
- High modulus Carbon tubes and lugs
- High bottom bracket and torsional stiffness for great power transmission while climbing and great handling while descending
- Exceptional comfort with a lively feel and response
- Comes with Team CSC parts package and removable CSC logos

Upgrades from R2.5 Chorus:

- Better fork
- DuraAce 10-speed components
- Velomax Circuit wheels
- Full Team CSC component kit

Frame	Superlight full carbon with carbon lugs
Tubing	Cervélo designed carbon composites
Fork	Superlight full carbon
Drive train	Shimano DuraAce 10
Crankset	FSA Carbon Pro Team Issue
Stem	FSA ST-OS-140
Handlebars	FSA HB-RD-250
Saddle	SLR
Seatpost	Cervélo carbon round
Wheels	Velomax Circuit
Tires	Vittoria Diamante Pro Lite

Geometry - R2.5 Team

Size	48	51	54	56	58	61
Head Angle	72.5°	73°	73°	73°	73°	73°
B.B. Drop	68	68	68	68	68	68
Effective Toptube @ 73° seattube	515	530	545	565	580	592
Head Tube	100	120	140	160	180	200
Front Centre	547	558	573	593	608	620
Rear Centre	400	400	400	400	400	400
Standover Height	709	729	746	764	781	800
Stack	502	522	541	560	580	599
Reach	361	370	380	394	403	409

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Developed for and with Team CSC, the R2.5 illustrates the collaborative powers of vroomen-white-design with the practical experience of Tour de France winner and eternal equipment perfectionist Bjarne Riis.

The 2005 R2.5 uses a new manufacturing process, new tube & lug shapes and new lay-ups to create a frame that is among the lightest in the peloton yet is so strong that Team CSC regards it as its workhorse carbon frame. It comes with the full Team CSC component package.



R2.5 Team



Ivan Basso at the uphill time trial at Alpe d'Huez

ROAD RACING

R2.5 Bayonne

Model Highlights:

- 850g frame
- Too light for the Tour (even with heavier wheels and fork), therefore only used in the uphill TT where aerobars increased the weight to the 6.8kg weight limit
- Exclusive molding process results in unparalleled ply control and compaction, result - a lighter, stronger, and higher quality frame
- Optimized material layup for stiffness and light weight
- High modulus Carbon tubes and lugs
- Bayonne-exclusive fittings for additional weight savings.
- High bottom bracket and torsional stiffness for great power transmission while climbing and great handling while descending
- Exceptional comfort with a lively feel and response

Upgrades from R2.5 Team:

- Lighter frameset (850g frame!!)
- Zipp Z3 wheels - extremely light, yet aero and strong

Frame	Extralight full carbon with carbon lugs
Tubing	Cervélo designed carbon composites
Fork	Superlight full carbon
Drive train	Shimano DuraAce 10
Crankset	FSA Carbon Pro Team Issue
Stem	FSA ST-OS-140
Handlebars	FSA HB-RD-250
Saddle	SLR
Seatpost	Cervélo carbon round
Wheels	Zipp Z3 tubular
Tires	Vittoria Crono Evo CS tubular

Geometry - R2.5 Bayonne

Size	48	51	54	56	58	61
Head Angle	72.5°	73°	73°	73°	73°	73°
B.B. Drop	68	68	68	68	68	68
Effective Toptube @ 73° seattube	515	530	545	565	580	592
Head Tube	100	120	140	160	180	200
Front Centre	547	558	573	593	608	620
Rear Centre	400	400	400	400	400	400
Standover Height	709	729	746	764	781	800
Stack	502	522	541	560	580	599
Reach	361	370	380	394	403	409

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R2.5 Bayonne: Though built on the same principles as the R2.5 Team, the Bayonne is actually a completely different bike. We re-examined every tube, lug and detail in our quest to trim every last gram in the frame that could be spared, without sacrificing the durability and stiffness standards we set for all our models.

The result is a frame that may be the lightest in the world but is without a doubt the only one that passes our standards.



R2.5 BAYONNE



ROAD RACING

Simon Lessing, winner of Ironman USA on his Campagnolo-equipped Soloist

Soloist Centaur

Model Highlights:

- Most versatile and affordable performance bike available
- A full aero frame in road geometry
- Ridden to victory by Team CSC in Liège-Bastogne-Liège, Paris-Nice, Tour Med, Criterium International and many other races
- ICS™ (Internal CableStops), the best internal cable system available
- Combines low weight, great power transmission, and an excellent ride
- Adjustable geometry 73°-76.5° seat tube for occasional time trials and multisport events
- Light and durable anodized finish

Frame	Full Aero
Tubing	TrueAero Smartwall 2
Fork	Alpha Q Elios
Drive train	Campagnolo Centaur 10
Crankset	FSA Gossamer
Stem	3TTT THE
Handlebars	3TTT THE
Saddle	C2 Special
Seatpost	Cervélo Aero
Wheels	Velomax Vista Campagnolo
Tires	Vittoria Diamante Pro Lite

Geometry - Soloist Centaur

Size	48	51	54	56	58	61
Head Angle	72.5°	73°	73°	73°	73°	73°
B.B. Drop	68	68	68	68	68	68
Effective Toptube @ 73° seattube	515	530	545	565	580	592
Effective Toptube @ 76° seattube	488	502	516	535	549	560
Head Tube	100	120	140	160	180	200
Front Centre	547	558	573	593	608	620
Rear Centre	400	400	400	400	400	400
Standover Height	709	729	746	764	781	800
Stack	502	522	541	560	580	599
Reach	361	370	380	394	403	409

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SOLOIST CENTAUR

We originally designed the Soloist for two purposes. Firstly it would provide aggressive cyclists with the perfect tool for break-aways and other situations where aerodynamics count in a mass-start event. Secondly it would be a bike for those who do a lot of road riding but also the occasional TT or triathlon.

Team CSC's many wins on the Soloist are proof we succeeded on the first count. And if there ever was any doubt the Soloist is suitable for the "occasional" triathlon, Simon Lessing's win at Ironman USA certainly put an end to that. For 2005 it comes with the beautiful Centaur 10-speed group instead of Ultegra.





Jens Voigt on his way to another victory on his Soloist Team

ROAD RACING

Soloist Team

Model Highlights:

- Most versatile and affordable performance bike available
- A full aero frame in road geometry
- Ridden to victory by Team CSC in Liège-Bastogne-Liège, Paris-Nice, Tour Med, Critérium International and many other races
- ICS™ (Internal CableStops), the best internal cable system available
- Combines low weight, great power transmission, and an excellent ride
- Adjustable geometry 73°-76.5° seat tube for occasional time trials and multisport events
- Light and durable anodized finish

Upgrades from Soloist Centaur:

- Full carbon fork
- Carbon seatpost
- DuraAce components
- Velomax Circuit wheels
- Selle Italia SLR saddle
- Full Team CSC component kit

Frame	Full Aero
Tubing	TrueAero Smartwall 2
Fork	Full carbon
Drive train	Shimano DuraAce 10
Crankset	FSA Carbon Pro Team Issue
Stem	FSA ST-OS-140
Handlebars	FSA HB-RD-250
Saddle	SLR
Seatpost	Cervélo Aero Carbon
Wheels	Velomax Circuit
Tires	Vittoria Diamante Pro Lite

Geometry - Soloist Team

Size	48	51	54	56	58	61
Head Angle	72.5°	73°	73°	73°	73°	73°
B.B. Drop	68	68	68	68	68	68
Effective Toptube @ 73° seattube	515	530	545	565	580	592
Effective Toptube @ 76° seattube	488	502	516	535	549	560
Head Tube	100	120	140	160	180	200
Front Centre	547	558	573	593	608	620
Rear Centre	400	400	400	400	400	400
Standover Height	709	729	746	764	781	800
Stack	502	522	541	560	580	599
Reach	361	370	380	394	403	409

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Soloist Team

The Soloist is the least expensive way to ride the exact same frame the pros race on. Team CSC's wins in Liège-Bastogne-Liège, Paris-Nice and Critérium International prove that the reasonable price does not affect its performance.

Yet the Soloist is not only a great race frame, it is also remarkably comfortable thanks to the Smartwall butting of its tubeset. For this reason Team CSC riders also uses the Soloist as their training bike.





TT/TRI BIKE

Tamara Kozulina wins the Long Course Triathlon World Championships on a stock Dual 9

Dual 9

Model Highlights:

- Truly a pro-level frame (2004 Long Distance Triathlon World Championship)
- Cervélo Smartwall 2 tubing with Full TrueAero Frame and aero seatpost
- Internal Cables with cable stops.
- 650c and 700c models offered
- Adjustable geometry 74°-79° seat tube
- UCI legal

Frame	Full Aero
Tubing	TrueAero Smartwall 2
Fork	Narrow Chord
Drive train	Shimano Ultegra 9
Crankset	Shimano Ultegra
Stem	3TTT THE
Handlebars	Cervélo basebar/Profile Carbon Stryke
Saddle	C2 special
Seatpost	Cervélo Aero
Wheels	Ritchey Aero DS
Tires	Vittoria Rubino

Geometry - Dual

Size	48	51	54	56	58	61
Wheel	650c	700c	700c	700c	700c	700c
Head Angle	72°	72.5°	72.5°	72.5°	72.5°	72.5°
B.B. Drop	43	60	60	60	60	60
Effective Toptube @ 75° seattube	514	535	557	573	589	604
Effective Toptube @ 78° seattube	490	510	530	545	560	574
Head Tube	110	90	120	140	160	190
Front Centre	568	586	609	626	643	659
Rear Centre	368	387	387	387	387	387
Standover Height	716	746	776	795	815	840
Stack	461	482	512	531	550	577
Reach	389	405	418	429	440	448

For more information, please visit www.cervelo.com

In 2004 the Dual became the best selling triathlon bike in its class. It was the Editor's Pick in the under $2000 category in American Tri and it only costs $1499. With a pro-level frame, no-nonsense functional design and a rock-solid parts kit, the best thing we could do with the Dual is not change a thing.

Tamara Kozulina won the World Long Course Championships with a stock Dual, including the Ultegra drivetrain and Ritchey aerowheel. Only her rear wheel was not stock. That's what makes the Dual a pro-level bike without the pro-level price.



americanTRI
THE INDEPENDENT TRIATHLON MAGAZINE
EDITOR'S PICK



Lisa Bentley en route to winning one of her seven Ironman titles

Dual 10

Model Highlights:

- Truly a pro-level frame (2004 Long Distance Triathlon World Championship)
- Cervélo Smartwall 2 tubing with Full TrueAero Frame and aero seatpost
- Internal Cables with cable stops.
- 650c and 700c models offered
- Adjustable geometry 74º-79º seat tube
- UCI legal

Upgrades from Dual Ultegra 9:

- Ultegra 10-speed components
- Visiontech Aero basebar and clip-on
- Velomax Vista wheels

Frame	Full Aero
Tubing	TrueAero Smartwall 2
Fork	Short Chord
Drive train	Shimano Ultegra 10
Crankset	FSA Gossamer
Stem	Visiontech Sizemore
Handlebars	Visiontech basebar & clip-on
Saddle	Cervélo TT special
Seatpost	Cervélo Aero
Wheels	Velomax Vista
Tires	Vittoria Diamante Pro Lite

Geometry - Dual10

Size	48	51	54	56	58	61
Wheel	650c	700c	700c	700c	700c	700c
Head Angle	72º	72.5º	72.5º	72.5º	72.5º	72.5º
B.B. Drop	43	60	60	60	60	60
Effective Toptube @ 75º seattube	514	535	557	573	589	604
Effective Toptube @ 78º seattube	490	510	530	545	560	574
Head Tube	110	90	120	140	160	190
Front Centre	568	586	609	626	643	659
Rear Centre	368	387	387	387	387	387
Standover Height	716	746	776	795	815	840
Stack	461	482	512	531	550	577
Reach	389	405	418	429	440	448

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As Dan Empfield, founder of QR and editor of slowtwitch.com writes: “There are bikes ridden in the front men’s pro pack at Kona that are not as good as the Dual.” The frame offers all the details and performance features one could expect of a frame twice the price, so there really wasn’t anything we wanted to change there.

To sweeten the deal we created the absolute finest parts kit we could, including the new Shimano Ultegra 10-speed group, FSA aerodynamic front-end, Velomax Vista wheels and Cervélo’s new TT-specific saddle.



americanTRI
THE INDEPENDENT TRIATHLON MAGAZINE
EDITOR'S PICK

DUAL 10



Danny Pate becomes the first American Espoir World Time Trial Champion on his P2K

T/TRI BIKE

P2K

Model Highlights:
- Cervélo Smartwall 2 tubing with Full TrueAero Frame and aero seatpost
- Rearwheel cutout
- Internal Cables with cable stops.
- Rear wheel set screws for setting optimal tight tire clearance
- 650c and 700c models offered
- Adjustable geometry 74º-79º seat tube
- UCI legal

Upgrades from Dual Ultegra 10:
- Rearwheel cutout
- Wolf TT fork
- Aero Carbon seatpost
- FSA Carbon cranks

Frame	Full Aero with rearwheel cutout
Tubing	TrueAero Smartwall 2
Fork	Cervélo Chord
Drive train	Shimano Ultegra 10
Crankset	FSA Carbon Pro Team
Stem	Visiontech Sizemore
Handlebars	Visiontech basebar & clip-on
Saddle	Cervélo TT special
Seatpost	Cervélo Aero Carbon
Wheels	Velomax Vista
Tires	Vittoria Diamante Pro Lite

Geometry - P2K

Size	48	51	54	56	58	61
Wheel	650c	700c	700c	700c	700c	700c
Head Angle	72º	72.5º	72.5º	72.5º	72.5º	72.5º
B.B. Drop	43	60	60	60	60	60
Effective Toptube @ 75º seattube	514	535	557	573	589	604
Effective Toptube @ 78º seattube	490	510	530	545	560	574
Head Tube	110	90	120	140	160	190
Front Centre	568	586	609	626	643	659
Rear Centre	368	380	380	380	380	380
Standover Height	716	746	776	795	815	840
Stack	461	482	512	531	550	577
Reach	389	405	418	429	440	448

For more information, please visit www.cervelo.com

The P2K is the much-refined successor of the world's first full-aero production frame with rearwheel cutout – the Cervélo P2. Though second in line behind the P3 family, the often copied, never matched P2K would make for an excellent top-of-the-line model at any other company.

Loaded with Cervélo innovations like the TrueAero airfoils, Smartwall butting, horizontal dropouts with setscrews, ICS internal cablestops, seamlessly integrated aero seatpost shape and adjustable geometry, the P2K is still the bike everybody is chasing.



roadbike review.com
TRIATHLON CHOICE AWARD

P2K



TT/TRI BIKE

Bjorn Andersson blazes to the fastest bike split (by eighteen minutes!) at Ironman New Zealand

P3

Model Highlights:
- Frame choice of Team CSC and Bjorn Andersson
- The fastest UCI legal TT frame
- Curved and recessed seat tube
- Rear wheel set screws for setting optimal tight tire clearance
- 650c and 700c models offered
- Adjustable geometry 74º-79º seat tube
- UCI legal

Upgrades from P2K:
- P3 frame, the ultimate in TT/tri performance
- More aero due to optimized rear wheel cutout and aero seat stays
- Stiffer bottom bracket for better power transmission

Frame	Full Aero with optimized rearwheel cutout
Tubing	TrueAero Smartwall
Fork	Cervélo Chord
Drive train	Shimano Ultegra 10
Crankset	FSA Carbon Pro Team
Stem	Visiontech Sizemore
Handlebars	Visiontech basebar & clip-on
Saddle	Cervélo TT special
Seatpost	Cervélo Aero Carbon
Wheels	Velomax Vista
Tires	Vittoria Diamante Pro Lite

Geometry - P3

Size	48	51	54	52	55	58	61
Wheel	650c	650c	650c	700c	700c	700c	700c
Head Angle	72.5º	72.5º	72.5º	73º	73º	73º	73º
B.B. Drop	43	43	43	60	60	60	60
Effective Toptube @ 75º seattube	514	534	555	546	566	588	603
Effective Toptube @ 78º seattube	490	510	530	520	540	560	574
Head Tube	100	120	140	90	115	140	165
Front Centre	564	585	606	591	614	637	653
Rear Centre	368	368	368	368	368	380	380
Standover Height	707	726	742	747	771	795	819
Stack	451	470	489	483	507	531	555
Reach	392	407	422	416	430	445	454

For more information, please visit www.cervelo.com

The P3 was what originally attracted Team CSC's Bjarne Riis to Cervélo in 2003. At that time the P3 was already an icon in time trialing, with pro cyclists regularly rebadging P3s to make them look like their sponsored equipment.

But the P3's fame goes beyond time trialing. It is also the most successful bike model in Ironman triathlon history with fourteen pro wins! We agree with Ferdinand Porsche's "Change is easy, improvement is much more difficult" and so the P3 frame remains unchanged for 2005, but now at an even more affordable price and with an upgraded Ultegra 10-speed kit.





TT/TRI BIKE

P3 SL

Model Highlights:
- Frame choice of Team CSC and Lisa Bentley
- Curved and recessed seat tube
- Rear wheel set screws for setting optimal tight tire clearance
- 650c and 700c models offered
- Adjustable geometry 74°-79° seat tube
- UCI legal

Upgrades from P3:
- Lighter frame
- DuraAce components
- Tough anodized finish

Frame	Full Aero with optimized rearwheel cutout
Tubing	TrueAero Smartwall
Fork	Cervélo Chord
Drive train	Shimano DuraAce 10
Crankset	FSA Carbon Pro Team
Stem	Visiontech Sizemore
Handlebars	Visiontech basebar & clip-on
Saddle	Cervélo TT special
Seatpost	Cervélo Aero Carbon
Wheels	Velomax Vista
Tires	Vittoria Diamante Pro Lite

Geometry - P3 SL

Size	48	51	53	55	58	61
Wheel	650c	650c	700c	700c	700c	700c
Head Angle	72.5°	72.5°	73°	73°	73°	73°
B.B. Drop	43	43	60	60	60	60
Effective Toptube @ 75° seattube	514	534	549	566	588	603
Effective Toptube @ 78° seattube	490	510	523	540	560	574
Head Tube	100	120	90	115	140	165
Front Centre	564	585	594	614	637	653
Rear Centre	368	368	368	368	380	380
Standover Height	707	726	747	771	795	819
Stack	451	470	483	507	531	555
Reach	392	407	419	430	445	454

Ivan Basso at the final time trial of the 2004 Tour de France

For more information, please visit www.cervelo.com

At the final time trial of the 2004 Tour de France Ivan Basso made the maiden-voyage of the Cervélo P3 SL. A lighter version of the venerable P3, it once again underlined Cervélo's excellence when it comes to designing time trial bikes.

The clean, aerodynamic construction of the P3 SL- including the patented curved seattube to create an optimal airflow around the rear wheel - allowed Ivan Basso, not a known time trial specialist, to ride the time trial of his life and defend his spot on the podium in the Tour.



P3 SL

CSC
2005 Team Issue



MIT windtunnel, September 2002:

Phil White, co-founder of Cervélo, tests an SLA model of a new seatpost shape for the P3 Carbon

TT/TRI BIKE

P3 Carbon

Model Highlights:

- The new standard. Just like the P3 took the time trial and triathlon world by storm, so will the P3 Carbon
- Aero headtube – no bulky nose cone, but an extremely thin, aerodynamically optimized shape
- CCS – Constant Cross-section Seattube. The airflow over the seat tube is predominantly horizontal. The new seattube shape has a cross section shape that is separately optimized everywhere between bottom bracket and the seatstay joint
- New dual position seatpost with extremely narrow profile
- Seattube collar integrated in toptube to smoothen the aerodynamic profile
- 650c and 700c models offered
- Adjustable geometry 75°-78° seat tube
- UCI legal

Upgrades from P3 SL:

- More aero headtube, seattube and seatpost
- Refined geometry
- ½ lb. lighter

Frame	Full Aero with optimized seattube cutout
Tubing	Carbon monocoque with TrueAero airfoils
Fork	Wolf TT
Drive train	Shimano DuraAce 10
Crankset	FSA Carbon Pro Team
Stem	Visiontech Sizemore
Handlebars	Visiontech basebar & clip-on
Saddle	Cervélo TT special
Seatpost	Cervélo Aero Carbon
Wheels	Velomax Vista
Tires	Vittoria Diamante Pro Lite

Geometry - P3 Carbon

Size	48	51	54	56	58	61
Wheel	650c	700c	700c	700c	700c	700c
Head Angle	72°	72.5°	72.5°	72.5°	72.5°	72.5°
B.B. Drop	43	60	60	60	60	60
Effective Toptube @ 75° seattube	514	535	557	573	589	604
Effective Toptube @ 78° seattube	490	510	530	545	560	574
Head Tube	110	90	105	125	145	175
Front Centre	568	586	609	626	643	659
Rear Centre	368	380	380	380	380	380
Standover Height	716	746	762	780	799	828
Stack	461	482	498	516	535	564
Reach	389	405	419	433	445	454

For more information, please visit www.cervelo.com

P3 CARBON

For the past few years, we have been working on further improvements for the P3 line of bikes. Already the category leader in aerodynamics, we saw the potential for improvement in the headtube area, the shape of the seattube and how it meets up with the seatstays.

However, these improvements were only possible in carbon, as it allowed us to make certain shapes not possible in any other way. In fact, even in carbon some of the shapes are very difficult to achieve, borne out by our mould manufacturer who let us know that the P3 Carbon mould is by far the most difficult he has ever made. But the result has been worth it, and we proudly introduce the P3 Carbon as the new standard in time trial bikes.





APPAREL

Cervélo Performance Apparel

Launched in 2004 Cervélo Performance Apparel has quickly become highly sought after. The Road, Time Trial and Triathlon gear has become popular not just for its technical merits but its design merits as well. Following in the footsteps of our bike line, Cervélo Performance Apparel is a uniquely innovative collection of clothing that seeks to improve the quality of customers' rides.

Based on feedback from our professional athletes, dealers and consumers, we have expanded our 2005 collection to 16 pieces, many of which are entirely unique to Cervélo. We would like to welcome you to the latest evolution in road, triathlon, and time trial clothing.

Cervélo's E-Fit Compression Lycra and E-Flow Light and Cool fabric collections allow the body to physically train itself to its maximum potential while keeping it cool and dry. Both fabrics provide the best moisture management lasting the entire life of the garment. Our wicking technology is "born" with the fabric at it's time of construction, not applied afterwards. Both E-Flow and E-Fit provide 40+ UV protection preventing sunburn and dehydration allowing performance with the elements, not against them.

Also unique to Cervélo is our compression technology fabric, Peak Pro. Peak Pro not only provides the best in compression technology, it also provides the best in temperature and moisture control for a compression fabric. Our Peak Pro Compression Technology fabric allows skin to remain cool, dry and fully supported all at the same time. The wicking technology in place in our Peak Pro Compression Technology Fabric is not an afterthought; it is built into the weave of the fabric allowing the wicking to last as long as the garment does. Peak Pro also provides 40+ UV protection preventing sunburn and dehydration.

Compression technology provides muscles with improved circulation. It is this stimulation of blood flow that reduces lactic acid build up, reduces swelling and greatly diminishes muscle fatigue. The support provided by Peak Pro compression technology fabric and E-Fit Compression Lycra for muscles helps keep energy levels up and prolongs endurance levels.

For more information, please visit www.cervelo.com

Men's/Unisex Sizing Chart

Tops/Jerseys:

	XS	SM	MD	LG	XL
Chest	32-34"	34-36"	36-38"	38-40"	40-42"
Waist	26-28"	28-30"	30-33"	33-36"	36-38"

General Sizing References (Bottoms/Suits/Tops):

	XS	SM	MD	LG	XL
Height	<5'6"	5'6"-5'9"	5'9"-6'	6'-6'2"	6'2"-6'4">
Weight	<135	135-155	150-170	165-185	180+

General Guidelines for specific product fit:

- All Time Trial specific pieces should be a skintight fit for optimal aerodynamics.
- All Time Trial specific pieces are designed for optimal fit in the "aero position" rather than standing upright.
- The Apollo Pro Compression Top/Base Layer is specifically designed to be a skintight fit. This allows the wearer to take full advantage of the compression technology and the superior wicking power in the E-Fit Lycra.
- The Alpha Top acheives its optimal performance levels worn as a fitted/tight tri top.
- The LCS Singlet is a slightly looser fitting tri top/sleeveless jersey.
- The Herning Bib Short is a large fit. Order one size down from recommended fit.

(All Sizing is North American)

Herning Bib Short



Seamless construction for comfort, durability and extreme fit. Reflective heat transfers allow for day and night performance rides. Elastic Interface Chamois inside, the new standard in chamois technology. Leg gripper for comfort and performance. 8-10" inseam based on sizes. XS-XL

Classique Jersey



Des-Alpes Jersey



Made with our E-Flow fabric. All heat transfers are reflective for safety. Raglan sleeve construction allows for a wide range of movement and increased comfort when riding. Cervélo E-tag zipper toggle allows for ease of movement and adds to the smooth auto-stop zipper system. Flatlock stitching adds to the next to skin comfort. Three back pockets for storage. Classique Jersey with 12” zipper. Des-Alpes Jersey with 18” zipper. XS-XL

Magnum TT Top



Still the only TT top of its kind, the long sleeve time trial top is the ideal piece for training, as a base layer as well as a top layer for time trialing. Skin-tight construction allows for a nice aero fit in combination with any pair of bib shorts. Because top and shorts are separate pieces, it is more comfortable than a one piece for most riders, especially those with non-average body shapes and heights. Gripper at waist to ensure it maintains proper positioning on the bib shorts and won't ride up. For triathletes, the high collar on this piece prevents the wetsuit from chaffing and irritating the neck. Two extra-tight back pockets provide storage with no drag. XS-XL

Zeus TT Top



This brother to Magnum offers the same aerodynamic and fit benefits in a short-sleeved version. Gripper on the sleeve cuffs holds the top tight on arms to reduce any drag. XS-XL

Solitude 2.0 Compression TT Skinsuit



When the body is going at its maximum, it requires the greatest amount of support, moisture control and the optimal construction from a skinsuit. A skintight fit ensures an immovable aerodynamic TT Suit. Constructed from our unique Peak Pro Compression fabric giving the body full support to reduce muscle fatigue, as well as a superior moisture transportation system. The extra long zipper adds to ease of ventilation after racing. Elastic Interface Chamois inside. XS-XL

Attitude TT Skinsuit



Made with Cervélo's E-Fit this short-sleeved skin suit is ideal for hot weather time trials. The Elastic Interface Chamois inside provides the new standard in chamois comfort and performance technology. Gripper around the arms and thighs ensures proper positioning of the suit at all times. XS-XL

Ego 2.0 Tri Skinsuit



This is the ultimate one piece for triathlon. Extra wide shoulders give ideal coverage, which in combination with E-Fit lycra's 40+UV protection help prevent sunburn and dehydration. Extra long 18"-20" zipper (based on sizes) for extra ventilation and allows for even greater moisture management. Peak Pro compression fabric on the legs gives added muscle support and increased circulation while providing temperature controls. Our custom lycra and foam chamois is simply the best tri chamois on the market. Two extra-tight back pockets for storage. Reflective heat transfers provide race required reflectivity for safety. XS-XL

FBD 2.0 Tri Short



Constructed with our Peak Pro compression fabric, these shorts allow for both the maximum performance and support, and maximum moisture control. FBD 2.0 provides the quads, hamstrings and glutei region with support and temperature control. Our custom lycra and foam chamois is simply the best tri chamois on the market. Reflective heat transfers provide race-required reflectivity for safety. XS-XL

Alpha Top



This is the most aero singlet in our triathlon range. Tight, light and aero, the Alpha top is constructed out of our E-Fit lycra and goes from swim to bike to run perfectly. The tight fit allows for swimming with ease. Extra-wide shoulder coverage with 40+ UV protection give great sun protection, while the two back pockets add storage for the bike and run. The exceptional moisture management and 12” zipper allow for easy temperature control during the bike and run. Reflective heat transfers provide race required reflectivity for safety. Flatlock stitching for next to skin comfort. XS-XL

LCS Singlet



This is the coolest triathlon singlet in our range. Made with our E-Flow fabric this slim cut long course singlet allows for maximum performance levels with maximum protection, including 40+ UV protection defending against the harmful effects of sunburn and dehydration. Wide shoulders allow for maximum coverage of exposed skin. A 12” zipper provides great ventilation allowing body temperature control. Reflective heat transfers provide race required reflectivity for safety. Flatlock stitching for next to skin comfort. Two back pockets for storage. XS-XL

After Dark Tech-T



The most versatile T-shirts around. Made with Cervélo's E-Flow fabric, they provide 40+ UV protection, advanced wicking properties lasting the life of the shirt, and reflective heat transfers for safety on early morning or evening runs. Lightweight and soft against the skin, this T-shirt has quickly become the favorite of all who wear it. XS-XL

Before Sunrise Tech Long Sleeved-T



Apollo Pro Compression Base Layer



Constructed with Cervélo's E-Fit compression lycra, this top allows for both the maximum performance and support, and maximum moisture control. Worn alone or as a base layer, this top supports the muscles in the back, chest, shoulders and stomach to postpone fatigue. The moisture and temperature controls in E-Fit Compression fabric are simply the best around, allowing all moisture to be carried away from the skin into the fabric allowing your body to keep cool and dry. Wearing this piece in competition or training gives muscles the support and temperature controls needed to perform at peak levels. XS-XL

Arm Compressors



Another innovative first from Cervélo Apparel: the Pro Compression series arm bandages. Using our Peak Pro Compression fabric arms will experience a superior level of muscle support no other piece of clothing can provide. Arms function as a shock absorber while riding; by supporting the muscles in the arm it reduces fatigue on long rides, and improves circulation to shoulders and back reducing pain and tightness. Gripper keeps the bandages in place underneath jersey sleeves and doesn't allow for movement. Available in upper arm (Bicep Support – one size only) and full arm versions (two sizes).

Wool Trainer



Introducing our long-sleeved classic-style wool trainer. Made of 100% pure Merino wool, with an 8” zip-necked collar. Merino wool is soft next to skin and causes no irritation, holds no odor and is very easy to care for. Designed for casual wear and riding, a versatile classic. No rear pockets. S-XL

Cervélo T-SHIRT





The syndicated comic strip Frazz is the brainchild of triathlete Jef Mallett and is featured in hundreds of newspapers throughout the US including the Los Angeles Times. Recently Frazz has been seen sporting the classic Cervélo T-shirt with the é-logo on the front, and to celebrate Cervélo’s ascent into the mainstream we are producing a limited number of this classic T-shirt, with the Frazz cartoon on the back. Available in athletic grey with red or green logo. S-XL

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Bikes and equipment may not be exactly as shown, specifications subject to change without notice. Cervélo uses recycled paper.