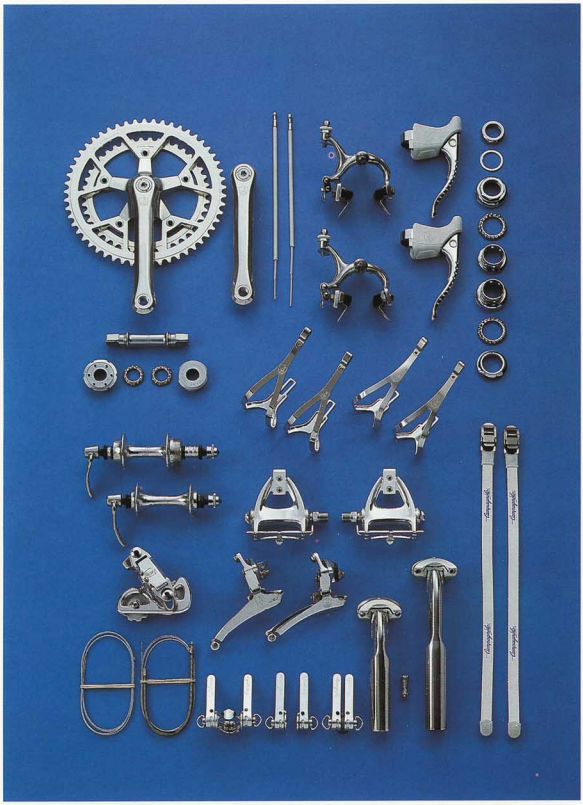
Campagnolo®



NUOVO VICTORY®



NUOVO TRIOMPHE®



The Nuovo Victory Group feature professional "specs" designed to please the most demanding cyclists in and out of competition.

Its outstanding quality to price relationship, simplicity and realiability make it the perfect Campagnolo group for Triathletes.

All Triathletes can compete with confidence secure in the knowledge that Campagnolo components are virtually trouble free. Because at Campagnolo we know that before you can finish first. First you have to finish.

The Nuovo Victory **rear derailleur** has a completely new cage plate which allows a much wider gear shifting capacity as well as the use of freewheels with 12 to 30 teeth.

In the back side of the rear derailleur's body is a multi angle bushing which can be adjusted in three different positions during assembly to ease the positioning of the derailleur in relation to the inclination of the fork.

The adjusting screws have been redesigned to allow easy adiustment with a screwdriver.

Once the adjusting position has been selected, it can be locked by inserting a coaxial spring on a each screw thus eliminating the negative effects of vibration.

The rear derailleur's aesthetics have been improved by the use of new fixing screws and a redesigned cage plate.

The front derailleur utilizes the adjusting screws with adjusting springs derived from the Record group, the professional group tested with success in countless cycling events.

The front derailleur comes in the clip-on and braze-on versions. The clip-on version has the three-insert solution which permits easy assembly to the bicycle frame. This eliminates the risk of damaging the paint and ensures perfect adhesion even in case of rough road surfaces.

A bigger clamp hand is available upon request for special aluminium-alloy or carbon fiber frames.

The **shift levers** have kept their pleasant elongated shape, while the cable is more flexible and elastic. It is the special 1.6 mm Campagnolo cable used by professional teams.

The Nuovo Victory Group is supplied with conventional friction shift levers or differential friction levers.

It is compatible with the new SYNCRO shift levers that allow predetermined positioning of the chain on the sprocket.

The **brake shoes** are made



from the same material utilized for Campagnolo Super Record brake shoes.

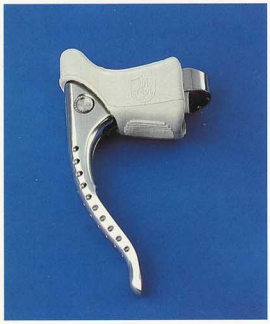
The design of the **brake levers** is that of the Super Record Group, while the gray hood is made of elastomer mix.

The **brake cables** derive from those of the Record Group, tested



by professional teams with exceptional results even when assembled inside the handlebars, thus proving their superb durability and effectiveness, despite their increased flexibility.

The new, improved **head set**



comes with a cone with holes to decrease its weight. This produces the characteristic lightness of aluminium alloys with the strength of steel.

A new 130-mm **seat post** has been added to the traditional 180 mm Victory seat post to improve the comfort and aesthetics of 49-50 and 54 frames.

The Nuovo Victory **pedals** have the same anatomic and aerodynamic shape of the older version but come with new white leather straps.

The **toe clips**, available in medium, large and extra large sizes, can be supplied in the aluminium-alloy versions, for those who demand lightness, or in the steel version, for those who value durability.



The **hubs** have the Campagnolo rolling system composed of cones, caps and balls similar to the Record Group.

The possibility of easy adjustment and the lubrication hole on the dust cap further improve the performance of the Nuovo Victory hub set.

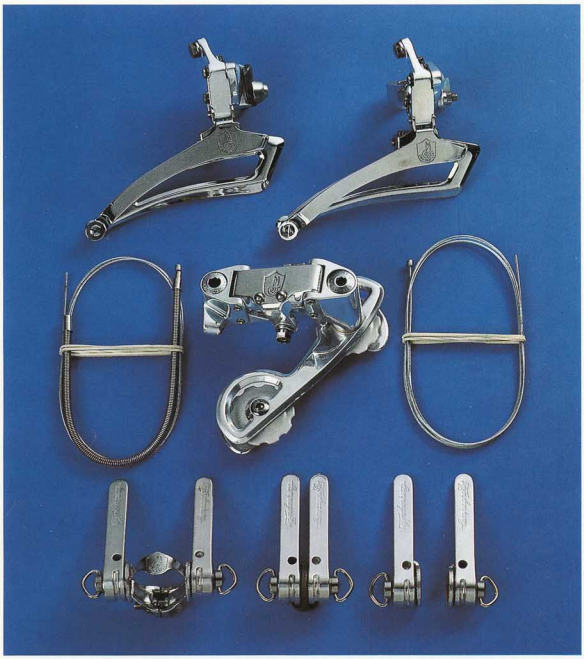
The hubs are available with 24-28-32-36-40 holes and various spacings to adapt them to 6 or 7-sprocketed freewheels.

The **chainwheel** is made from very resistant Avional aluminium alloy while the cranks are heat-forged. The crank bolt has an incorporated extractor for easy assembly and disassembly.

The **bottom bracket** is made from cement steel. The recommended grease is Campagnolo 02-ZPT.



LX FRONT-REAR DERAILLEUR SET



Climbing hills, riding in the city, and even the first days of training require the use of easier gears. **The LX front and rear derailleur** set is particularly suitable to meet these specific needs.

The **LX derailleur** mechanics is derived from that of the Victory set and allows a wide range of gear shifting 38T and the use of 12-teeth sprockets with 35-teeth chain rings (fig. 1).

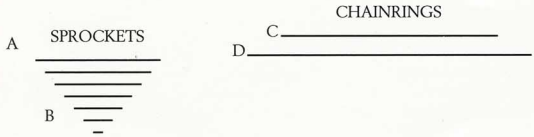
The **cage plate** is made of heat-treated aluminium alloy and has a characteristic elongated shape to ease the chain grip.

The fork of the **front derailleur** can be used on chainrings with a wide range of teeth.

For special purposes, it is possible to use the LX front derailleur for chainwheels with three chainrings.

This type of chainwheel can be assembled with Campagnolo 744 axle (with Victory chainring) or 744/1 axle (with Triomphe chainring).

SOTTOGRUPPO LX



Gear change capacity =
(D + A) − (C + B) = **38**

Biggest sprocket utilizable = A **32**

Front changer capacity =
(D − C) = **23**







The technical solutions adopted for this group derive from Campagnolo's experience with professional teams and have been adapted to the less-demanding needs of those riders who, while not being elite professional, desire top-quality materials and exceptional performance.

The design and production philosophy, classic of Campagnolo, emphasizes the components' reliability and durability.

The **rear derailleur** (the same as the Nuovo Victory) can utilize freewheel sprockets with up to 30 teeth.

The adjusting springs of the front and rear derailleur are designed to reduce play due to vibration. And are the same as the ones used by pros like LeMond, Moser, Bontempi and Vanderaerden.

Riding a bicycle is a pleasure; riding a bicycle that is noisy because of the play of its components not only interrupts the pleasure but also quite often alarms the rider since he does not know the cause of the noise.

It is only by means of precision machining within very limited tolerances that we can eliminate play.

The **front derailleur** is available in the braze-on (the same as that of the Nuovo Victory) and clip-on versions.



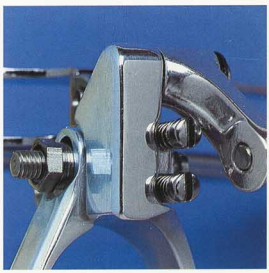
Bigger clips are available upon request for aluminium alloy or carbon fiber frames more than 27.2 mm in diameter.

The Nuovo Triomphe **rear derailleur** (like the Nuovo Victory) can be supplied with the three types of shifting levers now available from Campagnolo:

- conventional friction shifting levers;
- differential friction shifting levers;
- SYNCRO shifting levers which predetermine the position of the chain on the desired sprocket.

The **brakes** feature attractive levers with ergonomically designed hoods made from elastomer mix.

The black brake shoes are those of the Super Record Group, which have been tested by professional teams for years.



The brake mechanism is of the "side pulling" type: the brake center bolt which guarantees the safety and reliability of the brakes, is made of a special hardened steel in order to ensure the resistance to stresses exceeding 100 Kg/mm^2.

The heat-forged fixing bolt has surfaces selected to tolerances to hundreths of a millimeter to ensure the perfect interaction of the bolt and the supporting surface of the brake arm.

Thanks to this the brake does not produce vibrations or irritating noise when is used.

The **pedals** have been designed for both racing shoes and casual or jogging shoes.

This solution is particularly appreciated by Triathletes, who can use the same shoes for both cycling and running after completing the swim.

In short Triathlons this can result in a saving of few seconds and lead to a better position in the race.

The **pedal axle** is made of heat-forged cement steel to ensure



maximum reliability.

The straps are made of white leather, while the toe clips are available in steel or aluminium.

The **seat post** comes 180 mm or 130 mm long.

The adjusting system is of the "counter-poised plane" type with slant knurling which allows two-millimeter adjustments and represents one of the most reliable fixing systems now available.

The one-screw anchoring system is that of the Record Group used by professional riders. This



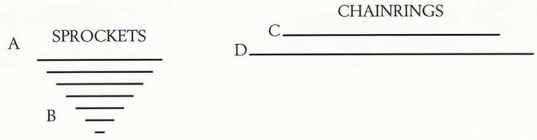
system allows a faster assembly and adjustment than the two-screw system.

The **hubs** come with 24-28-32-36-40 holes.

The **head set** is made of steel and utilizes Campagnolo's cone-cups balls systems.



NUOVO TRIOMPHE®



Gear change capacity =
(D + A) − (C + B) = **32**

Biggest sprocket utilizable = A **30**

Front changer capacity =
(D − C) = **18**

OFFSET INVICTA/PADOVA PRINTED IN ITALY FEBRUARY 1987

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