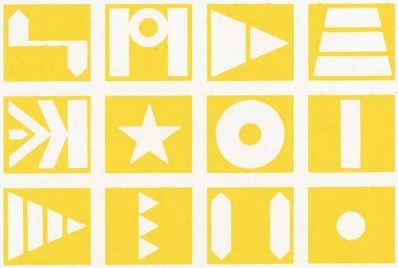
Campagnolo®

XENON®



XENON®

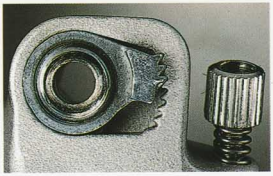


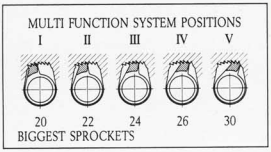
The XENON components are exceptionally durable due to their unique qualities which are a result of the advanced technology and geometric configurations of the Athena group.
Using advanced resin polymers of the highest strength, in many of the components, adds to the remarkable advantages of the XENON group in lightness that does not defy the Campagnolo philosophy of durability and reliability.

FRONT CHANGER, REAR DERAILLEUR AND LEVERS

The XENON rear derailleur is based on our experience with Athena. The Athena rear derailleur was designed through an indepth study of all the possible geometric configurations in which a parallelogram unit would be able to function. As a result the XENON rear derailleur has incorporated the patented "LATERAL OPERATING System". This mechanism works with precise direction and improves the transversal movement of the rear derailleur







insuring an uniform distance between the upper pulley and the freewheel cogs thus improving the predictability of the chain movement.
The XENON derailleur also has the

"MULTI FUNCTION System". This patented system consists of an insert and five positions in the upper body that permits the derailleur to be set in the proper position to match the freewheels largest cog. This allows the derailleur to be set in the best possible position to climb the gear with a maximum sprocket size of 30 teeth.

The articulating parallelogram of the rear derailleur is of the classic Campagnolo racing geometry. The upper and lower bodies as well as the front body plate are made of aluminium alloy and have a new special finish.

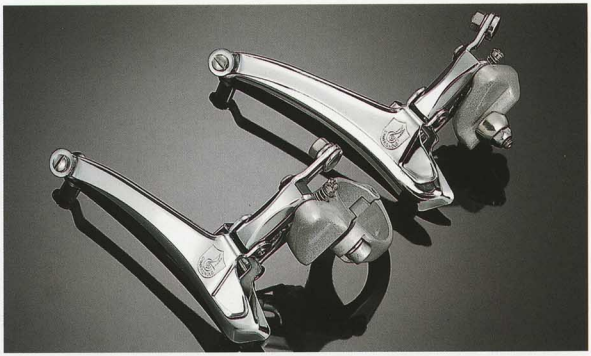
The adjusting screws are easily reached with a regular flat head or Phillips screwdriver.

The front pulley cage plate is made of aluminium alloy, which has been anodized, and is attached to the main body with a screw that guarantees more stability against road vibration.

The pulleys ride on bearings made from a special material which has a low coefficient of drag, and high lateral stability, both of which reduce the overall wear.

To replace the main shifting tension spring and four steel rivets holding the body together must be removed.

The XENON front derailleur, is aesthetically striking due to the special



finishing treatment. It is available in 28.5 mm clip-on version with the capacity of 18 teeth.

The body and the clip are made of aluminium alloy.

The all new cage is formed from a single piece of steel to improve rigidity and to establish a better surface to guide the chain. This special steel cage is subjected to a Carbon-nitrate treatment to reduce wear from friction.

The cage plates are nickel-chromium plated.

The internal lifting arms on the front derailleur are considerably longer. Due to its lifting power and increased rigidity the shifting has been improved.

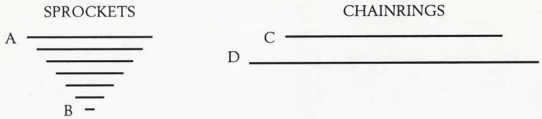
The return springs ride on pivots that have been specially treated to reduce friction resulting in a substantially smoother action.

In the standard outline the XENON group, is supplied with friction shift levers (simple friction maintained with washers) but it may be ordered and used with the Syncro levers and the correct derailleur, freewheel and chain combination.

The Syncro shift lever set must be used with either inserts for 6-speed (yellow) or for 7-speed (blue).



XENON



Gear change capacity = (D + A) – (C + B) = **30**

Biggest sprocket utilizable = A **30**

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



BRAKES

The XENON brakes derived from the Athena brakes, these calipers maintain the transversal and longitudinal rigidity needed by racers.
To guarantee simplicity and security in the brakes, the quick release of the brake system is located on the brake lever rather than on the caliper. Since all that is required to engage the quick release is to push the button, on the brake lever, riders will not be required to move their hands from the handlebars and possibly resulting in some loss of control.
The brake lever body has a new special finish and is assembled with a pivot in special steel. It is outstanding due to the resin polymer which insures low wear and provides an excellent feel to the brakes.
The brake shoes are of a new design, they are made with the traditional Campagnolo composites which guarantees the security of the brake in all wet or dry conditions.
The brake block and shoe are integral, with a wheel guide incorporeted to facilitate the removal and installation of the wheel into the frame or the fork. A common feature on professional racing bicycles.
The brakepads are adjusted vertically in slots on the caliper arms and may be centered above the rims.
The cable anchor rotates from 15 to 17 degree to maintain smooth lever response and reduced friction. Thanks to the introduction of this new feature, cable fixing is now quick and easy.
The XENON brake levers, manufactured in resin polymers, are designed to fit the riders hand no matter what the size.
The body of the lever is covered with a traditional Campagnolo rubber to insure the comfort of the riders palm.
The XENON levers allow the cable to be run under the handlebar tape or inside the handlebar.



PEDALS

The XENON pedals are made with resin polymers for greater strength and improved rigidity.
The axles are specially treated for greater strength and are teamed with specially selected ball bearings to insure smooth rotation.
The axle and the internal ball bearings are protected from the enviroment by a special sealing washer and additional small covers that do not allow water or dirt to infiltrate.
A lubrication hole, protected by a rubber cap, allows the re-lubrication of the bearings without an over-



hall.
The contact surface of the XENON pedal allows extended comfort for those who pedal with ball of the foot and for those who use the mid-section of the foot. The pedal has little grooves which prevent slipping by providing a secure gripping surface for the sole of the shoe.
The light alloy rear cage is anchored to the body with 4 screws and can be replaced.
The XENON pedal is available with resin toeclips in small/medium and medium/large with outstanding elasticity and high over-all strength.
The mounting slot of the toeclip allows plenty of fore/aft adjustment to closely fit different foot sizes and styles of shoes.

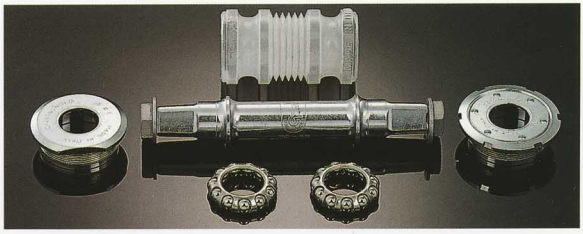


CRANKSET AND BOTTOM BRACKET

The XENON crankset is available with cranks length of 170 mm and 172,5 mm.
The chainring bolt circle is 135 mm, the same as the Record, Croce d'Aune, Chorus and Athena cranksets.



The chainring teeth are cut in the classic Campagnolo style, tooth by tooth with a numerically controlled gear cutting machine. Due to the special machines each tooth is shaped in such a way to transport the chain perfectly and promote cleaner shifts.
The long life of the chainrings is accentuated by the special oxidized anodization used to protect the surface.
The shape of the chainring teeth mate to the chain in such a way that friction and noise are reduced.
Innner chainrings are available from 39 to 43 teeth and the outer chainrings from 50 to 53 teeth.
The bottom bracket axle and cups are heat treated so that they are very rigid and smooth to provide the best rolling surface for the 1/4" ball bearing.
The cups are steel and have an internal elastic O-ring to protect the bearing from enviromental contaminants which might cause excessive wear.





HUBS

XENON hubs are available in small flange with 32 or 36 holes. They can be ordered with either 126,5 mm and 130 mm locknut to locknut lengths so that they can be used with all different 6 or 7 speed freewheel widths.
The traditional characteristics of smoothness in the rotation are guaranteed by the chrome tempered, micro-metric ball bearings. 3/16" bearings are used in the front and 1/4" bearings are used in the rear.

Both steel dust covers come with the lubrication holes and are set to protect the bearings from the enviroment.

HEADSET

The XENON headset is made of steel with a nickel-chrome finish. The precision of the bearings on the smooth cones insures the durability of headset, protecting them from a rough enviroment. The ball bearings are 3/16" on a steel race.
The cones as well as the cups are heat treated to obtain the maximum strength on the ball bearing surface.



SEATPIN

The seatpin is available in 180 and 130 mm and 25.0, 26.0, 26.2, 26.4, 26.6, 26.8, 27.0, and 27.2 mm diameters.
The seatpin is of a current design that assures that the seat will be held firmly in the proper position. The seat may be easily adjusted with a 6 mm allen key.



CODES
F000

XENON GROUP

GEAR

F010	SM gear with change capacity up to 30 teeth	■

FRONT CHANGER

F022	Front changer with fixed clip for tube Ø 28,5	■
F021	Braze-on front changer	

SHIFT LEVERS

F281	Levers FRICTION, braze-on version (r.h. and l.h. levers, cables and casings)	■
F282	Levers FRICTION, clip-on version (r.h. and l.h. levers, cables and casings)	
F221	SYNCRO levers, braze-on version (r.h. lever for 6 or 7 speed freewheel, l.h. lever, cables and casing)	

BRAKES AND LEVERS

F500	Subgroup brakes/brake control lever: - brake control levers with quick release and lever made by technopolymer - brakes with integral shoe complete w. cables and casings	■

CHAINWHEEL

F040	Left and right cranks 170 mm, w. 135, with chainrings 42/52 teeth (asymmetric model)	■
F071	Right crank 172,5 mm, w. 135	
F072	Left crank 172,5 mm	
FZ00I	Inner chainrings with toothing from 39 to 43 teeth	
FZ00	Outer chainrings with toothing from 50 to 53 teeth	

BOTTOM BRACKET

F0H0	Bottom bracket with 116 mm axle for 70 mm b.b. box, with Italian thread unless other versions are specified when ordering:	■
F0H0	68 mm b.b. box, cups with BSC or French thread	

PEDAL-TOE CLIP

F600	Subgroup pedals complete with toe-clips and nylon straps.	■
FF15-RM	Set of toe-clips made by elastic technopolymer, MS (Medium) unless other versions are specified when ordering:	
FF15-RL	ML (Large)	
F0C4	Set of nylon straps	

HUB

F300	Subgroup hubs, normal flanges, with 36 holes, width 126,5, Italian thread, R.H. width 36 mm unless other versions are specified when ordering:	■
F300	32 or 36 holes, width 126,5, R.H. width 36 mm, or width 130 R.H. width 37 mm, Italian, French or BSC thread	

SEAT PIN

F0R1	Seat pin 180 mm. Ø 27,2 or, if specified when ordering	■
F0R1-S	Seat pin 130 mm. Ø 27,2 or, when ordering, specify the variations with Ø 25 - 26 - 26,2 - 26,4 - 26,6 - 26,8 - 27 both for F0R1 and F0R1-S	

HEADSET

F0D0	Headset with Italian thread in version with French or BSC thread (specify when ordering)	■

BOTTLE

1120005	BIODYNAMIC bottle complete with cage	

■ = *Basic component*

Printed in Italy by CARTOGRAFICA VENETA - Lonigo (Vi) - June '89

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