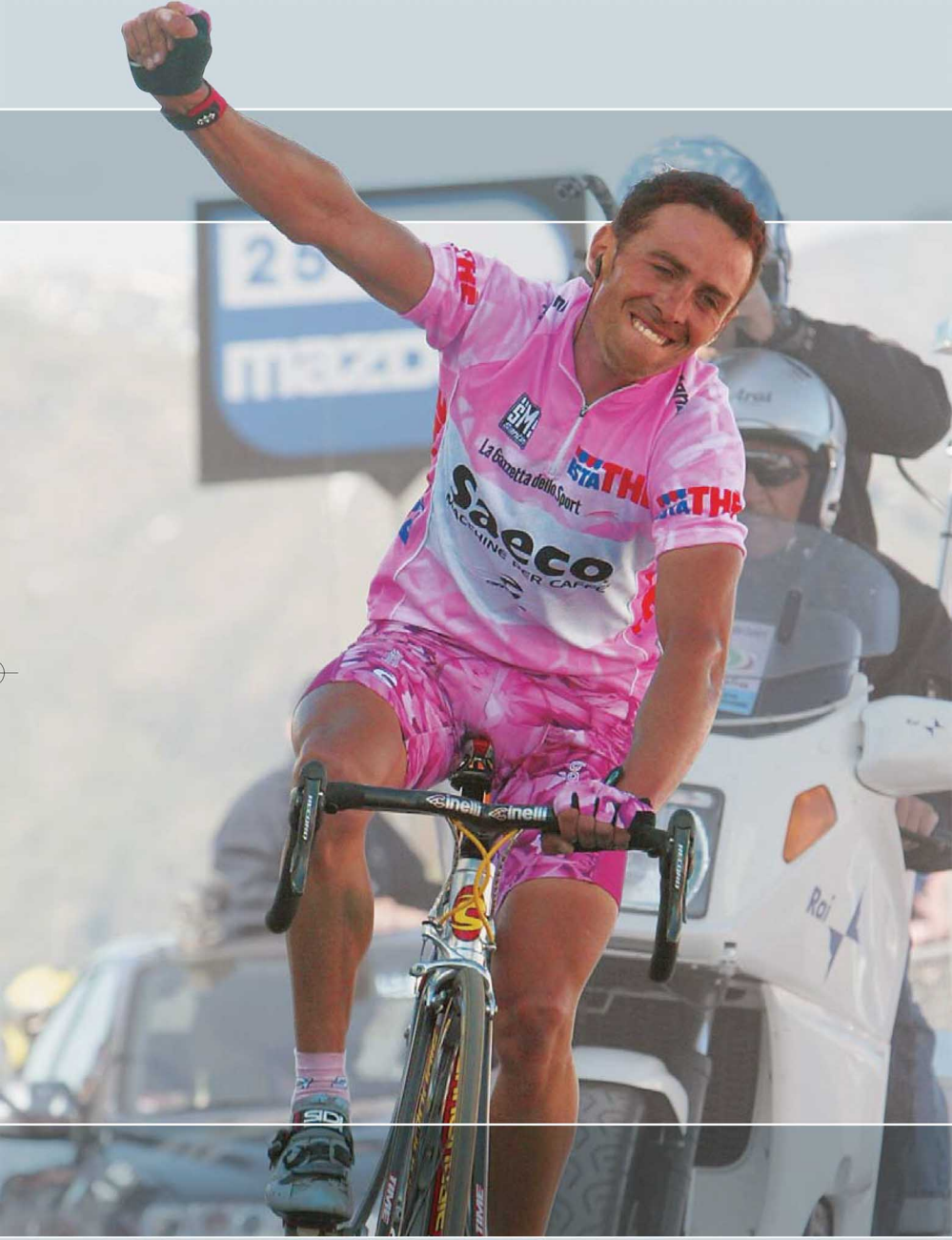


2004 Products Range

Campagnolo

ENG


La Gazzetta dello Sport
Saeco
MACHINE PER CAFFÈ
inelli
inelli
Rai

Campagnolo

XENON™

MIRAGE™

VELOCE™

CENTAUR™

CHORUS™

RECORD™

Triathlon Components • ErgoBrain™

Low Profile Wheels

Medium Profile Wheels

High Profile Wheels

Tools • Spare parts • Corkscrew

Campagnolo®


XENON
9 Speed
Campagnolo
XENON

XENON™





PATENT PENDING

XENON GROUPSET
The Xenon groupset is a perfect example of Campagnolo's design philosophy, which is based on reliability and long-term performance. A quick glance shows everything clearly: high technology applied to composites, hi-end geometry, 9 speeds sprocket sets, dual-pivot brakes and Record class chain exemplify the uncompromisingly high technological content of Xenon components.

TRIPLE DRIVETRAIN
A triple drivetrain is the ideal choice for anyone who wants to tackle even the steepest climbs with serenity.
The Xenon groupset offers the combination of a 30-42-52 triple crankset with 170 or 175-mm cranks, which is ideal for the needs of racing cyclists.

COMPOSITES TECHNOLOGY
Composite materials enable components to be obtained that have the same resistance as those in aluminum although they weigh no more.
We started to use this technology years ago with the Record range to excellent effect. We can now also apply it to entry-level groupsets to obtain results that would have been unthinkable using classic materials. Erogopower and the rear derailleur of the Xenon groupset are perfect examples.



Composite materials for Xenon components, too.





Chainrings with hi-end geometry.
PATENT PENDING

Record 9s chain.
PATENTED





Xenon rear derailleur with lightened upper body.
PATENTED



XENON DRIVETRAIN
The Xenon drivetrain is high-quality and high-precision. The synergy between rear derailleur, front derailleur, crankset and chain creates perfect harmony that makes for fluid and precise shifting.
The rear derailleur is latest generation with a re-balanced parallelogram, adjusting screw on the lower body and lightened upper body.
The chainrings have hi-end geometry to enable the chain to move up and down more easily.
The Record 9s chain is a quality benchmark: the Ultra-Drive geometry and floating link action and the chrome-nickel-PTFE surface treatment ensure long-term high performance.

XENON™

Xenon rear derailleur in 3 versions:

- short cage for double crankset and sprocket set up to 13-26
- medium cage for double crankset and sprocket set up to 13-28 and for triple crankset and sprocket set up to 13-26
- long cage for triple crankset and sprocket set up to 13-28



PATENTED

REAR DERAILLEURS

A further example of sharing the benefits of hi-end technology is the fact that also the Xenon groupset is available this year in three rear-derailleur versions:

- short cage for combination of double crankset and sprocket set up to 13-26
- medium cage for combinations of double crankset and sprocket set up to 13-28 and for triple crankset and sprocket set up to 13-26
- long cage for combination of triple crankset and sprocket set up to 13-28



Xenon dual-pivot brakes.
PATENTED

The mixture of the
Record-class
brake pads improves
braking performance.



Xenon hub with
light-alloy freewheel body.

DUAL-PIVOT BRAKES
Xenon brakes are dual-pivot, just like the ones so successfully used in the Record groupset. This special geometry provides many different advantages: more powerful and accurate braking, less braking force required and less dispersion of braking force.
And on top of all this, the mixture of the Record-class brake pads improves braking in all situations.

HUBS
Satinized aluminum finish. Rear hub rests on industrial bearings. Light alloy freewheel body compatible with 9s and 10s. The Xenon hubs are available in two versions: with 32 and 36 holes.


MIRAGE

MIRAGE™



MIRAGE™

New Mirage Black triple crankset with the combination 30-42-52, and 170 or 175-mm cranks



PATENT PENDING

MIRAGE GROUPSET
Black finish. The Mirage groupset will certainly not pass unobserved. It has always been one of the strong points of Campagnolo products. This year it is in a completely new guise: aggressive and irresistible. Lovers of thrills will find their wishes granted. Available with double and triple drivetrain, it has many hi-end features such as the geometry and use of composite materials.

TRIPLE DRIVETRAIN
The ideal option for tackling the toughest rides with an easy mind. The 27 available gears enable you to choose the ideal cadence for any situation, be it uphill or downhill.
The Mirage groupset is available with the combination 30-42-52 with 170 or 175-mm cranks to meet all requirements.



New Mirage crankset with aluminum finish and black chainrings.



New Mirage black hubs with hi-precision industrial bearings for greater smoothness and durability.

OPTIONAL CRANKSET
A crankset with an anodized aluminum finish and black chainrings will be available as an optional choice. In order to provide the user with a further customized color scheme, we have decided to offer this option in more classic colors.

MIRAGE HUBS
The new black look is not the only new thing about Mirage hubs.
There have also been radical changes inside. Movement is now provided by hi-precision industrial bearings that assure greater smoothness and durability.

MIRAGE™

Mirage rear derailleur in 3 versions:
- short cage for double crankset and sprocket set up to 13-26
- medium cage for double crankset and sprocket set up to 13-28 and for triple crankset and sprocket set up to 13-26
- long cage for triple crankset and sprocket set up to 13-28



PATENTED

REAR DERAILLEURS
The three Mirage rear derailleurs are fine examples of the concept of shared technology. In view of the undoubted performance advantages obtained at the hi-end of the range from offering a choice of rear derailleur cages of differing lengths, it was decided to extend this technology to the entire Campagnolo range. There are three rear derailleurs: with short, medium and long cages. This makes it possible that the rear derailleur to be selected will work most effectively with the chosen combination of crankset and sprocket set.

DUAL-PIVOT BRAKES
The dual-pivot geometry prevents dispersion of energy during braking.
This brake is distinguished by its power and precision. The Record-class mixture of the brake pads further increases this power and precision.



New Mirage dual-pivot brakes with black finish
PATENTED



Record 9s chain
PATENTED



Campagnolo cables and housing for the best results.

RECORD 9S CHAIN
The chain of the Mirage groupset is the Record 9s chain. The chain's quality has been tried and tested. Ultra-Drive geometry and floating link action combine with Chrome-Nickel-PTFE surface treatment to ensure long-term smooth and precise shifting.

CABLES AND HOUSING
The use of Campagnolo cables and housing is the ideal choice for getting the most out of Campagnolo components.
The cable is in stainless steel without surface treatment, and it runs inside housing in attrition-proof material that is lubricated with a special grease.
The Campagnolo cable and housing kit is available as a spare part.


VELOCE
VELOCE
10 SPEED
VELOCE
10 SPEED

VELOCE™





PATENT PENDING

VELOCE GROUPSET
The Veloce groupset 2004 is also available in the 10s version. The 10s drivetrain was developed from the Record groupset and was an immediate winner. The close-ratio sprockets and the new geometry of the rear derailleur, front derailleur, chain and crankset make for faster, more precise and silent shifting. The 10s drivetrain gives a wider choice, so there's no more need to go to the trouble of changing the sprocket set just for that one race and you have that extra gear for when the going gets tough.

3X10
30 gear ratios.
30 ways of pacing yourself.
30 good reasons to climb the climbs that are the stuff of legend with a smile on your lips.
This is the amazing result obtained by combining the concept of a 10-sprocket set with a triple crankset. 30-40-50 and 30-42-53 triple cranksets are available with 170 and 175-mm cranks; the 3x10 Veloce drivetrain will please even the most demanding customers.



New Veloce 10s crankset.
New chainring design for
more efficient chain shifting.



Veloce dual-pivot brakes
with orbital adjustment
of brake pads.
PATENTED

10s CRANKSET
The Veloce 10s crankset has the same innovative technical features as hi-end groupsets in terms of chainring geometry. In three sections of the chainring, six pins and relative grooves facilitate the shift of the chain up onto the larger chainring. Similarly, at two set points specially designed chainring teeth make it easier for the chain to shift down to the smaller chainring.

DUAL-PIVOT BRAKES
The double-pivot geometry of the brakes makes for a stiffer and more powerful braking system.
Braking is precise and powerful. The dual-pivot concept minimizes braking effort and energy dispersion. The brake pads have orbital adjustment for ideal positioning on the braking surface. They also have brake shoes in anodized aluminum that stiffens the assembly and increases braking responsiveness and power.

VELOCE™

New Veloce rear derailleur in 3 versions:

- short cage for double crankset and sprocket set up to 13-26
- medium cage for double crankset and sprocket set up to 13-29 and for triple crankset and sprocket set up to 13-26
- long cage for triple crankset and sprocket set up to 13-29



PATENTED

3 REAR DERAILLEURS

As for all the other Campagnolo product lines, the rear derailleur of the Veloce groupset is available in three versions: with a short, medium or long cage. The objective is to enable the users to get the best out of the combination of crankset and sprocket set that they have chosen. The rear derailleur with a short cage is used for the double crankset with a sprocket set up to 13-26. The rear derailleur with a medium cage is used for a double crankset with a 13-29 sprocket set or a triple crankset with a 13-26 sprocket set.
The rear derailleur with a long cage is recommended for a triple crankset with a 13-29 sprocket set.

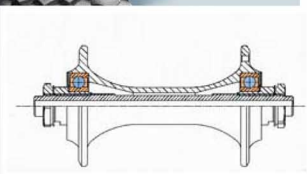
10s SPROCKET SETS

The introduction of the Veloce 10s drivetrain offers a new novelty: the Veloce 10s sprocket set. The sprockets are in steel with a nickel chrome finish that increases their durability. The UD (Ultra-Drive) geometry ensures silent, rapid and precise chain shifting.
This year, there is also a new combination: the 14-23 sprocket set.



New Veloce 10s ultra-drive sprocket sets
PATENTED





New front hub with hi-precision bearings for greater smoothness, durability and ease of maintenance.



Cartridge bottom bracket, on industrialized cylindrical bearings, with aluminum cups.

VELOCE HUBS
Further improvements thanks to the new front Veloce hub with its hi-precision bearings for greater smoothness, durability and ease of maintenance.

BOTTOM BRACKET
The bottom bracket is a cartridge on industrial cylindrical bearings and with aluminum cups for extra lightness. Available in the versions for Italian and English threads.

VELOCE™ 9s



Veloce 9s groupset, also available in the 2004 range, with both double and triple drivetrain.



PATENT PENDING

VELOCE 9s GROUPSET
The 9s double and triple drivetrains are still part of the 2004 range.
It has certainly earned its place in the 2004 range because of the many qualities of the materials, and the performance of the Veloce 9s groupset, and its excellent value for money.
The quality of a product is determined by its reliability and durability.

The Veloce groupset is a good example. The materials and the manufacturing and assembly tolerances are normally found only in top-end products.
Sporting and decisive character of Veloce 9s together with its interesting price make it the only choice for cyclists with a racing spirit.


CENTAUR
CENTAUR
CENTAUR
CENTAUR

CENTAUR™


10 SPEED CENTAUR
CENTAUR
10 SPEED UD
MADE IN ITALY
Campagnolo

CENTAUR™

The Centaur groupset is available in two versions

- in the new Century Grey finish for an innovative but at the same time sober and elegant look.
- in the anodized aluminum finish for lovers of the classic style.



CENTAUR GROUPSET

The Centaur groupset introduces the hi-end of the Campagnolo range and this year brings further improvement and a new choice of colors. An aluminum seatpost and a new Hiddenset headset with cup in composite material make their appearance.

The Centaur groupset is available in two different color versions:

- anodized aluminum finish for lovers of the classic style
- the new Century Grey finish for an innovative but at the same time sober and elegant look.



New Centaur Century Grey
3x10 drivetrain

PATENT PENDING

KIT 3X10

The 3X10 drivetrain is a racing drivetrain. Let's debunk the myth that the triple crankset is an 'uncool' option that's just for touring and not for racers. Just think of the Zoncolan climb in Italy or Angliru in Spain, where the pros have no hesitation in using it to get to the top faster and with less consumption of energy.

Another misconception concerns the weight of the triple crankset. People make the exaggerated claim that it adds on kilos of weight, whereas in actual fact a triple crankset weighs just 100g more. That's no much at all when you consider the vast range of gears it provides – 30 as opposed to the usual 20 – the much more efficient chain position, less attrition and the energy that you save.

3X10: 30 good reasons for climbing the toughest slopes with a smile on your lips.

CENTAUR™

New Centaur rear derailleurs with forged bodies available in 3 versions:

- short for double crankset and sprocket set up to 13-26
- medium for double crankset and sprocket set up to 13-29 and for triple crankset and sprocket set up to 13-26
- long for triple crankset and sprocket set up to 13-29



PATENTED

TOTAL FUNCTIONALITY

The Centaur groupset has three versions of the rear derailleur: short, medium or long cage. This enables the users to get the best out of the combination of crankset and sprocket set that they have chosen.
The rear derailleur with a short cage is used for the double crankset with a sprocket set up to 13-26.
The rear derailleur with a medium cage is used for a double crankset with a 13-29 sprocket set or a triple crankset with a 13-26 sprocketset.
The rear derailleur with a long cage is recommended for a triple crankset with a 13-29 sprocket set.

CENTAUR CRANKSET

The Centaur 10s crankset has the same technical innovations as the Record and Chorus groupsets in terms of the ultra-drive geometry of the chainrings.
In the three sections of the chainring there are six pins and relative grooves that make it easier for the chain to move up onto the larger chainring. On the other hand, at two set points a special configuration of the chainring teeth makes it easier for the chain to drop down onto the smaller chainring.



Centaur 10s
Ultra-Drive Crankset



New Centaur Hiddenset
Headset with Record-class
bearings.
PATENT PENDING



New aluminum
Centaur seatpost

HIDDENSET HEADSET
The Centaur Hiddenset headset is built into the frame's head tube. The Centaur Hiddenset has been made by using composite materials technology. It is light, durable, simple to fit and is virtually maintenance-free. It has an extremely elegant appearance thanks to the harmonious matching of the fork and frame and the frame and stem.
The bearings are Record class, and are therefore hi-end in terms of materials and tolerances.
The Hiddenset Centaur is available only in the 1-1/8"-diameter version.

CENTAUR SEATPOST
This year, the Centaur seatpost has a new aluminum stem that is even lighter. The choice of materials provides extra lightness by saving about 10 g. This detail is a further reflection of the strong hi-end identity of the Centaur groupset.

The Centaur seatpost is available in the 27.2-mm diameter version.


CHORUS
CHORUS
CHORUS
MADE IN ITALY
CHORUS

CHORUS™



CHORUS™

Chorus triple drivetrain with
a new crankset and a new front
derailleur with lightened cage



PATENT PENDING

CHORUS GROUPSET

The Chorus groupset makes great use of composite materials technology.
Composite materials provide a better weight/resistance ratio than aluminum and titanium. That means that a product in composite material weighs less but provides the same level of resistance, which is no small advantage.
The already high performance provided by the Chorus group is further improved. Crankset, rear derailleur, Ergopower and seatpost now share with the Record groupset the technology of composite materials. The result: a groupset for competition that fears no comparisons, except with the Record groupset. Other new features concern the crankset, the front derailleur and a new bottle-holder kit that have been added to enhance the components.

TRIPLE DRIVETRAIN

The Chorus triple drivetrain this year has two important new features: a new crankset and a new front derailleur.
The crankset is four-arm and is based on the Record crankset. This special design not only reduces weight but also makes the crank and the chainrings one, thereby making the whole assembly stiffer. The front derailleur is also based on the Record design and has a new lightened cage. The assembly is completed by the 111-mm asymmetrical bottom bracket and the rear derailleurs that are available with medium or long cages.

New carbon-fiber Chorus crankset:

- - 152 g
- greater resistance to static load
- greater resistance to fatigue
- greater resistance to torsion



PATENT PENDING

CHORUS CARBON CRANKSET

The Chorus crankset is this year available in the carbon-fiber version by applying the same constructional technology as for the new Record crankset. This Multidirectional carbon fiber is a new composite materials technology recently introduced in the aerospace industry. This new technology distributes the carbon fiber in all directions to produce mechanical resistance in any direction. Layers of Unidirectional Carbon Fiber are then judiciously positioned to further enhance the already outstanding mechanical performance of the Chorus crankset.

The results are amazing:

- weighs just 515 g
- greater resistance to static load
- greater resistance to fatigue
- greater resistance to torsion

The innovative factor is that this technology has transformed a traditionally manual process like the construction of carbon-fiber cranksets into an industrial process. In this way, all the differences in terms of result and performance that are typical of the traditional manual processes have been eliminated. This new technology also ensures uniform production quality. Another important aspect of this new carbon-fiber crankset that should be emphasized is the Q factor: it is the same as for the aluminum version.

New Chorus seatposts in carbon fiber available in the 250-mm versions with a 27.2-mm diameter and in the 350-mm version with diameters of 31.6 and 32.4 mm.





New carbon-fiber
Chorus Ergopower
PATENTED

Record C10 Chain
PATENT PENDING



CHORUS ERGOPOWER
The highly-appreciated carbon-fiber controls are now also available in the Chorus range. In view of their many advantages, we have finally decided to extend this constructional technology to the Chorus groupset. At just 348 g, the weight is extremely low and the appearance breathes class: pure understatement, despite the strong racing spirit that sets it apart. The ergonomics is the same as for all Campagnolo Ergopower: studied right down to the smallest detail and really comfortable.

CHORUS SEATPOST
The Chorus seatpost abandons the titanium stem for more technological and high performance carbon. The head is always in light alloy but has an important new feature: new grooves. The distance between one groove and the other is halved, which doubles angular adjustment scope. There are no more obstacles to obtaining ideal adjustment.

RECORD C10 CHAIN
The Chorus 10s drivetrain uses the Record C10 chain. The Record C10 chain is made from the best materials, is subject to the best treatment and finished to the finest tolerances. It is just 6 mm wide and weighs only 279 g. It has Ultra-Drive geometry and floating link action and its

New Chorus rear derailleurs with carbon front plates, available in 3 versions:

- short cage for double crankset and sprocket set up to 13-26
- medium cage for double crankset and sprocket set up to 13-29 and for triple crankset and sprocket set up to 13-26
- long cage for triple crankset and sprocket set up to 13-29



PATENTED

chrome-nickel-PTFE surface treatment increases durability and performance.
The chain is closed by the HD-Link system.

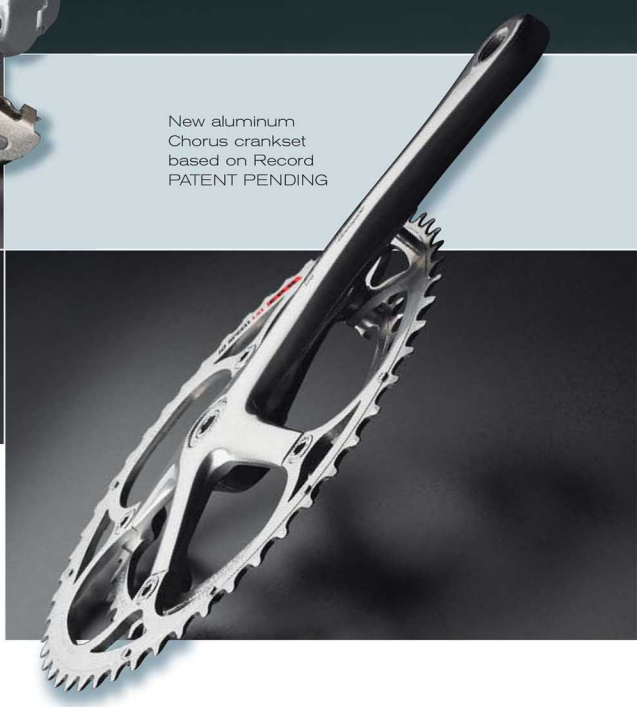
CHORUS REAR DERAILLEUR
The great composite materials input in the new Chorus rear derailleur can be seen at a glance. The carbon plate at front that is so fascinating in the Record groupset is now also found in the Chorus groupset.

A new generation of derailleur pulleys has also been used. The pulleys have been created with a special material that makes the drivetrain incredibly silent. Like all Campagnolo rear derailleurs, the Chorus rear derailleur is available in versions with short, medium and long cages.



New aluminum
Chorus crankset
based on Record
PATENT PENDING





The new Chorus front derailleur with aluminum cage with anti-wear surface treatment.
- more precise shifting
- less weight

CHORUS FRONT DERAILLEUR
The Chorus front derailleur has a new aluminum cage. In addition to the weight reduction, the greater stiffness of the aluminum produces quicker and more precise shifting. Also note the special treatment of the inside of the cage that reduces attrition with the chain and protects the aluminum from abrasion. Available in the clip-on and braze-on versions for double crankset. On the other hand, the triple crankset version has a steel cage that has been improved by the new special treatment.

ALUMINUM CRANKSET
The aluminum crankset of the Chorus groupset is changing faces. The 2004 version is the four-arm version that has been made famous by the Record groupset. Lightness and stiffness are its distinguishing features.





New extra-light Chorus bottle holder in composite material PATENT PENDING

It is available in the versions for double and triple cranksets.

CHORUS BOTTLE HOLDER
New bottle holder in composite material weighing just 35 g. The Chorus bottle holder is distinguished by a unique system for holding the bottle in place. The system is patented: a deliberate difference of just a few degrees between the support axis and the collar means that after the bottle has been completely inserted the carbon collar acts as a push spring that holds the bottle in its ideal position.
The Chorus bottle holder is sold with a dedicated Campagnolo bottle with a sober and classy design but can also be used with other types of bottle.
Extra-light bottle holder for bikes that strive for excellence.


RECORD
RECORD
RECORD
RECORD
TITANIUM

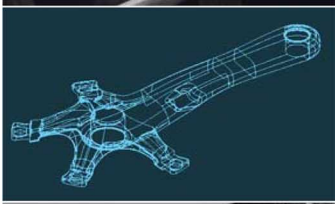
RECORD™



New carbon-fiber Record crankset:
- Innovative design for maximum stiffness
- 500 g
- greater resistance to static load
- greater resistance to fatigue
- greater resistance to torsion
- Surfaces of chainrings treated against wear/attrition

PATENT PENDING





Composite materials provide:
- great resistance and low weight
- greater torsional resistance
- resistance to corrosion
- durability



RECORD GROUPSET

The most technological groupset for racing bicycles. The Record groupset is incomparable and a glance will tell you why. But the Record groupset does not just have outstanding esthetic appeal. It contains an unprecedented concentration of technology. The use of the technology of composite materials enables components with reduced weight and greater mechanical resistance to be obtained. Not to mention the flexible design and solutions reached that would be impossible with aluminum. The materials have been chosen and specially made for each single component. The geometry and winning technical solutions are the fruit of the combination of great experience of the world of racing and the know-how of our Research & Development Department. Nothing that you can see and certainly nothing that you can't see has been left to chance. Don't be deceived by the excellent visual appearance: underneath there's much more.

COMPOSITES TECHNOLOGY

Composite materials provide a better weight/resistance ratio than do aluminum and titanium. In other words, a product in composite materials provides the same resistance for less weight. Composite materials are a combination of two components: resin and fiber. The resin is the matrix of the piece that one wishes to obtain; the fiber, which may be glass, Kevlar or carbon, is designed to increase the resistance of the resin. In all cases, whatever the combination, this technology has common features that



make it very interesting:
- high resistance and low weight
- greater torsional resistance
- resistance to corrosion
- durability.

In addition, altering the distribution of the fibers enables the component's resistance to impact, tension and flexure to be altered at will to create a product with features that are specific to its use. Campagnolo has been doing pioneering work in the field of composite materials for many years with amazing results that are there for all to see. Design flexibility is the reason why we have embarked on this road with such conviction. The ability to create a component with different internal characteristics gives us an advantage over our competitors that we want to increase.

CARBON-FIBER RECORD CRANKSET

The carbon-fiber Record crankset outclasses itself. A new technology of composite materials that was recently introduced to the aerospace industry is now used in the new Record crankset: Multidirectional Carbon Fiber. This new technology distributes the carbon fiber in all directions to produce mechanical resistance in any direction. In addition, if it is not sufficient, Unidirectional Carbon Fiber has been judiciously positioned to further enhance the already outstanding mechanical performance of the Record crankset. The results are amazing. Last year's Record crankset was vastly superior to those of our competitors and this new one outclasses itself:
- Innovative design for maximum stiffness
- weighs just 500 g

Record triple drivetrain, with chainrings that have been given special treatment for greater resistance to wear and greater smoothness.



PATENT PENDING

- greater resistance to static load
- greater resistance to fatigue
- greater resistance to torsion

The absolutely innovative result is that this new technology enables an industrial process to be created that eliminates the erratic results and performance of a manual process. Arranging the carbon fiber in the cranksets was until now an exclusively craft activity and because of this results and performance within the same component could differ widely. But by industrializing the process we have finally been able to obtain components that are all of the same impeccable quality. The chainrings with their ultra-drive geometry have been given a special new treatment that reduces attrition with the chain and improves resistance to wear. Another important aspect of this new carbon-fiber crankset that should be emphasized is the Q factor: it is the same as for the aluminum version.

TRIPLE DRIVETRAIN

The Record triple drivetrain has great scope.
The crankset is available in the versions 30-40-50 or 30-42-53, so the Record 10s drivetrain provides our users with a vast range of possibilities.
The Record triple drivetrain is without a doubt a drivetrain for racers, as can be seen from the asymmetrical bottom bracket with carbon-fiber body that maintains the pedal cadence symmetry.

New Record rear derailleurs with carbon cage, available in 3 versions:

- short cage for double crankset and sprocket set up to 13-26
- medium cage for double crankset and sprocket set up to 13-29 and for triple crankset and sprocket set up to 13-26
- long cage for triple crankset and sprocket set up to 13-29



PATENTED

RECORD REAR DERAILLEUR

The new Record rear derailleur is revealed in all its echnological and design excellence.
In addition to the front plate there is now the new cage in carbon fiber crossed at 90° that further reduces weight and increases visual appeal.
From the technical point of view, it is interesting to note that we have used this type of distribution of the carbon fibers for the short cage but for the medium and long cages we have used the latest aerospace technology: multidirectional carbon fiber. The different mechanical needs arising from the greater length of the cage could be met only by carbon fiber distributed multidirectional along the entire length of the component.
The pulleys are also new and the quality of the special material used increases the quietness of the entire drivetrain.
The threaded titanium parts complete the assembly's excellence.

RECORD™

Record Ergopower,
improved yet further
• less weight
• more gentle action
PATENTED



New lightened Record front derailleur with external cage in carbon fiber and internal cage in aluminum
PATENT PENDING





RECORD ERGOPOWER
Record Ergopower is the unchallenged symbol of the Record groupset. The classy design is sober but aggressive at the same time and together with the high performance sums up what makes Record special.
The ergonomics are common to all Campagnolo groupsets and have been studied from all points of view to enable access to the shifter in any situation and to provide maximum comfort.

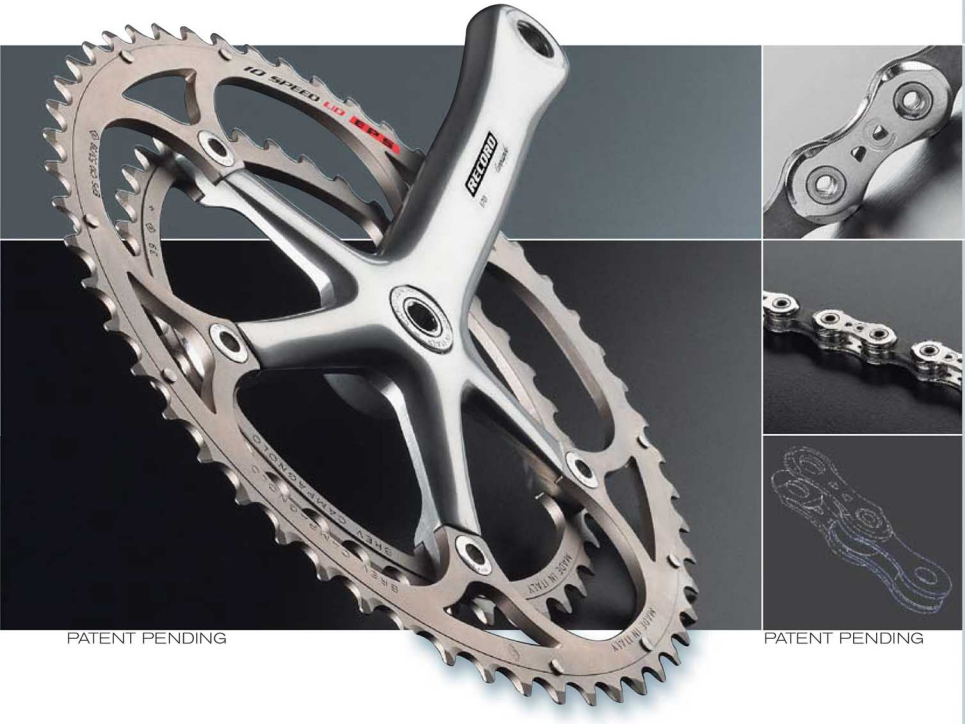
This technological gem has been further improved by concentrating on gear shifting and on reducing the weight of the internal components.
New surface treatments have been applied to the internal mechanisms to make the action noticeably more gentle.
Excellence weighs just 324 g.

RECORD FRONT DERAILLEUR
Greater lightness and rapidity for the new Record front derailleur.

The external cage in carbon fiber and the internal cage in aluminum save a great deal of weight, the braze-on version weighing just 69 g. Shifting both up and down is quicker thanks to the combination of these two materials that make the cage of the front derailleur considerably stiffer. The aluminum cage lifts the chain up and has a special coating that increases resistance to wear and reduces attrition with the chain.
It is available in the braze-on and clip-on versions for the

Record aluminum crankset with Ultra-Drive chainrings with a special new treatment that increases resistance to wear and decreases attrition with the chain.

New Record C10 Ultra Chain
- lighter links
- hollow pins
- greater outer link resistance



PATENT PENDING

PATENT PENDING

double drivetrain.
On the other hand, the front derailleur for the triple drivetrain still has a steel cage, which is nevertheless improved by the special treatment.

ALUMINUM CRANKSET
The 2004 version of the aluminum Record crankset has new chainrings. The Ultra-Drive Record chainrings have been given a new special treatment that increases resistance to wear and decreases attrition with the chain.

RECORD C10 ULTRA CHAIN
The new Record C10 Ultra Chain is incredibly light.
The new lighter links connected to the hollow pins have produced an amazing result. It weighs 20 g less than the already light Record C10.
All this increases outer link resistance whilst maintaining the resistance values and the type of surface treatment that ensures long-term shift precision.



New Record seatpost with top clamp in carbon fiber. Available in the 250 and 350-mm versions with a 27.2-mm diameter and in the 350-mm version with diameters of 31.6 and 32.4 mm.



RECORD SEATPOST

Lighter with double adjustment possibility. That's the new Record seatpost. The top head clamp is now in carbon fiber for greater lightness. The groove in the head has been halved in size, which doubles the angles at which the seat can be tilted. Available in the 250 and 350-mm versions with a 27.2-mm diameter and in the 350-mm version with diameters of 31.6 and 32.4 mm.

RECORD BRAKES

The differentiated Record brakes are now available in two different color schemes: the classic anodized aluminum finish and the aggressive new shiny black finish. Both versions are enhanced by the titanium parts.



Record brakes in
2 anodized finishes:
- new shiny black
- aluminum

PATENTED



New Record bottle holder
in monocoque carbon fiber
weighing just 18 g
PATENT PENDING

RECORD BOTTLE HOLDER

The Record bottle holder is a carbon-fiber monocoque weighing just 18 g.

The Record bottle holder is a fine example of the very high degree of know-how achieved in the field of composite materials and is distinguished by a brilliant bottle-retention system. The system is patented: a deliberate difference of just a few degrees between the support axis and the collar means that after the bottle has been completely inserted the carbon collar acts as a push spring that holds the bottle in its ideal position.

Most of the carbon-fiber bottle holders weigh between just 30 and 40 g.

The Record bottle holder is sold with a dedicated Campagnolo bottle with a sober and classy design but can also be used with other types of bottle.

This Record bottle holder has an excellent design and is waiting to be fitted to the finest bicycles.

RECORD™ PISTA™





RECORD PISTA
The Pista version of the Record groupset is an assembly of high-performance components designed for track events. The crankset, hubs and bottom bracket are designed specifically for track use whereas the three versions of carbon-fiber seatpost, pedals and headsets are the same components as for the Record groupset for road use.

TRIATHLON/TIME-TRIAL COMPONENTS
Races against the clock. Every part is vital. Nothing is let to chance. Lightness and aerodynamics are the key words. Campagnolo has provided special components for triathlons and time trials: bar-end shifters, over-size chainrings and special extra-light brake control levers in composite materials.

ERGOBRAIN10™



ERGOBRAIN10
ErgoBrain is Campagnolo's technological link between past and future. It is the fruit of the union between cycling experience and high technology. ErgoBrain10 is a true unit for controlling the bicycle. A simple click on the integrated Ergopower accesses all functions without the riders needing to take their hands off the handlebars.
ErgoBrain10 is compatible with the Campagnolo 2x10 and 3x10 drivetrains using the bracket supplied and is compatible with the 2x9 and 3x9 drivetrain if the optional bracket is used.





- Sprocket self-learning
- display of chainring tooth number/sprocket in use and chain position display



- Stopwatch function
- Gear development

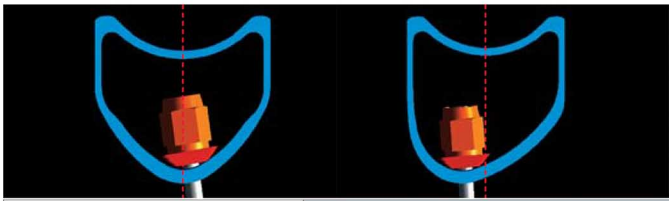


- Backlit screen
- Acoustic functions

FUNCTIONS
Many functions make up this technological concentration but some distinguish it and raise it above normal bicycle computers:

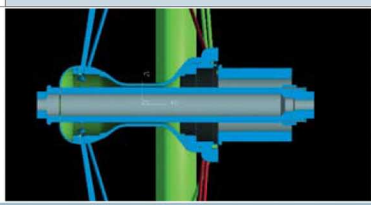
- sprocket self-learning
- display of chainring tooth number/sprocket in use and chain position display
- stopwatch function
- gear development
- backlit screen
- acoustic functions

Symmetrical front wheel
Asymmetrical back wheel



SYMMETRIC FRONT
ASYMMETRIC REAR™

HPW hub



LOW-PROFILE WHEELS
These wheels are used for long rides and steep mountain stages.
Campagnolo low-profile wheels are laterally and torsionally stiff for better transmission of power and greater riding precision and at the same time they are vertically elastic to absorb the jolts that are frequent when riding on poorly surfaced roads. They are springy, precise in approaching bends and very comfortable for long rides.



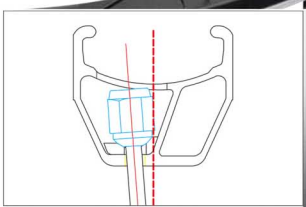
PROTON
Lightness, responsiveness, solidity and reliability are the features that distinguish the low-profile Campagnolo Proton wheels. The rear rim is asymmetrical to improve wheel dish and make the wheel even more solid. Movement is provided by oversize hubs with body and axle in light alloy with high-precision adjustable bearings. The spokes are differential with varying sections to reduce total weight. Outstanding performance at an affordable price.

NEUTRON™

Neutron rim specially
designed lighter clincher tire



Asymmetrical rear rim





Asymmetrical spoking for
homogeneous load distribution

Tubular
Neutron wheel



NEUTRON

Campagnolo Neutron wheels are the choice for those who want to be winners uphill. They are light and responsive and are decisive when changing rhythm or accelerating. This year's clincher tire version comes with a rim that has been lightened by a special process that reduces the weight by about

New Neutron wheels clincher tire



PATENTED

30 g, but maintains the wheel's technical properties.
The special section of the rim absorbs jolts from an uneven road surface and provides ideal comfort during long-distance competitions. The HPW oversize hubs of the Record class and the differentiated 'aero' spoke provide ultralinear geometry that ensures that loads are distributed along the entire length of the spoke without concentrating on a single point as in the case of traditional spoking.
The rear differential asymmetrical rim improves wheel dish and further increases wheel solidity.
Designed for climbers.

HYPERON™ TUBULAR

Rims for tubular tires in structural carbon



Specific brake pads for Hyperon tubular braking surface



Hub body in structural carbon with variable thickness







HYPERON WHEELS FOR TUBULAR TIRES

The cyclist's forbidden dream, Campagnolo's Hyperon wheels for tubular tires are in a class of their own in the field of low-profile wheels. Hyperon wheels for tubular tires have unrivalled performance. The use of composite materials technology saves weight without sacrificing



PATENT PENDING

resistance. The weight saving of over 300g compared with most aluminum wheels is felt at the slightest acceleration. Accelerating becomes incredibly easy and one notices that thrust energy loss is practically zero. Spurts on climbs are nothing like what has ever been seen before and speed changing is amazingly easy.

These features of excellence are for those cyclists who only want the best.

HYPERON™ CLINCHER

Rims for clincher tires
in structural carbon



HPW Record-class
aluminum hub



Specially designed brake pads
for braking surface of Hyperon
rims for clincher tires.



HYPERON CLINCHER TIRES
Campagnolo Hyperon wheels are finally also available as clincher tires and their features reflect Campagnolo's expertise in the field of composite materials. The carbon rims for clincher tires turned out to be much more complicated than expected. It was not a matter of adapting the rim for tubular tires but of designing a completely new rim. The requirements of a rim for clincher tires are completely different from those of a rim for tubular tires. Issues of resistance to pressure, temperature and shock have to be resolved that are absent or at least much reduced in the case of tubular tires.
That is why we designed a rim



New Hyperon wheels
clincher tires.

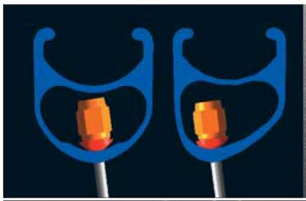
PATENT PENDING

made from specific materials that could fully meet the new needs. The new Hyperon rim for clincher tires withstands high pressure pumping, high temperatures due to braking and the shocks that are typical of the clincher tire profile.
Braking: the new braking surface involves the use of brake pads that have been designed exclusively for rims onto which clincher tires are fitted. Two versions are available: Hyperon clincher tire and Hyperon Ultra clincher tire. Hyperon clincher tire has a structural carbon rim and Record-class black anodized aluminum hub.
All the advantages of a carbon rim at an affordable price.

HYPERON ULTRA™ CLINCHER

Symmetrical front wheel
Asymmetrical rear wheel

Bearings with ceramic ball bearings for the Ultra clincher tire version.
Bearings with steel ball bearings for the clincher tire version.







Hub body in structural carbon with variable thickness



HYPERON ULTRA CLINCHER TIRE

Hyperon Ultra clincher tire is the non plus ultra of low-profile carbon wheels. Both the rim and the hub are in structural carbon obtained from Campagnolo's major experiments with composite materials. In addition to their lightness, composite materials enable the



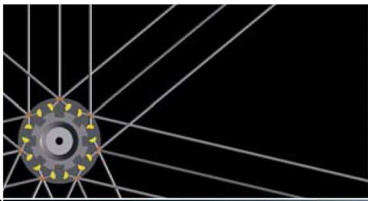
New Hyperon Ultra wheels
clincher tire

PATENT PENDING

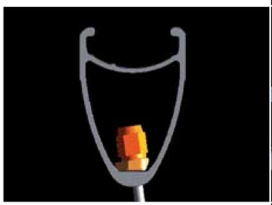
same component to be given different properties. In the case in point, we have made the shock-absorbing points elastic and have stiffened the points where there was no need to waste the cyclist's energy. Using this technology has opened up new design horizons that were until now hidden by the intrinsic limits of aluminum. The hubs have a new feature that confirms the Ultra core of these new Hyperon wheels. The ceramic ball bearings inside the bearings. Unlike steel ball bearings, they have greater rolling capacity over time that is four times greater than that of steel ball bearings and at the same time they are harder wearing. Total superiority.

MEDIUM-PROFILE WHEELS

G3 spoking for greater torsional and lateral stiffness



Self-aligning nut-plate system for optimum load distribution



Medium profile to obtain light and responsive wheels that are at the same time aerodynamic and fast.



Ultralight hubs that are easy to maintain with aluminum axles.



MEDIUM-PROFILE WHEELS
They strike the perfect balance between low and high-profile wheels.
They exploit the strong points of both: they are light and responsive but at the same time they are extremely aerodynamic and fast.
They can be immediately recognized by their ingenious G3 spoking that divides the spokes into groups of three. This system of spoking is distinguished by:
- better lateral stiffness
- better power transfer
- better balance of tension

The versatile wheels.

New Vento wheels

VENTO™



PATENT PENDING

VENTO G3
The Vento G3 wheels are the latest product in the medium-profile range.
These entry-level wheels are distinguished by their G3 spoking. The rim has a medium profile of 24 mm and is machined on the sides to improve braking quality. It also has an eyelet for greater resistance to spoke tension.
Both hubs are flanged and positioned on industrial bearings of proven quality.
An entry-level wheel with top-end quality.

New oversize front hub

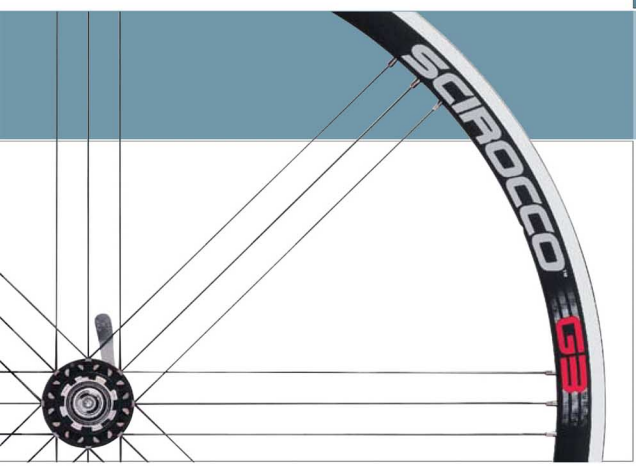


Machined braking surface



G3 spoking





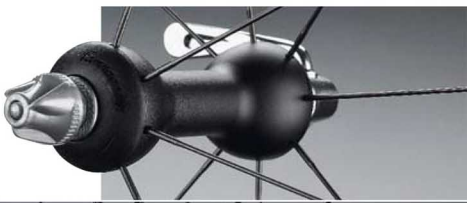
SCIROCCO G3
The Scirocco G3 wheels were created so that the general public could enjoy the performance of the G3 system. They are extraordinary value for money and provide top-end technical features for a very slight weight increase.



PATENT PENDING

30-mm medium-profile rim. Oversize hubs on industrial bearings. Black-satin finish on rims, hubs and spokes. Scirocco G3 wheels are suitable for both competitions and daily training.

HPW front hub



HPW rear hub



G3 7x3 spoking



Front wheel with radial spoking



ZONDA G3

The Zonda G3 2004 wheels have been completely revamped. The rim has a 30-mm medium profile. The hi-end hubs are HPW with oversize body and axle in light alloy, just like the freewheel body, and they have standard Record class inner componentry. These extraordinary hubs combine



PATENT PENDING

exceptional performance with very low weight and can be adjusted with extreme precision even with the wheel mounted on the bicycle, in racing trim. The spoking is radial on the front wheel and G3 on the rear wheel to obtain maximum power transmission. Hi-tech wheels for high performance.

Specially designed lightened rims

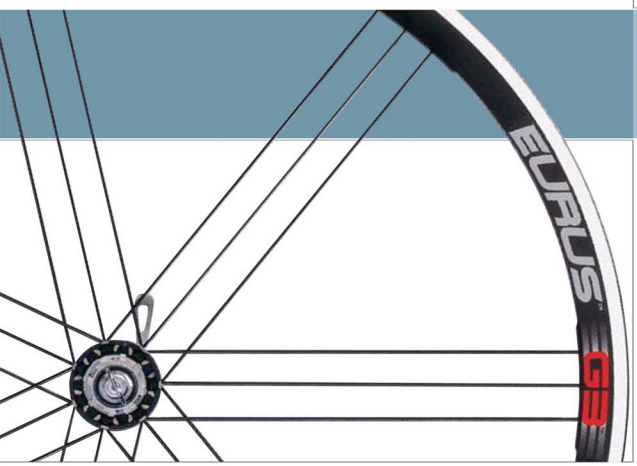


Ultralinear geometry





Self-locking plate and nut with spherical coupling



EURUS G3

The Eurus G3 wheels are the symbol of medium profile wheels. They are light and responsive but at the same time they are aerodynamic and fast.

The 30-mm rim has been specially machined to bring the weight of a pair of Eurus wheels down to 1500 g.



PATENT PENDING

The oversize hubs are Record and have the classic lubrication hole. The front wheel has radial Ultralinear spoking whereas the rear wheel has G3 spoking that improves lateral stiffness and optimizes power transmission. Eurus G3 wheels are the multipurpose wheels par excellence and are ideal for both speed and climbing.

HIGH-PROFILE WHEELS

High-profile rim
for maximum speed.

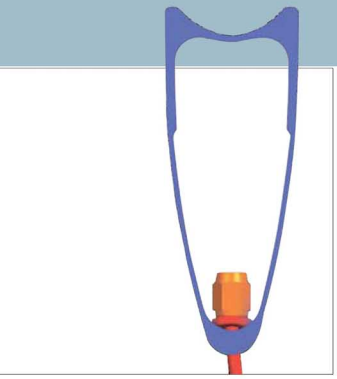


Specific brake pads
for Bora braking surface



Rear hub with oversize flange





HIGH PROFILE WHEELS
These wheels are built for sheer speed. Aerodynamics and total transmission of power. All the rest is secondary.
Each single component has been designed to offer the least possible resistance to the air, from the rim profile to the aero spokes. The same goes for the transmission of power: maximum torsional and lateral stiffness to optimize power transmission. When hundredths of a second count.



PATENT PENDING

BORA G3
The Bora G3 wheels are Campagnolo's new full-carbon high-profile wheels. The rims and hubs in structural carbon are the result of the know-how and composite materials technology that generated the Hyperon wheels.
The composite materials enable weight to be saved with no loss of mechanical resistance, thereby increasing fatigue durability. The carbon hubs with their variable thickness and spherical surfaces have Record-class internal components and a light-alloy freewheel and titanium pawl carrier. The rear hub has an aluminum right flange whose diameter has been enlarged to further increase the wheel's torsional stiffness. Spoking is radial on the front wheel and G3 on the rear wheel. The doubling of the spokes on the right wheel that characterizes G3 spoking increases lateral stiffness and improves torque transmission.
High-profile racing wheels weighing little more than 1300 g.



GHIBLI
The best disc wheel.
When you are looking for the best aerodynamic performance, the solution is the Ghibli Campagnolo wheel. As the Ghibli is light and extremely stiff, it is the perfect wheel for time trials. Instead of traditional spokes, the Ghibli has a tensostructure of material adapted from aerospace technology that ensures exceptional power transmission and really keeps down the weight.
The Ghibli runs on oversize Record-class hubs and is available in the road and track versions.

Pista wheel with new graphics

PISTA™



PISTA
The Pista wheels transform the track racer's energy into pure speed.
The Pista wheels were designed with just one objective: maximizing power transmission. In track events, weight is of minimal importance, the substantial difference comes from the wheel's ability to transmit the cyclist's power. We have therefore combined a high-profile quality rim with spoking that maximizes power transmission. There are 20 of these 2-mm 'aero' spokes on the front wheel and 24 on the back wheel.

TOOLS

Special Campagnolo tools used by the world's best mechanics.

Bottom bracket milling unit for maximum flatness

Headset milling unit ensures optimum efficiency



Superior quality tool with patented system for aligning/holding in place the chain.

TOOLS
Campagnolo tools have been designed specifically for Campagnolo products. Whereas the tools that are generally commercially available mediate between the different existing products, Campagnolo tools have been designed and engineered to interface with Campagnolo products. The tools are made from the finest materials, which is why they are famous for their durability.

SUPERLATIVE LUBRICANT
Campagnolo Superlative chain lubricant is without equal. Campagnolo's Superlative chain lubricant gets right inside the chain, bonds with it at the molecular level and lubricates it like no other lubricant. Result: chain wear is virtually eliminated. Campagnolo's Superlative chain lubricant is totally synthetic, withstands high temperatures, does not dissolve in water, makes lubrication less frequent and makes the drivetrain run more silently.
The ideal lubricant for those who want top performance from their drivetrain.

LUBRICANT CABLES AND HOUSING



The ideal lubricant for those who want top performance from their drivetrain.

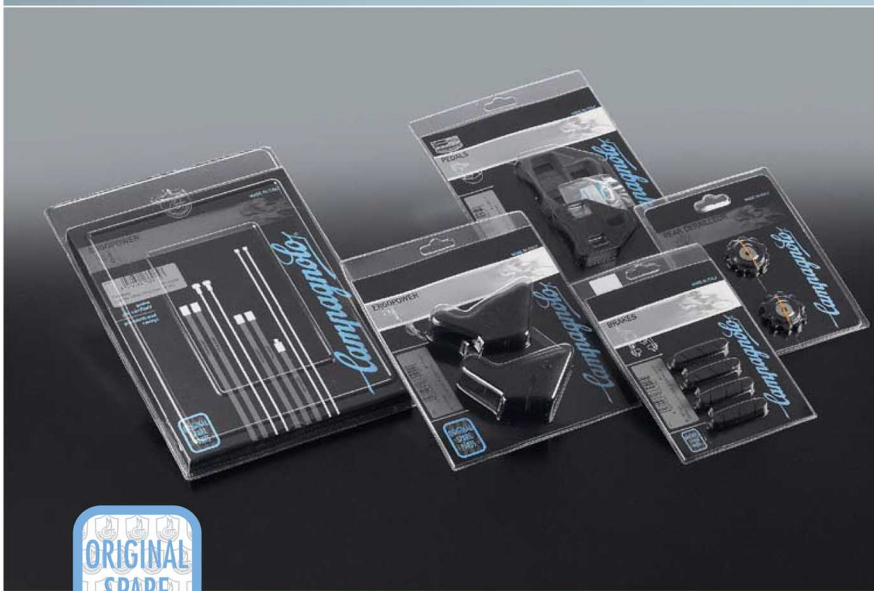


Campagnolo cables and housing to get the most out of your components

CABLES AND HOUSING

Campagnolo cables and housing were already performing better than those of our competitors but they have now been yet further improved over the last few years. Campagnolo has reaffirmed its decision to opt for a stainless-steel cable without surface treatment that runs inside housing in attrition-free material lubricated with special grease. Tefloning the cable did not in fact provide the required long-term performance. Improving the raw material and the system of lubrication of the housing has made the cable run 50% more smoothly than was the case with the previous system. Laboratory tests have demonstrated unparalleled low levels of friction. The attrition value of the Campagnolo cable and housing assembly was a constant 20-22 N in the most critical point, the initial detachment. This value is incredible when one considers that certain systems of our competitors have attrition values of around 130-140 N. It must be emphasized that to obtain the smoothest results the Campagnolo cable and housing assembly must always be used together and any mix of material must be avoided.

SPARE PARTS



Original Campagnolo spare parts distributed throughout the world to ensure maximum component efficiency.

SPARE PARTS

Campagnolo has a vast range of spare parts that are shipped instantly throughout the world. The idea is simple: providing all our users with an excellent spare parts service.
Campagnolo products are not disposable products, and maintenance is possible and recommended.
Brake pads, sprockets and Ergopower brake-lever hoods are just some of the products that are available as spare parts. Our distributors span the globe and carry Campagnolo spare parts. If they are missing an item, Campagnolo will immediately make good the lack by express delivery. Wherever you are, the Campagnolo spare parts service is therefore guaranteed. The Campagnolo spare parts catalog is updated in real time and can be downloaded in pdf format from the website www.campagnolo.com.

CORKSCREW

The Campagnolo corkscrew faithfully reflects the genius of its inventor, Tullio Campagnolo.



"BIG" CORKSCREW

The Campagnolo corkscrew faithfully reflects the genius of its inventor, Tullio Campagnolo. In moments of difficulty, his genius, together with his great manual skill, always produced truly revolutionary inventions. It's no coincidence that some considered him to be a latter-day Leonardo da Vinci.
A really awkward bottle and a corkscrew that wasn't up to the job were the cause of this new stroke of genius that has not been bettered since 1966.

The patented system of the telescopic self-aligning cover always places the screw in the central part of the cork. The large screw in hardened steel with a wide and sharp profile provides maximum grip on the cork and the two large levers enable the corks to be pulled out of bottles of the finest vintages without disturbing the sediments that are typical of such wines. These technical features and the use of the finest raw materials have made this corkscrew a must, a symbol of genius that is recognized throughout the world.

MIRO CORKSCREW

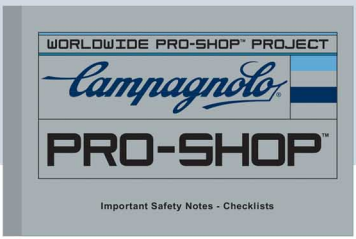
The Miro corkscrew is made for trips out of doors, perhaps at boat trip off Sicily's Aeolian Islands. It combines all the technical features of the "Big" Campagnolo corkscrew in more manageable proportions. Available in the colors: lobster, red and black.

A special transfer sticker shows that the store is part of the Pro-Shop Project and an annual stamp shows that its membership has not lapsed.





Each Campagnolo bicycle is issued with the Pro-Shop booklet.



Campagnolo "Worldwide Pro-Shop Project"

The "Worldwide Pro-Shop Project" is a fundamentally important project in the evolution of Campagnolo. The great technological evolution provided by the components of this company from Vicenza, Italy has made it necessary to create a worldwide network of specialized Campagnolo stores. With the Pro-shop project, Campagnolo wants to provide a fast, competent and effective service for its customers. Selected retail outlets will be the local dimension of Campagnolo professionalism. The Pro-Shops

WORLDWIDE PRO-SHOP™ PROJECT

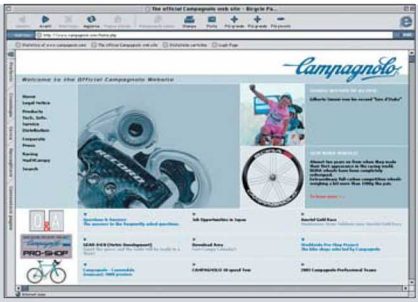


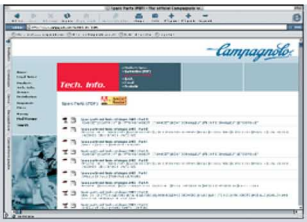
The updated list of stores taking part in the Project can be downloaded from the website **www.campagnolo.com**

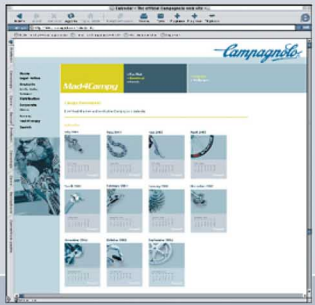
will be in constant contact with Campagnolo through meetings proposed by the company, technical updates, press releases and information on products.
The Worldwide Pro-Shop Project is a clear signal of Campagnolo's commitment to its customers.

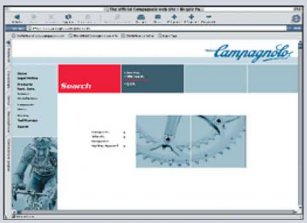
Campagnolo professionalism within everybody's reach.
The updated list of Campagnolo Pro-Shops can be downloaded from the website www.campagnolo.com.

www.campagnolo.com











The Campagnolo site is a mine of constantly updated information. Campagnolo.com is graphically very attractive, easy to use and full of information: it covers products, technical information, corporate news, the press office and more sensation packed items such as racing or Mad4Campy, the rally of Campagnolo fans.

But the most important aspect is the updating: Campagnolo.com is a living site. Each section changes, grows and is enriched with new content daily.



Technical Specifications

Campagnolo

IMPORTANT PERFORMANCE, SAFETY AND WARRANTY NOTICE

The components of the 9s and 10s drivetrains, the braking systems, and most Campagnolo® components, are designed as a single integrated system. To avoid compromises in terms of SAFETY, PERFORMANCE, DURABILITY, FUNCTION, and to prevent voiding the WARRANTY, we recommend that you only use the components specified by Campagnolo Srl, without interfacing them with or substituting them with products manufactured by other companies.

Dear Friend,

We have tried to be precise but would like to apologize for any mistakes that there might be in this catalogue. We must also point out that we reserve the right to change products, surface finish and specifications at any moment without prior notice. For further information, please visit our site www.campagnolo.com, which is regularly updated.

Campagnolo, Campy, Record, Chorus, EPS, Centaur, Centaur Century Grey, Veloce, Mirage, Xenon, Hyperon, Hyperon Ultra, Neutron, Proton, Eurus, Zonda, Scirocco, Bora, Ghibli, Vento, Pista, Ergobrain, Ergobrain10, Superlative, Ultra, Floating-Link-Action, HD-Link, HD-L, Exa-Drive, Ultra-Drive, Pro-Fit, Pro-Fit PLUS, Differential brakes, Threadless, Hiddenset, Hiddenset TTC, TTC, Ergopower, BB System, C10, C9, ED, UD, HPW, G3, Ultralinear-Geometry, Ultralinear, Differential rims, Differential spokes, Asymmetric, AC-H, AC-S, SC-S, Pro-Shop, Tecnologia ed Emozione are Campagnolo Srl Trademarks

XENON™ 2004

COMPONENT	OPTIONS	DESCRIPTION			Indicative* weight (g)
XENON™ 9s rear derailleur	short cage	with double crankset	min. sprocket 11 - max. sprocket 26 – cap. 27 – max. front. diff. 14	upper to lower pulley-axle: 55 mm	254
	medium cage	with double crankset	min. sprocket 11 - max. sprocket 28 – cap. 29 – max. front. diff. 14	upper to lower pulley-axle: 72,5 mm	258
		with triple crankset	min. sprocket 11 - max. sprocket 26 – cap. 35 – max. front. diff. 22		
	long cage	with triple crankset	min. sprocket 12 - max. sprocket 28 – cap. 37 – max. front. diff. 22	upper to lower pulley-axle: 89 mm	263
XENON™ front derailleur	braze-on / clip-on: 32 mm	for double crankset - capacity 15 – ingr. max 54 – black finish			103
XENON™ Triple front derailleur	braze-on / clip-on: 32 mm	for triple crankset - capacity 22 – ingr. max 52 - black finish			118
XENON™ Ergopower™		double/triple crankset compatible – composite body and levers			357
XENON™ front hub	32, 36 holes	adjustable bearings - O.L.D. 100 mm			226
MIRAGE™ rear hub	32, 36 holes	9s/10s - light alloy freewheel body – sealed bearings lockring thread 27x1 - O.L.D. 130 mm			447
MIRAGE™ UD™ 9s sprockets - steel	12-23, 13-23, 13-26	Ultra-Drive™ - single sprockets - galvanized - supplied without lockring			231
RECORD™ UD™ C9™ chain		9s - Ultra-Drive™ - "Floating Link Action"™ - Chrome-Nickel-PTFE finish - 114 links			300
XENON™ crankset	170, 175 mm	Exa-Drive™ chainrings – 39-52 - requires b.b. with L. 111 mm			793
XENON™ Triple crankset	170, 175 mm	for triple crankset - 30-42-52 - Exa-Drive™ chainrings requires b.b. with L. 111 or 115.5 mm (for oversize seat tube Ø 32 or 35 mm)			953
SC-S™ bottom bracket	ITA, ENG 111, 115.5 mm	cartridge b.b. - solid axle - steel cups - axle L. 111 mm for double crankset - axle L. 111 mm for triple crankset with seat tube Ø 28.6 mm - axle L.115.5 mm for triple crankset with oversize seat tube Ø 32 or 35 mm			358
XENON™ brakes		brake-pad height adj. ratio: 42÷52 mm (measured from brake fixing-bolt to brake-shoe-nut)			380
CENTAUR™ cable guide plate		to fit under bottom bracket shell - resin			6

*The indicative weight refers to the lighter specification among the available options.
The weight of the hubs includes the quick-release.

MIRAGE™ 2004

COMPONENT	OPTIONS	DESCRIPTION			Indicative* weight (g)
MIRAGE™ 9s rear derailleur	short cage	with double crankset	min. sprocket 11 - max. sprocket 26 – cap. 27 – max. front. diff. 14	upper to lower pulley-axle: 55 mm	269
	medium cage	with double crankset	min. sprocket 11 - max. sprocket 28 – cap. 29 – max. front. diff. 14	upper to lower pulley-axle: 72,5 mm	274
		with triple crankset	min. sprocket 11 - max. sprocket 26 – cap. 35 – max. front. diff. 22		
	long cage	with triple crankset	min. sprocket 12 - max. sprocket 28 – cap. 37 – max. front. diff. 22	upper to lower pulley-axle: 89 mm	281
MIRAGE™ front derailleur	braze-on / clip-on: Ø 28.6, 32 mm	for double crankset - capacity 15 – max. chainring 54			103
MIRAGE™ Triple front derailleur	braze-on / clip-on: Ø 28.6, 32 mm	for triple crankset - capacity 22 – max. chainring 52			118
MIRAGE™ 9s Ergopower™		double/triple crankset compatible – composite body and levers - ErgoBrain 10™ computer ready			406
MIRAGE™ front hub	32, 36 holes	adjustable bearings - O.L.D. 100 mm			249
MIRAGE™ rear hub	32, 36 holes	9s/10s - light alloy freewheel body – sealed bearings - lockring thread 27x1 O.L.D. 130 mm			447
MIRAGE™ UD™ 9s sprockets - steel	12-23, 13-23, 13-26	Ultra-Drive™ - single sprockets- galvanized - supplied without lockring			231
RECORD™ UD™ C9™ chain		9s - Ultra-Drive™ - "Floating Link Action"™ - Chrome-Nickel-PTFE finish - 114 links			300
MIRAGE™ crankset	silver / black 170, 172.5, 175 mm 39-53, 42-52	Exa-Drive™ – steel inner chainring - requires b.b. with L. 111 mm			713
MIRAGE™ Triple crankset	silver / black 170, 175 mm	30-42-52 - Exa-Drive™ - steel inner chainring - requires b.b. with L. 111 or 115.5 mm (for oversize seat tube Ø 32 or 35 mm)			769
SC-S™ bottom bracket	ITA, ENG 111, 115.5 mm	cartridge b.b. - solid axle - steel cups - axle L. 111 mm for double crankset axle L. 111 mm for triple crankset with seat tube Ø 28.6 mm axle L. 115.5 mm for triple crankset with oversize seat tube Ø 32 or 35 mm			358
CENTAUR™ Pro•Fit PLUS™ pedals		steel axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - metallized finish - left axle compatible with the ErgoBrain™ magnet			325
MIRAGE™ brakes		brake-pad height adj. ratio: 42÷52 mm (measured from brake fixing-bolt to brake-shoe-nut)			380
CENTAUR™ cable guide plate		to fit under bottom bracket shell - resin			6

*The indicative weight refers to the lighter specification among the available options. The weight of the hubs includes the quick-release.

VELOCE™ 2004

COMPONENT	OPTIONS	DESCRIPTION			Indicative* weight (g)
VELOCE™ 10s rear derailleur	short cage	with double crankset	min. sprocket 11 - max. sprocket 26 – cap. 27 – max. front. diff. 14	upper to lower pulley-axle: 55 mm	250
	medium cage	with double crankset	min. sprocket 11 - max. sprocket 29 – cap. 30 – max. front. diff. 14	upper to lower pulley-axle: 72,5 mm	259
		with triple crankset	min. sprocket 11 - max. sprocket 26 – cap. 36 – max. front. diff. 23		
	long cage	with triple crankset	min. sprocket 12 - max. sprocket 29 – cap. 39 – max. front. diff. 23	upper to lower pulley-axle: 89 mm	263
VELOCE™ 9s rear derailleur	short cage	with double crankset	min. sprocket 11 - max. sprocket 26 – cap. 27 – max. front. diff. 14	upper to lower pulley-axle: 55 mm	250
	medium cage	with double crankset	min. sprocket 11 - max. sprocket 28 – cap. 29 – max. front. diff. 14	upper to lower pulley-axle: 72,5 mm	255
		with triple crankset	min. sprocket 11 - max. sprocket 26 – cap. 35 – max. front. diff. 22		
	long cage	with triple crankset	min. sprocket 12 - max. sprocket 28 – cap. 37 – max. front. diff. 22	upper to lower pulley-axle: 89 mm	263
VELOCE™ 9s/10s front derailleur	braze-on / dip-on: Ø 32, 35 mm	capacity 15 – max. chainring 54			92
VELOCE™ 9s front derailleur	braze-on / dip-on: Ø 28.6, 32 mm	capacity 15 – max. chainring 54			93
VELOCE™ Triple front derailleur	9s/10s braze-on / dip-on: Ø 32, 35 mm	capacity 22 – max. chainring 52			100
VELOCE™ Ergopower™	9s / 10s	double/triple crankset compatible - composite body – anodized lever - ErgoBrain 10™ computer ready			402
VELOCE™ front hub	32, 36 holes	adjustable bearings - O.L.D. 100 mm			249
VELOCE™ rear hub	32, 36 holes	9s/10s - light alloy freewheel body – sealed bearings lockring thread 27x1 - O.L.D. 130 mm			458
VELOCE™ UD™ 9s sprockets - steel	12-23, 13-23, 13-26, 13-28, 14-28	Ultra:Drive™ - single sprockets - nickel-chromed finish - supplied without lockring			231
VELOCE™ UD™ 10s sprockets - steel	12-23, 12-25, 13-26, 13-29, 14-23	Ultra:Drive™ - single sprockets - nickel-chromed finish - supplied without lockring			250
RECORD™ UD™ C9™ chain		9s - Ultra:Drive™ - "Floating Link Action"™ - Chrome-Nickel-PTFE finish - 114 links			300
RECORD™ C10™ chain		10s - Ultra:Drive™ - Chrome-Nickel-PTFE Finish - 114 links - HD-Link™			279

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
VELOCE™ crankset	**9s / 10s 170, 172.5, 175 mm 39-53, 42-52**	Exa-Drive™ chainrings - requires b.b. with L. 111 mm	**659**
VELOCE™ Triple crankset	**9s / 10s 170, 175 mm**	30-42-52 - Exa-Drive™ chainrings - requires b.b. with L. 111 or 115.5 mm (for oversize seat tube Ø 32 or 35 mm)	**731**
AC-S™ bottom bracket	**ITA, ENG 111, 115.5 mm**	cartridge b.b. - solid axle - light alloy cups - axle L. 111 mm for double crankset - axle L.111 mm for triple crankset with seat tube Ø 28.6 mm - axle L. 115.5 mm for triple crankset with oversize seat tube Ø 32 or 35 mm	**299**
CENTAUR™ Pro•Fit PLUS™ pedals		steel axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - metallized finish - left axle compatible with the ErgoBrain™ magnet	**325**
VELOCE™ brakes		brake-pad height adjustment ratio: 42÷52 mm (measured from brake fixing-bolt to brake-shoe-nut) - black anodized shoe-holder - brake pads orbital adjustment	**368**
CENTAUR™ cable guide plate		to fit under bottom bracket shell - resin	**6**

*The indicative weight refers to the lighter specification among the available options.
The weight of the hubs includes the quick-release.

CENTAUR™ 2004

COMPONENT	OPTIONS	DESCRIPTION			Indicative* weight (g)
CENTAUR™ 10s rear derailleur	short cage	with double crankset	min. sprocket 11 - max. sprocket 26 – cap. 27 – max. front. diff. 14	upper to lower pulley-axle: 55 mm	223
	medium cage	with double crankset	min. sprocket 11 - max. sprocket 29 – cap. 30 – max. front. diff. 14	upper to lower pulley-axle: 72,5 mm	229
		with triple crankset	min. sprocket 11 - max. sprocket 26 – cap. 36 – max. front. diff. 23		
	long cage	with triple crankset	min. sprocket 12 - max. sprocket 29 – cap. 39 – max. front. diff. 23	upper to lower pulley-axle: 89 mm	241
CENTAUR™ front derailleur	braze-on / dip-on: Ø 28.6, 32, 35 mm	9s/10s – for double crankset - capacity 15 – max. chainring 54 - antifriction insert			85
CENTAUR™ Triple front derailleur	braze-on / dip-on: Ø 32, 35 mm	9s/10s – for triple crankset - capacity 22 – max. chainring 52			98
CENTAUR™ 10s Ergopower™		double/triple crankset compatible – composite body - anodized lever - lightened shifting levers - ErgoBrain 10™ computer ready			399
CENTAUR™ front hub	32, 36 holes	light alloy axle and body – adjustable bearings - O.L.D. 100 mm			126
CENTAUR™ rear hub	32, 36 holes	9s/10s - light alloy body, axle and freewheel body – adjustable bearings lockring thread 27x1 - O.L.D. 130 mm			332
CENTAUR™ UD™ 10s sprockets - steel	11-23, 12-25, 13-26, 13-29	Ultra-Drive™ - nickel-chromed finish - light alloy carrier - "macro" spacers supplied without lockring			233
RECORD™ C10™ chain		10s - Ultra-Drive™ - Chrome-Nickel-PTFE Finish - 114 links - HD-Link™			279
CENTAUR™ 10s crankset	170, 172.5, 175 mm 39-52, 39-53, 42-52	Ultra-Drive™ chainrings - requires b.b. with L. 111 mm			646
CENTAUR™ 10s Triple crankset	170, 175 mm 30-40-50, 30-42-53	Ultra-Drive™ chainrings - requires b.b. with L. 111 or 115.5 mm (for oversize seat tube Ø 32 or 35mm)			730
AC-H™ bottom bracket	ITA, ENG 111 mm, 115.5 mm	cartridge b.b. - hollow axle- light alloy cups - axle L. 111 mm for double crankset axle L.111 mm for triple crankset with seat tube Ø 28.6 mm axle L. 115.5 mm for triple crankset with oversize seat tube Ø 32 or 35 mm			288
AC-S™ bottom bracket	ITA, ENG 111 mm, 115.5 mm	cartridge b.b. - solid axle - light alloy cups - axle L. 111 mm for double crankset - axle L.111 mm for triple crankset with seat tube Ø 28.6 mm - axle L. 115.5 mm for triple crankset with oversize seat tube Ø 32 or 35 mm			299

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
CENTAUR™ Pro•Fit PLUS™ pedals		steel axle - light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - metallized finish - left axle compatible with the ErgoBrain™ magnet	**325**
CENTAUR™ brakes		brake-pad height adjustment ratio: 42÷52 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment	**376**
CENTAUR™ seat post		Ø 27.2 mm - L. 250 mm - light alloy tube	**221**
CENTAUR™ HIDDENSET™ headset	**1 - 1/8"**	1-1/8" - internal headset for unthreaded fork tube - height 5.9 mm - patent pending system - composite cap	**73**
CENTAUR™ cable guide plate		to fit under bottom bracket shell - resin	**6**

*The indicative weight refers to the lighter specification among the available options.
The weight of the hubs includes the quick-release.

CHORUS™ 2004

COMPONENT	OPTIONS	DESCRIPTION			Indicative* weight (g)
CHORUS™ 10s rear derailleur	short cage	with double crankset	min. sprocket 11 - max. sprocket 26 – cap. 27 – max. front. diff. 14	upper to lower pulley-axle: 55 mm. Composite outer plate	202
	medium cage	with double crankset	min. sprocket 11 - max. sprocket 29 – cap. 30 – max. front. diff. 14	upper to lower pulley-axle: 72,5 mm. Composite outer plate	205
		with triple crankset	min. sprocket 11 - max. sprocket 26 – max. front. diff. 23		
	long cage	with triple crankset	min. sprocket 12 - max. sprocket 29 – cap. 39 – max. front. diff. 23	upper to lower pulley-axle: 89 mm. Composite outer plate	217
CHORUS™ front derailleur	braze-on / dip-on: Ø 32, 35 mm	9s/10s – for double crankset - capacity 15 – max. chainring 54 - light alloy fork with antifriction treatment			74
CHORUS™ Triple front derailleur	braze-on / dip-on: Ø 32, 35 mm	10s – for triple crankset - capacity 23 – max. chainring 53 - with antifriction treatment			98
CHORUS™ 10s Ergopower™		double/triple crankset compatible – composite body – composite levers - light alloy hardware - ErgoBrain 10™ computer ready			348
CHORUS™ front hub	32, 36 holes	light alloy axle and body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 100 mm			180
CHORUS™ rear hub	32, 36 holes	9s/10s - light alloy body, axle and freewheel body – adjustable bearings–quick-release with aluminium lock nuts - lockring thread 27x1 - O.L.D. 130 mm			326
CHORUS™ UD™ 10s sprockets - steel	11-23, 12-25, 13-26, 13-29	Ultra-Drive™ - nickel-chromed finish - light alloy carrier - supplied without lockring			220
RECORD™ C10™ chain		10s - Ultra-Drive™ - Chrome-Nickel-PTFE Finish - 114 links - HD-Link™			279
CHORUS™ 10s crankset	170, 172.5, 175 mm 39-52, 39-53, 42-52	Ultra-Drive™ EPS™ chainrings - requires b.b. with L. 102 mm axle			647
CHORUS™ CARBON 10s crankset	170,172.5, 175 mm 39-52, 39-53, 42-52	composite crankarms - Ultra-Drive™ EPS™ chainrings - requires b.b. with 102 mm axle			515
CHORUS™ 10s Triple crankset	170, 172.5, 175 mm 30-40-50, 30-42-53	Ultra-Drive™ chainrings - requires b.b. with L. 111 mm (asymmetrical)			730
CHORUS™ bottom bracket	ITA, ENG	hollow axle L. 102 mm - only for double crankset - light alloy cartridge - light alloy cups			220
CHORUS™ Triple bottom bracket	ITA, ENG	steel axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - left axle compatible with the ErgoBrain™ magnet			233

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
CHORUS™ Pro•Fit PLUS™ pedals		steel axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - left axle compatible with the ErgoBrain™ magnet	325
CHORUS™-D brakes		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut)-brake pads orbital adjustment-lightened rear brake	340
CHORUS™ CARBON seat post	**27,2 / 250 - 31,6 / 350 32,4 / 350**	composite tube - clamp for seat tube - knurling pitch: 0.5 mm	195
CHORUS™ headset		BC 1"x24tpi - height 36.5 mm	106
CHORUS™ THREADLESS™ headset		1" - for unthreaded fork tube - height 24.5 mm - patent pending system steel and light alloy fixing screw	117
CHORUS™ HIDDENSET™ headset	**1-1/8", 1-1/8" TTC™**	internal headset for unthreaded fork tube - version 1-1/8": height 5.9 mm, version 1-1/8" TTC™: height 15,9 mm - patent pending system - steel and light alloy fixing screw light alloy cap	82
RECORD™ cable guide plate		to fit under bottom bracket shell - stainless steel with QPQ antifriction treatment	9
CHORUS™ water-bottle carrier		carbon and composite, supplied with water-bottle	35

*The indicative weight refers to the lighter specification among the available options. The weight of the hubs includes the quick-release.

RECORD™ 2004

COMPONENT	OPTIONS	DESCRIPTION			Indicative* weight (g)
RECORD™ 10s rear derailleur	short cage	with double crankset	min. sprocket 11 - max. sprocket 26 – cap. 27 – max. front. diff. 14	upper to lower pulley-axle: 55 mm	184
	medium cage	with double crankset	min. sprocket 11 - max. sprocket 29 – cap. 30 – max. front. diff. 14	upper to lower pulley-axle: 72,5 mm	193
		with triple crankset	min. sprocket 11 - max. sprocket 26 – cap. 36 – max. front. diff. 23		
	long cage	with triple crankset	min. sprocket 12 - max. sprocket 29 – cap. 39 – max. front. diff. 23	upper to lower pulley-axle: 89 mm	195
		composite outer plate - Titanium hanger and pivot bolt - composite outer cage			
RECORD™ front derailleur	braze-on / dip-on: Ø 28.6, 32, 35 mm	9s/10s – for double crankset - capacity 15 – max. chainring 54 – composite and aluminum fork - Titanium bolts			69
RECORD™ Triple front derailleur	braze-on / dip-on: Ø 32, 35 mm	9s/10s – for triple crankset - capacity 23 – max. chainring 53 - Titanium bolts - antifriction treatment			94
RECORD™ 10s Ergopower™		double/triple crankset compatible – composite body and levers – ball bearings light alloy hardware - ErgoBrain 10™ computer ready			324
RECORD™ front hub	28, 32, 36 holes	corpo e perno in lega leggera – cuscinetti reg. – foro lubr. Rapida - blocc. con dadi in lega leggera - battuta 100 mm			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 aluminium lock nuts – lockring thread 27x1 - O.L.D. 130 mm			316
RECORD™ UD™ 10s sprockets - steel+ti	11-21, 11-23, 12-23, 12-25, 13-26, 13-29	Ultra-Drive™ - nickel-chromed finish for steel sprockets - light alloy carrier - supplied without lockring			188
RECORD™ UD™ 10s sprockets - titanium	11-23, 12-25, 13-26	Ultra-Drive™ - light alloy carrier - supplied without lockring			156
RECORD™ C10™ chain		10s - Ultra-Drive™ - Chrome-Nickel-PTFE Finish - 114 links - HD-Link™			279
RECORD™ C10™ ULTRA™ chain		10s - Ultra-Drive™ - Chrome-Nickel-PTFE Finish - 114 links - HD-Link™ - hollow pins - lightened links			259
RECORD™ 10s crankset	170,172.5,175, 177.5,180 mm 39-52, 39-53, 42-52	light alloy fixing bolts and nuts - Ultra-Drive™ EPS™ chainrings with antifriction treatment - requires b.b. with 102 mm axle			632
RECORD™ CARBON 10s crankset	170,172.5, 175 mm 39-52, 39-53, 42-52	composite crankarms - light alloy fixing bolts and nuts - Ultra-Drive™ EPS™ chainrings with antifriction treatment - requires b.b. with 102 mm axle			500
RECORD™ Triple 10s crankset	170, 172.5, 175 mm 30-40-50, 30-42-53	light alloy fixing bolts and nuts - Ultra-Drive™ chainrings with antifriction treatment - requires b.b. with 111 mm axle (asymmetrical)			715
RECORD™ bottom bracket	ITA, ENG	oversize hollow axle L. 102 mm - only for double crankset - composite/light alloy cartridge			190
RECORD™ Triple bottom bracket	ITA, ENG	oversize steel hollow axle L. 111 mm (asymmetrical) - light alloy cups-only for Record™ Triple crankset - composite and light alloy cartridge			198

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
RECORD™ Pro•Fit PLUS™ pedals		Titanium axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - left axle compatible with the ErgoBrain™ magnet	**266**
RECORD™-D brakes	**silver / black**	brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - ball bearings - light alloy and titanium hardware - brake pads orbital adjustment - lightened rear brake	**308**
RECORD™ CARBON seat post	**27,2 / 250 31,6 / 350 32,4 / 350**	composite tube - clamp for seat tube - knurling pitch: 0.5 mm - composite upper clamp	**185**
RECORD™ headset		BC 1"x24tpi - height 36.5 mm - lubrication port	**104**
RECORD™ THREADLESS™ headset	**1", 1-1/8"**	for unthreaded fork tube - height 24.5 mm - composite cover and light alloy fixing screw - lubrication port	**110**
RECORD™ HIDDENSET™ headset	**1-1/8", 1-1/8" TTC™**	internal headset for unthreaded fork tube - version 1-1/8": height 5.9 mm, version 1-1/8" TTC™ height 15.9 mm - patent pending system - composite and light alloy fixing screw and cap	**73**
RECORD™ brake levers		composite body and lever	**210**
Bar-End 10s shift. levers			**163**
RECORD™ cable guide plate		to fit under bottom bracket shell - stainless steel with QPQ antifriction treatment	**9**
RECORD™ water-bottle carrier		monocoque carbon, supplied with water-bottle	**18**

*The indicative weight refers to the lighter specification among the available options.
The weight of the hubs includes the quick-release.

RECORD™ PISTA™ 2004

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
RECORD™ PISTA™ front hub	32, 36 holes	light alloy body – lubrication port - small flanges - O.L.D. 100 mm	204
RECORD™ PISTA™ rear hub	32, 36 holes	light alloy body – lubrication port - small flanges - O.L.D. 120 mm	284
RECORD™ PISTA™ crankset	165,170 mm 46, 47, 48, 49, 50 51, 52	requires b.b. L. 111 mm (asymmetrical)	592
RECORD™ PISTA™ bottom bracket	ITA, ENG	axle L. 111 mm (asymmetrical) - composite and light alloy cartridge light alloy cups - without sealings	220
RECORD™ Pro•Fit PLUS™ pedals		Titanium axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - left axle compatible with the ErgoBrain™ magnet	266
RECORD™ CARBON seat post	27,2 / 250 - 31,6 / 350 32,4 / 350	composite tube - clamp for seat tube - knurling pitch: 0.5 mm - composite upper clamp	185
RECORD™ headset		EC 1"x24tpi - height 36.5 mm - lubrication port	104
RECORD™ THREADLESS™ headset	1", 1-1/8"	for unthreaded fork tube - height 24.5 mm - composite cover and light alloy fixing screw - lubrication port	110
RECORD™ HIDDENSET™ headset	1-1/8" 1-1/8" TTC™	internal headset for unthreaded fork tube - version 1-1/8": height 5.9 mm,version 1-1/8" TTC™: height 15.9 mm - patent pending system - composite cover and light alloy fixing screw - composite/light alloy cap	73

*The indicative weight refers to the lighter specification among the available options.
The weight of the hubs includes the quick-release.

TRIATHLON / CHRONO

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
bar-end 10s shift. levers			163
RECORD™ brake levers		composite body and lever	210
inner chainrings	42, 44	Exa-Drive™ system	51
RECORD™ 10s outer chainrings	54, 55	Exa-Drive™ system	88
CHORUS™ 10s outer chainrings	54, 55	Exa-Drive™ system	88
RECORD™ ED™ 8s sprockets - steel	12-23, 13-23, 13-26	Exa-Drive™ - single sprockets- chromed - supplied without lockring	262
sprockets for GHIBLI™ 9s	11-19, 11-21	steel-titanium - for Ghibli™ with O.L.D. 132 mm – 9s (10s spacing)	165

*The indicative weight refers to the lighter specification among the available options.
The weight of the hubs includes the quick-release.

RECORD™ / CHORUS™ / CENTAUR™ 9s

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
RECORD™ 9s rear derailleur		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**
CHORUS™ 9s rear derailleur		min. sprocket 11 - max. sprocket 26 – cap. 27 – max. front diff. 14 - lightened upper body	**211**
CENTAUR™ 9s rear derailleur		min. sprocket 11 - pign. max 29 – cap. 30 – max. front diff.14	**223**
CENTAUR™ Triple 9s rear derailleur		min. sprocket 11 - pign. max 29 – cap. 37 – max. front diff. 22	**229**
RECORD™ 9s Ergopower™		double/triple crankset compatible – composite body and levers – ball bearings light alloy hardware - ErgoBrain 10™ computer ready	**342**
CHORUS™ 9s Ergopower™		double/triple crankset compatible – composite body – anodized lever - ball bearings - light alloy hardware - ErgoBrain 10™ computer ready	**365**
CENTAUR™ 9s Ergopower™		double/triple crankset compatible – composite body – anodized lever - lightened shifting levers - ErgoBrain 10™ computer ready	**399**
CENTAUR™ 9s crankset	**170, 172.5, 175 mm 39-52, 39-53, 42-52**	Exa-Drive™ chainrings - requires b.b. with L. 111 mm	**646**
CENTAUR™ Triple 9s crankset	**170, 175 mm 30-40-50, 30-42-52**	Exa-Drive™ chainrings - requires b.b. with L. 111 or 115.5 mm (for oversize seat tube Ø 32 or 35mm)	**735**
CHORUS™ UD™ 9s sprockets - steel	**12-23, 13-23, 13-26**	Ultra-Drive™ - nickel-chromed - light alloy carrier - supplied without locking	**197**

*The indicative weight refers to the lighter specification among the available options.
The weight of the hubs includes the quick-release.

NOTES

2004 COMPETITION WHEELS

● = yes
* = with special sprockets/ adapter kit
h = only hub
RE = Record™
CE = Centaur™
VE = Veloce™

LOW-PROFILE WHEELS

	nominal weight (g)**	carbon rim	aluminum rim	aluminum braking surface	machined braking surface	low profile	medium profile	high profile	disc wheel	front/rear differential rims	asymmetrical rear rims	nominal width (mm)	● HPW™ / ●● HPW™ carbon hub	hub with flanges	titanium pawl carrier
PROTON™ front clincher 28"	680		●	●	●	●				●		20		●	
PROTON™ rear clincher 28"	960		●	●	●	●				●	●	20	◗	◗	
NEUTRON™ front clincher 28"	670		●	●	●	●				●		20	●		
NEUTRON™ rear clincher 28"	910		●	●	●	●				●	●	20	●		●
NEUTRON™ front tub. 28"	645		●	●	●	●				●		20	●		
NEUTRON™ rear tub. 28"	895		●	●	●	●				●	●	20	●		●
HYPERON™ front tub. 28"	525	●				●				●		20	●●		
HYPERON™ rear tub. 28"	715	●				●				●	●	20	●●		●
HYPERON™ front clincher 28"	595	●				●				●		20	●		
HYPERON™ rear clincher 28"	800	●				●				●	●	20	●		●
HYPERON ULTRA™ front clincher 28"	575	●				●				●		20	●●		
HYPERON ULTRA™ rear clincher 28"	775	●				●				●	●	20	●●		●

**The weight of the wheels does not include the quick release.

	steel pawl carrier	"OS" hub body	"OS" light alloy spindle	light alloy fw body	quick lubrication port	QR type	10s compatible	9s compatible	8s compatible	requires special sprocket sets	O.L.D. (mm)	"G3™" system	Ultralinear™ geometry	number of spokes	double butted spokes	"AERO" type spokes	L/R differential spokes	black spokes	spherical coupling sl nuts	nipples	black anodized
		●	●			CE					100			22	●			●		●	●
	●	●	●	●		CE	●	●	*		130			24	●		●	●		●	●
		●	●		●	RE					100		●	22	●	●		●	●		●
		●	●	●	●	RE	●	●	*		130		●	24	●	●	●	●	●		●
		●	●		●	RE					100		●	22	●	●		●	●		●
		●	●	●	●	RE	●	●	*		130		●	24	●	●	●	●	●		●
		●	●			RE					100		●	22	●	●		●	●		
		●	●	●		RE	●	●	*		130		●	24	●	●	●	●	●		
		●	●			RE					100		●	22	●	●		●	●		
		●	●	●	●	RE	●	●	*		130		●	24	●	●	●	●	●		
		●	●			RE					100		●	22	●	●		●	●		
		●	●	●		RE	●	●	*		130		●	24	●	●	●	●	●		

2004 COMPETITION WHEELS

● = yes
* = with special sprockets/ adapter kit
h = only hub
RE = Record™
CE = Centaur™
VE = Veloce™

MEDIUM-PROFILE WHEELS

	nominal weight (g)**	carbon rim	aluminum rim	aluminum braking surface	machined braking surface	low profile	medium profile	high profile	disc wheel	front/rear differential rims	asymmetrical rear rims	nominal width (mm)	● HPW™ / ●● HPW™ carbon hub	hub with flanges	titanium pawl carrier
VENTO™ front clincher 28"	890		●	●	●		●					20		●	
VENTO™ rear clincher 28"	1110		●	●	●		●					20		●	
SCIROCCO™ front clincher 28"	790		●	●	●		●					20		●	
SCIROCCO™ rear clincher 28"	1040		●	●	●		●					20	◗	◗	
ZONDA™ front clincher 28"	770		●	●	●		●					20	●		
ZONDA™ rear clincher 28"	960		●	●	●		●					20	●		
EURUS™ front clincher 28"	695		●	●	●		●					20	●		
EURUS™ rear clincher 28"	865		●	●	●		●					20	●		●

HIGH-PROFILE WHEELS

BORA™ front tub. 28"	570	●						●				20	●●		
BORA™ rear tub. 28"	750	●						●				20	●●		●
GHIBLI™ rear road 28"	995		●	●					●			19		●	●
GHIBLI™ front track 26"	860		●						●			19		●	
GHIBLI™ front track 28"	955		●						●			19		●	
GHIBLI™ rear track 28"	995		●						●			19		●	
PISTA™ front tub. 28"	995		●					●				20		●	
PISTA™ rear tub. 28"	1110		●					●				20		●	

**The weight of the wheels does not include the quick release.

steel pawl carrier	"OS" hub body	"OS" light alloy spindle	light alloy fw body	quick lubrication port	QR type	10s compatible	9s compatible	8s compatible	requires special sprocket sets	O.L.D. (mm)	"G3™" system	Ultralinear™ geometry	number of spokes	double butted spokes	"AERO" type spokes	L/R differential spokes	black spokes	spherical coupling si nuts	nipples	black anodized
					VE					100	●		24				●		●	●
●			●		VE	●	●	*		130	●		27				●		●	●
					VE					100	●		24	●			●		●	●
●			●		VE	●	●	*		130	●		24	●			●		●	●
	●	●			CE					100			16	●	●		●		●	●
●	●	●	●		CE	●	●	*		130	●		21	●	●		●		●	●
	●	●		●	RE					100		●	16	●	●		●	●		●
	●	●	●	●	RE	●	●	*		130	●	●	21	●	●		●	●		●
	●	●			RE					100		●	18	●	●		●	●		
	●	●	●		RE	●	●	*		130	●	●	21	●	●		●	●		
	●	●	●		RE	*/VE	*	*	●	132										
										100										
										100										
										120										
				●						100			20		●			●		●
				●						120			24		●			●		●

LIMITED WARRANTY

1

OBJECT

Campagnolo S.r.l., Via della Chimica 4, 36100 Vicenza, Italy (hereinafter "Campagnolo"), guarantees its products to be free from defects in materials or workmanship within the terms and conditions of this Limited Warranty. A product found by Campagnolo to be defective will be repaired or replaced, at the option of Campagnolo, free of charge, within thirty (30) days after receipt of the product by an authorized Campagnolo Service Center.
Please note that in addition to this policy you may have specific legal rights granted by your national or state laws regarding warranties of consumer products.

2

NOT COVERED

This warranty does not cover products which reached the end of their normal lifespan, 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 specifications, use of component parts not manufactured or supplied by Campagnolo, modifications not recommended or approved in writing by Campagnolo, 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.

3

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.

4

TERM

The term of this warranty shall commence on the date of retail purchase and shall continue for a period of two (2) or three (3) years, depending on the product (see the applicable term in the product's package).

5

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 the product. Any and all warranties not contained in this Agreement are specifically excluded.

6 **DAMAGES**

Except as expressly provided by this warranty, Campagnolo 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.

7 **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 the 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, 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 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.

8 **PROCEDURE**

In the event of a defect covered by this warranty, the Purchaser should contact an authorized Campagnolo Service Center (authorized Service Centers are listed in this catalog and in our web-site: www.campagnolo.com) 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.
To be honored, claims must be submitted within the two or three years warranty period (depending on the product) and within eight (8) days of discovery of the defect. The determination whether the defect is covered by this warranty is within the sole discretion of Campagnolo.
Campagnolo 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 cleaned and 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 the 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);
g) your name, address, and written authorization to ship the repaired product back to you freight collect ("C.O.D.").

9

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

10. WARNING

Always install, repair and use your product in strict compliance with the product's instructions, which are also available as a downloadable file from our web site: www.campagnolo.com.

NOTES

SERVICE CENTER

ITALY - Central Service Center

CAMPAGNOLO SRL
Via della Chimica, 4 • 36100 VICENZA
Tel. +39-0-444-225605 • Fax +39-0-444-225400

AUSTRALIA

BIKE SPORTZ IMPORTS PTY LTD
23c-23d Industrial Drive • BRAESIDE, VICTORIA
Tel. +61-3-95861600 • Fax +61-3-98576951

CYCLING PROJECTS
80 King Street • NSW 2193 Ashbury
Tel. +61-2-97992407 • Fax +61-2-97879940

BENELUX

CARD BENELUX BV
Vaartveld 19 • 4704 SE ROOSENDAAL • Netherlands
Tel. +31-165-564241 • Fax +31-165-563248

FA. WOUT VERHOEVEN
Rodenrijseweg 409
2651 AM BERKEL EN RODENRIJS • Netherlands
Tel. +31-10-5115014 • Fax +31-10-5117708

INTERNATIONAL CYCLE CONNECTION • I.C.C.
Weststraat 42 • P.O. Box 73
4527 ZH AARDENBURG • Netherlands
Tel. +31-117-492820 • Fax +31-117-492835

CANADA

CYCLES MARINONI INC
1067, Levis • LACHENAIE • QUEBEC J6W 4L2
Tel. +1-450-4717133 • Fax +1-450-4719887

GREAT WESTERN BICYCLE CO. LTD.
233 West Broadway • VANCOUVER , BC V5Y 1P5
Tel. +1-604-8722424 • Fax +1-604-87202226

CZECH REPUBLIC

KOLA SIRER
P.O. Box 107 • 26601 BEROUN 1
Tel. 00420 311 621355 • Fax 00420 311 625492

DENMARK - SWEDEN - NORWAY - FINLAND

MARKER SCANDINAVIA
Industrivej 1D - DK-4000 ROSKILDE- DENMARK
Tel. +45 - 70228075 • Fax +45 - 46498088

FINLAND

VELOSPORT KY
Mäkeläinkatu, 95 • 00610 HELSINKI
Tel. +358-9-7571377 • Fax +358-9-795498

FRANCE

CAMPAGNOLO FRANCE
B.P. 148 • 42160 Andrézieux • Bouthéon Cedex
Tel. +33-477-556305 • Fax +33-477-556345

GERMANY

CAMPAGNOLO DEUTSCHLAND GMBH
An der Schusterinsel, 15 • 51379 LEVERKUSEN
Tel. +49-2171-72430 • Fax +49-2171-724315

GREECE

CYCLES FIDUSA
Th. Sofuli 97 • 85100 Rhodos
Tel. +30-241 021264 • Fax +30-241 021519

JAPAN

KAWASHIMA CYCLE SUPPLY CO.
No. 3-3-16 Kitasho-cho, Sakai • Osaka, 590-0007
Tel. +81-722-38-6126 • Fax +81-722-21-4379

NICHINAO SHOKAI CO., LTD
6-16-8, Sotokanda, Chiyodaku • TOKYO 101
Tel. +81-3-38326251 • Fax +81-3-38326266

NEW ZEALAND

WH WORRALL CO. LTD.
43 Felix St./Penrose • P.O. Box 12481 • Auckland
Tel. +64-9-6360641 • Fax +64-9-6360631

SOUTH AFRICA

CYCLING J&J (PTY) LTD
169 Meerlust Street • Willow Glen • PRETORIA
Tel. +27-012-8075570 • Fax +27-012-8074267

SPAIN

CAMPAGNOLO IBERICA S.L.
Avda. de Los Huetos 46 Pab. 31 • 01010 VITORIA
Tel. +34-945-217195 • Fax +34-945-217198

SWEDEN

RACERDEPAN
Odengatan, 38 • 521 41 FALKÖPING
Tel. +46-515711430 • Fax +46-51559430

SWITZERLAND

PIERO ZURINO AG
Flawilerstrasse 3a • 9500 WIL SG
Tel. +41-71-9236001 • Fax +41-71-9236353

U.G.D. SPORT DIFFUSION S.A.
La Taille • 2053 CERNIER
Tel. +41-32-8536363 • Fax +41-32-8536464

UNITED KINGDOM

ITALIAN CYCLE PRODUCTS LIMITED
Unit 3, Napoleon Business Park
Wheterby Road • DERBY • DE24 8HL
Tel. +44-01332-371176 • Fax +44-01332-371179

UNITED STATES

CAMPAGNOLO USA INC.
2105-L Camino Vida Roble • CARLSBAD • CA 92009
Tel. +1-760-9310106 • Fax +1-760-9310991

OCHSNER INT. INC
246 E. Marquardt Drive • WHEELING • Il. 60090-6430
Tel. +1-847-4658200 • Fax +1-847-4658282

PERFORMANCE CYCLE PRODUCTS
22 South 6th Avenue • MOUNT VERNON • NY 10550
Tel. +1914-6991668 • Fax +1-914-6991875

QUALITY BIC. PRODUCTS
6400 W. 105th Street • BLOOMINGTON
MN 55438-2554
Tel. +1-952-9419391 • Fax +1-952-9419799

CAMPAGNOLO IN THE WORLD

ITALY
CAMPAGNOLO S.R.L.
Via della Chimica, 4 • 36100 Vicenza • ITALY
Phone: +39-0444-225500 • Fax: +39-0444-225400

FRANCE
CAMPAGNOLO FRANCE SARL
Rue Jean Autelin • B.P. 148 • 42160 Andrézieux • Bouthéon Cedex • FRANCE
Phone: +33-477-556305 • Fax: +33-477-556345

GERMANY
CAMPAGNOLO DEUTSCHLAND GMBH
An der Schusterinsel 15 • 51379 Leverkusen • GERMANY
Phone: +49-2171-72430 • Fax: +49-2171-724315

SPAIN
CAMPAGNOLO IBERICA S.L.
Avda. de Los Huetos 46 Pab. 31 • 01010 Vitoria • SPAIN
Phone: +34-945-217195 • Fax:+34-945-217198

UNITED STATES
CAMPAGNOLO USA INC.
2105-L Camino Vida Roble • Carlsbad CA 92009 • U.S.A.
Phone: +1-760-9310106 • Fax: +1-760-9310991

SERVICE AND TECHNICAL INFORMATION:

ITALY (CENTRAL)
Technical Information: Phone: +39-0444-225600 • Fax: +39-0444-225400
Service Center: Phone: +39-0444-225605 • Fax: +39-0444-225400

FRANCE
Phone: +33-477-554449 • Fax: +33-477-556345

GERMANY
Phone: +49-2171-724320 • Fax: +49-2171-724315

SPAIN
Phone: +34-945-217195 • Fax:+34-945-217198

U.S.A.
Phone: +1-760-9310106 • Fax: +1-760-9310991

AGENCIES

AUSTRALIA
CYCLING PROJECTS
80 King Street • NSW 2193 Ashbury • AUSTRALIA • Tel. +61-2-97992407 • Fax +61-2-97879940

BENELUX
INTERNATIONAL CYCLE CONNECTION • I.C.C. • Weststraat 42
P.O. Box 73 • 4527 ZH Aardenburg • NEDERLAND • Tel. +31-11-7492820 • Fax +31-11-7492835

BULGARIA • CZECH REPUBLIC • POLAND • RUMANIA
SLOVAKIAN REPUBLIC • SLOVENIA • HUNGARY
FIRMA GALLIZIA
10. Oktoberstraße 7 • 9800 Spittal/Drau • AUSTRIA • Tel. +43-4762/2275 • Fax +43-4762/2275

DENMARK • SWEDEN • NORWAY • FINLAND
MARKER SCANDINAVIA
Industrivej 1D • DK-4000 ROSKILDE • DENMARK • Tel.: +45-70228075 • Fax: +45-46498088

RUSSIA
VLADISLAV BOBRIK
Mob.: 335 7847758 and 339 1814329 - E-mail: bobrik@libero.it

SOUTH AMERICA AND MEXICO
GEORGE PANARA
Sao Paulo - BRASIL - Tel.: +55 11 4436 9123 - Fax: +55 11 4436 12 13

TAIWAN • MAINLAND CHINA • VIETNAM
COLMAX INTERNATIONAL LTD
2F, No.23 Lane 229 • Kuang Hwa Street • Tainan • TAIWAN
Tel. +886-6-2361683 • Fax +886-6-2361681

UNITED KINGDOM
SELECT CYCLE COMPONENTS
Unit 3, Napoleon Business Park • Wheterby Road • DERBY • DE24 8HL
Tel. +44-0780260628 • Fax +44-1949-829039



ADPRESSCOMMUNICATIONS

Campagnolo

www.campagnolo.com