Campagnolo







05

Products Range

ENG

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, CT, Centaur, Centaur Century Grey, Veloce, Mirage, Xenon, Hyperon, Hyperon Ultra, Neutron, Neutron Carbon, Proton, Eurus, Eurus Carbon, 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, Ergopower FB, Ergopower Flat Bar, 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

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Team Saeco



Gilberto Simoni
Team Saeco





Alessandro
Petacchi
Team Fassa
Bortolo



2004 PROFESSIONAL TEAMS

A victory is the final outcome of the perfect combination between a rider and his bike. Professional riders give crucial importance to even the tiniest of details since, on tarmac, one gram, one deflection and one frictional force less, can make all the difference.
Campagnolo was born into and grew up in a racing world. The fact that it has been outfitting the bicycles of the world's ace riders for over 70 years is not at all a coincidence.
From Coppi to Bartali, through Merckx, Gimondi, Hinault, Fignon, Roche, Lemond, Indurain and up to our present-day champions Simoni, Petacchi, Hamilton, McEwen, Cunego...
Whether it's a multi-stage race, or a Northern classic or a time trial, Campagnolo is the reliable partner of top pro teams. Just as these teams are our best partners when it comes to testing new technologies and technical solutions. Only they, with thousands of kilometres in the most extreme conditions to their credit, are able to give us the feedback necessary to design our future products.
Campagnolo and the racing world are fully interdependent and neither one can exist without the other.

2004 PROFESSIONAL TEAMS

Yaroslav Popovych
Team Landbouwkrediet

Stefano Garzelli
Team Vini Caldirola





Tyler Hamilton
Team Phonak



David Moncoutie
Team Cofidis



Ivan Quaranta
Team Formaggi
Pinzolo









Magnus Backstedt
Team Alessio

Axel Merckx
Team Lotto-Domo

Robbie McEwen
Team Lotto-Domo



Jurgen Vandewalle
Team Chocolat
Jacques



Renzo Mazzoleni
Team Tenax



Fred Rodríguez
Team Acqua & Sapone



Team Amore e Vita

Team	Frame	Country
CHOCOLAT JACQUES	MBK	BELGIUM
LANDBOUWKREDIET	COLNAGO	BELGIUM
LOTTO - DOMO	MERCKX	BELGIUM
RELAX-BODYSOL	RIDLEY	BELGIUM
AG2R - PREVOYANCE	DECATHLON	FRANCE
COFIDIS	DECATHLON	FRANCE
MBK - OKTOS	MBK	FRANCE
MIYATA-SUBARU	KOGA	JAPAN
ACQUA & SAPONE	MOSER	ITALY
ALESSIO	BIANCHI	ITALY
AMORE E VITA	SAB	ITALY
FASSA BORTOLO	PINARELLO	ITALY
FORMAGGI PINZOLO PIAVE	GIOS	ITALY
SAECO MACCHINE PER CAFFÈ	CANNONDALE	ITALY
SELLE ITALIA	DACCORDI	ITALY
TENAX	OLMO	ITALY
VINI CALDIROLA	DE ROSA	ITALY
ILLES BALEARS	PINARELLO	SPAIN
PHONAK	BMC	SWITZERLAND
JELLY BELLY	ORBEA	USA
NAVIGATORS	COLNAGO	USA
SIERRA NEVADA	SEROTTA	USA
TEAM SEA SILVER	IRON HORSE	USA

2004 PROFESSIONAL TEAMS CAMPAGNOLO EQUIPPED

2004 PROFESSIONAL TEAMS

Johan Van Summeren
Team Relax Bodysol



Jann Kirsipuu
Team AG2R



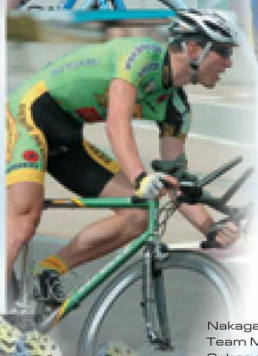
Iván Gutiérrez
Team Illes Balears

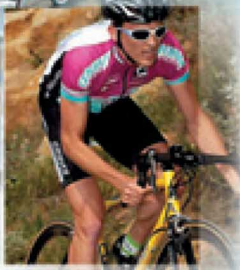


Team Jelly Belly



Jacques-Maynes
Team Sierra Nevada





Pomona
Team Sea Silver

Team Navigators



Nakagawa
Team Miyata
Subaru





Sprockets sporting the Ultra-Drive design and specific surface treatments for fluid, rapid and silent chain shifting.



The rear derailleur presents three models to impart the greatest functionality depending on the crankset/sprocket set combination used.



Derailleur designed specifically to interface with all cranksets and gear shifters.



Crankset created using the most revolutionary of technologies and technical solutions to achieve the maximum output from Campagnolo's double, compact and triple drivetrains.

THE CAMPAGNOLO DRIVETRAIN



Chain with Ultra Drive and Floating Link Action geometries to obtain the ideal interface with chainrings and sprockets. Chrome-Nickel-PTFE surface treatments assure a longer-lasting drivetrain.



Stainless steel cables and specially lubricated housings in friction-resistant material for quick, precise and confident shifting.



Ergopower integrated controls, also available in the new Flat Bar version. Full ergonomics coupled with unparalleled functionality.

THE CAMPAGNOLO DRIVETRAIN - AN INTEGRATED PROJECT

Campagnolo products are conceived by our engineers, who are constantly focused on improvement and innovation. We are very much aware of the needs of you cyclists out there and know exactly what you expect from our brand and our products. This is the driving force that guides us in our everyday work.
This is also the leitmotif that has led to the creation of the Campagnolo Drivetrain - an integrated project. Every single component is designed and realized to interact at one with the remaining components. Our aim is to provide better-quality performance. Components are perfectly synchronised with each other, resulting in better performance, increased lightness and a longer life.

Campagnolo components are designed to interface with Campagnolo drivetrains only. Materials, dimensions, design... nothing is left to chance. Precise and coordinated teamwork where components work together in perfect harmony, yielding the utmost of their potential. Such perfection can only be achieved by paying attention to every single detail. Each component is designed to excel in itself, but the objective is to interface perfectly with the others at all times. This is the only way to achieve a highly performing drivetrain... a Campagnolo drivetrain.

Imagine you are riding along a quiet road in the Dolomite Mountains on a warm summer day in June. Now try and imagine each of the following actions... Your hands are on the handlebar. The road becomes steeper and hence more difficult to climb. Pedalling becomes harder. You take a sip from your water bottle. You start to pant. You decide to change gear. An instantaneous action, which you automatically take for granted. But take a look at what exactly happens during a simple gear change and note how everything must be synchronised to perfection. Your hand brushes the Ergopower shifter. The indexed mechanism pulls on the cable. The cable moves inside its housing. The rear derailleur moves, shifting the chain from one sprocket to another. The chain shifts, exploiting the perfect interface between its profile and that of the sprocket. Another gear ratio has been set. A momentary action that requires perfect interfacing between each and every component that it entails. Campagnolo guarantees this action.

Only a full Campagnolo drivetrain can assure such total performance.








XENON




9 SPEED
XENON
XENON

For technical information see page 163



2x9 Drivetrain



3x9 Drivetrain

Xenon front derailleur, available in the braze-on or 32 mm clamp-on versions for double and triple drivetrains

XENON GROUPSET

Xenon is the entry-level groupset of the Campagnolo range, nevertheless distinguishable for its high technological content. It's enough to mention the extensive use of composite materials, the Record 9s chain, the three rear derailleurs available for maximum functionality, the 9 speed sprocket sets besides the powerful Dual-Pivot brakes. The Xenon groupset is available in the classic 2x9 drivetrain version or in the more comfortable 3x9 version, thereby meeting all your demands.

2X9 DRIVETRAIN

The 2x9 drivetrain is the classic drivetrain used on road bikes. It is the ideal solution for those who tackle low or average gradients or cyclists who are in great physical shape.
The Xenon 2x9 drivetrain comes with a 39-52 crankset and with 170 or 175 mm cranks, so that it can be suited to your build.

3X9 DRIVETRAIN

The 3x9 drivetrain is the ideal solution for cycle-tour enthusiasts. It's been created for those of you who love engaging in the most difficult slopes but don't want to miss out on the beauty of the mountains around you. The three chainrings (30-42-52) on the Xenon crankset will let you find the right cadence in any situation.

Xenon rear derailleur available in 3 versions

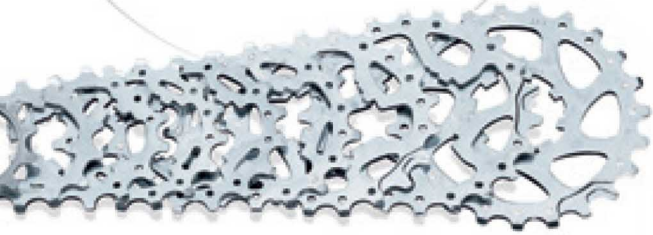


XENON REAR DERAILLEUR

As with the entire Campagnolo range, the Xenon groupset proposes three rear derailleurs. Every rear derailleur stems from an integrated project aimed at generating the most optimal shifting possible. Campagnolo offers no compromises, but the perfect rear derailleur for each specific crankset/sprocket set combination. A short cage derailleur for combining a double crankset with a 13-26 sprocket set or smaller.

A medium cage derailleur for combining a double crankset with a 13-28 cluster or smaller or triple crankset with a 13-26 sprocket set or smaller. A long cage derailleur for combining a triple crankset with a 13-28 sprocket set or smaller.

For technical information see page 163





Ultra-Drive 9 Speed sprocket set



Xenon Ergopower controls, compatible with 2x9 and 3x9 drivetrains

Record 9s chain, the utmost in quality and performance



XENON ERGOPOWER

The Xenon Ergopower controls are constructed entirely from composite materials and are fully integrated. This means that gear shifting and braking can be performed without removing your hands from the handlebar. These controls are extremely comfortable and functional thanks to their ergonomics which equals that of high-end groupsets.

RECORD 9S CHAIN

The Xenon groupset includes a Record 9s chain. This chain is created using materials and technical solutions that are typical of high-end products. While the quality of the shifting operation is guaranteed by the precise Ultra-Drive and Floating Link Action geometries, its endurance in time is ensured by the Chrome-Nickel-PTFE surface treatments.

Dual-Pivot Xenon brakes



New Xenon front hub with hi-precision bearings



Cartridge bottom bracket with sealed bearings

BRAKES

The Xenon brakes are powerful and modulating, thanks to their Dual Pivot geometry which allows more powerful braking to be achieved with a lower actuating force. Use of Record series brake pads improves the braking action under all conditions.

HUBS

The Xenon hubs have been further improved thanks to the new movement of the front hub, which now incorporates Hi-Precision Bearings for improved rotation and endurance.

Available in 32 and 36-hole versions.




9 SPEED
MIRAGE
9 SPEED EXA DRIVE

For technical information see page 108



3x9 Drivetrain







2x9 Drivetrain

MIRAGE GROUPSET

Following last year's colour restyling, the Mirage groupset now focuses on choice, offering you three completely different options for interpreting your bike. The first is synonymous with comfort, offered by the new Ergopower Flat Bar 3x9 that lets you ride your two-wheeler in as comfortable a position as possible. The second is for racing enthusiasts, to emulate the achievements of their heroes with the classic 2x9 drivetrain. The third option is for those of you who prefer to tour peacefully through beautiful mountain ranges, rather than set off with a racing spirit.

2X9 DRIVETRAIN

The Mirage 2x9 drivetrain offers you a road bike in all its essence. If you crave the vibes of a Tour de France or Giro d'Italia race and wish to step into the shoes of your heroes, Mirage is the drivetrain for you. The Campagnolo technology, which has been perfected over many years of professional racing, is now yours to try, letting you experience the incredible sensations of fluidity, precision, rapidity and silence.

3X9 DRIVETRAIN

The Mirage 3x9 drivetrain is the optimal choice for those who take to their bike without competitive ambitions.
For those who love to lose themselves to Nature and enjoy every pedal stroke in supreme silence, Mirage responds with Campagnolo's finest technical solutions. 27 gear ratios to suit your cadence as you climb mountains of unrivalled beauty.





Mirage front derailleur, available in the braze-on or Ø 28,6 and 32 mm clamp-on versions for double and triple drivetrains

New Ergopower Flat Bar controls





NEW







MIRAGE ERGOPOWER FLAT BAR

The new Mirage Ergopower Flat Bar controls have now been dressed in captivating black, well matched with the overall colours of the entire groupset. The Ergopower Flat Bar project was born from the concept of providing the same qualities of performance and lightness to cyclists wishing to ride in a more comfortable position. A position determined by the use of a straight handlebar which obviously requires the use of special controls, hence Ergopower Flat Bar.

The Mirage Ergopower Flat Bar controls incorporate the brake lever and gear shifter into one single component. In this way the overall result is extremely compact and light. Both levers are fitted with an indicator, enabling the chain position on the chainring and sprocket set to be viewed at any time. A barrel located on the brake lever allows the distance between the lever and handlebar grip to be adjusted. In this way, everybody, even those with the smallest hands, can find the right fit. The shifters are of the push-pull type, a solution which enhances the incredible task accomplished by our engineers in reducing the actuating force. The ease with which the gear is raised is, to say the least, impressive. Mirage Ergopower Flat Bar controls also allow the rider to upshift and downshift several gears at a time in order to get out of awkward situations easily. Mirage Ergopower Flat Bar controls are only available for 3x9 drivetrains.

For technical information see page 164

Mirage Ergopower controls, compatible with 2x9 and 3x9 drivetrains

Record 9s chain: precision, rapidity and silence with time, thanks to the use of prime-quality materials







Mirage brakes with light alloy brake shoe

New, dedicated 3x9 front derailleurs for Ergopower Flat Bar controls





FLAT BAR 3X9 FRONT DERAILLEURS

Indexing with Ergopower Flat Bar controls also means special front derailleurs.
The actuating mechanism, which differs considerably from that of Campagnolo's Ergopower, required a new, specially designed front derailleur to enable precise and light shifting as well as proper indexing. Mirage FB front derailleurs are only available for 3x9 drivetrains in braze-on or clamp-on versions.

ERGOPOWER

Mirage Ergopower controls are constructed entirely from composite materials. Use of such materials allows the creation of lighter components with respect to the same parts in aluminium alloy, for the same degree of strength.
After years of experience on the Record groupset, Campagnolo's Unità Compositi of Vicenza is now able to apply this know-how to entry-level groupsets too, with obvious advantages.

BRAKES

The Dual-Pivot geometry of the Mirage brakes assures modular braking power. These characteristics are further augmented by the use of aluminium brake shoes for overall rigidity and the same brake pads as the Record series.

Mirage rear derailleurs: available in three versions: short, medium or long cage. No compromise in quality where shifting is concerned



Mirage hubs: black finish and hi-precision bearings for improved smoothness and endurance







SPROCKET SET

The Mirage 9-speed sprocket set sports the Ultra-drive design for precise, rapid and silent shifting. Available in three versions: 12-23, 13-23 and 13-26 to meet all your needs.

BOTTOM BRACKET

Cartridge bottom bracket available in the 111 and 115.5 mm versions, both for Italian and BSA threads.












10 SPEED EXA DRIVE

For technical information see page 166

Veloce 3x10 crankset:
30 options for your ideal pace

Veloce 2x10 crankset:
10 speed sprocket set for all









Veloce 10 speed front derailleur, available in braze-on or 32 mm and 35 mm clamp-on versions.

VELOCE GROUPSET

The Veloce groupset is available in no less than five versions: 2x10 drivetrain, 3x10 drivetrain, 9x2 drivetrain, 9x3 drivetrain and drivetrain with Ergopower Flat Bar controls. A wide range of options that lets you define your preferred riding set-up. Whether you enjoy racing and steep climbs or whether you appreciate light and comfortable rides, the Veloce groupset has the solution for you.

2X10 DRIVETRAIN

The Veloce groupset presents the 10-speed drivetrain for a wide range of cyclists. Initially developed from the Record groupset, the 10s drivetrain was soon to prove its countless advantages. Close-ratio sprockets and the design of the front and rear derailleurs, chain and crankset make for quicker, more precise and silent shifting. Thanks to the wider range of gears available, the sprocket set need not be replaced for one particular race, with so much trouble and energy saved.

3X10 DRIVETRAIN

The Veloce 3x10 drivetrain offers no less than 30 gear ratios: you can choose your ideal cadence both during uphill as well as downhill riding. This drivetrain is available with a 30-40-50 or 30-42-53 crankset and 170 mm or 175 mm cranks. The steepest hills are yours to be conquered!



New Ergopower controls for Flat Bars, compatible with 2x10 and 3x10 drivetrains

New, dedicated Veloce front derailleurs for Ergopower Flat Bar controls

VELOCE ERGOPOWER FLAT BAR

The Veloce Ergopower Flat Bar controls were designed and created by our engineers with an eye to providing a product that grants undeniable qualities of performance and lightness to cyclists wishing to ride in a more comfortable position. A posture that is achieved by replacing the usual drop handlebar with a straight one, and hence the gear shifters and brake levers too. The brake/gear shifter assembly of the Veloce Ergopower Flat Bar provides truly unique compactness and lightness. The ease with which these push-pull type controls enable gears to be changed is amazing. Our engineers have really outdone themselves, creating a system that allows you to upshift and downshift several gears at a time. In this way you will no longer be caught out by changing slopes. A barrel located on the butt area of the brake lever allows the distance between the lever and the handlebar grip to be adjusted to your needs.

FRONT DERAILLEURS FOR ERGOPOWER FLAT BAR CONTROLS

In order to achieve optimal chain shifting from one sprocket to another, the Ergopower Flat Bar controls need a special front derailleur. The different drive mechanism in fact requires a new type of derailleur design to assure precise and light shifting. The Veloce FB derailleurs are available for 2x10 and 3x10 drivetrains in braze-on or clamp-on versions.

For technical information see page 166

Veloce 10 speed rear derailleurs, available in 3 versions





Veloce Ergopower controls: 10 speed, body in composite material and levers in anodised aluminium



10s Veloce sprockets with Ultra-Drive geometry

VELOCE REAR DERAILLEURS

The Veloce drivetrain offers three types of rear derailleurs: short, medium and long cage. Only in this way can the best shifting performance be obtained with different crankset/sprocket set combinations. And, as you may well know, Campagnolo does not compromise on performance. The short cage derailleur is used for combining a double crankset with a max 13-26 sprocket set.

The medium cage derailleur is used for combining a double crankset with a max 13-29 sprocket set or triple crankset with a max 13-26 sprocket set. The long cage derailleur is used for combining a triple crankset with a max 13-29 sprocket set.

SPROCKET SET

The Veloce 10s sprocket set employs the Ultra-Drive geometry which assures fluid, rapid and silent chain shifting. The sprockets are made of steel and are longer-lasting thanks to surface treating with nickel-chrome.



Veloce brakes with orbital adjustment of brake shoes

Veloce hubs: hi-precision bearings for improved rotation



Record C-10 chain constructed from the best materials available and under the strictest of tolerances.





Veloce cartridge bottom bracket with sealed bearings

BOTTOM BRACKET
Cartridge bottom bracket with light alloy cups. Available in 111 and 115.5 mm versions, both for Italian and English threads.

BRAKES
The Veloce brakes are of the Dual-Pivot type and feature orbital adjustment of the brake shoes. In this way the brake pads engage perfectly with the braking surface for a powerful and modular braking action. The compound used for the brake pads is the same as for the Record series.

RECORD 10S CHAIN
The Veloce 10s drivetrain employs a Record 10s chain. The Record 10s chain features the Ultra-Drive and Floating Link Action geometries and is constructed using the best available materials, treatments and tolerances to guarantee rapid, fluid and silent shifting between gears. The chain is connected by means of an HD-Link system.

For technical information see page 166



VELOCE 9S

The Veloce 9s groupset in the double and triple version is still an integral part of the 2005 collection.

The incredible quality-to-price ratio for which it is renowned could not but make its presence a must.

The Veloce 9s groupset is emblematic of quality, reliability and endurance thanks to the materials employed and the manufacturing tolerances that are typical of high-end products.


VELOCE




10 SPEED
CENTAUR
10 SPEED
ULTRA DRIVE
CENTAUR





CENTAUR GROUPSET

The Centaur groupset welcomes you to Campagnolo's high-end range and lots of new titbits. Besides the already famous 2x10 and 3x10 drivetrains, this year Centaur also presents itself in the Ergopower Flat Bar version as well as in the first compact drivetrain version.

While the former offers the ideal solution for those who prefer a light, performing, yet comfortable bicycle, the latter is the option that became necessary to meet the demands of century ride aficionados.

All the solutions offered by the Centaur groupset are available in two colours: Silver and Century Grey.

For technical information see page 168



Centaur double crankset, available in three versions: the brand new Carbon Centaur version and Century Grey and Silver aluminium versions

2X10 DRIVETRAIN

The Centaur 2x10 drivetrain performs excellently right from the very first race. Lightness, quality, reliability and performance are characteristics that make it the ideal means of transport when you want to make a real racing difference.

NEW CENTAUR CARBON CRANKSET

This year the Centaur groupset presents an optional carbon-fiber crankset. The Centaur Carbon crankset was designed by applying the same constructive technology as for the Record Carbon and Chorus Carbon series. This involves a careful union of two technologies, namely Multidirectional Carbon Fiber and Unidirectional Carbon Fiber technologies. In this solution the Multidirectional Carbon Fiber is first spread, creating the component's overall strength, after which the Unidirectional Carbon Fiber is applied, following the same direction as the stress lines, i.e. all the points where the component is subjected to maximum stress. In this way a component of unbelievable mechanical strength is obtained. When comparing the results with the same model in aluminium, the differences are extraordinary:

- Greater lightness
- Greater resistance to static loads
- Greater fatigue strength
- Greater torsional strength

Centaur front derailleur: available in braze-on or Ø 28.6 - 32 - 35 mm clamp-on versions







Centaur CT crankset and front derailleur: the first and only compact drivetrain

CENTAUR COMPACT DRIVETRAIN

Campagnolo decided to go a step further than the simple compact crankset, preferring to develop a fully integrated project with a 10-speed drivetrain so that there are no half measures where safety, performance and longevity are concerned. This integrated project has resulted in the creation of the Centaur CT crankset and Centaur CT front derailleur... which is why we can now talk about the first compact drivetrain.

The cranks of the Centaur CT crankset are born of a project that skilfully unites Multidirectional Carbon Fiber technology with that of Unidirectional Carbon Fiber. The Centaur CT crankset is available with 34-48, 34-50 or 36-50 chainrings and with 170, 172.5 or 175 mm cranks.
The chainrings were created specifically for the Centaur CT crankset and are not compatible with other cranksets.

The diameters of the Centaur CT chainrings are smaller than those used in traditional versions, whereas the tooth difference is considerably larger. Thus a special front derailleur must be used if the utmost in performance is to be achieved. The Centaur CT front derailleur presents a cage that is more curved in order to match the curvature of the smaller chainrings. In this way the tail of the cage does not distance itself too much from the chainrings.

For technical information see page 168



Centaur 3x10 drivetrain in the Century Grey and Silver versions





New Centaur FB front derailleurs, available for 2x10 and 3x10 drivetrains in braze-on or clamp-on versions.

The profile of the inner cage is higher so that the chain can be shifted easily from the smaller chainring to the larger one and is shaped like an inverted "S" for increased precision when shifting the chain from the larger chainring to the smaller one.

Without this special front derailleur, the chain could drop onto the bottom bracket shell, provoking considerable damage. The Centaur CT front derailleur is available in both braze-on and clamp-on versions.

3X10 DRIVETRAIN

Lovers of steep climbs can now whet their appetite thanks to the 30 gear ratios offered by the Centaur 3x10 drivetrain. Whatever the conditions, the right gear ratio will always be at your feet. From now on, the adjective impossible shall no longer be linked to the word climb.



New Centaur Ergopower Flat Bar controls, available in Silver and Century Grey for 2x10 and 3x10 drivetrains

CENTAUR ERGOPOWER FLAT BAR

For all cyclists wishing to mount a straight handlebar on their road bike, Campagnolo has created specific Centaur Ergopower Flat Bar controls. In this way they can enjoy the qualities of precision and lightness that are typical of Campagnolo's products, while riding in a more comfortable position. The Centaur Ergopower Flat Bar controls incorporate the brake lever and gear shifter into one single component, yielding a more compact, and hence lighter overall assembly. The brake and gear levers feature two indicators that enable the chain position on the chainring and sprockets to be viewed at all times. Our engineers have concentrated greatly on reducing the driving force necessary for chain raising and lowering and their results are immediately perceivable through the incredible ease with which the operation is achieved. Another of our engineers' objective was multiple chain shifting. In fact, upshifting or downshifting of more than one gear is now possible in one simple operation. An adjusting barrel fitted on the brake lever allows the distance between the lever and the handlebar grip to be altered, for added riding comfort.

NEW FRONT DERAILLEURS FOR ERGOPOWER FLAT BAR CONTROLS

In order to assure optimal chain shifting from one chainring to another, the Ergopower Flat Bar controls need a special front derailleur. The drive mechanism differs greatly from that of the Ergopower controls, whereby the front derailleur must possess a specific type of geometry to assure precise and light shifting.

For technical information see page 168

Centaur front derailleur: available in braze-on or Ø 28.6 - 32 - 35 mm clamp-on versions





AC-H bottom bracket in the Century Grey and Silver versions



NEW



New Centaur bottom bracket: lighter and stronger

CENTAUR REAR DERAILLEURS

Reiterating the concept of an integrated project, the Centaur groupset presents three rear derailleur models: short cage, medium cage and long cage to impart the greatest functionality depending on the crankset/sprocket set combination used.
The short cage derailleur is recommended for use with a double/compact crankset and 13-26 cluster or smaller.
The medium cage derailleur is recommended for use with a double/compact crankset and 13-29 cluster or smaller or with a triple crankset and 13-26 cluster or smaller.The long cage derailleur is recommended for use with a triple crankset and 13-29 cluster or smaller.

CENTAUR BOTTOM BRACKET

The new Centaur bottom bracket now sports a captivating black look, but the novelty does not stop there... the contents are even more precious. Our engineers have produced a bottom bracket with a 111 mm spindle length that is much lighter and stronger than the AC-H model. This bottom bracket looks set to become the ideal companion for the new Centaur Carbon crankset.

New graphics sported by the Century Grey Centaur Ergopower controls



New Centaur bottle cage





Record 10s chain: Ultra Drive and Floating Link Action geometry for rapid, fluid and silent chain shifting





Centaur Hiddenset integrated headset

HIDDENSET

The Centaur headset is of the Hiddenset type and is integrated into the head tube of the frame, providing an extremely elegant look thanks to the aesthetical balance achieved between the fork and the frame and between the frame and the handlebar stem. Light, lasting and easy to mount, the Centaur headset is the consequence of Campagnolo's experience in the field of composite materials.

NEW CENTAUR BOTTLE CAGE

As of this year, even the Centaur groupset has its own special bottle cage. The Centaur bottle cage is realized using Multi-directional Carbon Fiber technology for the collar and carbon-resin for the support. The result is an extremely strong product weighing a mere 35 g. The Centaur 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.

For technical information see page 168

Centaur brakes: Dual-Pivot geometry and Record brake pads for precise and modular braking



Centaur seatpost in light alloy









CENTAUR SPROCKET SET
10 speed, Ultra-drive and Chrome-Nickel-PTFE surface treatments for long-lasting performance.

CENTAUR SEATPOST
The Centaur seatpost confirms the high-end quality of the Centaur groupset, presenting a light alloy post and cold-forged aluminium top. Available in the 27.2 mm version.

CENTAUR PEDALS
The Centaur Pro-Fit Plus pedals are born from a very ambitious project that successfully combines lightness and performance with comfort.
Pedal dimensions are greatly reduced, despite being used with conventional cleat sizes. The ergonomics have been seen to in every detail.





Time Trial components compatible with Centaur 10s front and rear derailleurs



Centaur hubs: oversize light alloy body and axle with self-aligning bearings for unparalleled performance

The result is a pedal with four evenly distributed contact points to assure maximum comfort on long rides too. The height of the pedal is greatly reduced, bringing the foot as close as possible to the pedal axle, thereby achieving a "circular" pedal stroke.

Worth mentioning is the solution employed for the fully independent shoe engagement and disengagement forces. The force required to engage the shoe is low and constant, assuring easy pedal engagement.

The force required to disengage the shoe is variable and may be altered via an adjusting screw. An indicator mounted on the pedal shows the spring tension. Fixed or floating cleats are available, depending on your needs.


CHORUS
CHORUS
CHORUS
CHORUS


10 SPEED
CHORUS
ULTRA DRIVE
CHORUS

For technical information see page 170



Chorus front derailleur, available in both braze-on and clamp-on versions

CHORUS

The Chorus groupset is intended for use in competitions. The wide use of composite materials, the technical solutions adopted and the application of the most advanced technologies in its manufacture make it a product that fears no rivals, other than the Record groupset itself. 2005 offers many opportunities to Chorus users: 2x10 drivetrain, Compact drivetrain, 3x10 drivetrain and Ergopower Flat Bar controls.

2X10 DRIVETRAIN

The Chorus 2x10 drivetrain is to all intents and purposes a drivetrain for high-level racing, as demonstrated by a number of professional teams that use it under the most extreme conditions. Use of composite materials, manufactured within Campagnolo's Composites Department in Vicenza, has enhanced the technical content of the Chorus drivetrain. The crankset, rear derailleur and Ergopower controls share the same technology as the Record groupset.

CHORUS FRONT DERAILLEURS FOR 2X10 DRIVETRAINS

The Chorus front derailleur consists of an aluminium cage that has undergone special surface treatment aimed at reducing chain friction and abrasion. Besides weighing less, the greater stiffness of aluminium makes for crisper and more precise shifting.



NEW



New Chorus CT Carbon crankset

NEW



New Chorus CT front derailleur: available in braze-on and Ø 32 or 35 mm clamp-on versions

COMPACT DRIVETRAIN

Creating a compact crankset only would have meant to compromise on functionality that for us is complete no go. This is why we conceived the integrated Chorus CT drivetrain project which encompasses both the crankset and the front derailleur. The Chorus CT crankset consists of the cranks, created from the exclusive combination of Multidirectional Carbon Fiber and Unidirectional Carbon Fiber technologies, and the light alloy Ultra-Drive chainrings. The Chorus CT crankset is available with 34-48, 34-50 or 36-50 chainrings and with 170, 172.5 or 175 mm cranks. The chainrings have been created specifically for the Chorus CT crankset and are only compatible with Campagnolo CT cranksets. The diameters of the Chorus CT chainrings are considerably smaller than those used in traditional versions, whereas the tooth difference is considerably larger. In order to achieve the utmost in performance, a special front derailleur had to be conceived.

NEW CHORUS FRONT DERAILLEURS FOR COMPACT DRIVETRAINS

The cage of the special Chorus CT front derailleur is more curved in order to match the curvature of the smaller chainrings. In this way the tail of the cage does not distance itself too much from the chainrings.
The edge of the inner cage plate is higher so that the chain can be shifted easily from the smaller chainring to the larger one and is shaped like an inverted "S" for increased precision when shifting the chain from the larger chainring to the smaller one. Without this particular front derailleur the chain could drop onto the bottom bracket shell and shifting would prove more difficult when riding uphill.

For technical information see page 170











Chorus 3x10 crankset, with 30-40-50 and 30-42-53 chainrings

Chorus 3x10 front derailleur with lightened cage, in braze-on and clamp-on versions

Chorus FB front derailleurs for 3x10 drivetrains

3X10 DRIVETRAIN

The Chorus 3x10 drivetrain is a triple drivetrain that employs materials and technical solutions used in products meant for professional racing. Thanks to the 30 gear ratios available, the Chorus 3x10 drivetrain promises to become the ideal drivetrain for climb enthusiasts as well as for cycle tourists who wish to travel comfortably, taking advantage of the excellent materials and advanced technologies that set the Chorus groupset apart from others.

ERGOPOWER FLAT BAR CONTROLS

Chorus Ergopower Flat Bar controls are the ideal product for those wishing to match high performance and maximum lightness with maximum comfort. In fact, they offer you precise control of both the drivetrain and the Campagnolo Chorus braking system. Chorus Ergopower Flat Bar controls incorporate the brake lever and gear shifter into one single component, yielding a more compact and lighter overall assembly. Chorus Ergopower Flat Bar controls feature two



New Chorus Ergopower Flat Bar controls with carbon-fiber levers

Chorus FB front derailleurs for 2x10 drivetrains

Chorus FB front derailleurs for Compact drivetrains

indicators that enable the chain position on the chainring and sprockets to be viewed at all times. The astonishing ease with which the chain is shifted up and down proves how much attention was dedicated by our engineers to the driving force necessary for chain shifting. Also worth noting is the multiple shifting option, i.e. the possibility of upshifting and downshifting by more than one gear in one single move. An adjusting barrel fitted on the brake lever allows the distance between the lever and the handlebar grip to be altered for better ergonomics.

FRONT DERAILLEURS FOR ERGOPOWER FLAT BAR CONTROLS

Ergopower Flat Bar controls require the use of a special front derailleur to assure correct indexing. The driving mechanism of the Ergopower Flat Bar controls differs considerably from that of standard Ergopower controls, which is why a specially designed front derailleur is necessary.

Only thus can correct shifting be achieved. The Chorus FB front derailleurs are available for 2x10, Compact and 3x10 drivetrains in braze-on or clamp-on versions.

For technical information see page 170





Chorus cartridge bottom bracket with light alloy cups and hollow axle

Record C10 chain: lasting shifting precision



CHORUS REAR DERAILLEUR

The Chorus rear derailleur is compact in design.
The parallelogram was designed to assure precise and regular shifting over all ten sprockets. The outer link in carbon fiber, manufactured in-house within Campagnolo's Composites Department, reduces the weight considerably and provides a racing and hi-tech look. The derailleur pulleys are made from a special material that renders the drivetrain particularly silent.

The rear derailleur is available in three versions:
Short cage derailleur for combining a double/compact crankset with a 13-26 sprocket set or smaller. Medium cage derailleur for combining a double/compact crankset with a 13-29 sprocket set or smaller or triple crankset with a 13-26 sprocket set or smaller. Long cage derailleur for combining a triple crankset with a 13-29 sprocket set or smaller.

BRAKES

The differential Chorus brakes stem from research on road bike braking dynamics conducted by our engineers. Results have shown that, during a braking action, 70% of the stress goes to the front brake while a mere 30% goes to the rear brake. Assuming that the front brake had to maintain all its characteristics, our design engineers concentrated on the alternative solutions that would improve the rear brake.

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





Chorus differential brakes



Thus it was made less powerful, yet much more modulating. The braking dynamics are visibly improved. In fact, this differentiation between the two brakes allows the bicycle to be stopped within the same distance with no risk of the rear wheel blocking. An enormous advantage both in terms of performance and safety.

CHORUS SEATPOST

A striking look and supreme functionality. The seatpost features a carbon-fiber post and a light alloy top that allows for fine-degree, millimetric saddle adjustment. Each model is furnished with the Campagnolo saddle clamp designed purposely for the Carbon seatpost. Besides being one of the lightest models found on the market, this type of saddle clamp offers a revolutionary ultra-safe fastening system. The asymmetrical design, with the fastening bolt almost tangential to the seatpost, assures homogeneous pressure of the saddle clamp along the entire pipe circumference, preventing the latter from being damaged.

For technical information see page 170





Chorus Ergopower controls: the technical and aesthetical merits of carbon fiber for the highest lightness and performance levels



NEW





Chorus Hiddenset headset
Chorus threaded headset
Chorus Threadless headset

CHORUS BOTTLE CAGE

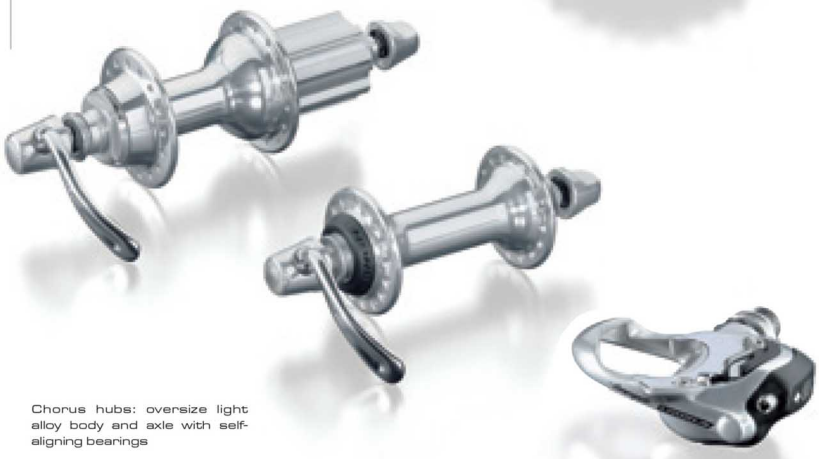
The Chorus bottle cage weighs less than 30 g thanks to the new constructive technology used for the support. The collar remains unchanged, preserving the typical appearance of 90°-braided carbon fiber.
The Chorus bottle holder is sold with a dedicated Campagnolo bottle with a sober and classy design but can also be used with other types of bottle.

HEADSET

The Chorus groupset proposes three types of headsets: traditional threaded headset, Threadless headset and Hiddenset headset.
The traditional threaded headset surely needs no further presentation – its smoothness, longevity and reliability characteristics have set the standard for years.
The Threadless headset is intended for unthreaded fork steerers. It is extremely light and allows quicker and more precise adjustment than its threaded counterpart, besides being lighter and longer lasting.
The Hiddenset headset is integrated into the head tube of the frame, providing an extremely elegant look thanks to the aesthetical balance achieved between the fork steerer and the frame and between the frame and the handlebar stem. The Chorus headset is light, smooth, long lasting and easy to install, and is available in the standard version or with a TTC cap.

Chorus sprocket set: 10 Speed, Ultra-Drive geometry, Nickel-chrome surface treatment, light alloy carriers





Chorus hubs: oversize light alloy body and axle with self-aligning bearings

PEDALS

Our engineers have succeeded where many others have failed: they have created a pedal that successfully combines lightness and performance with comfort. Despite its reduced weight and relatively compact dimensions, the Chorus Pro-Fit Plus pedal was designed with a painstaking eye to ergonomics. The result is a pedal with a large supporting surface, assuring excellent comfort on long rides too.

Pedal height is extremely reduced. In this way the foot is very close to the pedal axle and the pedal stroke is "rounder". The pedal engagement and disengagement forces are independent. While the pedal engagement force is constant, the force required to disengage the foot from the pedal can be adapted to the rider thanks to an adjustment screw that controls spring tension.

The Chorus Pro-Fit Plus pedal turns on three sealed bearings - two on the inside and one on the outside. Two types of cleats are available: either fixed or floating, depending on your needs.


RECORD


10
ULTRA
RECORD
RECORD
ULTRA DRIVE
10 SPEED
RECORD

For technical information see page 172



2x10 drivetrain, available in Carbon or aluminium versions

RECORD

The Record groupset is the obvious choice for professional racers. The best materials available and the most advanced technologies and technical solutions are employed in this hi-tech wonder which, besides its infinite contents, also sports a look beyond compare. This year the Record groupset is presented in three versions to meet all your needs: 2x10 drivetrain, Compact drivetrain, 3x10 drivetrain.

2X10 DRIVETRAIN

The Record 2x10 drivetrain is the drivetrain of professionals par excellence. The world's leading aces use it. Whether you want to sprint home in Alessandro Petacchi style, or race devastatingly uphill like Gilberto Simoni or Damiano Cunego, or perform perfect time trials, the choice can only be but one: a Record 2x10 drivetrain.

COMPACT DRIVETRAIN

The compact drivetrain was the missing link between traditional double and triple drivetrains. In creating it, we wanted to design much more than a mere compact crankset, preferring to develop an integrated project that goes by the name of Record CT drivetrain, one that interfaces perfectly with the entire 10s drivetrain. This project has resulted in the new Record CT crankset and Record CT front derailleur.



The Record CT front derailleur is available in braze-on and Ø 32 or 35 mm clamp-on versions

The Record CT crankset is manufactured within Campagnolo's Composites Department in Vicenza, using a technology that exploits the finest characteristics of Multi-directional Carbon Fiber and Unidirectional Carbon Fiber technologies. The Record CT crankset is available with 34-48, 34-50 or 36-50 chainrings and with 170, 172.5 or 175 mm cranks. The chainrings, which have been specially treated for durability, are only compatible with Campagnolo CT cranksets.

NEW FRONT DERAILLEURS FOR RECORD CT DRIVETRAINS

This front derailleur has been created especially for the Record CT drivetrain. The smaller chainring dimensions required the cage to be more curved in order to prevent the tail from moving too far away from the chainrings. The edge of the inner cage plate in friction-resistant aluminium is higher so that the chain can be shifted easily from the smaller chainring to the larger one.

When viewed from the front, one will notice an inverted "S" shape which facilitates chain shifting from the larger chainring to the smaller one. If this particular front derailleur is not used, the chain could drop onto the bottom bracket shell and crisp shifting would not be possible when riding uphill.

For technical information see page 172



Record 3x10 crankset, with 30-40-50 and 30-42-53 chainrings

Record 3x10 front derailleur with special friction-resistant cage, in braze-on and clamp-on versions

3X10 DRIVETRAIN

The Record 3x10 drivetrain is, to all intents and purposes, a drivetrain for professional use. The materials employed and technical solutions adopted say it all.

Thanks to the 30 gear ratios available, the Record 3x10 drivetrain is the perfect solution both for those engaged in difficult climbs as well as for cycle tourists who wish to travel comfortably, taking advantage of the excellent materials and advanced technologies that are specific to the Record groupset.







Record front derailleur, available in both braze-on and clamp-on versions

RECORD ERGOPOWER CONTROLS

Record Ergopower controls have been in the hands of the world's leading racers since 1992. Unmistakable design, high performance, ergonomics and extreme lightness are the typical characteristics of this hi-tech product.

As with all Campagnolo models, the ergonomics were analysed from each and every angle with an eye to assuring access to the controls under all conditions, besides providing maximum comfort. The special surface treatments applied to internal components produce smooth, precise shifting.

RECORD FRONT DERAILLEURS FOR 2X10 DRIVETRAINS

The Record front derailleur has an external cage plate in carbon fiber and an inner cage plate in aluminium that is surface-treated to reduce friction.

For technical information see page 172

The Record rear derailleur is available in three versions:
• Short cage derailleur for combining a double/compact crankset with a 13-26 sprocket set or smaller.

• Medium cage derailleur for combining a double/compact crankset with a 13-29 sprocket set or smaller or triple crankset with a 13-26 sprocket set or smaller.

• Long cage derailleur for combining a triple crankset with a 13-29 sprocket set or smaller.







RECORD REAR DERAILLEUR

The Record rear derailleur is advanced technology and design condensed into one. For the outer link and short cage we used 90°-braided carbon fiber. For the medium and long cages, which have different mechanical requirements, we used the ultramodern Multidirectional Carbon Fiber technology that is normally employed in the aerospace industry.

The derailleur pulleys, which are made from a special material, make the entire drivetrain quieter whereas the threaded parts in titanium reduce the overall weight.

DIFFERENTIAL BRAKES

The differential Record brakes stem from research on road bike braking dynamics conducted by our engineers. Results have shown that, during a braking action, 70% of the stress goes to the front brake while a mere 30% goes to the rear brake. Starting from here, it was decided that while it was pointless to change the characteristics of the front brake, the design characteristics of the rear brake simply had to be improved.



Which is why a less powerful, though more modulating rear brake was created. The braking dynamics are now visibly improved. In fact, this differentiation between the two brakes allows the bicycle to be stopped within the same distance with no risk of the rear wheel blocking. An enormous advantage both in terms of performance and safety.

RECORD C10 ULTRA CHAIN

The Record C10 Ultra chain amazes us by its lightness, weighing in at an incredible 20 g below its already light counterpart Record C10. A result achieved thanks to the use of lighter chain links and hollow pins.

We really must emphasise that, despite this reduction in weight, the pin retention force is greater and the strength parameters and surface treatments remain unchanged, thereby assuring chain shifting precision in time.

For technical information see page 172

Record bottom bracket:
composite/light alloy cartridge,
hollow axle and light alloy cups





Hubs: oversize light alloy body and axle and quick lubrication port







Record Hiddenset headset
Record Threadless headset
Record threaded headset

PEDALS

The Record Pro-Fit Plus pedal project is an all-out winner, successfully combining lightness and performance with comfort. Despite the relatively compact dimensions and reduced weight, the Record Pro-Fit Plus pedal does not forfeit ergonomics, distributing the four support points in the best possible manner.

In this way thorough comfort is assured on long rides too. The "circular" pedal stroke, which all cyclists long for, is now possible thanks to a design that brings the foot as close as possible to the pedal axle. The pedal engagement and disengagement forces are independent. In this way the disengagement force can be adapted to one's style of pedalling.

The axle of the Record Pro-Fit Plus pedal turns on three sealed bearings - two on the inside and one on the outside. Two types of cleats are available: either fixed or floating, depending on your needs.





Record seatpost with carbon-fiber post and saddle clamp. Available in the following versions: length 250 mm, diameter 27.2 mm or length 350 mm, diameter 31.6 or 32.4 mm.

The Campagnolo saddle clamp for the Carbon seatpost assures homogeneous tightening along the entire pipe circumference.



HEADSET

The Record groupset proposes three types of headsets: traditional threaded headset, Threadless headset and Hiddenset headset.

The traditional threaded headset surely needs no further presentation, seeing that its smoothness, longevity and reliability characteristics have set the standard for years.

The Threadless headset was designed for unthreaded fork steerers.

It is extremely light and allows quicker and more precise adjustment than its threaded counterpart.

Weight and endurance also set it apart from others. The Hiddenset headset is integrated into the head tube of the frame, conferring an extremely elegant look to the bicycle. The Record headset is light, smooth, long lasting and easy to install, and is available in the standard version or with a TTC cap.

RECORD BOTTLE CAGE

18 g - this is what the Record bottle cage weighs.

A monocoque in carbon fiber that clearly demonstrates the level of excellence achieved by Campagnolo in the field of composites.

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.

For technical information see page 174



RECORD PISTA

The Record Pista groupset is a collection of hi-tech components designed purposely to excel in velodromes. The groupset consists of a crankset, hubs and bottom bracket.

The other components, namely the seatpost, pedals and headset are borrowed directly from the Record roadbike groupset.



TIME-TRIAL COMPONENTS

A race against time. Every detail is crucial. Nothing is left to chance. Lightness and aerodynamics are the watchwords of this sport. Campagnolo also dedicates a number of special components to time-trial events: bar-end controls, chainrings with a larger number of teeth and ultra-light brake levers in composite material.







- Stopwatch function
- Gear development

ERGOBRAIN

ErgoBrain10 is not a cyclecomputer, but a true and proper on-board computer. A simple click on the Ergopower integrated controls gives full access to its multiple functions without removing the hands from the bar.

ErgoBrain 10 is compatible with Campagnolo's 2x10 and 3x10 drivetrains when using the standard bracket and with 2x9 and 3x9 drivetrains if the optional bracket is used.



- Sprocket self-learning



- Backlit screen
- Acoustic functions





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

STANDARD FUNCTIONS:
- Auto timer
- Current speed
- Average speed
- Maximum speed
- Trip distance
- ODO
- Clock
- Cadence

SPECIAL FUNCTIONS:
- Sprocket self-learning
- Display of chainring/sprocket size (no. of teeth) in use and chain position
- Stopwatch function
- Gear development (rollout)
- Backlit screen

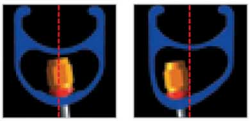
ACOUSTIC FUNCTIONS:
- Speed threshold indicator
- Cadence threshold indicator
- Exertion period/recovery period
- Exertion period/recovery period+cadence threshold indicator





LOW-PROFILE WHEELS

Campagnolo's low-profile wheels are the answer to long-distance rides and steep mountain climbs. These wheels are laterally and torsionally stiff for better power transmission and greater steering precision, while being vertically elastic to absorb the jolts and bumps of badly surfaced roads. Campagnolo's low-profile wheels are distinguishable for the polygonal profile of both rims and the asymmetrical rear rim. The polygonal profile assures vertical elasticity that absorbs a good part of the vibrations transmitted by the ground, thereby providing optimal comfort during long rides. The asymmetrical rear rim, on the other hand, is a technical solution that helps improve wheel dish, hence making it much sturdier.



Symmetrical front wheel profile

Asymmetrical rear wheel profile

These wheels are built with meticulous care. Once assembled, the wheels are hand-inspected using special tools, and the following is checked:
- Lateral trueness
- Vertical trueness
- Dish

An automated phase then follows in which the wheel components are set by simulating a typical running-in period. At the end of this phase the wheels are checked yet again so as to make sure that all the quality parameters relative to trueness and dish comply with Campagnolo's rigorous standards. The Campagnolo wheels are finally ready to be put on the market.

The above procedure clearly explains why Campagnolo wheels perform exceptionally right from the very first stroke.



PROTON

Light, solid and comfortable. These are the characteristics that distinguish the Proton low-profile wheels.
The rear rim is asymmetrical to improve wheel dish and hence increase wheel sturdiness. The light alloy hubs feature an oversize body and axle besides high-precision adjustable bearings. The spokes are differential and butted to reduce the wheel's overall weight.



Asymmetrical rear wheel for better dish balancing





Light alloy front hub



Light alloy oversize rear hub



Differential butted spokes

For technical information see page 176



NEUTRON

Campagnolo's Neutron wheels were conceived for climbs and long-distance racing. It is not a coincidence that the rim edge absorbs ground roughness, providing the rider with a feeling of comfort. In the clincher version, both rims have been designed especially for added lightness. The rear rim is asymmetrical to improve wheel dish. The Record-series hubs are oversize HPW models and have a light alloy body and axle, a titanium pawl carrier and quick lubrication ports.
The butted aero spokes sport the Ultralinear geometry that distributes loads along the entire length of the spoke, contrary to conventional spoking which concentrates the loads on one point only.



Neutron rear clincher wheel: specially machined and asymmetrical





Record-class front hub



HPW oversize rear hub



Neutron tubular wheel

For technical information see page 176

NEW



NEUTRON CARBON

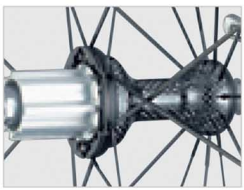
The Neutron Carbon wheels present the same valued qualities of their aluminium counterparts, yet have the additional aesthetical and functional bonuses of a structural carbon hub.
Neutron Carbon wheels were designed with two objectives in mind: hard climbs and long rides. The wheels are very light and reactive, weighing 1500 g a pair, and are ideal for the sudden changes in rhythm when climbing.
The polygonal profile, coupled with Ultralinear spoking geometry, produces a laterally stiff wheel that yields the utmost during rapid bursts, while being vertically soft to absorb ground vibrations and roughness.
The structural carbon hub has a variable cross-section and is manufactured in-house in Campagnolo's Composites Department. The aesthetical impact is amazing, the overall weight is around 45 g lower than that of aluminium models and the life span is greater, thanks to the intrinsic qualities of composite materials.

NEW

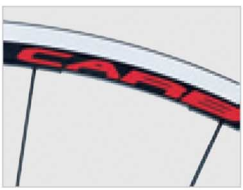




Front hub in structural carbon with variable thickness



Rear hub in structural carbon with variable thickness, with titanium pawl carrier



Rim in special aluminium alloy made lighter by a particular machining process

For technical information see page 176



HYPERON TUBULAR

Hyperon tubular wheels are meant for cyclists who want only the best, and are the same wheels used successfully by leading professionals.
The technological know-how in the field of composites has enabled our engineers to build a wheel that is as strong as its aluminium counterpart, though weighs much less. A pair of carbon-fiber wheels weighs 300 grams less than a standard aluminium pair. 300 grams that make themselves felt at the first attempt to accelerate or the first burst uphill. One simple pedal stroke is followed by a lightning reaction. The ease with which the pace changes is incredible.
The rims and hubs are made from full carbon. The rear rim is asymmetrical to improve wheel dish, and the HPW hubs sport Record-class mechanics.
The Ultralinear spoking presents butted aero spokes.
In order to assure powerful and modular braking, special brake pads must be used on Hyperon tubular wheels.





Front hub in structural carbon with variable thickness



Structural carbon rim for tubular tire



Special brake pads for Hyperon tubular braking surfaces

For technical information see page 176



HYPERON CLINCHER

Hyperon clinchers consist of structural carbon rims and aluminium hubs similar to the Neutron series. The clincher rim is not a simple adaptation of the tubular rim, but has entailed a brand new engineering design. The needs of a clincher rim are completely different to those of tubular rims. Resistance to pumping pressure, high braking temperatures and impacts that normally affect tubular wheels are not present or are present to a lesser degree.
This is why our engineers designed a rim employing materials that meet these new requirements.
Hyperon clincher wheels require the use of special brake pads.



Structural carbon rim for clincher tire





Record-class aluminium HPW front hub



HPW rear hub with light alloy axle and freewheel and titanium pawl carrier



Special brake pads for Hyperon clincher braking surfaces

For technical information see page 176



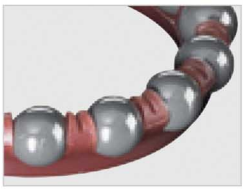
HYPERON ULTRA CLINCHER

Hyperon Ultra clinchers, as the name implies, are the non plus ultra of low-profile wheels. The asymmetrical rims are in structural carbon and are meant for use with clincher tires. Hyperon Ultra rims sport Ultralinear spoking and butted aero spokes.
The hubs are in structural carbon with variable thickness and possess the Record-class mechanics, with one exception: ceramic spheres inside the adjustable bearings. When compared to traditional ones in steel, these spheres provide almost four times as much rolling capacity over time besides a greater resistance to wear.



Special brake pads for Hyperon clincher braking surfaces





Ceramic ball bearings assure greater smoothness and resistance to wear



Front hub in structural carbon with variable thickness and ceramic spheres



Rear hub in structural carbon with variable thickness, with titanium pawl carrier and ceramic spheres

For technical information see page 176

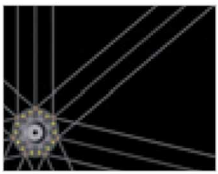

EURUS
G3



MEDIUM-PROFILE WHEELS

Campagnolo's medium-profile wheels are multipurpose wheels. As light and reactive as low-profile wheels and as aerodynamic and fast as high-profile wheels, these wheels distinguish themselves for their Campagnolo G3 spoking. This lacing pattern is recognisable for the way in which the spokes converge to one point in groups of threes - two from the right side and one from the left. The results of this technical solution are extraordinary:

- Better transmission of the driving torque. Double spokes on the side of the cassette reduces wheel torsion considerably during the thrust action, with a net gain in terms of transfer of the driving torque.
- Improved lateral stiffness. Although, thanks to the G3 design, the spokes are not as tight as those in traditional wheels, the double spoking makes for higher wheel tension overall, thereby resulting in a wheel that has greater lateral stiffness.
- Less tension on the rear wheel spokes. Thanks to the doubling of spokes, the latter can be tensioned to much lower values when compared to a conventional wheel, thereby greatly reducing the risk of fatigue failure of spokes and rims.



G3 design

Campagnolo's medium-profile wheels are carefully built in the tiniest of details. After being hand-assembled, they are subjected to a thorough verification of lateral and vertical trueness and dish. The wheels then undergo a running-in period followed by a second check of the above-mentioned parameters. Only after these meticulous inspections have been completed are the wheels ready to be put on the market.



VENTO

These are the entry-level wheels of Campagnolo's medium-profile range. The rims consist of a 24 mm medium-profile extrusion, the sides of which are ground to improve the quality of the braking action, and feature special eyelets that offer greater resistance to spoke tension.

The hubs are flanged and are mounted on high-precision bearings. Both wheels sport Campagnolo's exclusive G3 spoking.



24 mm light aluminium alloy medium-profile rim





Hubs with traditional flanges mounted on Hi-Precision bearings, G3 spoking





Machined braking surface for precise and modular braking

For technical information see page 178



SCIROCCO

Sirocco wheels offer an extraordinary quality-to-price ratio. They are the ideal wheels for daily training as well as for racing purposes.
The rims consist of a 30 mm medium-profile extrusion, the sides of which are ground.

The hubs are oversize and employ hi-precision bearings for improved smoothness and endurance. The wheels employ Campagnolo's effective G3 spoking.

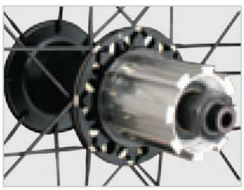


30 mm medium-profile rim with matt black finish





Oversize front hub



Oversize rear hub



Machined braking surface

For technical information see page 178



ZONDA

Zonda wheels sport most of the technical solutions employed in our hi-tech wheels.
The rims consist of a 30 mm medium-profile extrusion, the sides of which are ground. The HPW hubs feature oversize light alloy bodies and axles and standard Record-class components.

Renowned for their excellent quality, Zonda wheel hubs can also be adjusted with the wheels mounted on the bike.
Radial spoking is used on the front wheel to achieve maximum aerodynamic penetration whereas G3 spoking is used on the rear wheel to optimise power transmission.



HPW front hub





HPW rear hub



G3 7x3 spoking



Front wheel with radial spoking

For technical information see page 178



EURUS

Eurus wheels are born with a racing spirit. Light and reactive, at the same time they are also aerodynamic and fast. The specially machined Eurus 30 mm rims weigh in at 1560 g. The wheels feature HPW oversize hubs together with Record-class components and quick lubrication ports. The spoking sports the Ultralinear design by Campagnolo. Radial spoking is used on the front wheel to achieve maximum aerodynamic penetration whereas G3 spoking is used on the rear wheel to optimise power transmission.

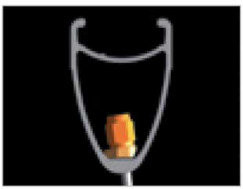


Rims made lighter by a special machining process





Ultralinear geometry



Self-aligning nut and plate assembly for optimal load distribution



Easy to maintain ultra-light hubs

For technical information see page 178

NEW



EURUS CARBON

The new Eurus Carbon wheels are the crème de la crème of Campagnolo's medium-profile range. Light, reactive and aerodynamic, these wheels offer true quality indeed: great lateral and torsional stiffness and a unique balancing of spoke tensions. Eurus Carbon wheels employ the structural carbon hubs from the Bora series, which proves particularly interesting where the rear wheel is concerned.
In fact the rear hub features an oversize flange on the right side which enhances the performance of the G3 spoking and Ultralinear geometry used. The wheels weigh a nominal 1520 g.



Front hub in structural carbon with variable thickness

NEW





Rear hub in structural carbon with variable thickness, with oversize flange



Rim with new "Silver" finish



Butted aero spokes with Ultralinear geometry

For technical information see page 178


BORA



HIGH-PROFILE WHEELS

These wheels are destined to sheer speed, where hundredths of a second make all the difference. Aerodynamics and total power transmission... all the rest comes next.
Every wheel component has been designed to provide the best aerodynamic penetration and the best transmission of leg power.
It is not a coincidence that this range only features high-profile wheels or disc wheels. Shapes that offer a high stiffness coefficient and a low aerodynamic penetration index.



Bora wheel profile

Campagnolo's high-profile wheels are built with utmost attention given to detail. They are assembled by hand and monitored scrupulously throughout the manufacturing process. In fact, once they are assembled, they are checked carefully for dish and lateral and vertical trueness by means of special instruments. Once the check is complete, the wheels are subjected to a running-in period that sets each individual wheel component. An additional check for dish and trueness follows, forming the basis for wheel acceptance or otherwise by Campagnolo's Quality Control Department.



BORA

Bora wheels are the prime of wheels designed for speed. Perfect aerodynamics and extensive power transmission, combined with extraordinary lightness, make them the benchmark wheels for leading racing professionals.
The 50 mm rims are made from structural carbon which imparts great lightness and stiffness. The hubs, made from structural carbon of variable thickness and sporting spherical surfaces, feature Record-class components with a light alloy axle and freewheel body and titanium pawl carrier. The rear hub features an oversize aluminium flange on the right side which enhances the characteristics of the G3 spoking.
Radial spoking and G3 spoking are used on the front and rear wheels respectively. The nominal weight is slightly greater than 1300 g.

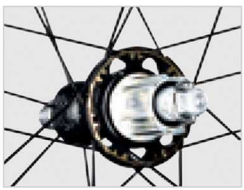


High-profile rim for maximum aerodynamics





Front hub in structural carbon with variable thickness



Rear hub in structural carbon with oversize flange



Special brake pads for Bora braking surfaces

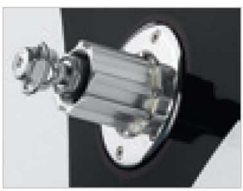
For technical information see page 178



GHIBLI

Ghibli wheels are the disc wheels par excellence.
They were designed by the wind to excel in races against time, where every hundredth of a second counts. Maximum aerodynamics, maximum lightness and maximum stiffness these are what make Ghibli wheels so special.

Ghibli is the one and only wheel of its kind: it features a tensile-structure design adapted from aerospace technology that confers exceptional power transmission while imparting extraordinary lightness. The oversize hub is specific to Ghibli. Ghibli wheels are also available in track versions.



Record-class oversize hubs for Ghibli wheels, in road and track versions



PISTA

Pista wheels were designed with only one objective in mind: to convert the track racer's energy into pure and simple speed. In track events, weight is of relative importance. The difference is made by the wheel's ability to transmit the cyclist's power completely. With such a theory in mind, our engineers created an extremely stiff high-profile rim and a spoking pattern that yields the utmost in power transmission. This is how Campagnolo's Pista was born.



High-profile rim with 20-hole spoking on the front and 24-hole spoking on the rear

For technical information see page 178

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



ORIGINAL SPARE PARTS BY CAMPAGNOLO

Campagnolo wheels and components are not at all disposable but can and should be subjected to maintenance. This is why Campagnolo boasts an extensive assortment of spare parts that are distributed through an efficient capillary network across the world. Campagnolo wheels and components are part of an integrated project where each component has been studied and designed to interface readily with all the rest. The only way to obtain the most from Campagnolo components is to use original spare parts. Brake pads, spokes, bearings, sprockets, Ergopower hoods... these are but a few of the many articles available as spares. All our distributors across the world stock Campagnolo originals. In this way, wherever you are, we can assure you the spare parts service and long-lasting performance that is Campagnolo.
The Campagnolo spare parts catalogue, updated in real time, is available on line at www.campagnolo.com.





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

CABLES AND HOUSINGS

All Campagnolo components are part of a unique integrated project. Every component is designed and realized to interact at one with the remaining components.
The objective is to provide better-quality performance. Campagnolo cables are no exception. On the contrary, precisely because these provide the link between one component and another, the cables must be designed to interface solely with the components they connect. Campagnolo cables employ stainless steel inner wires and friction-resistant housings that are lubricated with special grease.
Laboratory testing has shown that this solution provides unparalleled smoothness. Campagnolo cables maintain a constant friction value of 20-22 N at the most critical point, i.e. when the cable is actuated. A truly incredible value when one considers that some systems produced by other manufacturers exhibit values in the range of 130-140 N. Perfection is only achieved by paying attention to detail of which the Campagnolo cables are but one.

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







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.

TOOLS

Campagnolo tools are made from the best materials available and are designed specifically for use with Campagnolo components.

Unlike the working instruments generally available over the counter, which are a compromise between various products offered by the market, Campagnolo tools are designed and constructed to be used specifically on Campagnolo products. The use of high-grade steel clearly explains why Campagnolo tools are known to last forever.



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.
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.

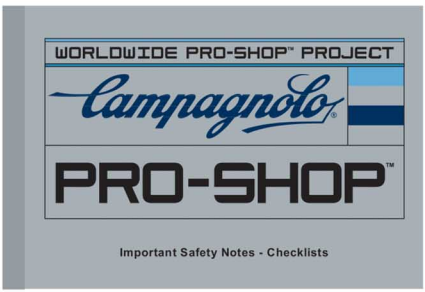
MIRO CORKSCREW

The Miro corkscrew is made for trips out of doors.
It combines all the technical features of the "Big" Campagnolo screwdriver 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

PRO-SHOPS

Campagnolo Pro-Shops are carefully chosen by Campagnolo for their know-how regarding Campagnolo products and for their ability to provide a competent, rapid and efficient after-sales service.

The following requisites are an absolute must for Campagnolo Pro-Shops to be selected:

1. Skilled technical staff employed within the shop. Pro-Shop technicians are highly qualified and participate regularly in specialisation seminars on Campagnolo components and wheels, organized by Campagnolo itself

2. The shops must be fully equipped. Pro-Shop workshops are kitted out with all the tools necessary for effecting correct maintenance on a Campagnolo-equipped bicycle

3. Customer service. Pro-Shops do not limit themselves to offering a product, but assure a rapid and efficient after-sales service, also availing themselves of Campagnolo's Spare Parts Express Service

WORLDWIDE PRO-SHOP™ PROJECT



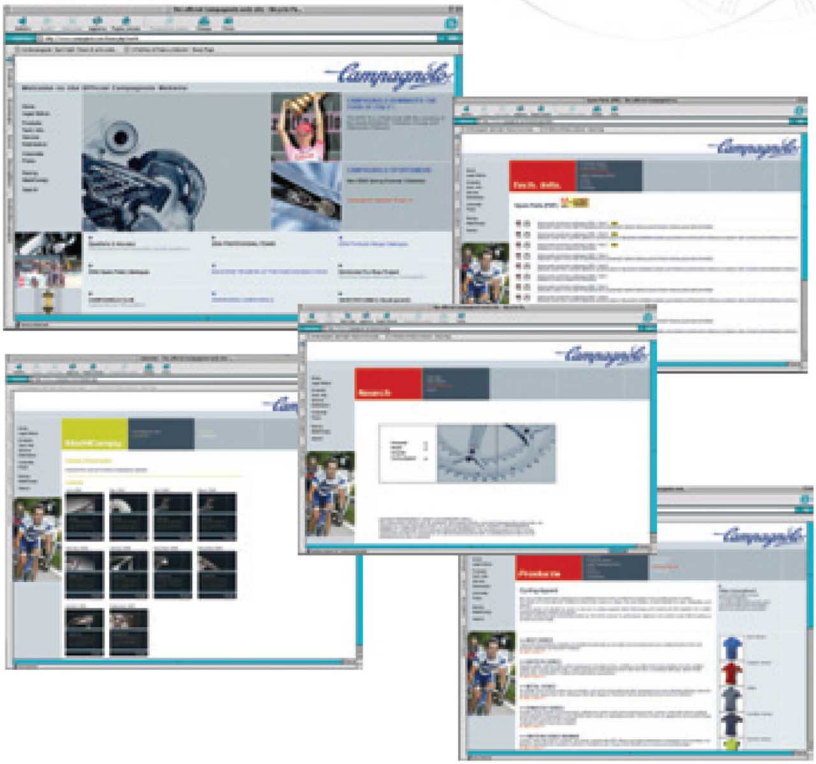
The updated list of stores taking part in the Project can be downloaded from the website www.campagnolo.com

4. Constant commitment to technical updating. Pro-Shop staff regularly attend meetings and receive technical updates and information via e-mail

5. Use of the Pro-Shop logbook. Every bicycle equipped by Campagnolo must be returned to the user accompanied by a Pro-Shop logbook.

The "Worldwide Pro-Shop Project" is fundamental for Campagnolo. Seeing the high technological content of our components, it soon became necessary for us to organise a network of specialised Campagnolo shops all over the world.

Our scope is to bring Campagnolo's expertise right to your door through your trusted Campagnolo Pro-Shop.
An updated list of Campagnolo Pro-Shops may be found on our website at:
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 sensational packed items such as racing or Mad 4 Campy, 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
LIMITED WARRANTY





Campagnolo

05

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.

WARNING!

The theories covering rear derailleurs lose value when applied to real-life situations. This is due to a certain number of variables that are beyond our control. The first variable is that the chain can only be lengthened or shortened by two links at a time (106/108/110 etc.), making it impossible for the optimal length to be achieved for each frame. As a result, each time a choice is made, this shall have to be a compromise based on the technical specifications of the chainwheels, front derailleurs and frame dimensions. Further, while emphasising that the relationships between the geometries and dimensions specified by ourselves in accompanying instructions must be observed, the size and geometry of each cage influence the functionality of the various rear derailleur combinations greatly. For this reason the combinations listed in the table below are to be considered merely indicative and must be verified each and every time, depending on the frame on which the components shall actually be mounted.

RECOMMENDED COMBINATIONS

- Double or CT crankset + short cage rear derailleur: all Campagnolo sprocket sets except the 13-29
- Double or CT crankset + medium cage rear derailleur: all Campagnolo sprocket sets *
- Triple crankset + medium cage rear derailleur: all Campagnolo sprocket sets except the 13-29 set
- Triple crankset + long cage rear derailleur: all Campagnolo sprocket sets *

* if compact sprocket sets are used (e.g. 11-23) it may be necessary to keep the chain length shorter than the values indicated in standard assembly instructions.



XENON™ 2005

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
XENON™ 9s rear derailleur	short cage	upper to lower pulley-axle: 55 mm	254
	medium cage	upper to lower pulley-axle: 72,5 mm	258
	long cage	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
Ergopower™ XENON™		double/triple crankset compatible – composite body and levers	357
XENON™ front hub	32, 36 holes	high quality bearings - O.L.D. 100 mm	249
MIRAGE™ rear hub	32, 36 holes	9s/10s - light alloy freewheel body – high quality 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	front fixing bolt: 13,5 - 18,5 - 24 mm	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™ 2005

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
	short cage	upper to lower pulley-axle: 55 mm	269
MIRAGE™ 9s rear derailleur	medium cage	upper to lower pulley-axle: 72,5 mm	274
	long cage	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™ Triple per FB front derailleur	braze-on / clip-on: Ø 28.6, 32 mm	for triple crankset - for Ergopower FB™ - capacity 23 – max. chainring 53	118
Ergopower™ ***MIRAGE***™ 9s		double/triple crankset compatible – composite body and levers - ErgoBrain 10™ computer ready	406
Ergopower FB™ ***MIRAGE***™ 9s x 2/3		double/triple crankset compatible – alu-composite body - composite brake lever - requires FB front derailleur	340
MIRAGE™ front hub	32, 36 holes	high quality bearings - O.L.D. 100 mm	249
MIRAGE™ rear hub	32, 36 holes	9s/10s - light alloy freewheel body – high quality bearings - locking thread 27x1 O.L.D. 130 mm	447

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

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
***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, ING 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**
brakes *MIRAGE*™	**front fixing bolt: 13,5-18,5-24 mm**	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**

VELOCE™ 2005

COMPONENT	OPTIONS	DESCRIPTION	Indicative * weight (g)
VELOCE™ 10s rear derailleur	short cage	upper to lower pulley-axle: 55 mm	250
	medium cage	upper to lower pulley-axle: 72,5 mm	259
	long cage	upper to lower pulley-axle: 89 mm	263
VELOCE™ 9s rear derailleur	short cage	upper to lower pulley-axle: 55 mm	250
	medium cage	upper to lower pulley-axle: 72,5 mm	255
	long cage	upper to lower pulley-axle: 89 mm	263
VELOCE™ 9s/10s front derailleur	braze-on / clip-on: Ø 32, 35 mm	capacity 15 – max. chainring 54	92
VELOCE™ 9s front derailleur	braze-on / clip-on: Ø 28.6, 32 mm	capacity 15 – max. chainring 54	93
VELOCE™ Tripla front derailleur	9s/10s braze-on / clip-on: Ø 32, 35 mm	capacity 22 – max. chainring 52	100
VELOCE™ per FB front derailleur	braze-on / clip-on: Ø 28.6, 32, 35 mm	capacity 15 - for Ergopower FB™ – max. chainring 54	93
VELOCE™ Triple front derailleur	braze-on / clip-on: Ø 28.6, 32, 35 mm	capacity 23 - for Ergopower FB™ – max. chainring 53	100
Ergopower™ VELOCE™	9s / 10s	double/triple crankset compatible - composite body – anodized lever - ErgoBrain 10™ computer ready	402
Ergopower FB™ VELOCE™ 10s x 2/3	32, 36 holes	double/triple crankset compatible - alu-composite body – aluminium brake lever - requires FB front derailleur	340
VELOCE™ front hub	32, 36 holes	high quality bearings - O.L.D. 100 mm	249
VELOCE™ rear hub	12-23, 13-23, 13-26, 13-28, 14-28	9s/10s - light alloy freewheel body – high quality bearings - lockring thread 27x1 - O.L.D. 130 mm	458
VELOCE™ UD™ 9s sprockets - steel	12-23, 12-25, 13-26, 13-29, 14-23	Ultra-Drive™ - single sprockets - nickel-chromed finish - supplied without lockring	231
VELOCE™ UD™ 10s sprockets - steel		Ultra-Drive™ - single sprockets - nickel-chromed finish - supplied without lockring	250

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

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
RECORD™ 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
VELOCE™ 10s crankset	170, 172.5, 175 mm 39-53, 42-52	Exa-Drive™ chainrings - requires b.b. with L. 111 mm	659
VELOCE™ 9s crankset	170, 172.5, 175 mm 39-53	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, ING 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	front fixing bolt: 13,5-18,5-24 mm	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

CENTAUR™ 2005

COMPONENT	OPTIONS	DESCRIPTION	Indicative * weight (g)
	short cage	upper to lower pulley-axle: 55 mm	223
CENTAUR™ 10s rear derailleur	medium cage	upper to lower pulley-axle: 72,5 mm	229
	long cage	upper to lower pulley-axle: 89 mm	241
CENTAUR™ front derailleur	braze-on / clip-on: Ø 28.6, 32, 35 mm	9s/10s – for double crankset - capacity 15 – max. chainring 54 - antifriction insert	85
CENTAUR™ CT™ front derailleur	braze-on / clip-on: Ø 28.6, 32, 35 mm	9s/10s – for CT™ crankset - capacity 16 – max. chainring 50 - antifriction insert	94
CENTAUR™ Triple front derailleur	braze-on / clip-on: Ø 32, 35 mm	9s/10s – for triple crankset - capacity 22 – max. chainring 52	98
CENTAUR™ FB front derailleur	braze-on / clip-on: Ø 28.6, 32, 35 mm	10s – for Ergopower FB™ - for double crankset - capacity 15 – max. chainring 54 - antifriction insert	87
CENTAUR™ FB Triple front derailleur	braze-on / clip-on: Ø 32, 35 mm	10s – for Ergopower FB™ - for triple crankset - capacity 23 – max. chainring 53	99
CENTAUR™ CT™ for FB front derailleur	braze-on / clip-on: Ø 28.6, 32, 35 mm	10s – for Ergopower FB™ - for CT™ crankset - capacity 16 – max. chainring 50 - antifriction insert	95
CENTAUR™ 10s Ergopower™		double/triple crankset compatible – composite body - anodized lever - lightened shifting levers - ErgoBrain 10™ computer ready	399
CENTAUR™ 10s x 2/3 Ergopower FB™		double/triple crankset compatible – alu-composite body – leva freno alluminio - requires FB front derailleur	327
CENTAUR™ front hub	32, 36 holes	light alloy axle and body – adjustable bearings - O.L.D. 100 mm	200
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 Carbon crankset	170, 172.5, 175 mm 39-52, 39-53, 42-52	composite cranks - Ultra-Drive™ chainrings - requires b.b. with L. 111 mm	579

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

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
CENTAUR™ CT™10s Carbon crankset	170, 172.5, 175 mm 34-48, 34-50, 36-50	composite cranks - Ultra-Drive™ chainrings - requires b.b. with L. 111 mm - requires CT™ or CT™-FB front derailleur	565
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
CENTAUR™ bottom bracket	ITA, ENG 111 mm	cartridge b.b. - hollow axle - light alloy cups and spacer - for double and triple cranks with seat tube Ø 28.6 mm	233
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
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	front fixing bolt: 13,5-18,5-24 mm	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™ water-bottle carrier		carbon and composite, supplied with water-bottle	35
Ergobrain™ Computer		10s - double/triple crankset compatible	
CENTAUR™ cable guide plate		to fit under bottom bracket shell - resin	6

CHORUS™ 2005

COMPONENT	OPTIONS	DESCRIPTION	Indicative * weight (g)
	short cage	upper to lower pulley-axle: 55 mm composite outer plate	202
CHORUS™ 10s rear derailleur	medium cage	upper to lower pulley-axle: 72,5 mm composite outer plate	205
	long cage	upper to lower pulley-axle: 89 mm composite outer plate	217
CHORUS™ front derailleur	braze-on / clip-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 / clip-on: Ø 32, 35 mm	10s – for triple crankset - capacity 23 – max. chainring 53 - with antifriction treatment	98
CHORUS™ CT™ front derailleur	braze-on / clip-on: Ø 32, 35 mm	10s – for CT™ crankset - capacity 16 – max. chainring 50 - light alloy fork with antifriction treatment	78
CHORUS™ FB front derailleur	braze-on / clip-on: Ø 32, 35 mm	10s – for Ergopower FB™ - for double crankset - capacity 15 – max. chainring 54 - light alloy fork with antifriction treatment	76
CHORUS™ FB Triple front derailleur	braze-on / clip-on: Ø 32, 35 mm	10s – for Ergopower FB™ - for triple crankset - capacity 23 – max. chainring 53 - with antifriction treatment	98
CHORUS™ CT™ FB front derailleur	braze-on / clip-on: Ø 32, 35 mm	10s – for CT™ crankset - for Ergopower FB™ - capacity 16 – imax. chainring 50 - light alloy fork with antifriction treatment	79
CHORUS™ 10s Ergopower™		double/triple crankset compatible – composite body – composite levers - light alloy hardware - ErgoBrain 10™ computer ready	348
CHORUS™ 10s x 2/3 Ergopower FB™		double/triple crankset compatible– alu-composite body – aluminium brake lever - light alloy small parts - requires FB derailleur	320
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		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	540

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

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
CHORUS™ CT™ CARBON 10s crankset	170,172.5, 175 mm 34-48, 34-50, 36-50	composite crankarms - Ultra-Drive™ EPS™ chainrings - requires b.b. with 102 mm axle - requires CT™ or CT™ - FB front deraiilleur	551
CHORUS™ 10s Triple crankset	170, 172.5, 175 mm 30-40-50, 30-42-53	Ultra-Drive™ chainrings - requires b.b. with 102 mm axle (asymmetrical) for triple cranks	730
CHORUS™ bottom bracket	ITA, ENG	Ultra-Drive™ chainrings - requires b.b. with L. 111 mm (asymmetrical) 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
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	front fixing bolt: 13,5 - 18,5 - 24 mm	composite tube - clamp for seat tube - knurling pitch: 0.5 mm	195
CHORUS™ headset	27,2 / 250 - 31,6 / 350 32,4 / 350	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		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
CHORUS™ water-bottle carrier	1-1/8", 1-1/8" TTC™	carbon and composite, supplied with water-bottle	29
ERGOBRAIN™ Computer		10s - double/triple crankset compatible	
RECORD™ cable guide plate		to fit under bottom bracket shell - stainless steel with QPQ antifriction treatment	9

RECORD™ 2005

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
	short cage	upper to lower pulley-axle: 55 mm	184
RECORD™ 10s rear derailleur	medium cage	upper to lower pulley-axle: 72,5 mm	193
	long cage	upper to lower pulley-axle: 89 mm composite outer plate - Titanium hanger and pivot bolt - composite outer cage	195
RECORD™ front derailleur	braze-on / clip-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 / clip-on: Ø 32, 35 mm	9s/10s – for triple crankset - capacity 23 – max. chainring 53 - Titanium bolts - antifriction treatment	94
RECORD™ CT™ front derailleur	braze-on / clip-on: Ø 32, 35 mm	9s/10s – for CT™ crankset - capacity 16 – max. chainring 50 - composite + alumiinium fork - Titanium bolts	75
RECORD™ 10s Ergopower™	28, 32, 36 holes	double/triple crankset compatible – composite body and levers – ball bearings light alloy hardware - ErgoBrain 10™ computer ready	324
RECORD™ front hub		light alloy body and axle – adjustable bearings – ubrication port - quick-release with light alloylock nuts - O.L.D. 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 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	520
RECORD™ CT™ CARBON 10s crankset	170,172.5, 175 mm 34-48,34-50, 36-50	composite crankarms - light alloy fixing bolts and nuts - Ultra-Drive™ EPS™ chainrings with antifriction treatment - requires b.b. with 102 mm axle - requires CT™ front derailleur	540

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

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
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
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 front fixing bolt: 13,5 - 18,5 - 24 mm	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™ water-bottle carrier		monocoque carbon, supplied with water-bottle	18
Ergobrain™ Computer		10s - double/triple compatible	
RECORD™ cable guide plate		to fit under bottom bracket shell - stainless steel with QPQ antifriction treatment	9

RECORD™ PISTA 2005

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		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 cover and light alloy fixing screw - composite/light alloy cap	73

TIME TRIAL 2005

COMPONENT	OPTIONS	DESCRIPTION	Indicative* weight (g)
bar-end 10s shift. levers		composite body and lever	163
RECORD™ brake levers		composite body and lever	210
RECORD™ 10s 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		composite outer plate – lightened inner plate – Titanium hanger and pivot bolt - lightened upper body	190
CHORUS™ 9s rear derailleur		lightened upper body	211
CENTAUR™ 9s rear derailleur			223
CENTAUR™ Triple 9s rear derailleur			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 mm 39-52, 39-53, 42-52**	Exa-Drive™ chainrings - requires b.b. with L. 111 mm	646
	175mm 39-52, 39-53		
CHORUS™ UD™ 9s sprockets - steel	**12-23, 13-23, 13-26**	Ultra-Drive™ - nickel-chromed - light alloy carrier - supplied without lockring	197

● = 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	h	h	
NEUTRON™ front clincher 28"	655		●	●	●	●				●		20	●		
NEUTRON™ rear clincher 28"	895		●	●	●	●				●	●	20	●		●
NEUTRON™ front tub. 28"	645		●	●	●	●				●		20	●		
NEUTRON™ rear tub. 28"	895		●	●	●	●				●	●	20	●		●
NEUTRON™ CARBON front cl. 28"	630		●	●	●	●				●		20	●●		
NEUTRON™ CARBON rear cl. 28"	870		●	●	●	●				●	●	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.

| | | |

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

	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
MEDIUM-PROFILE WEELS															
VENTO™ front clincher 28"	890		●	●	●		●					20		●	
VENTO™ rear clincher 28"	1110		●	●	●		●					20		●	
SCIROCCO™ front clincher 28"	790		●	●	●		●					20		●	
SCIROCCO™ rear clincher 28"	1040		●	●	●		●					20	h	h	
ZONDA™ front clincher 28"	770		●	●	●		●					20	●		
ZONDA™ rear clincher 28"	960		●	●	●		●					20	●		
EURUS™ front clincher 28"	695		●	●	●		●					20	●		
EURUS™ rear clincher 28"	865		●	●	●		●					20	●		●
EURUS™ CARBON front cl. 28"	670		●	●	●		●					20	●●		
EURUS™ CARBON rear cl. 28"	840		●	●	●		●					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.

| | | |

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 APPLICABLE LAW

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

10 WARNING

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

SERVICE CENTER

SERVICE CENTER

The Service Center is the reference point for all Campagnolo dealers and its aim is to provide an adequate after-sales service to Campagnolo users. Service Centers are a territorial extension of Campagnolo srl and work exclusively with dealers, no exceptions made.
The Service Centers handle two activities: After-sales Service and Spare Parts Service.
The After-sales Service provides technical assistance for products under guarantee or otherwise, enabling cyclists to enjoy the first-class characteristics of Campagnolo products for long, without forfeiting safety, performance and endurance.
The Spare Parts Service handles the distribution of spare parts. Campagnolo possesses a large inventory of spare parts and is able to replenish its distribution system adequately in relatively short times.
We therefore advise you to refer to your Campagnolo dealer for any expert action required by your bikes - these dealers are the only ones supported by the constant, skilled collaboration of Campagnolo Service Centers.

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