

2006

Products Range

Campagnolo®



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, Veloce, Mirage, Xenon, Hyperon, Neutron, Proton, Eurus, Zonda, Scirocco, Vento, Bora, Ghibli, Pista, Time Trial, Ergobrain, Superlative, Floating-Link-Action, HD-Link, HD-L, Exa-Drive, Ultra-Drive, Pro-Fit, Pro-Fit PLUS, Differential brakes, Threadless, Hiddenset, Hiddenset TTC, TTC, Ergopower, BB System, C10, C9, ED, UD, Ultra Narrow, HPW, G3, Grouped Spokes, DPRO, Dual Profile, Ultralinear-Geometry, Ultralinear, Differential rims, Differential spokes, Asymmetric, Ultra, Ultra Aero, Full Carbon, Multidirectional, Unidirectional, AC-H, AC-S, SC-S, Big, Miro, Pro-Shop, Tecnologia ed Emozione, are Campagnolo Srl Trademarks

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2005 TEAMS

In this century that is dominated by sportbiz, professional sport, programming results, television technology, action replays that never lie, hi-definition images on plasma and LCD screens, cycling still manages to stand out, still manages to offer epic moments, moments that have the flavour of those unforgettable sporting exploits in black and white. Effort, dedication, suffering, commitment, satisfaction and joy. Dozens of years have passed, but cycling is still all of that. Only those who have climbed up a mountain on their bicycle can appreciate the effort, the passion, the commitment and the joy that one feels upon reaching the summit and pausing there a moment to enjoy one's victory over oneself.
Professional cyclists live for these emotions and transmit them to us in every event. Whether it be a stage race or a one-day classic, they are there to give their all in any situation, whatever the weather is like. They are generous sportspeople who never take it easy, who are never content with their achievements. Each competition is a chapter in itself where anything may happen.
Campagnolo® has been sharing these emotions with them for over 70 years. 70 years at their side to supply them top-performance components and wheels that are totally reliable. Performance that is never in doubt and must never be in doubt. Performance that provides them with maximum liberty of expression and scope for reading the race. Each component has been designed to work in perfect harmony with the others, a perfect system that makes all movements easy and instinctive, which makes each action effective and any result possible.



A. Petacchi



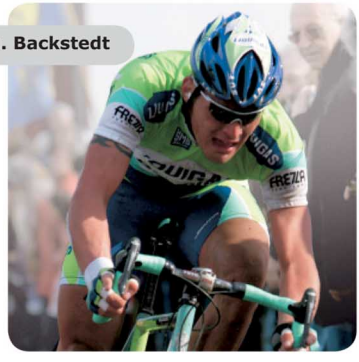


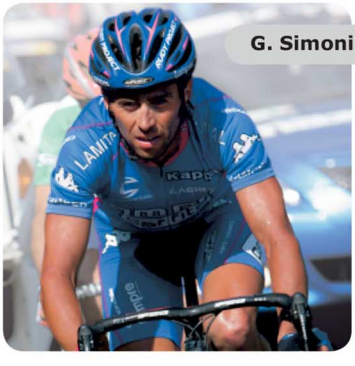
A. Flecha

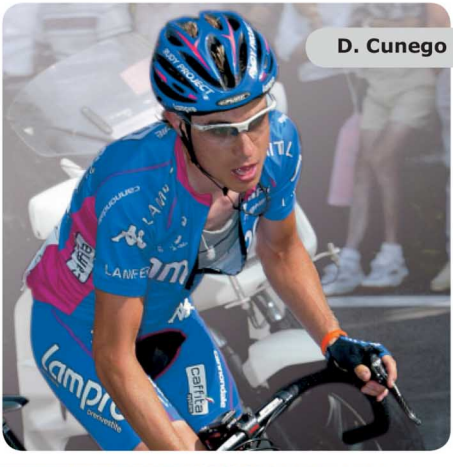
2005 Professional Teams - Italy

Pro Team	Frame	Top Riders
Fassa Bortolo	Pinarello	Alessandro Petacchi Juan Antonio Flecha
Liquigas - Bianchi	Bianchi	Danilo Di Luca Magnus Backstedt
Lampre - Caffita	Cannondale	Damiano Cunego Gilberto Simoni
Ceramica Panaria - Navigare	Colnago	Emanuele Sella


D. Di Luca


M. Backstedt


G. Simoni


D. Cunego



2005 Professional Teams - Belgium

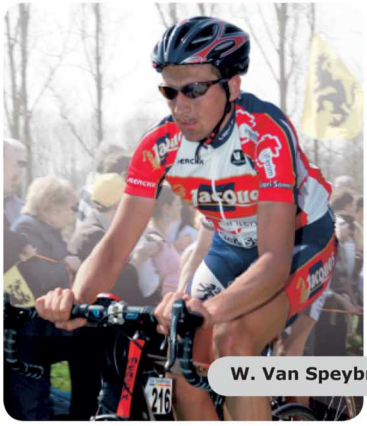
Pro Team	Frame	Top Riders
Quick Step - Innergetic	Time	Paolo Bettini Tom Boonen
Omega Pharma Davitamon Lotto	Ridley	Robbie McEwen Peter Van Petegem
Landbouwkrediet - Colnago	Colnago	Ludo Dierckxsens
Chocolat Jacques T. Interim	Merckx	Nico Eeckhout



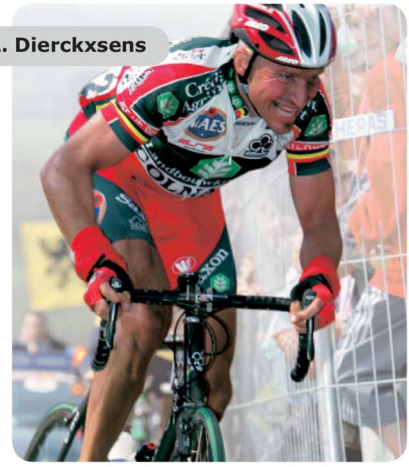
R. McEwen



A. Merckx



W. Van Speybrock



L. Dierckxsens

2005 Professional Teams - France

Pro Team	Frame	Top Riders
Ag2r Prevoyance	Decathlon	Jean-Patrick Nazon





2005 Professional Teams - Spain

Pro Team	Frame	Top Riders
Saunier Duval – Prodir	Scott	Leonardo Piepoli Juan Manuel Garate
Illes Balears – Caisse d'Epargne	Pinarello	Francisco Mancebo Alejandro Valverde
Relax – Fuenlabrada	Gios	Josep Jufre



A. Valverde

J. Jufre





2005 Professional Teams

Pro Team	Frame	Country	Top Riders
Phonak – Hearing Systems	BMC	CH	Martin Perdiguero Miguel Angel
Tenax	Olmo	IRL	Timoty Jones
Team Barloworld	De Rosa	GB	Igor Astarloa
Jelly Belly	Orbea	USA	Danny Pate Ben Brooks

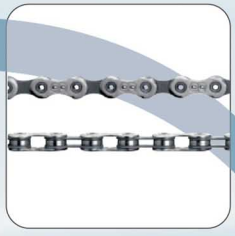


Sprocket set
The teeth of the Campagnolo® sprocket set feature an Ultra-Drive™ geometry and have been specially machined to interface perfectly with the geometry of Campagnolo® chains to produce perfect ratios both when upshifting and downshifting, even when pulling on the chain.

Chain
Geometries and dimensions have been studied to perfectly match the machining of the chainrings and the sprockets to optimize transmission of the rider's leg-power and ensure that the chain is moved up and down the sprockets and chainrings rapidly, precisely and silently.

Rear derailleur
A composite system of springs that are balanced together means that the action of the control transmitted by cable is matched by perfect shifting of the rear-derailleur parallelogram. This shift moves the cage and positions the chain rapidly and silently on the selected sprocket.







Campagnolo® drivetrain: a single integrated design



Crankset
The chainrings of the Campagnolo® cranksets use Ultra-Drive™ geometry, as do the chain and sprockets, and have special sectors, namely special machining and pins that match the Campagnolo® chains perfectly to always move them up and down at the most efficient point.

Ergopower™ shifters
The Campagnolo® Ergopower™ shifters are used to actuate the cable-housing insert that moves by a calibrated angular portion so as to pull the control cable by the correct distance and enable the rear-derailleur parallalelogram to move by the correct amount. The same applies to the brake levers, which have been suitably sized to obtain powerful and progressive braking if combined with Campagnolo® brakes.





Cables and housings
The cables have to ensure fluid and smooth transmission from the Ergopower™ shifters to the rear derailleur, the front derailleur and the brakes. That's why Campagnolo® has chosen stainless steel inner wires and friction-resistant housings that are lubricated with special grease. Laboratory testing has shown that they are the only ones to provide much greater smoothness and a much more efficient drivetrain.



Brakes
The dimensions, geometry and materials have been chosen to operate in perfect harmony with Ergopower™ shifters and with the Campagnolo® cables and housings system. This also applies to the brake pads, whose compound has been selected to produce top performance when combined with the braking surface of a Campagnolo® rim.

Campagnolo® Drivetrain: a single integrated design

Campagnolo® components have been designed to interface only with Campagnolo® drivetrains. Materials, dimensions, design, nothing has been left to chance. This is vital teamwork where all the components work in harmony to achieve their full potential. The whole can be perfected only by paying attention to every single detail.

Each individual component has been designed to excel in itself, but always with the objective of interfacing perfectly with the others. That's the only way to obtain a drivetrain with enhanced performance. That's the only way to obtain a Campagnolo® drivetrain.




XENON
9
SPEED
XENON


XENON™
XENON
XENON



For technical information see page 165

XENON™ GROUPSET

Xenon™ is the entry-level Campagnolo® groupset, which has been designed for people taking up cycling for the first time who demand performance, reliability and endurance.

2x9 drivetrain

The 2x9 drivetrain is the classic road-bike drivetrain.
In the Xenon™ version it is available with a 39-52 crankset and with 170 or 175-mm cranks to better match the physique of each and every individual.

3x9 drivetrain

The 3x9 drivetrain is the ideal solution for lovers of cycle touring.
The Xenon™ version is available with a 30-42-52 chainrings with 170 or 175-mm cranks to enable everyone to find their own pedaling cadence.





Xenon™ rear derailleur

As with the entire Campagnolo® range, the Xenon™ groupset provides a choice of three rear derailleurs with three different lengths of derailleur cage to suit the different crankset/sprocket set combinations.
The short derailleur cage is for the combination of a double crankset with a sprocket set of up to 13-26.
The medium derailleur cage is for the combinations of a double crankset with a sprocket set of up to 13-28 and a triple crankset with a sprocket set of up to 13-26. The long derailleur cage is for the combination of a triple crankset with a sprocket set of up to 13-28.

Xenon™ Ergopower™ shifters

The Xenon™ Ergopower™ shifters are integrated. That means that they enable the rider to change gear and brake without ever taking his or her hands off the handlebars. Their ergonomics are the same as those of the high-end groupsets and have been designed to provide great comfort and maximum functionality.





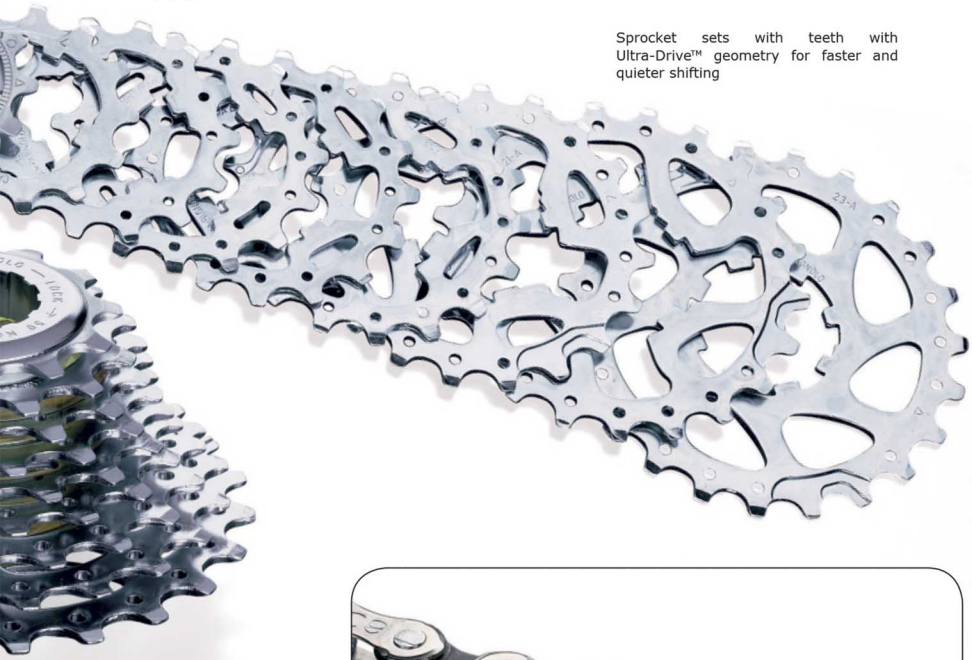


The Xenon™ front derailleur provides long-term performance and reliability

For technical information see page 165



Sprocket sets with teeth with Ultra-Drive™ geometry for faster and quieter shifting





Record™ 9s chain

The Xenon™ groupset uses the Record™ 9s chain. It is made from the finest materials and incorporates the finest technology. The Ultra-Drive™ and Floating-Link-Action™ geometry together with the geometry of the sprockets and the Campagnolo® chainrings ensure fast, silent and durable shifting.



Xenon™ bottom bracket: sealed bearings for maximum reliability and endurance

New Xenon™ dual pivot brakes

The Xenon™ dual pivot brakes now weigh just 340 g, i.e. 10% less than the 2005 version.
The brake pads are made from a Record™ class compound that ensures powerful but progressive braking even when the pads are worn. Tests in our laboratories have shown that the braking performance of these brakes is 50% better on dry surfaces and actually 60% better on wet surfaces than the performance of other similar brands on the market. These results are even more amazing when one considers that the brake pads wear out much more slowly and are much quieter than the products with which they were compared.





Xenon™ hubs, equipped with Hi-Precision Bearings for greater smoothness, reliability and endurance


MIRAGE
9
SPEED
MIRAGE


MIRAGE™
9 SPEED EXATORK
MIRAGE CT
MIRAGE



For technical information see page 166

MIRAGE™ GROUPSET

The Mirage™ groupset is available in four different versions to enable you to enjoy all the different facets of a road bike: double drivetrain, triple drivetrain, compact drivetrain and with Flat Bar shifters.

Mirage™ 2x9 drivetrain

The Mirage™ double drivetrain is the classic configuration for a road bike and the ideal way to get started in cycling with quality products that ensure performance, reliability and endurance. Mirage™'s dedicated shifters on flat bars for greater comfort enable you to ride a road bike without having to take up a racing position.

New Mirage™ Compact 2x9 drivetrain

The Mirage™ groupset this year includes the CT™ drivetrain. This type of drivetrain is the ideal solution for those who want to tackle the steepest climbs more easily whilst retaining the classic double chainring configuration.







Mirage™ front derailleur for double drivetrain: fast, reliable and durable

Mirage™ 3x9 drivetrain

The Mirage™ triple drivetrain means cycle touring, it means love of the natural world around us, it means 27 different gear ratios from which to select the ideal cadence for discovering the world's most beautiful mountains.



NEW



The new braze-on Mirage™ front derailleur for triple drivetrains has a new body that enables the position of the braze-on plate on the frame to be standardized

New Mirage™ CT™ and CT™ FB front derailleurs

The Mirage™ CT™ and CT™ FB front derailleurs have been designed to interface perfectly with the Mirage™ CT™ crankset. The cage is more curved in order to match the curvature of the smaller chainrings. The edge of the inner cage plate is oversized and is shaped like an inverted "S" for increased precision when shifting the chain from the larger chainring to the smaller one.

NEW



New clamp for braze-on front derailleurs

This is a new clamp that enables a braze-on front derailleur to be fitted to a frame that has not been set up for one. Its asymmetric design, with the fastening bolt almost tangential to the seatpost ensures even closure around the entire circumference of the tube without causing harmful crushing.

NEW



Available in two different diameters, 32 and 35 mm, and in the finishes black and silver



For technical information see page 166

New Ergopower™ Flat Bar shifters for Caliper brakes

The new Ergopower™ Flat Bar Mirage™ controls for Campagnolo® Caliper brakes have made a great leap forward in terms of performance.
A new indexing mechanism makes shifting up and down extremely light and reduces the downward stroke of the shifting lever. The new mechanism allows the rider to upshift and downshift several gears at a time.
The control combines shifter lever and brake lever for a more compact design and unequaled lightness. A barrel located on the brake lever allows the distance between the lever and handlebar grip to be adjusted without any need for tools.

NEW



NEW



New Ergopower™ Flat Bar shifters for Linear Pull Cantilever brakes

In its 2006 range Campagnolo® has introduced the Linear Pull Cantilever brakes and the Ergopower™ Flat Bar shifters that are specific to this type of brake.
These new shifters differ from the version for Caliper brakes only in their brake levers, which have a specific geometry for operating Linear Pull brakes.

Mirage™ Ergopower™ shifters

Mirage™ Ergopower™ shifters are made of composite materials to obtain the toughness of light aluminium alloys at a lower weight.



Mirage™ rear derailleurs: in three versions to obtain the best performance with a double, CT™ and triple drivetrain



NEW



NEW



The new braze-on Mirage™ FB front derailleur for triple drivetrains has been made with a new body that standardizes the position of the braze-on plate on the frame

New Mirage™ FB CT™ front derailleur

For technical information see page 166

New Mirage™ dual pivot brakes

The Mirage™ dual pivot brakes are now 10% lighter, weighing just 340 g.
The pads are made from a Record™ class compound that ensures progressive braking power even when the pads are worn. Tests in our laboratories have shown that the braking performance of these brakes is 50% better on dry surfaces and 60% better on wet surfaces than those of other similar brands on the market. These results are even more amazing when one considers that brake pad noise and wear are minimal.

New Mirage™ Linear Pull Cantilever brakes

For 2006 Campagnolo® presents its first Linear Pull Cantilever brakes with 85-mm long arms. Braking is powerful and accurate on both dry and wet surfaces thanks to the special pads that have been specifically designed for this brake. The compound was tested to ensure constant performance even when the brake pads are worn. The compound is different from the one used for Caliper brakes but, just like that one, this one ensures that no aluminium particles will be acquired during braking. This means not damaging the braking track of the rim and prolonging the brake pads' performance.
The brake pads feature orbital adjustment to ensure an ideal position in contact with the rim.
The brake pad is connected to the brake shoe by means of a patented system. The special design of the two components enables the brake pad to be first inserted frontally and then to be housed by being pushed until it comes up against the stop, as is already the case with the brake pads for Caliper brakes.



Mirage™ hubs: the high-precision bearings provide high performance, reliability and long-term endurance

Mirage™ sprocket sets

The teeth of the Mirage™ sprocket sets feature Ultra-Drive™ geometry that enables the chain to move accurately, fast and silently from one sprocket to another.



Record™ 9s chain

The Mirage™ groupset uses the really famous Record™ 9s chain. It has been studied down to the smallest detail to interface perfectly with the teeth of the sprockets and chainrings so as to provide prompt, precise and silent shifting.



NEW

New Mirage™ bottom bracket

For the 2006 range the Mirage™ groupset sees the introduction of a dedicated bottom bracket that provides tolerances and geometries of the bottom-bracket spindle that have been optimized to obtain coupling with the cranks and an ideal chain line.



NEW



New Mirage™ 115.5 bottom bracket: bottom-bracket spindle geometry optimized for precise 3x9 chain line


VELOCE
10 SPEED
VELOCE
VELOCE
10 SPEED


VELOCE™
10 SPEED EXA DRIVE
VELOCE CT
VELOCE
10 SPEED



For technical information see page 168

VELOCE™ GROUPSET

The first Campagnolo® 10-speed groupset is available in many different versions to suit your style of bicycle: double, triple, compact drivetrain, Flat Bar shifters and Linear Pull Cantilever brakes. Talk about being spoilt for choice.

Veloce™ 2x10 drivetrain

The Veloce™ 2x10 drivetrain gives a large number of cyclists the advantages of 10 speeds: the geometry of the rear derailleur, the front derailleur, the chain, the crankset and the ten close-ratio sprockets enhance drivetrain performance the possibilities and provide options for all situations.

New Veloce™ CT™ 2x10 drivetrain

Combining tens speeds with a compact crankset means having twice the advantages: twenty gear ratios to choose from, more smoothness, less effort uphill, double configuration.

NEW



Veloce™ 10s front derailleur: designed to shift the chain up or down instantaneously and with maximum precision

Veloce™ 3x10 drivetrain

The Veloce™ triple drivetrain provides 30 speeds from which to choose the ideal cadence for tackling the toughest climbs with the least possible effort.
Available in the versions 30-40-50 and 30-42-53.



New Veloce™ CT™ front derailleur

The Veloce™ CT™ front derailleur is part of the Veloce™ CT™ integrated drivetrain, which comprises front derailleur and crankset. The front derailleur presents a cage that is more curved in order to match the curvature of the CT™ smaller chainrings.
The inner cage has a special larger profile and a reversed "S" shape to guide the descent of the chain from the large chainring to the small one and prevent it from falling onto the bottom bracket shell, with obvious and unfortunate consequences.



The new braze-on Veloce™ front derailleur for triple drivetrain standardizes the position of the braze-on plate on the frame thanks to the geometry of the new body



Veloce™ 10s rear derailleur

The first 10-speed rear derailleur of the Campagnolo® range has the same geometry as the more famous Record™ 10s rear derailleur. The rebalanced parallelogram, which has been specially designed for the 10-speed sprocket set, ensures fast, precise and silent chain shifting.
The Veloce™ rear derailleur is available in three versions: short, medium and long derailleur cage.



For technical information see page 168

New Ergopower™ Flat Bar shifters for Caliper brakes

Owing to the new indexing mechanism, the new Veloce™ Ergopower™ Flat Bar shifters for Caliper brakes greatly enhance their performance. Shifting is extremely light and allows the rider to upshift and downshift several gears at a time.
The light weight and compact design are provided by the integration of the shifter and the brake lever into a single component. A special barrel in the butt area of the brake lever adjusts the distance from the handlebars to obtain the best possible ergonomics.

NEW



New Ergopower™ Flat Bar shifters for Linear Pull Cantilever brakes

Alongside the Linear Pull Cantilever brakes, Campagnolo® is introducing into its 2006 range the Ergopower™ Flat Bar shifters that are specific to this type of brake.
The indexing mechanism is the same as for the version for Caliper brakes, but the brake levers are different as they have been given a geometry that is dedicated to Linear Pull brakes.



NEW

New Veloce™ FB front derailleur for CT™

The introduction of the CT™ crankset into the Veloce™ groupset means that Flat Bar shifters can be used with a compact drivetrain. That is why a special front derailleur has been created. The curve of the cage has been accentuated to accommodate the shape of the compact chainrings. The inner cage features an oversize profile and an inverted "S" shape to guide the chain with greater accuracy from the large chainring onto the small one.
The geometry of the outer link has on the other hand been specially designed to operate with the Flat Bar shifters.



NEW



New Veloce™ FB braze-on front derailleur for triple drivetrains: the new derailleur body standardizes the position of the braze-on plate on the frame

NEW



Veloce™ 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.

New Veloce™ Linear Pull Cantilever brakes

Campagnolo® introduces its first Linear Pull Cantilever brakes with 85-mm long arms. The special brake pads dedicated to this braking system ensure powerful and precise braking on both dry and wet surfaces. The high-end compound maintains braking performance even when the brake pads are worn. Like the compound for Caliper brakes, this one ensures silent operation and does not acquire aluminium particles that shorten the rim's life. The brake pads have orbital adjustment to enable them to be positioned in the ideal manner in contact with the rim.
The brake pad uses a patented system to engage in the brake shoe. The special design of the two components enables the brake pad to be first inserted frontally and then to be housed by being pushed until it comes up against the stop, as is already the case with the brake pads for Caliper brakes.

Veloce™ brakes: shorter braking distances, progressive braking and little wear to brake pads on both dry and wet surfaces





For technical information see page 168

Veloce™ Ergopower™ shifters

The special ergonomics of the Ergopower™ Veloce™ shifters are the fruit of decades of top-level racing and provide comfort and instinctive access to the shifters and brake levers from any position on the handlebars.





New Ultra Narrow™ Veloce™ chain

The Veloce™ groupset this year presents the new 10s Ultra Narrow™ Veloce™ chain that is just 5.9-mm wide. Owing to its dimensions, the new version is lighter and quieter and facilitates adjustment of the rear derailleur.

The tests run in our laboratories show that traction force, pin retention force, wear, resistance to stretch, torsion and flection are the same as for the Record™ 10s chain.



Veloce™ sprocket set: The tooth profiles have been given Ultra-Drive™ geometry to facilitate chain movement up and down the sprockets and to make shifting precise, fast and silent

New Veloce™ bottom bracket

In 2006 the Veloce™ groupset features a new bottom bracket. The tolerances and geometry of the bottom-bracket spindle have been optimized to obtain coupling with the cranks and an ideal chain line.



NEW

New 115.5 Veloce™ bottom bracket: optimized bottom-bracket spindle geometry for a precise 3x9 chain line



Veloce™ hubs, equipped with top-quality bearings to ensure smoothness, reliability and long-term endurance




CENTAUR
10 SPEED
CENTAUR
CENTAUR


CENTAUR™
CENTAUR CT
CENTAUR
10 SPEED
Campagnolo


CENTAUR
10 SPEED
CENTAUR
CENTAUR


CENTAUR™
CENTAUR GT
CENTAUR
10 SPEED
Campagnolo



For technical information see page 170

CENTAUR™ GROUPSET

The Centaur™ groupset opens the doors to the high-end Campagnolo® groupsets, with components designed for long-term top performance.
Centaur™ is available in the versions 2x10, 3x10, CT™ and Flat Bar and each version is available in the colors Silver and Century Grey.



Centaur™ 2x10 drivetrain

Its light weight, performance, reliability and endurance make it the ideal drivetrain right from the very first race.



Centaur™ CT™ drivetrain

The Centaur™ CT™ drivetrain is an integrated design that comprises the crankset and the front derailleur to obtain a perfect interface with the Campagnolo® Centaur™ 10-speed drivetrain. This avoids those compromises that diminish safety, performance and endurance.
For 2006, in addition to the version with a carbon fiber crankset, Centaur™ is available with an aluminium CT™ crankset in the two versions Silver and Century Grey.



NEW







Centaur™ CT™ front derailleur: the curve of the cage has been accentuated to accommodate the shape of the close-ratio chainrings and the inner cage has an oversize profile with an inverted "S" shape to guide the chain

For technical information see page 170

Centaur™ 3x10 drivetrain

The Centaur™ triple drivetrain is the perfect choice for lovers of impossible climbs. 30 gear ratios available to provide the right cadence at all times.







Centaur™ front derailleurs for triple drivetrains: the new body of the front derailleur for triple drivetrains standardizes the position of the braze-on plate on the frame

New Ergopower™ Flat Bar shifters

The New Ergopower™ Flat Bar shifters have had their performance greatly enhanced due to a new indexing mechanism that makes shifting noticeably easier and allows the rider to upshift and downshift several gears at a time.
As for the 2005 version, the shifter and the brake lever are integrated into a single component to obtain a light-weight and compact design.
A special barrel in the brake lever adjusts the distance from the handlebars to obtain the best possible ergonomics.



NEW



NEW



Centaur™ FB front derailleurs, available for 2x10, CT™ and 3x10 drivetrains in the braze-on and clip-on versions







For technical information see page 170

Centaur™ rear derailleur

The Centaur™ 10s rear derailleur has the technical features that were introduced by the Record™ 10s model. The rebalanced parallelogram, which was specially designed for ten speeds, accompanies the chain with precision and constant driving force from the first to the tenth sprocket. This solution ensures that the chain moves rapidly, precisely and silently up and down all the sprockets.
The Centaur™ rear derailleur is available in the short, medium and long-cage versions.



Ergopower™ Centaur™ shifters: ergonomics designed in years of racing to provide a firm support point and to enable the brake levers and shifters to be reached rapidly and easily from any position



NEW



New Chorus™ Ultra Narrow™ chain

The Centaur™ groupset is presented this year with the new Chorus™ Ultra Narrow™ 10s chain that is just 5.9 mm wide. Owing to its dimensions, the new version is lighter and more silent and facilitates adjustment of the rear derailleur. The links have been lightened so that the chain weighs only 269 g in all.
The tests run in our laboratories show that traction force, pin retention force, wear, resistance to stretch, torsion and flection are the same as for the Record™ 10s chain.



Centaur™ sprocket set:10-speed, Ultra-Drive geometry chrome-nickel PTFE surface treatment for durable high performance

Centaur™ bottom bracket

The Centaur™ bottom bracket has a 111-mm spindle length, is very light and extremely stiff so that energy is not dispersed whilst pedaling, especially when pedaling out of the saddle.
The ideal complement to the Centaur™, CT™ and carbon cranksets.



New Centaur™ bottom bracket for triple drivetrains

For the 2006 range the Centaur™ groupset features a new bottom bracket for triple drivetrains whose bottom-bracket spindle tolerance and geometry optimize coupling with the cranks and provide an ideal chain line.

NEW



Centaur™ Hiddenset™ headset

The Hiddenset™ Centaur™ headset is of the integrated type. This solution makes it light, durable, simple to fit and gives the bicycle an extremely elegant appearance thanks to the aesthetical balance between the fork and the frame and between the frame and the handlebar stem.







For technical information see page 170

Brakes: the special geometry of the Dual Pivot brakes and the brake pads with their Record™ compound provide powerful and progressive braking even when the brake pads are worn







Centaur™ hubs: oversize body and axle in light alloy, light alloy freewheel and adjustable bearings ensure high performance, reliability and endurance

Centaur™ Pro-Fit Plus™ pedals

Centaur™ Pro-Fit Plus™ pedals have very reduced dimensions but an excellent design that provides four evenly distributed contact points that ensure maximum comfort even on the longest rides.

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. Engagement and disengagement forces are completely independent.

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.

Fixed cleats or floating cleats are available.





Centaur™ bottle-holder

The Centaur™ bottle-holder uses Multidirectional™ Carbon-Fiber technology for the collar and carbon-resin for the support. The result is a really hardwearing product weighing just 35 g.

New Campagnolo® bottle

The Campagnolo® bottle is totally new in terms of design, ergonomics and materials. The elongated neck has a conical shape for a better grip. The conical shape is also found at the bottom of the bottle to enable it to slip into the bottle-holder more easily. It has a screw top with a strap to prevent the annoying leaks of liquid that with normal bottles inevitably soil the frame.
It has been made from raw materials that are certified as being suitable for contact with liquid foodstuffs that may also be slightly acid. It is available in two versions: 500 and 750 ml.





Centaur™ seatpost: in light alloy with special grooves designed to obtain perfect seat positioning at all times


Campagnolo
10 SPEED
CHORUS
CHORUS


CHORUS™
10 SPEED
ULTRA DRIVE
CHORUS
CHORUS
CHORUS
MADE IN ITALY



For technical information see page 172

CHORUS™ GROUPSET

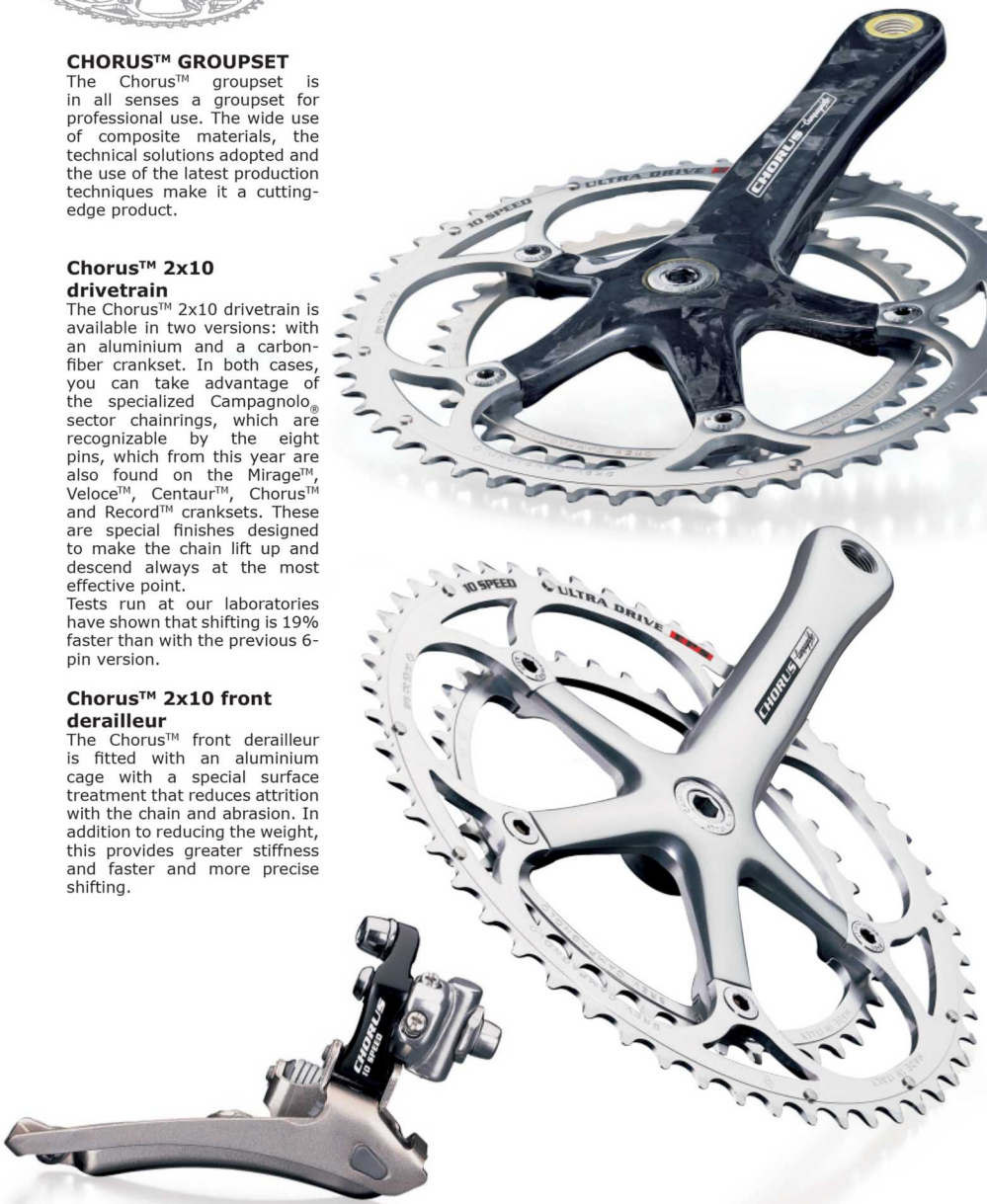
The Chorus™ groupset is in all senses a groupset for professional use. The wide use of composite materials, the technical solutions adopted and the use of the latest production techniques make it a cutting-edge product.

Chorus™ 2x10 drivetrain

The Chorus™ 2x10 drivetrain is available in two versions: with an aluminium and a carbon-fiber crankset. In both cases, you can take advantage of the specialized Campagnolo® sector chainrings, which are recognizable by the eight pins, which from this year are also found on the Mirage™, Veloce™, Centaur™, Chorus™ and Record™ cranksets. These are special finishes designed to make the chain lift up and descend always at the most effective point.
Tests run at our laboratories have shown that shifting is 19% faster than with the previous 6-pin version.

Chorus™ 2x10 front derailleur

The Chorus™ front derailleur is fitted with an aluminium cage with a special surface treatment that reduces attrition with the chain and abrasion. In addition to reducing the weight, this provides greater stiffness and faster and more precise shifting.



Chorus™ CT™ drivetrain

The Chorus™ CT™ drivetrain has a carbon-fiber crankset that incorporates in a single component the finest Multidirectional™ and Unidirectional™ technology. This technology, normally employed in the aerospace industry, enables the highest standards of quality to be maintained throughout production. Tests conducted in our laboratories have shown that cranksets made using this technology are 20% stiffer than comparable cranksets available on the market.



Chorus™ 3x10 drivetrain

The Chorus™ 3x10 drivetrain is a triple drivetrain that uses the materials and technical features of a product intended for competitions. It is the ideal choice for riders who want to tackle the steepest climbs or enjoy cycle touring in the best conditions taking advantage of the excellent materials and advanced technology that distinguish the Chorus™ groupset.



Chorus™ front derailleur: cage in special aluminium for CT™ drivetrain, greater stiffness for faster shifting



New braze-on Chorus™ front derailleur for triple drivetrains, a new front derailleur body to standardize the position of the braze-on plate on the frame



For technical information see page 172

New Ergopower™ Flat Bar shifters

The new Ergopower™ Flat Bar shifters provide extraordinary performance that is obtained by a new indexing mechanism that greatly reduces driving force and allows the rider to upshift and downshift several gears at a time.
The control combines brake lever and gear shifter in the same component so as to obtain maximum lightness and a compact design that is particularly attractive.
A barrel in the brake lever enables the distance between the lever and the handlebar to be adjusted to obtain the ideal ergonomics for any user.



NEW





NEW



Chorus™ FB front derailleurs, available for 2x10, CT™ and 3x10 drivetrains in the braze-on and clip-on versions

NEW





New clamp for brae-on front derailleurs: available in two different diameters, 32 and 35 mm, and in the finishes black and silver

New Chorus™ Ultra Narrow™ chain

The new Chorus™ Ultra Narrow™ 10s chain is just 5.9-mm wide. These new dimensions make it lighter and more silent and facilitate adjustment of the rear derailleur. The links have been lightened so that the chain weighs only 269 g in all.
The tests run in our laboratories show that traction force, pin retention force, wear and resistance to stretch, torsion and flection are the same as for the Record™ 10s chain.



Chorus™ rear derailleur: the geometry and materials have been selected to interface perfectly with all the other elements of the 10s drivetrain

NEW





Chorus™ sprocket set: the Ultra-Drive geometry with which the teeth of the sprockets are made and the chrome-nickel finish ensure shifting that is rapid, precise and constant over time



For technical information see page 172

Chorus™ Ergopower™ shifters

It is no coincidence that the Chorus™ Ergopower™ shifters use composite materials both for the body and for the gear shifters and brake levers. Composite materials have a better weight/resistance ratio than aluminium and titanium. In other words, a product in composite material of the same resistance weighs less. Making these components from composite materials means giving them great resistance with a low weight, resistance to corrosion and endurance.



Chorus™ Pro-Fit Plus™pedals

Chorus™ Pro-Fit Plus™ is a pedal with compact dimensions but it has been designed with punctilious attention to ergonomics. The result is a pedal with a wide support base that is ideal for ensuring optimal comfort even during the longest rides.

The height of the pedal is greatly reduced, bringing the foot as close as possible to the pedal axle, thereby achieving a more "circular" pedal stroke.

Engagement and disengagement forces are completely independent. The force required to engage the shoe is constant, the force required to disengage the shoe is variable and may be set via an adjusting screw.

The Chorus™ Pro-Fit Plus™ pedal turns on three sealed bearings - two on the inside and one on the outside.





Chorus™ bottom bracket: lightness, stiffness and smoothness combine to make a durable high-performance product

Chorus™ brakes

The differential Record brakes stem from research on racing-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.



Chorus™ headsets: three different choices for a unique result that cannot be equaled: high performance, reliability and endurance





For technical information see page 172

Chorus™ seatpost

The Chorus™ seatpost is made of 90°-braided carbon fiber. The head is in light alloy and has a special groove that enables the seat to be angled perfectly.



Chorus™ seatpost is 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

Chorus™ bottle-holder

The Chorus™ bottle-holder weighs under 30 g and is distinguished by a truly unique system of bottle retention. The system is patented: a deliberate difference of a few degrees between the support axis and the collar means that when the bottle is inserted the carbon collar acts as a thrust spring that holds the bottle in the ideal position.



New Campagnolo® bottle

Campagnolo® presents a new bottle® that has been revolutionized in terms of design, ergonomics and materials. The elongated neck has a conical shape for a better grip. The conical shape is also found at the bottom of the bottle to enable it to slip into the bottle-holder more easily. It features a screw top with a strap to prevent the annoying leaks of liquid that with normal bottles inevitably soil the frame.
It has been made from raw materials that are certified as being suitable for contact with liquid foodstuffs that may also be slightly acid.
It is available in two versions: 500 and 750 ml.





Chorus™ hubs, oversize light-alloy body and spindle and adjustable bearings for greater smoothness that one really notices


Campagnolo
RECORD
10
ULTRA
RECORD


RECORD™
10 SPEED
ULTRA DRIVE
RECORD
RECORD
TITANIUM
RECORD
MADE IN ITALY

For technical information see page 174

RECORD™ GROUPSET

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.



2x10 drivetrain

The Record™ 2x10 drivetrain is the drivetrain that you will find on the bicycles of professionals the whole world over. Campagnolo® provides you with the same materials, technical solutions and technology that we reserve for the world's best cyclists because we want you all to be able to reap the benefit of matchless, lasting performance.



Front derailleur

The external cage plate in carbon fiber and the inner cage plate in aluminium make the front derailleur much stiffer to ensure instantaneous and precise shifting even when the chain is being pulled. The aluminium cage plate moves the chain up onto a larger chainwheel and has a special coating to make it even harder wearing and to reduce friction with the chain.



CT™ drivetrain

The Record™ CT™ drivetrain features a carbon-fiber crankset that incorporates in a single component the advantages of the Multidirectional™ and Unidirectional™ technology. This technology, normally employed in the aerospace industry, enables the highest standards of quality to be maintained throughout production. Tests conducted in our laboratories have shown that cranksets made using this technology are 20% stiffer than comparable cranksets available on the market.



CT™ front derailleur

The curve of the cage has been increased and the cage has a higher profile to optimize the shifting performance of the CT™ crankset.





New Campagnolo® clip-on for front derailleurs

This is a new clip-on that enables a braze-on front derailleur to be fitted to a frame that has not been set up for one. Its asymmetrical design, with the fastening bolt almost tangential to the seatpost, assures homogeneous pressure of the saddle clamp along the entire pipe circumference without harming it by crushing it.
It is available in two different diameters, 32 and 35 mm, and in the finishes black and silver.





For technical information see page 174

3x10 drivetrain

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 like to travel comfortably, thanks to the excellent materials and advanced technologies that are specific to the Record™ groupset.





New front derailleur for triple drivetrain: the Record™ front derailleur for triple drivetrains features a body with new geometries so that the position of the braze-on plate on the frame is now standardized

New Record™ Ultra Narrow™ chain

The Record™ groupset this year presents the new Record™ 10s Ultra Narrow™ chain that is just 5.9-mm wide. Owing to its dimensions, the new version is lighter and quieter and facilitates adjustment of the rear derailleur. Chain links and pins are hollow so that the chain weighs only 255 g in all.
The tests run in our laboratories have shown that traction force, pin retention force, wear, resistance to stretch, torsion and flection are the same as for the Record™ 10s chain.



The teeth of the Record™ sprocket set have an Ultra-Drive™ design that integrates the chain and chainwheels of the crankset to ensure fast, precise and consistent shifting through the years

NEW

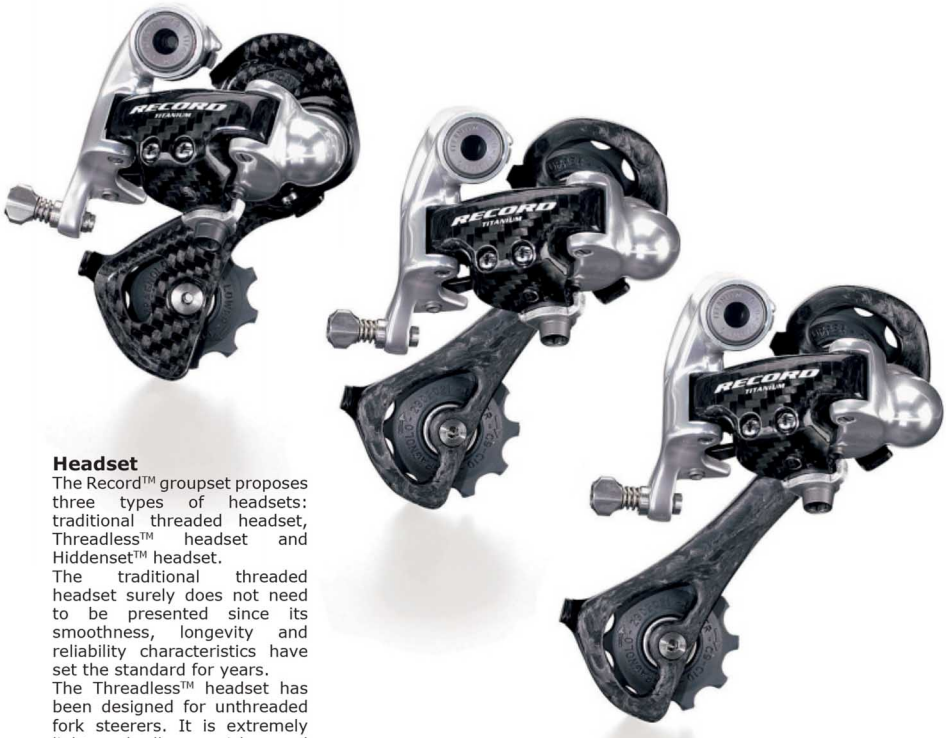


Ergopower™ shifters

Record™ Ergopower™ shifters are the world's lightest integrated shifters. Composite materials are used throughout that are as tough as aluminium alloy but weigh less.
Ergopower™ Record™ shifters, just like Chorus™, Centaur™, Veloce™ and Mirage™ shifters, enable both multiple upshifting and downshifting.
All aspects of the ergonomics have been studied to ensure that the shifters are easy to use in any situation and provide maximum comfort at all times.



For technical information see page 174



Record™ rear derailleur: design, materials, spring balance - everything has been engineered to make the Record™ rear derailleur a precise racing instrument that comes up trumps when the going gets tough

Headset

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

The traditional threaded headset surely does not need to be presented since its smoothness, longevity and reliability characteristics have set the standard for years.

The Threadless™ headset has been designed 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, conferring an extremely elegant look to the bicycle.

Light, smooth, long lasting and easy to install, the Record™ headset is available in the standard version or with a TTC™ cap.



Record™ hubs: oversize light alloy body and axle and quick lubrication port



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



For technical information see page 174





Differential brakes for powerful braking on the front wheel and progressive braking action on the back wheel



Record™ Pro-Fit Plus™ pedals

Record™ Pro-Fit Plus™ pedals successfully combine lightness, performance and comfort.
Despite the relatively compact dimensions and reduced weight, the ergonomics are perfect so that even the longest rides are incredibly comfortable.
The "circular" pedal stroke has been obtained thanks to a design that brings the foot as close as possible to the pedal axle.
Pedal engagement and disengagement forces are independent. Disengagement force can thus be adapted to one's style of pedaling.
The axle of the Record™ Pro-Fit Plus™ pedal turns on three bearings: two on the inside and one on the outside.



Record™ bottle-holder

18 g - this is what the Record™ bottle-holder weighs. A monocoque in carbon fiber that clearly demonstrates the level of excellence achieved by Campagnolo® in the field of composites.

The retention system is patented: a deliberate difference of a few degrees between the support axis and the collar means that when the bottle is inserted the carbon collar acts as a thrust spring that holds the bottle in the ideal position.







NEW





Record™ seat post and upper seat clamp are made of composite material for maximum lightness

For technical information see page 176

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

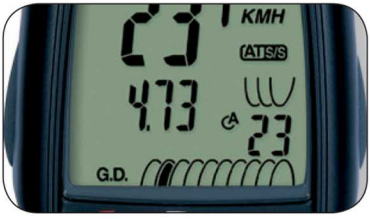
A race against time. Every detail is crucial. Nothing is left to chance. Lightness and aerodynamics are the watchwords of this sport. Campagnolo® also dedicates a number of special components to time-trial events: bar-end controls, chainrings with a larger number of teeth and ultra-light brake levers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





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.
ErgoBrain10™ 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.



- Stopwatch function
- Gear development





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





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



- Sprocket self-learning



- Backlit screen
- Acoustic functions

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 have been designed for climbs and long-distance rides. The special profile of the rims makes them laterally and torsionally stiff but also vertically elastic. That means they optimise the transmission of rider power while being able to absorb the jolts and bumps of badly surfaced roads.

The whole range of low-profile wheels have an asymmetrical rear rim that helps improve wheel dish, hence making the wheel much sturdier.





Symmetrical front wheel profile



Asymmetrical rear wheel profile



Proton™

Proton™ wheels are light and solid and provide long-term reliability.
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 self-aligning bearings for maximum smoothness.

The spokes are differential and butted to reduce the overall weight of the pair of wheels.

For technical information see page 178



NEW



Asymmetrical rim for greater sturdiness



Neutron™

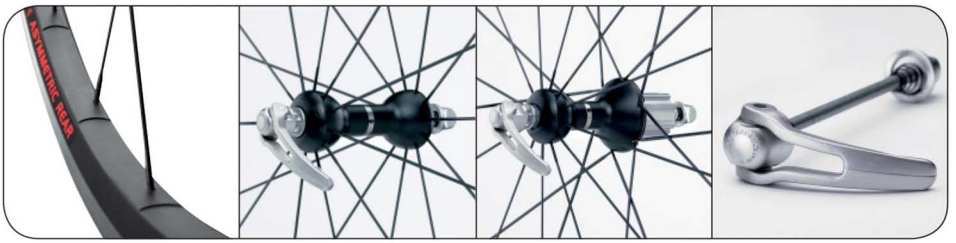
Neutron™ wheels were conceived as specialist wheels for climbs and long-distance racing where the rider requires comfort as well as performance.
Both rims have been lightened between the zones of insertion of the spokes, in that section of the rim where diameters can be reduced without diminishing sturdiness.
The rear rim is asymmetrical to improve wheel dish and sturdiness.

The oversize HPW™ hubs have Record™-class engineering for maximum smoothness and endurance. The butted aero spokes feature Ultralinear™ geometry that distributes loads and blows along the entire length of the spoke instead of concentrating them on one point.

For technical information see page 178



NEW



New quick release, 21 g lighter than the preceding version. The lever is in cold-forged aluminium and has two pivots for more balanced clamping.



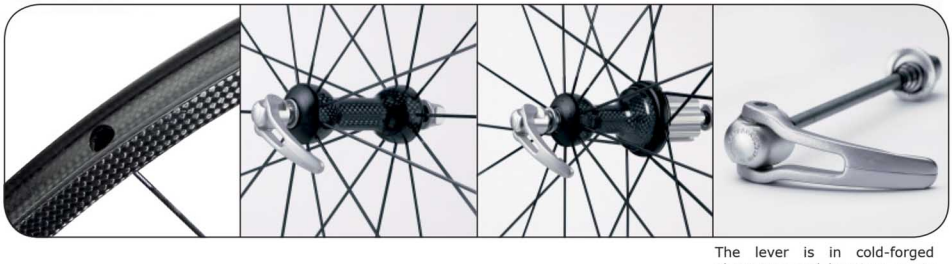
Hyperon™ tubular

Hyperon™ wheels are strictly for high-level racing and it's no coincidence that they're the professionals' favorites.
The rims and hubs are made from Full Carbon™. The know-how reached in years of processing composites has enabled our engineers to build a wheel that is as strong as its aluminium counterpart but weighs 300 grams less. 300 grams that make an enormous difference on the first burst uphill: acceleration is as swift as lightning and the ease with which the pace changes is incredible.
The rear rim is asymmetrical to improve wheel dish.
The HPW™ hubs feature Record™-class engineering.
The Ultralinear™ spoking is achieved with butted aero spokes. In order to assure powerful and modular braking, special brake pads must be used on Hyperon™ tubular wheels.

For technical information see page 178



NEW



The lever is in cold-forged aluminium and has two pivots for more balanced clamping.



NEW

Hyperon™ Ultra™

Hyperon™ Ultra™ wheels have all the advantages of Hyperon™ wheels, but also take clinchers. The rims and hubs are made from full carbon. Campagnolo® composites know-how is such that it successfully took up the challenge of creating a Full-Carbon™ wheel for clinchers. A clincher in fact requires resistance to pumping pressure and blows that is completely unknown in the wheel for tubulars. The result is a pair of wheels whose weight is more than 200 g lighter than the average for aluminium competition wheels although the wheels are just as reliable and durable.

Hyperon™ Ultra™ wheels require the use of special brake pads to ensure correct braking.

HYPERON™ ULTRA™

For technical information see page 178



NEW



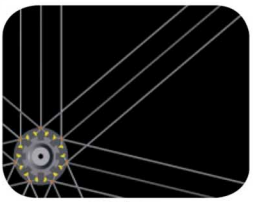

DUAL PROFILE
PRO

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. They are immediately recognizable by the unmistakable Campagnolo" G3™ spoking that sets them apart. G3™ spoking was created to provide better transmission of driving torque, better lateral stiffness and more balanced spoke tension.

Tests conducted at our laboratories have shown that compared with competitors' products, the G3™ system provides more than 46% torsion resistance and more than 34% resistance to flection. The results can clearly be seen right from the very first pedal stroke.



G3™ design



Vento™

Vento™ 2006, the entry-level wheels of the medium-profile range, immediately make themselves noticed by the 250g weight reduction compared with the previous version.
The aluminium rims have a 24 mm medium-profile extrusion.
Spoking is 8x3 G3 on the front and 9x3 G3 on the back wheel.
The spokes are in 2-1.5 butted stainless steel.

Special oversize spokes have been inserted into the back and front wheels in the section opposite the joint.
In this way their weight balances the weight of the joint to achieve perfect wheel balance during rotation.
The hubs have oversize bodies and flanges and are fitted with hi-precision bearings.
The freewheel body and the pawl carrier are housed in a single aluminium part for maximum lightness.

For technical information see page 180





Special oversize spoke



Scirocco™

The Scirocco™ 2006 wheels have not only been given a new look but are also a full 96 g lighter.
The aluminium rims feature a 24-mm profile extrusion.
Radial spoking has been used for the front wheel and 9x3 G3™ spoking for the rear wheel.
The spokes are in 2-1.5 butted stainless steel.

There are special oversize spokes on the front and rear wheels in the section opposite the joint.
In this way their weight balances the weight of the joint during rotation, so that a wheel with perfect dynamic balance is obtained.
The hubs have oversize bodies and employ hi-precision bearings for maximum smoothness.
The freewheel body and the pawl carrier are housed in a single aluminium part for maximum lightness.

For technical information see page 180



NEW



Special oversize spoke

Lever in cold-forged aluminium with two pivots for more balanced clamping.



NEW

Zonda™

The Zonda™ 2006 wheels have been restyled and weigh just 1,610 g, a full 100 g less than in the previous version.
Campagnolo® is this year introducing the concept of a differential profile for the Zonda™ and Eurus™ models, i.e. a 24-mm extrusion profile for the front rim and a 28-mm extrusion profile for the rear rim. Tests run at our laboratories have shown that this is the solution that currently provides the best results in terms of performance and reliability. This solution in fact gives a light and very steerable front wheel and a stiff rear wheel that maximizes the transmission of the rider's leg power.
Both rims have been lightened between the zones in which the spokes are inserted, i.e. the section of the rim where diameters can be reduced without diminishing solidity.
Special milling in the section opposite the joint ensures dynamic balance during rotation of the wheel and prevents a "jump" being felt at high speeds. Both rims have a upper bridge that is free of holes. This means weight saving because rim tape does not need to be fitted and gives the wheel greater torsional stiffness and vertical elasticity.

For technical information see page 180



NEW



Special milling ensures dynamic balance

The upper bridge has no spoke holes



The Ultra Aero™ stainless-steel butted spokes are arranged radially on the front wheel and the rear wheel has G3™ spoking. The rear rim has asymmetrical holes to improve wheel dish.
The hubs are oversize with aluminium axles and self-aligning bearings. The flange of the rear right-hand hub is oversize to increase torsional stiffness.

Zonda™ hubs also use the new freewheel body and pawl carrier housed in a single aluminium part for maximum lightness.
Zonda™ 2006 wheels are fitted with new quick-releases with levers in cold-forged aluminium with two pivots for more balanced clamping.
Zonda™ 2006 wheels are available in Black and Silver versions.



For technical information see page 180



NEW





NEW

Eurus™

Eurus™ 2006 wheels have been completely restyled and are really light, weighing just 1,490 grams.
Campagnolo® is this year introducing the concept of a differential profile for the Zonda™ and Eurus™ models, i.e. a 24-mm extrusion profile for the front rim and a 28-mm extrusion profile for the rear rim. Tests run at our laboratories have shown that this is the solution that currently provides the best results in terms of performance and reliability. This solution in fact gives a light and very steerable front wheel and a stiff and responsive rear wheel. The rims have been lightened in toroidal form between the spoke insertion zones, i.e. in the section of the rim where diameters can be reduced without lessening the solidity of the structure. The dynamic balance of the wheel is assured by special milling in the section opposite the joint. This balances the weight of the joint during rotation of the wheel. Both rims have an upper bridge that is free of holes. This is a significant weight saving, thanks to the lack of rim tape, and gives the wheel greater torsional stiffness and greater vertical elasticity.

For technical information see page 180





The upper bridge has no spoke holes



NEW

The Ultra Aero™ aluminium spokes are butted and the front wheel has radial spoking whereas the back wheel has G3™ spoking. The rear rim has asymmetrical holes to obtain a better wheel dish. The hubs are in oversize aluminium with aluminium axles and self-aligning bearings. The rear hub has a larger flange to increase torsional stiffness and therefore wheel performance during acceleration and bursts of speed on the pedals.

Eurus™ wheels use the new freewheel body and pawl carrier housed in a single aluminium part for maximum lightness. The new Campagnolo® quick releases and the lever in cold-forged aluminium with two pivots for more balanced clamping make their first appearance on Eurus™ wheels. Eurus™ 2006 wheels are available in Black and Silver versions.

For technical information see page 180



NEW



Special milling ensures dynamic balance

New tubular version designed for professionals and tubular specialists


BORA

High-Profile Wheels

Campagnolo® high-profile wheels are made for sheer speed, where hundredths of a second make all the difference between victory and defeat.

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.



Bora™ Ultra™ wheel profile



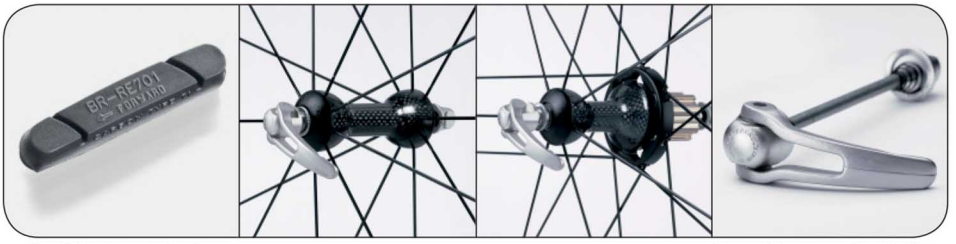
NEW

Bora™ Ultra™

Bora™ Ultra™ wheels are the wheels designed for speed *par excellence*. Perfect aerodynamics and maximum 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 are made from structural carbon of variable thickness, have spherical surfaces, feature Record™-class components with aluminium axle and a single body for freewheel and pawl carrier. The rear hub features an oversize aluminium flange on the right side which enhances the features of the G3™ spoking. Radial spoking and G3™ spoking are used on the front and rear wheels respectively.
Nominal weight is just 1,305 g. Bora™ Ultra™ wheels are fitted with new quick releases with levers in cold-forged aluminium with two pivots for more balanced clamping.

For technical information see page 180





Special brake pads for Bora braking surfaces

New quick release, 21 g lighter than the preceding version. The lever is in cold-forged aluminium and has two pivots for more balanced clamping.



Ghibli™

Ghibli™ wheels are the disc wheels par excellence. They were designed by the wind to excel in time trials, where every hundredth of a second counts. Maximum aerodynamics, maximum lightness and maximum stiffness – these are the features that make Ghibli™ wheels so special. The Ghibli™ wheel 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 maintaining extraordinary lightness. The oversize hub is specific to Ghibli™. Ghibli™ wheels are fitted with quick releases with levers in cold-forged aluminium with two pivots for more balanced clamping.



For technical information see page 180



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.



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.

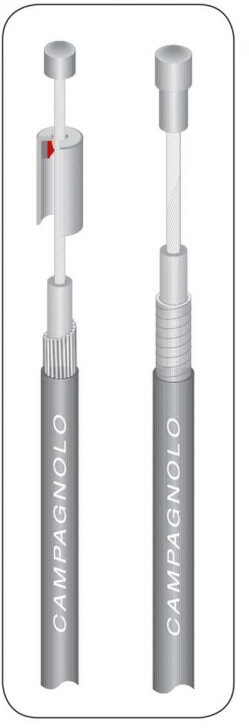


Original Campagnolo® spare parts distributed throughout the world to ensure maximun component efficiency



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.



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

CAMPAGNOLO® 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.



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



Bottom bracket milling unit for maximum flatness



Headset milling unit ensures optimum efficiency

"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.



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



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.



Pro-Shop™

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
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.





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

Worldwide Pro-Shop™ Project



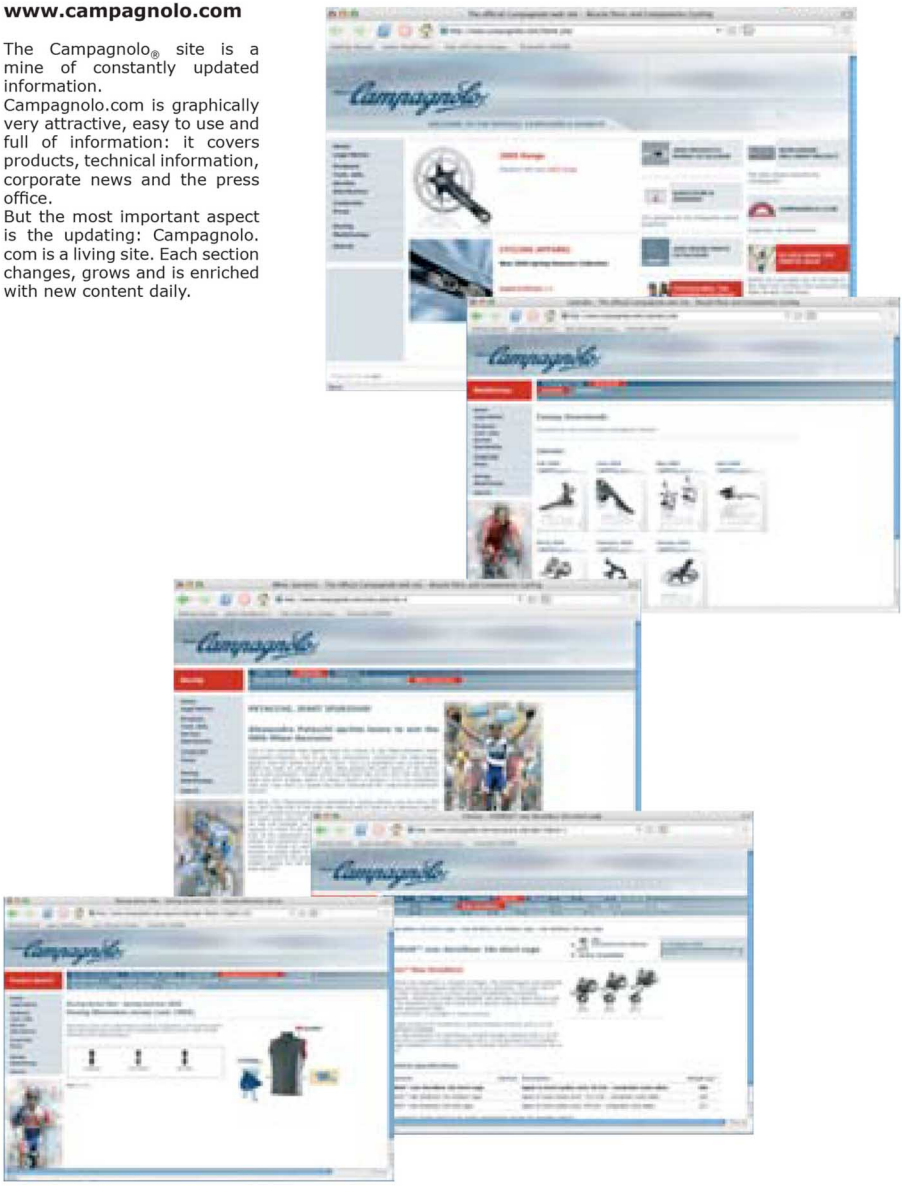
The updated list of stores taking part in the Project can be downloaded from the website www.campagnolo.com.

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 and the press office.
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



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™ 2006

COMPONENT	OPTIONS	DESCRIPTION	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 classic Ergopower™ shifters - for double standard crankset - capacity 15 – chainring max 54 - chainring min 39	103
XENON™ Triple front derailleur	braze-on / clip-on: 32 mm	for classic Ergopower™ shifters - for triple crankset - capacity 22 – chainring max 52 - chainring min 30	118
XENON™ Ergopower™ shifters		for caliper brakes - 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	from 790 to 798 **
XENON™ Triple crankset	170, 175 mm	for triple crankset - 30-42-52 - Exa·Drive™ chainrings requires b.b. with L. 111 (for seat tube Ø 28,6 mm) or 115.5 mm (for oversize seat tube Ø 32 or 35 mm)	from 925 to 938 **
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: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut)	340
RECORD™ cable guide plate		to fit under bottom bracket shell - composite, suitable to oversize shells	5

* The nominal weight refers to the lighter specification among the available options. The weight of the hubs includes the quick-release
** Depending on the model

MIRAGE™ 2006

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)*
MIRAGE™ 9s rear derailleur	short cage	upper to lower pulley-axle: 55 mm	269
	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 classic Ergopower™ shifters - for double standard crankset - capacity 15 – max. chainring 54 - min. chainring 39	103
MIRAGE™CT ™ front derailleur	braze-on / clip-on: Ø 28.6, 32 mm	for classic Ergopower™ shifters - for CT™ crankset - capacity 16 – max. chainring 50 - min. chainring 34	108
MIRAGE™ Triple front derailleur	braze-on / clip-on: Ø 28.6, 32 mm	for classic Ergopower™ shifters - for triple crankset - capacity 22 – max. chainring 52 - min. chainring 30	118
MIRAGE™ Triple for FB front derailleur	braze-on / clip-on: Ø 28.6, 32 mm	for Ergopower™ FB shifters - for triple crankset - capacity 23 – max. chainring 53 - min. chainring 30	118
MIRAGE™ CT ™ for FB front derailleur	braze-on / clip-on: Ø 28.6, 32 mm	for Ergopower™ FB shifters - for CT™ crankset - capacity 16 – max. chainring 50 - min. chainring 34	108
MIRAGE™ 9s Ergopower™ shifters		for caliper brakes - double/triple crankset compatible – composite body and levers - ErgoBrain 10™ computer ready	406
Ergopower™ FB MIRAGE™ 9s shifters		for caliper brakes - double/triple crankset compatible – alu-composite body - composite brake lever - requires FB front derailleur	340
Ergopower™ FB MIRAGE™ 9s shifters		for linear pull cantilever brakes - 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 - lockring thread 27x1 - O.L.D. 130 mm	447

COMPONENT	OPTIONS	DESCRIPTION	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**		9s - Ultra·Drive™ - Floating Link Action™ - Chrome-Nickel-PTFE finish - 114 links	**300**
***MIRAGE*™ crankset**	**170, 172.5, 175 mm 39-53, 42-52**	Black finish - Exa·Drive™ – steel inner chainring - requires b.b. with L. 111 mm	**from 718 to 730 ****
***MIRAGE*™ CT ™ crankset**	**170, 172.5, 175 mm 34-48, 34-50**	Black finish - Exa·Drive™ – steel inner chainring - requires b.b. with L. 111 mm - requires CT™ front derailleurs	**from 688 to 704 ****
***MIRAGE*™ Triple crankset**	**170, 175 mm**	30-42-52 - Exa·Drive™ - steel inner chainring - requires b.b. with L. 111 (for seat tube Ø 28,6 mm) or 115.5 mm (for over-size seat tube Ø 32 or 35 mm)	**from 770 to 789 ****
***MIRAGE*™ bottom bracket**	**ITA, ENG 111, 115.5 mm**	cartridge b.b. - solid axle - steel cups - axle L. 111 mm for double crankset - axle L. 111 mm for triple crankset with seat tube Ø 28.6 mm - axle L. 115.5 mm for triple crankset with oversize seat tube Ø 32 or 35 mm	**358**
***CENTAUR*™ Pro·Fit PLUS™ pedals**		steel axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - metallized finish - left axle compatible with the ErgoBrain™ magnet	**325**
***MIRAGE*™ brakes**	**front fixing bolt: 13,5 - 18,5 - 24 mm**	brake-pad height adj. ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut)	**340**
***MIRAGE*™ linear pull cantilever brakes**		for distances between brake bosses from 70 to 83 mm and for rim widths from 19.5 to 26.5 mm	**432**
***RECORD*™ cable guide plate**		to fit under bottom bracket shell - composite, suitable to oversize shells	**5**

* The nominal weight refers to the lighter specification among the available options. The weight of the hubs includes the quick-release
** Depending on the model

VELOCE™ 2006

COMPONENT	OPTIONS	DESCRIPTION	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/10s front derailleur	braze-on / clip-on:Ø 32, 35 mm	for classic Ergopower™ shifters - for double standard crankset - capacity 15 – max. chainring 54 - min. chainring 39	92
VELOCE™ CT™ front derailleur	braze-on / clip-on: Ø 32, 35 mm	for classic Ergopower™ shifters - for CT™ crankset - capacity 16 – max. chainring 50 - min. chainring 34	100
VELOCE™ Triple front derailleur	braze-on / clip-on: Ø 32, 35 mm	for classic Ergopower™ shifters - for triple crankset - capacity 22 – max. chainring 52 - min. chainring 30	100
VELOCE™ FB front derailleur	braze-on / clip-on: Ø 32, 35 mm	for Ergopower™ FB shifters - for double standard crankset - capacity 15 – max. chainring 54 - min. chainring 39	93
VELOCE™ FB Triple front derailleur	braze-on / clip-on: Ø 32, 35 mm	for Ergopower™ FB shifters - for triple crankset - capacity 23 – max. chainring 53 - min. chainring 30	100
VELOCE™ CT™ for FB front derailleur	braze-on / clip-on: 32, 35 mm	for Ergopower™ FB shifters - for CT™ crankset - capacity 16 – max. chainring 50 - min. chainring 34	100
VELOCE™ 10s Ergopower™ shifters		for caliper brakes - double/triple crankset compatible - composite body – anodized lever - ErgoBrain 10™ computer ready	402
VELOCE™ 10s Ergopower™ FB shifters		for caliper brakes - double/triple crankset compatible - alu-composite body – aluminium brake lever - requires FB front derailleur	340
VELOCE™ 10s Ergopower™ FB shifters		for linear pull cantilever brakes - double/triple crankset compatible - alu-composite body – aluminium brake lever - requires FB front derailleur	340
VELOCE™ rear hub	32, 36 holes	high quality bearings - O.L.D. 100 mm	249
VELOCE™ rear hub	32, 36 holes	9s/10s - light alloy freewheel body – high quality bearings - lockring thread 27x1 - O.L.D. 130 mm	458

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)*
***VELOCE*™ UD™ 10s sprockets - steel**	**12-23, 12-25, 13-26, 13-29, 14-23**	Ultra·Drive™ - single sprockets - nickel-chromed finish - supplied without lockring	**250**
***VELOCE*™ Ultra Narrow™ chain**		10s - width 5,9 mm - Ni-PTFE Finish - 114 links - Ultra·Drive™ - requires HD-Link™ for Ultra Narrow™ chain	**272**
***VELOCE*™ 10s crankset**	**170, 172.5, 175 mm 39-53, 42-52**	Exa·Drive™ chainrings - requires b.b. with L. 111 mm	**from 662 to 680 ****
***VELOCE*™ CT™ 10s crankset**	**170, 172.5, 175 mm 34-48, 34-50**	Exa·Drive™ chainrings - requires b.b. with L. 111 mm - requires CT™ derailleurs	**from 640 to 656 ****
***VELOCE*™ Triple crankset**	**170, 175 mm**	30-42-52 - Exa·Drive™ chainrings - requires b.b. with L. 111 (for seat tube Ø 28,6 mm) or 115.5 mm (for oversize seat tube Ø 32 or 35 mm)	**from 735 to 750 ****
***VELOCE*™ bottom bracket**	**ITA, ENG 111, 115.5 mm**	cartridge b.b. - solid axle - light alloy cups - axle L. 111 mm for double crankset - axle L.111 mm for triple crankset with seat tube Ø 28.6 mm - axle L. 115.5 mm for triple crankset with oversize seat tube Ø 32 or 35 mm	**299**
***CENTAUR*™ Pro·Fit PLUS™ pedals**		steel axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - metallized finish - left axle compatible with the ErgoBrain™ magnet	**325**
***VELOCE*™ brakes**	**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**
***VELOCE*™ linear pull cantilever brakes**		for distances between brake bosses from 70 to 83 mm and for rim widths from 19.5 to 26.5 mm	**378**
***RECORD*™ cable guide plate**		to fit under bottom bracket shell - composite, suitable to oversize shells	**5**

* The nominal weight refers to the lighter specification among the available options. The weight of the hubs includes the quick-release
** Depending on the model

CENTAUR™ 2006

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)*
CENTAUR™ 10s rear derailleur	short cage	upper to lower pulley-axle: 55 mm	223
	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 classic Ergopower™ shifters - for double standard crankset - capacity 15 – max. chainring 54 - min. chainring 39- antifriction insert	85
CENTAUR™ CT™ front derailleur	braze-on / clip-on: Ø 32, 35 mm	9s/10s - for classic Ergopower™ shifters - for CT™ crankset - capacity 16 – max. chainring 50 - min. chainring 34 - anti-friction insert	94
CENTAUR™ Triple front derailleur	braze-on / clip-on: Ø 32, 35 mm	9s/10s – for classic Ergopower™ shifters - for triple crankset - capacity 23 – max. chainring 53 - min. chainring 30	98
CENTAUR™ FB front derailleur	braze-on / clip-on: Ø 32, 35 mm	10s – for Ergopower™ FB shifters - for double standard crankset - capacity 15 – max. chainring 54 - min. chainring 39 - antifriction insert	87
CENTAUR™ FB Triple front derailleur	braze-on / clip-on: Ø 32, 35 mm	10s – for Ergopower™ FB shifters - for triple crankset - capacity 23 – max. chainring 53 - min. chainring 30	99
CENTAUR™ CT™ for FB front derailleur	braze-on / clip-on: Ø 32, 35 mm	10s – for Ergopower™ FB shifters - for CT™ crankset - capacity 16 – max. chainring 50 - min. chainring 34 - antifriction insert	95
CENTAUR™ 10s Ergopower™ shifters		for caliper brakes - double/triple crankset compatible – composite body - anodized lever - lightened shifting levers - Ergo-Brain 10™ computer ready	399
CENTAUR™ 10s Ergopower™ FB shifters		for caliper brakes - 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 (except for 11-23)	233
CHORUS™ Ultra Narrow™ chain		10s - width 5,9 mm - Ni-PTFE Finish - 114 links - Ultra·Drive™ - HD-Link™ for Ultra Narrow™ chain - lightened links	269
CENTAUR™ 10s crankset	170, 172.5, 175 mm 39-52, 39-53, 42-52	Ultra·Drive™ chainrings - requires b.b. with L. 111 mm	from 660 to 680 **

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)*
***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	**from 583 to 608 ****
***CENTAUR*™ CT™ crankset**	**170, 172.5, 175 mm 34-48, 34-50, 36-50**	Ultra·Drive™ chainrings - requires b.b. with L. 111 mm - requires CT™ front derailleurs	**from 656 to 680 ****
***CENTAUR*™ CT™ CARBON 10s 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™ front derailleurs	**from 558 to 583****
***CENTAUR*™ 10s Triple crankset**	**170, 175 mm 30-40-50, 30-42-53**	Ultra·Drive™ chainrings - requires b.b. with L. 111 (for seat tube Ø 28,6 mm) or 115.5 mm (for oversize seat tube Ø 32 or 35mm)	**from 739 to 758 ****
***CENTAUR*™ bottom bracket**	**ITA, ENG 111, 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	**233**
***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" - 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**
ERGOBRAIN10™ Computer		10s - double/triple crankset compatible	
***RECORD*™ cable guide plate**		to fit under bottom bracket shell - composite, suitable to oversize shells	**5**

* The nominal weight refers to the lighter specification among the available options. The weight of the hubs includes the quick-release
** Depending on the model

CHORUS™ 2006

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)*
CHORUS™ 10s rear derailleur	short cage	upper to lower pulley-axle: 55 mm composite outer plate	202
	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	10s – for classic Ergopower™ shifters - for double standard crankset - capacity 15 – max. chainring 54 - min. chainring 39 - light alloy fork with antifriction treatment	74
CHORUS™ Triple front derailleur	braze-on / clip-on: Ø 32, 35 mm	10s – for classic Ergopower™ shifters - for triple crankset - capacity 23 – max. chainring 53 - min. chainring 30 - with antifriction treatment	98
CHORUS™ CT™ front derailleur	braze-on / clip-on: Ø 32, 35 mm	10s – for classic Ergopower™ shifters - for CT™ crankset - capacity 16 – max. chainring 50 - min. chainring 34 - light alloy fork with antifriction treatment	78
CHORUS™ FB front derailleur	braze-on / clip-on: Ø 32, 35 mm	10s – for Ergopower™ FB shifters - for double standard crankset - capacity 15 – max. chainring 54 - min. chainring 34 - light alloy fork with antifriction treatment	76
CHORUS™ FB Triple front derailleur	braze-on / clip-on: Ø 32, 35 mm	10s – for Ergopower™ FB shifters - for triple crankset - capacity 23 – max. chainring 53 - min. chainring 30 - with antifriction treatment	98
CHORUS™ CT™ FB front derailleur	braze-on / clip-on: Ø 32, 35 mm	10s – for Ergopower™ FB shifters - for CT™ crankset - capacity 16 – max. chainring 50 - min. chainring 34 - light alloy fork with antifriction treatment	79
CHORUS™ 10s Ergopower™ shifters		for caliper brakes - double/triple crankset compatible – composite body – composite levers - light alloy hardware - ErgoBrain 10™ computer ready	348
CHORUS™ 10s Ergopower™ FB shifters		for caliper brakes - 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 (except for11-23)	220
CHORUS™ Ultra Narrow ™ chain		10s - width 5,9 mm - Ni-PTFE Finish - 114 links - Ultra·Drive™ - HD-Link™ for Ultra Narrow™ chain - lightened links	269
CHORUS™10s crankset	170, 172.5, 175 mm 39-52, 39-53	Ultra·Drive™ EPS™ chainrings - requires b.b. with L. 102 mm axle	from 663 to 686**

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)*
***CHORUS*™ CARBON 10s crankset**	**170, 172.5, 175 mm 39-52, 39-53**	composite crankarms - Ultra·Drive™ EPS™ chainrings - requires b.b. with 102 mm axle	**from 560 to 584 ****
***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™ front derailleurs	**from 554 to 580 ****
***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	**from 744 to 771 ****
***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**	**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) - brake pads orbital adjustment-lightened rear brake	**340**
***CHORUS*™ CARBON seat post**	**27,2 / 250 31,6 / 350 32,4 / 350**	composite tube - clamp for seat tube - knurling pitch: 0.5 mm	**195**
***CHORUS*™ headset**		BC 1"x24tpi - height 36.5 mm	**106**
***CHORUS*™ THREADLESS™ headset**		1" - for unthreaded fork tube - height 24.5 mm - patent pending system steel and light alloy fixing screw	**117**
***CHORUS*™ HIDDENSET™ headset**	**1-1/8", 1-1/8" TTC™**	internal headset for unthreaded fork tube - version 1-1/8": height 5.9 mm, version 1-1/8" TTC™: height 15,9 mm - patent pending system - steel and light alloy fixing screw light alloy cap	**82**
***CHORUS*™ water-bottle carrier**		carbon and composite, supplied with water-bottle	**29**
ERGOBRAIN10™ Computer		10s - double/triple crankset compatible	
***RECORD*™ cable guide plate**		to fit under bottom bracket shell - composite, suitable to oversize shells	**5**

* The nominal weight refers to the lighter specification among the available options. The weight of the hubs includes the quick-release
** Depending on the model

RECORD™ 2006

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)*
RECORD™ 10s rear derailleur	**short cage**	upper to lower pulley-axle: 55 mm composite outer plate - composite outer cage - Titanium hanger and pivot bolt	**184**
	medium cage	upper to lower pulley-axle: 72,5 mm composite outer plate - composite outer cage - Titanium hanger and pivot bolt	**193**
	long cage	upper to lower pulley-axle: 89 mm composite outer plate - composite outer cage - Titanium hanger and pivot bolt	**195**
RECORD™ front derailleur	**braze-on / clip-on: Ø 28.6, 32, 35 mm**	9s/10s – for classic Ergopower™ shifters - for double standard crankset - capacity 15 – max. chainring 54 – min. chainring 39 - composite and aluminum fork - Titanium bolts	**69**
RECORD™ Triple front derailleur	**braze-on / clip-on: Ø 32, 35 mm**	9s/10s – for classic Ergopower™ shifters - for triple crankset - capacity 23 – max. chainring 53 - min. chainring 30 - Titanium bolts - antifriction treatment	**94**
RECORD™ CT™ front derailleur	**braze-on / clip-on: Ø 32, 35 mm**	9s/10s – for classic Ergopower™ shifters - for CT™ crankset - capacity 16 – max. chainring 50 - min. chainring 34 - composite + alumiinium fork - Titanium bolts	**75**
RECORD™ 10s Ergopower™ shifters		for caliper brakes - double/triple crankset compatible – composite body and levers – ball bearings light alloy hardware - ErgoBrain 10™ computer ready	**324**
RECORD™ front hub	**28, 32, 36 holes**	light alloy body and axle – adjustable bearings – lubrication port - quick-release with light alloy locknuts - 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+titanium	**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 (except for 11-21 and 11-23)	**188**
RECORD™ UD™ 10s sprockets - titanium	**11-23, 12-25, 13-26**	Ultra·Drive™ - light alloy carrier - supplied without lockring (except for 11-23)	**156**
RECORD™ Ultra Narrow™ chain		10s - width 5,9 mm - Ni-PTFE Finish - 114 links - Ultra·Drive™ - HD-Link™ for Ultra Narrow™ chain - lightened links - hollow pins	**255**
RECORD™ 10s crankset	**170, 172.5,175, 177.5,180 mm 39-52, 39-53, 42-52**	light alloy fixing bolts and nuts - Ultra·Drive™ EPS™ chainrings with antifriction treatment - requires b.b. with 102 mm axle	**from 653 to 668 ****
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	**from 549 to 563 ****
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 derailleurs	**from 539 to 566****

COMPONENT	OPTIONS	DESCRIPTION	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)	from 737 to 753 **
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 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 ™ water-bottle carrier		monocoque carbon, supplied with water-bottle	18
ERGOBRAIN10™ Computer		10s - double/triple compatible	
RECORD ™ cable guide plate		to fit under bottom bracket shell - composite, suitable to oversize shells	5

* The nominal weight refers to the lighter specification among the available options. The weight of the hubs includes the quick-release
** Depending on the model

RECORD™ PISTA™ 2006

COMPONENT	OPTIONS	DESCRIPTION	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 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™ 2006

COMPONENT	OPTIONS	DESCRIPTION	WEIGHT (g)*
bar-end 10s shift. levers		composite body and lever	**163**
RECORD™ brake levers		composite body and lever	**210**
inner chainrings	**42,44**	Exa·Drive™ system	**51**
RECORD™ 10s inner chainrings	**54, 55**	Exa·Drive™ system	**88**
CHORUS™ 10s inner 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 nominal weight refers to the lighter specification among the available options. The weight of the hubs includes the quick-release

RECORD™ - CHORUS™ CENTAUR™ - VELOCE™ 9s

COMPONENT	OPTIONS	DESCRIPTION	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**
	short cage	upper to lower pulley-axle: 55 mm	**250**
VELOCE™ 9s rear derailleur	**medium cage**	upper to lower pulley-axle: 72,5 mm	**255**
	long cage	upper to lower pulley-axle: 89 mm	**263**
RECORD™ 9s Ergopower™ shifters		for caliper brakes - double/triple crankset compatible – composite body and levers – ball bearings light alloy hardware - ErgoBrain 10™ computer ready	**342**
CHORUS™ 9s Ergopower™ shifters		for caliper brakes - double/triple crankset compatible – composite body – anodized lever - ball bearings - light alloy hardware - ErgoBrain 10™ computer ready	**365**
CENTAUR™ 9s Ergopower™ shifters		for caliper brakes - double/triple crankset compatible – composite body – anodized lever - lightened shifting levers - ErgoBrain 10™ computer ready	**399**
VELOCE™ 9s Ergopower™ shifters		for caliper brakes - double/triple crankset compatible – composite body – anodized lever - ErgoBrain 10™ computer ready	**402**
CHORUS™ UD™ 9s sprockets - steel	**12-23, 13-23, 13-26**	Ultra·Drive™ - nickel-chromed - light alloy carrier - supplied without lockring	**197**
VELOCE™ UD™ 9s sprockets- steel	**12-23, 13-23, 13-26, 13-28, 14-28**	Ultra·Drive™ - single sprockets - nickel-chromed finish - supplied without lockring	**231**
VELOCE™ 9s crankset	**170, 172.5, 175 mm 39-53, 42-52**	Exa·Drive™ chainrings - requires b.b. with L. 111 mm	**from 662 to 680 ****
VELOCE™ 9s Triple crankset	**170, 175 mm 30-42-52**	Exa·Drive™ chainrings - requires b.b. with L. 111 (for seat tube ø 28,6 mm) or 115,5 mm (for oversize seat tube ø 32 or 35 mm)	**from 735 to 750 ****

* The nominal weight refers to the lighter specification among the available options. The weight of the hubs includes the quick-release
** Depending on the model

KEY
M = Milled
MT = Toroidal Milling
DB = Butted
AE = Aero
UAE = Ultra Aero
SS = Stainless steel
BR = Brass
QUICK RELEASES: 20, 30, 40

	nominal weight (g)	rim material	rim section: height/width - mm (nominal)	type of rim	asymmetrical holes	requires rim tape	rim finishing	number of spokes	dynamic balance		spokes material	spoke type	differential spokes r/l	Ultralinear™ geometry	nut/nipple material	O.L.D. (mm)	hub body material	oversize hub axle	hub finishing	QR type	compatible (8/9/10)	requires special sprocket set
LOW-PROFILE WHEELS																						
PROTON™ front clincher 28"	680	alu	18,5/20			•	black	22			SS	DB			BR	100	alu	•	black	40		
PROTON™ rear clincher 28"	960	alu	17,5/20		•	•	black	24			SS	DB	•		BR	130	alu	•	black	40	9/10	
PROTON™ rear clincher 28"(HG)	1005	alu	17,5/20		•	•	black	24			SS	DB	•		BR	130	alu	•	black	40	8/9/10	
NEUTRON™ front clincher 28"	655	alu	18/20	M		•	black	22			SS	AE DB		•	alu	100	alu	•	black	20		
NEUTRON™ rear clincher 28"	895	alu	18/20	M	•	•	black	24			SS	AE DB	•	•	alu	130	alu	•	black	20	9/10	
NEUTRON™ rear clincher 28" (HG)	940	alu	18/20	M	•	•	black	24			SS	AE DB	•	•	alu	130	alu	•	black	20	8/9/10	
HYPERON™ front tubular 28"	525	carb	19/20	-		-	carb	22			SS	AE DB		•	alu	100	carb	•	carb	20		
HYPERON™ rear tubular 28"	715	carb	21/20	-	•	-	carb	24			SS	AE DB	•	•	alu	130	carb	•	carb	20	9/10	
HYPERON™ rear tubular 28"(HG)	760	carb	21/20	-	•	-	carb	24			SS	AE DB	•	•	alu	130	carb	•	carb	20	8/9/10	
HYPERON™ ULTRA™ front clincher 28"	575	carb	21/20	-		•	carb	22	•		SS	AE DB		•	alu	100	carb	•	carb	20		
HYPERON™ ULTRA™ rear clincher 28"	775	carb	23/20	-	•	•	carb	24	•		SS	AE DB		•	alu	130	carb	•	carb	20	9/10	
HYPERON™ ULTRA™ rear clincher 28"(HG)	780	carb	23/20	-	•	•	carb	24	•		SS	AE DB		•	alu	130	carb	•	carb	20	10	

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

KEY
M = Milled
MT = Toroidal Milling
DB = Butted
AE = Aero
UAE = Ultra Aero
SS = Stainless steel
BR = Brass
QUICK RELEASES: 20, 30, 40

	nominal weight (g)	rim material	rim section: height/width – mm (nominal)	type of rim	asymmetrical holes	requires rim tape	rim finishing	number of spokes	dynamic balance	spokes material	spoke type	differential spokes r/l	Ultralinear™ geometry	nut/nipple material	O.L.D. (mm)	hub body material	oversize hub axle	hub finishing	QR type	compatible (8/9/10)	requires special sprocket set
MEDIUM-PROFILE WEELS																					
VENTO™ front clincher 28"	810	alu	24/20			•	silver	24/G3™	•	SS	DB			BR	100	alu	-	silver	40		
VENTO™ rear clincher 28"	945	alu	24/20			•	silver	27/G3™	•	SS	DB			BR	130	alu	-	silver	40	9/10	
VENTO™ rear clincher 28"(HG)	985	alu	24/20			•	silver	27/G3™	•	SS	DB			BR	130	alu	-	silver	40	8/9/10	
SCIROCCO™ front clincher 28"	770	alu	24/20			•	silver	20	•	SS	AE DB			BR	100	alu	-	silver	30		
SCIROCCO™ rear clincher 28"	955	alu	24/20			•	silver	27/G3™	•	SS	AE DB			BR	130	alu	-	silver	30	9/10	
SCIROCCO™ rear clincher 28"(HG)	995	alu	24/20			•	silver	27/G3™	•	SS	AE DB			BR	130	alu	-	silver	30	8/9/10	
ZONDA™ front clincher 28"	675	alu	24/20	M			slv/blk	16	•	SS	UAE		•	BR	100	alu	•	slv/blk	20		
ZONDA™ rear clincher 28"	935	alu	28/20	M	•		slv/blk	21/G3™	•	SS	UAE		•	BR	130	alu	•	slv/blk	20	9/10	
ZONDA™ rear clincher 28"(HG)	940	alu	28/20	M	•		slv/blk	21/G3™	•	SS	UAE		•	BR	130	alu	•	slv/blk	20	10	
EURUS™ front clincher 28"	630	alu	24/20	MT			slv/blk	16	•	alu	AE DB		•	SS	100	alu	•	slv/blk	20		
EURUS™ rear clincher 28"	860	alu	28/20	MT	•		slv/blk	21/G3™	•	alu	AE DB		•	SS	130	alu	•	slv/blk	20	9/10	
EURUS™ rear clincher 28"(HG)	865	alu	28/20	MT	•		slv/blk	21/G3™	•	alu	AE DB		•	SS	130	alu	•	slv/blk	20	10	
EURUS™ front tub. 28"	630	alu	24,5/20	MT		-	silver	16	•	alu	AE DB		•	SS	100	alu	•	silver	20		
EURUS™ rear tub. 28"	860	alu	28,5/20	MT	•	-	silver	21/G3™	•	alu	AE DB		•	SS	130	alu	•	silver	20	9/10	
EURUS™ rear tub. 28"(HG)	865	alu	28,5/20	MT	•	-	silver	21/G3™	•	alu	AE DB		•	SS	130	alu	•	silver	20	10	
HIGH-PROFILE WEELS																					
BORA™ ULTRA™ front tub. 28"	565	carb	50/20	-		-	carb	18	•	SS	AE DB			alu	100	carb	•	carb	20		
BORA™ ULTRA™ rear tub. 28"	740	carb	50/20	-		-	carb	21/G3™	•	SS	AE DB			alu	130	carb	•	carb	20	9/10	
BORA™ ULTRA™ rear tub. 28"(HG)	745	carb	50/20	-		-	carb	21/G3™	•	SS	AE DB			alu	130	carb	•	carb	20	10	
GHIBLI™ rear road 28"	995	alu	D/19	-		-	-	-	-	Aramide	-	-		-	100	alu	•	-	20		•
GHIBLI™ front track 26"	860	alu	D/19	-		-	-	-	-	Aramide	-	-		-	120	alu		-	-		
GHIBLI™ front track 28"	955	alu	D/19	-		-	-	-	-	Aramide	-	-		-	100	alu		-	-		
GHIBLI™ rear track 28"	995	alu	D/19	-		-	-	-	-	Aramide	-	-		-	120	alu		-	-		

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 S.r.l.
Campagnolo S.r.l. 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.

Campagnolo in the World

ITALY
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