

2009
RANGE CATALOGUE

ENG





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CAMPAGNOLO®
FUTURE BOND

CAMPAGNOLO® HAS CELEBRATED THE 75TH ANNIVERSARY OF ITS FOUNDATION WITH A VERY CLEAR MESSAGE:
RAISE THE LEVEL!

It was 1927 during the ascent of Croce d'Aune Pass that Tullio Campagnolo found himself in great difficulty when he tried to take off the rear wheel to change the gear ratio. The legend tells us that he said: **"Something has to be changed back there"**. And so with farsightedness he patented his fast release in 1929.

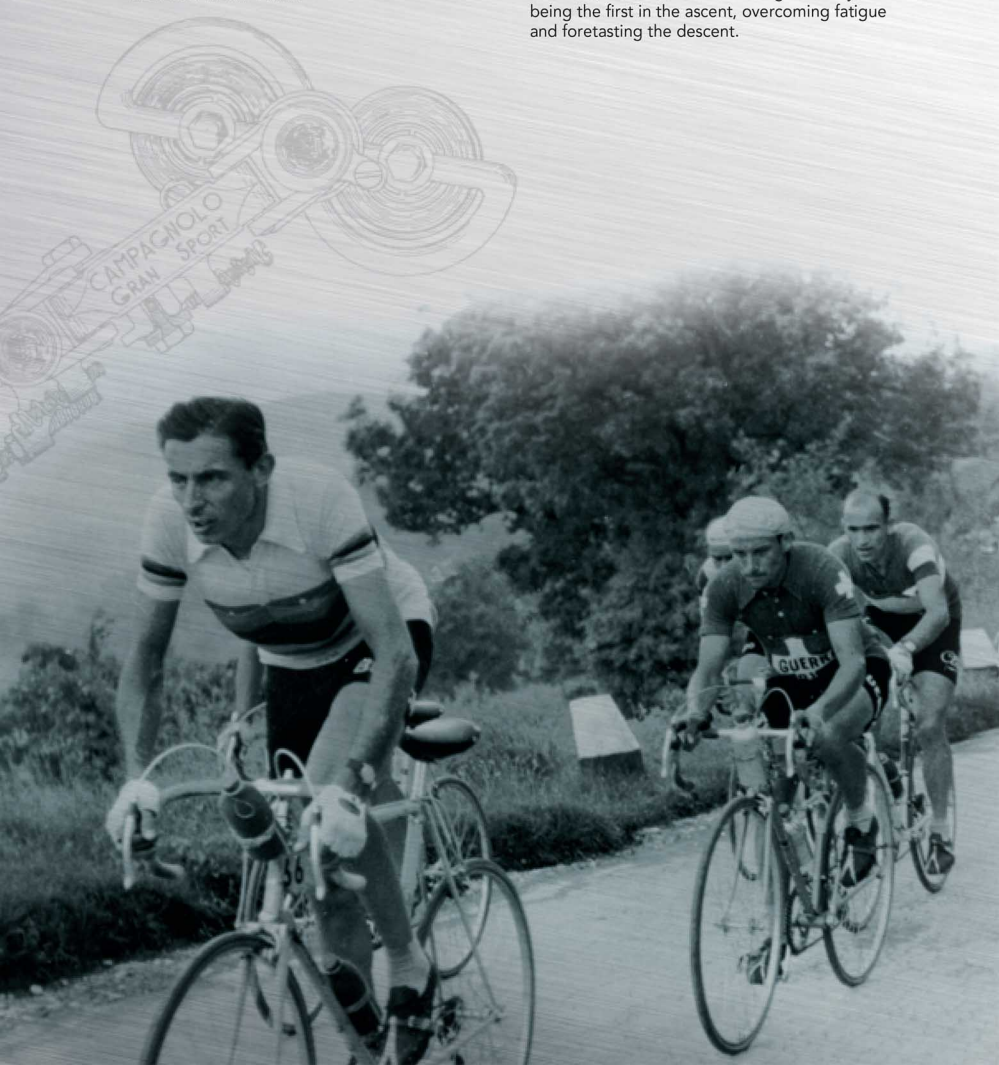


THEN IN 1933 HE FOUNDED CAMPAGNOLO®:
A BRAND CONCEIVED BY A SPORTSMAN FOR SPORTSMEN.



75 YEARS HAVE PASSED AND CAMPAGNOLO® CONTINUES TO CREATE PRODUCTS FOR THE EXTREMELY **HIGH STANDARDS** OF PROFESSIONALS, RAISING THE **QUALITY, TECHNOLOGY AND DESIGN** LEVELS EVERY YEAR.

Raising the level means just this:
our continuous and determined striving towards innovation, intended as a necessary thrust towards the future.
The driver for Campagnolo®'s success is rooted in the company's energy, intended as its innovative power and its ability to dictate trends in technical solutions, materials and technologies: always being the first in the ascent, overcoming fatigue and foretasting the descent.



OUR WHOLE CREATIVE AND INNOVATIVE DRIVE CAN BE SUMMED UP IN A SIMPLE PHRASE:
DO BETTER TODAY WHAT YOU DID YESTERDAY; AND DO WHAT SEEMED IMPOSSIBLE YESTERDAY.



50
1983
50TH ANNIVERSARY



PRO-TEAMS **2008**



RACES ARE OUR TEST BENCHES AND OUR SEVEREST TESTERS ARE THE PROFESSIONAL CYCLISTS.

IT IS ONLY AFTER SUBJECTING EVERY SINGLE COMPONENT TO THE TOUGHEST TESTS, FIRST OF ALL IN THE LAB AND THEN ON THE ROAD, THAT WE MAKE IT AVAILABLE TO THE PUBLIC.

We assess the effectiveness of our solutions with the riders: it is they who help us to "adjust our aim" to obtain **the maximum** from every component.

A professional race is a very tough exam: there are so many hours of use in weather conditions which are different and often difficult. But only in this way can we be sure that our Campagnolo® components will ensure you the **maximum reliability**.

And the **teams** Campagnolo® collaborates with are the **most important** ones.
A series of teams which year by year has been enriching a war chest that grows by the day.


FREZZA
FREZZA
FREZZA
cannondale


TIME



2008 PRO-TEAMS	BICYCLE BRAND	COUNTRY TEAM
Liquigas	Cannondale	Italy
Lampre-Fondital	Wilier Triestina	Italy
LPR	De Rosa	Italy
G.S. CSF Group Navigare	Colnago	Italy
Acqua e Sapone	De Rosa	Italy
Cofidis	Time	France
Bouygues-Telecom	Time	France
Quick-Step Innergetic	Specialized	Belgium
Silence - Lotto	Ridley	Belgium
Topsport-Vlaanderen	Merckx	Belgium
Caisse d'Epargne	Pinarello	Spain
Collstrop	Canyon	Germany
Jelly Belly	GT Bicycles	USA
BMC Usa Team	BMC Usa	USA
Rock Racing	De Rosa	USA
Nippo	Colnago	Japan
Aisan Racing Team	Pinarello	Japan
G.S. Tinkoff	Colnago	Russia

THE AIM WAS THE SAME FOR ALL OUR PROJECTS: **INCREASE PERFORMANCE**. THIS IS BECAUSE WE KNOW THAT THOSE WHO CHOOSE CAMPAGNOLO® DEMAND FLAWLESS HIGH-PERFORMANCE PRODUCTS AND ONLY LOOK FOR THE BEST FOR THEIR BIKE. YOU CAN SEE THE RESULTS OF **EVOLUTION, DEDICATION AND THE SEARCH FOR PERFECTION** FOR YOURSELF IN THE NEW 2009 RANGE.

NEW **ERGOPOWER™ ULTRA-SHIFT™** CONTROLS

The time has come to **turn the corner**. Faithfully following the tradition and emerging ourselves in innovation, we worked simultaneously on several fundamental factors to guarantee that you'll get **unprecedented results**.

ERGONOMICS

The design of the support **follows your hands perfectly**.

We have reproduced the asymmetry of the human hand on the body of control, increasing the contact area with the palm and making different resting positions possible. We have also envisaged an extra, high grip, position for long distances.

COMFORT

The levers are easier to reach with the new form. We have also thought of those who have large hands: **a special insert** can increase the lever distance by 8%.

The density of the shock absorber which envelops the body of the control is differentiated and it is elastic, non-allergic and absorbs vibrations. Furthermore, it is not affected by temperature differences and does not deteriorate under the action of UV radiation.

The passage of the cables does not give rise to uncomfortable bulges at the control exits.

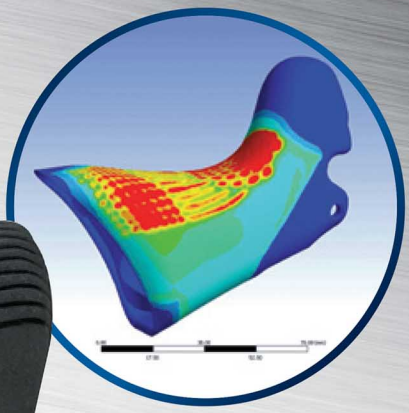




No-Bulge™ technology:

- no annoying bulge under the handlebar tape
- the sheaths disappear inside special seats





New multi-density Vari-Cushion™ hood:

- greater softness in the palm support area
- greater rigidity in the gripping area

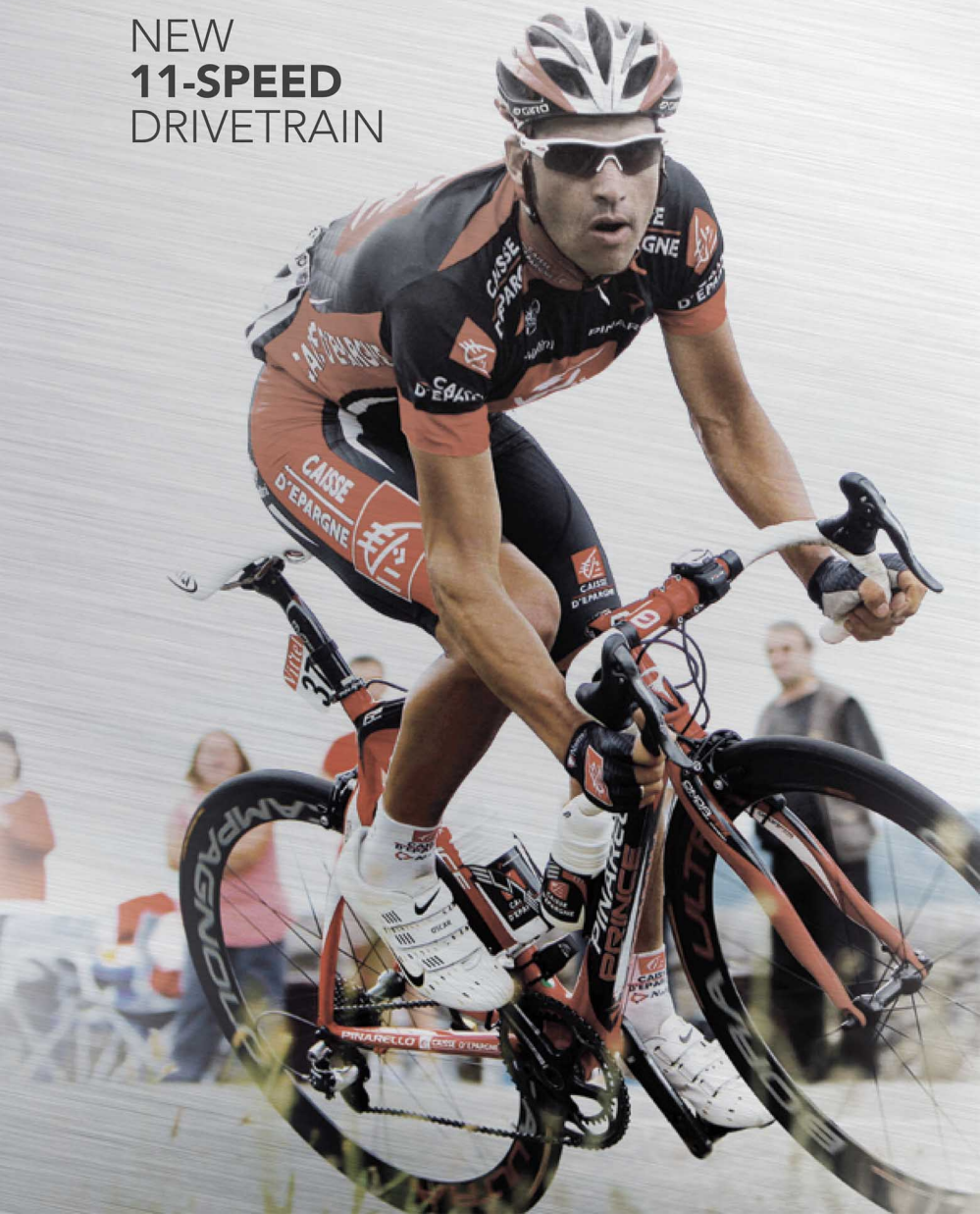
EFFICIENCY

Ergopower™ Ultra-Shift™ controls let you shift the chain simultaneously up three sprockets and up to five downwards. The lever design makes it possible to obtain a **lighter rear derailleur control** which is **more fluid** than ever. The front derailleur action makes it possible to improve the shifting speed.

BRAKING EFFICIENCY

The Ultra-Shift™ form of the levers lets you act on the brakes with **greater power**. In particular, it is possible to brake with great power and promptness when the hands are gripping high up. This is a plus which allows professionals to chat with greater peace of mind before getting on with the serious business.

NEW **11-SPEED** DRIVETRAIN



CAMPAGNOLO®, CROSSES THE FINISHING LINE FIRST WITH AN **ABSOLUTE INNOVATION**, JUST AS ITS GENES DICTATE: **11-SPEED** DRIVETRAINS.

SOME WILL ASK: 11 SPEEDS, WHY? AND OUR ANSWER IS: BECAUSE CYCLISTS ARE NEVER HAPPY AND CAMPAGNOLO® WANTS TO PROVIDE THEM WITH **UNIQUE PERFORMANCE**.

11™ SPEED

We worked scrupulously to obtain a result of **absolute precision** and **unprecedented operating efficiency**. Increasing performance was our aim. And we succeeded fully: the added value of the new 11-speed drivetrain will soon be under everyone's eyes, or pedals rather.

WITH OUR NEW 11-SPEED SYSTEM YOU WILL HAVE A CHOICE OF SPEEDS THAT WILL MAKE YOUR BIKE EVEN **MORE VERSATILE**.

Shifting efficiency and precision, fluidity and smoothness also improve ... for better and better performance and even lower weight.

A **FOUR-YEAR WARRANTY**

We have reduced the thicknesses to insert the extra sprocket, we lowered the weight using extremely advanced materials but we also set ourselves the aim of long-term reliability.

We worked on the materials in such a maniacal way that we can state without a shadow of doubt that long-term endurance will not be a problem, even for those who use their bikes every day.

The work carried out by our engineers is the best guarantee for us.
We are so sure of the reliability of our products that we have given a full four-year warranty to the components of the 11-Speed drivetrain, **only if they are part of a complete system: crankset, Ergopower™ controls, front and rear derailleurs, chain and sprocket set.**

Campagnolo® components are designed to last.

ULTRA-SHIFT™ 11-SPEED FRONT DERAILLEURS

Ultra-Shift™ front derailleurs are more rigid while thanks to the new chain guide fork the **operating speed and ease of use and adjustment** are enhanced. Furthermore, the anti-friction treatment extends their lifetime. The fastening system has also been redesigned in the clamp versions for improved compatibility with the bicycle frame.





New inner cage design:

- greater rigidity
- faster shifting
- more space for the chain crossovers



ERGOPOWER™ ULTRA-SHIFT™ 11-SPEED CONTROLS

The new Ergopower™ Ultra-Shift™ controls are ideal for the 11-speed drivetrain. The reworked form permits a **better grip** for the rider's hand and absolute operating precision. It could not be otherwise given the reduction of the working spaces.

The right-hand allows you to shift the chain up to three speeds upwards and up to five downwards. The advantage is in the excellent shifting speed in every situation.

Operating fluidity has also been improved. Thanks to a favourable lever ratio the force required for actuating the **front and rear derailleurs** is a lot lower than with the old controls. The gain amounts to 13 percentage points for the rear derailleur and 18 for the front derailleur.

11-SPEED REAR DERAILLEUR

This is the fulcrum of the 11-speed systems. The 11-speed rear derailleur has a forged aluminium upper body which works on an enveloping and oversized carbon fibre outer plate. The new form confers torsional rigidity which is 150% greater than the old design and contributes to the construction of a parallelogram with **absolute operating precision**.
The cage pulleys are now made of a lighter material and reduce vibrations.



New oversize carbon outer plate and redesigned parallelogram:

- greater rigidity and shifting precision

Special lightened pulleys:

- reduced vibration
- increased chain smoothness
- greater lightness





11-SPEED SPROCKETS

Eleven sprockets that are even more efficient despite the reduction of the thicknesses? We have succeeded. The teeth have been designed to **optimize the speed and fluidity of shifting**. This form reduces stress on the chain which ascends more easily onto the higher diameter sprockets.

The large pinions are divided into sets of three and are mounted on a **new aluminium frame**. Thanks to this, rigidity increases 180% and the individual sprockets are 70% more resistant to torsion.

New enhanced timing:

- faster shifting speed
- less stress on the chain

New superlight aluminium lockring

The last two sprocket triplets are fitted on aluminium frames which transform them into a single solid block.



11-SPEED CHAIN

We have reduced the width of the chain to 5.5 millimetres with the new spacing and a new material has been envisaged for the outer links. The pins are hollow inside to reduce the weight while maintaining strength. It is necessary to use tool UT-CN300 to fit it.
The Ni-PTFE treatment ensures **smoothness and long life**. The Ultra-Link™ fastening system guarantees strength and operation with the new 11-speed sprockets.



11-Speed chain:

- new special steel, 20% stronger
- new outer link design for faster shifting even under stress





11-SPEED CRANKSET

We have redesigned the tooth profile to optimize 11-speed operation.
Our studies led to the **ESP** (Enhanced Shifting Performance) **ACTUATION SYSTEM™**, specially developed to improve shifting timing.

Thanks to the new gear design, there are now two diametrically opposed sectors specialized for upshifting, and two downshifting sectors, also diametrically opposed. This solution makes instantaneous shifting possible both up and down.

The darker colour of the gears is the result of a **new anodization system** which confers greater resistance to wear and saline corrosion.

The new outermost chainring design makes it more rigid to give more power to the drivetrain.

The new solution features two specialized sectors for upshifting and two for downshifting.

- Up-shift sector
- Downshift sector

CULT™

CERAMIC ULTIMATE LEVEL TECHNOLOGY

CULT™ CERAMIC ULTIMATE LEVEL TECHNOLOGY

CERAMIC BALL BEARINGS ARE A REALITY TODAY IN THE CYCLING WORLD AND CAMPAGNOLO_ DECIDED TO BE A PART OF IT RIGHT FROM THE BEGINNING, IN THE ONLY WAY IT KNOWS: **THE BEST POSSIBLE**.



Today Campagnolo® is **evolving the ceramic ball bearing concept** using CULT™ (Ceramic Ultimate Level Technology). We have combined the best ceramic ball bearings on the market with a stainless chromium steel with exceptional hardness called Cronitect®. It's the result of the "Advanced by FAG" technology, Schaeffler Group, and it will be a **Campagnolo exclusivity** for the next 3 years (for the cycling field). The thermochemical treatment of the surface layer ensures resistance to corrosion and wear. It also improves smoothness and grease is no longer required.

Cronitect® has achieved exceptional results in the salt spray fog test, standing out decisively from the other stainless steels.
CULT™ technology is destined only for the top products: Super Record™ cranksets and the highest range wheels.

USB™ ULTRA SMOOTH BEARINGS

Our ceramic USB™ - Ultra Smooth Bearings guarantee **extremely high smoothness**. Perfectly smooth surfaces and lower friction to reduce loss of power are the most interesting features. Add on the reduced weight and resistance to corrosion and you will understand why we can give you the best thanks to USB™ All your power will be transferred onto the road.

USB™ - Ultra Smooth Bearings - technology is used for Record™ cranksets.

SKELETON™ BRAKES

LIGHTNESS AND **POWER** ARE IN THE DNA OF SKELETON™ BRAKES.

Thanks to the design which eliminates useless material, we have optimized a brake which loses nothing in strength and is able to give power, modulation and exceptional braking torque.

The differentiated front and rear construction optimizes **power** and **progressiveness**.



NEW INTEGRATED CUPS

THE CAMPAGNOLO® SOLUTION FOR OVERSIZE BOTTOM BRACKETS



Ever attentive to new market demands and trends Campagnolo® has developed 2 specific adaptors to permit the assembly of Ultra-Torque™ cranksets on frames with oversize bottom brackets.
These special integrated cups are made of aluminium and have the same bearing seat function as the already renowned Ultra-Torque™ cups. These adaptors simply replace the standard cups on frames with oversize bottom bracket shells.
Available in versions compatible with bottom bracket shells with 86.5 mm diameters and with BB30 bottom brackets, they are 20 grams lighter than standard cups.
The new tool, UT-BB140, specially designed by Campagnolo®, is required for fitting them.

RAISE THE LEVEL
WITH 11 SPEED!

IN THE VANGUARD OF TECHNOLOGICAL INNOVATION: THAT IS WHERE THE NEW 11-SPEED GROUPSETS ARE. THEY ARE THE FRUIT OF OUR KNOW-HOW, OF OUR CONTINUOUS INNOVATIVE DRIVE.

Cyclists are never truly happy whether they are professionals or amateurs. Campagnolo® therefore decided to give them an extra possibility with three **11-speed groupsets**.

The Campagnolo® 11-speed groupsets are the technological non plus ultra: front and rear shifting is faster, more precise, fluid and lighter and the drivetrain is quieter.

Every transmission component has been redesigned: the Ergopower™ controls, front and rear derailleurs, chain, sprocket set and crankset.

SUPER RECORD™, RECORD™ AND CHORUS™, GROUPSETS HAVE BEEN CONCEIVED TO EXCEL IN EVERY CHALLENGE.

Ready to give battle with their spirit of **pure adrenalin, dynamism, passion** and **energy**,and permit the world's top cyclists to express all their potential without hesitation. Being the first past the finishing line; **winning**: the only thing that counts when you compete.





11 SPEED GROUPSETS

22 | SUPER RECORD™

32 | RECORD™

40 | CHORUS™


SUPER 11 RECORD



SUPER RECORD™ GROUPSET

This is the state of the art in technology applied to racing bikes. The non plus ultra. The racing groupset sans pareil.Super Record™ is an absolute legend: it was introduced in 1973 and became **The groupset** of champions. Today, 21 years later, Campagnolo® is proposing it again.

The reason? Still the same: being THE groupset for the best. And its **11 speeds** are there to prove it. Lots of carbon fibre but also titanium and light alloy.

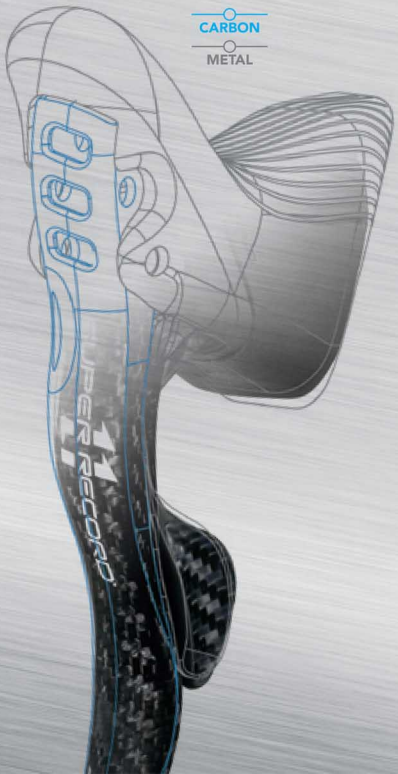
Consistent with out mission we have **raised the level** for the umpteenth time. Before everyone, ahead of everyone: this is the **new peerless level of excellence** established by Campagnolo®. The Super Record¸ groupset: the perfect tool **for winning. Every time.**

ERGOPOWER™ ULTRA-SHIFT™ SUPER RECORD™ **CONTROLS**

HERE IS THE MOST EFFECTIVE ERGOPOWER™ CONTROL EVER PRODUCED. ITS **ERGONOMIC FORM** AND **LIGHTNESS** ARE ITS STRENGTH.

The choice of materials aims at excellence. The imperative is: **carbon fibre and titanium**. All combined with aesthetics designed down to the smallest details.

Shifting and braking have never been so easy.





- carbon fibre brake lever grooved at the top
- optimum support when gripping high and low
- mechanisms on bearings
- internal mechanism with titanium parts
- fibre insert in the shift lever
- Vari-Cushion™ shock absorbers
- No-Bulge™ cable passages

SUPER RECORD™ CRANKSET

ULTRA-HOLLOW™ STRUCTURE ULTRA-TORQUE™ SYSTEM

OUR **CULT™ TECHNOLOGY** AND A NEW **CORROSION-PROOF TREATMENT** EXALT ITS STRENGTH AND ENDURANCE.

The use of unidirectional and multidirectional carbon fibre in the **Ultra-Hollow™ structure** gives the cranks rigidity and lightness.

ESP (Enhanced Shifting Performance) ACTUATION SYSTEM™ technology ensures precision and speed when shifting.





- Ultra-Torque™ bottom bracket
- cups with very low friction seals
- hollow structure cranks and spokes
- asymmetrical ESP ACTUATION SYSTEM™ geometry for the chainring teeth
- CULT™ bearings with premium grade ceramic ball bearings-
- chainrings with new anodization, corrosion-proof and wear-proof treatment
- ultralight aluminium chainrings and screws



SUPER RECORD™ **REAR DERAILLEUR**

COMPLETELY BLACK, THE SUPER RECORD™ REAR DERAILLEUR BOASTS **INNOVATIVE PARALLELOGRAM GEOMETRY**. THE RESULT IS OPERATION WITH **ABSOLUTE PRECISION**.





- upper body made of forged aluminium
- light alloy and carbon fibre cage
- pulleys with ceramic technology movement
- titanium screws and adjusters

The **carbon outer plate** wraps around the metal body and executes the commands from the Ergopower™ Ultra-Shift, controls with precision. **Maximum smoothness for the cage pulleys** made of anti-vibration material.

Practically **perfect** from every point of view.



SUPER RECORD™ **FRONT DERAILLEUR**

THE ULTRA-SHIFT™ FRONT DERAILLEIUR IS **THE LIGHTEST EVER MADE** BY CAMPAGNOLO® WITH, IN ADDITION, INCOMPARABLE RIGIDITY OF THE PARTS AND OPERATING SPEED.

The form of the aluminium and carbon fibre cage has been designed for the maximum strength.

The titanium screws and inserts ensure lightness and strength over time.





- light alloy and carbon fibre cage
- inner plate with Z-shape™ geometry
- compatibility with standard and compact geometry
- body with M-brace™ geometry support
- easier to fit Even-O™ clamp
- anti-friction treatment


40Nm - Z11 · CAMPAGNOLO

SUPER RECORD™ SPROCKET SET

ELEVEN SPROCKETS TO WIN: SIX TITANIUM ONES AND FIVE IN STEEL.

The Super Record™ sprocket set exploits a **new frame** for the two supersize titanium sprocket triplets.

The strength and resistance to torsion have been increased as a result. The design of the teeth strains the chain less.





- new design toothing
- Nickel-Chrome treatment
- light alloy lockring
- new double chain for the larger sprockets
- new evolved sprocket timing

RECORD™ CHAIN

THE ENGINE OF THE 11-SPEED DRIVETRAIN IS THE CHAIN. IT HAS BEEN DESIGNED TO **ELIMINATE ALL FRICTION** WITH THE SPROCKETS ADJACENT TO THOSE IN OPERATION.

A **special treatment** ensures smoothness.



- width 5.5 millimetres
- Ultra-Link™ fastening system
- external links in special new steel
- Ni-PTFE anti-friction treatment
- hollow pins

SUPER RECORD™ **BRAKES**

SUPER RECORD™ SKELETON BRAKES ARE THE RESULT OF A **VERY CAREFUL STUDY** OF EVERY SINGLE DETAIL.



A maximized weight-rigidity ratio was desired when designing the Skeleton™ brakes. To achieve this, body material was removed towards the outermost side, away from the axis of the calliper arms.



Front

- double front fulcrum and single on the rear
- forged aluminium
- Skeleton structure
- orbital pad adjustment
- mechanisms on bearings

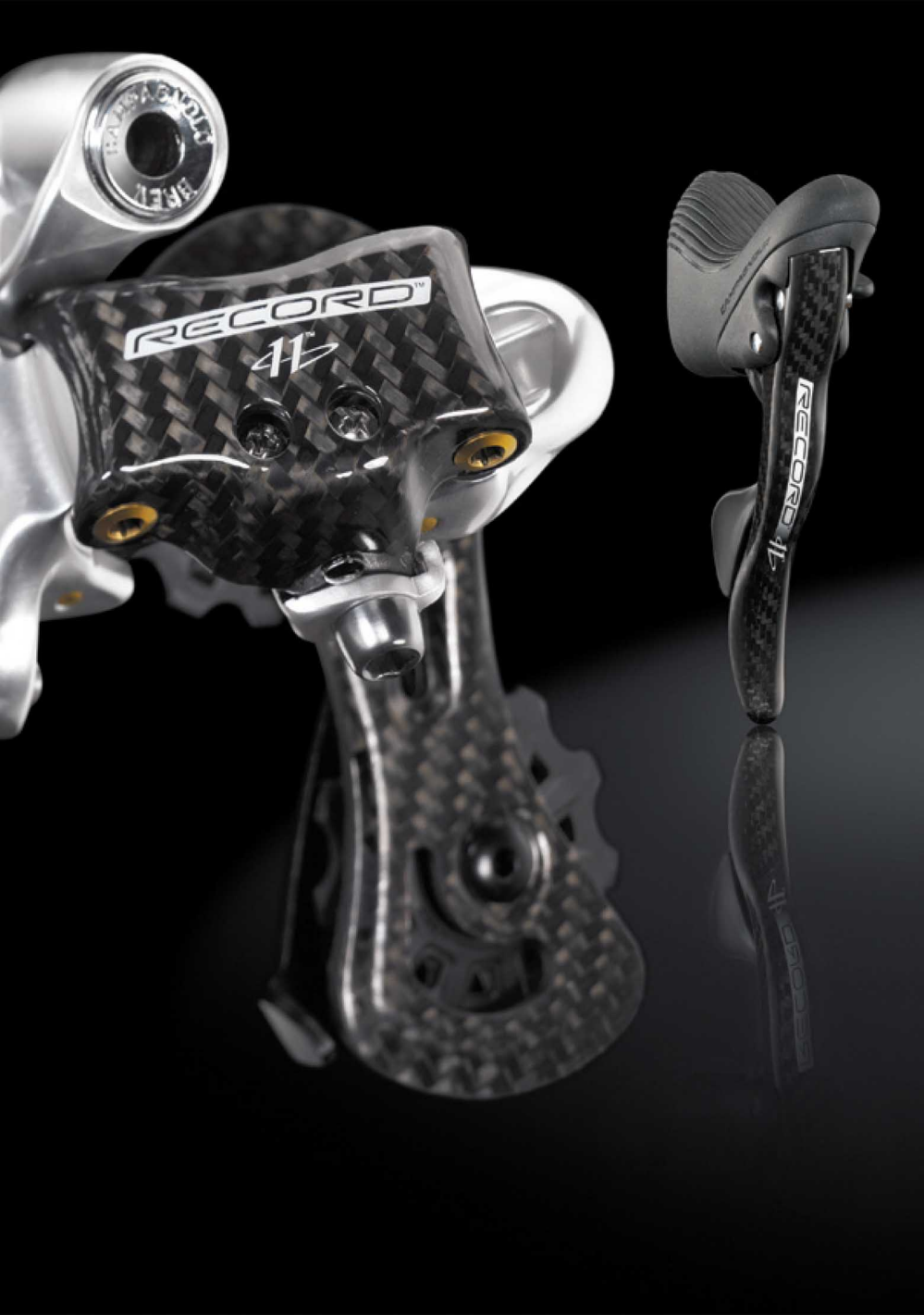
The Skeleton structure permits **lightness** and **rigidity**.

The geometry differentiated between front and rear ensures the **maximum braking power** on the front wheel and **great progressiveness** for the rear.
The screws are in titanium.



Rear


Silenc
lotto


RECORD
RECORD



RECORD™ GROUPSET

RECORD™ 11 SPEED

Light alloy and carbon fibre: this is the groupset's pairing.

Record™ comes complete with pedals, seat post, headset, hubs and bottle cage. Campagnolo® guarantees: here are the tools you need **for racing without compromises of any kind.**

RECORD™
REAR DERAILLEUR

THE RECORD™ 11-SPEED REAR DERAILLEUR IS PROVIDED WITH AN **CARBON FIBRE** OUTER PLATE WHICH INCREASES RIGIDITY BY 150%.

The pulleys are fitted on an aluminium and carbon cage and turn on **ceramic bearings**.





- forged aluminium body
- carbon outer plate with new geometry
- aluminium and carbon cage
- pulleys made of anti-vibration material



ERGOPOWER™ ULTRA-SHIFT™ RECORD™ **CONTROLS**

THE ERGOPOWER™ ULTRA-SHIFT™ RECORD™ CONTROLS IS FITTED WITH A **COMPLETELY NEW SUPPORT**.

The main carbon fibre lever can guarantee **greater breaking power** in any position you grip it with.

The fulcrum has been put in a new more effective position. Improvements specially studied to guarantee superior performance.

- mechanisms on bearings
- carbon brake lever
- greater support area
- Vari-Cushion™ shock absorbers
- No-Bulge™ cable passages



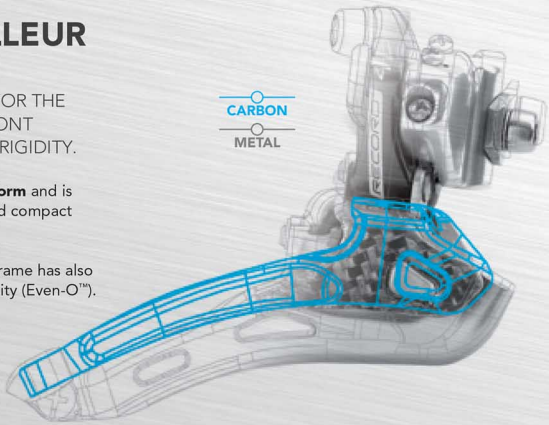


RECORD™ FRONT DERAILLEUR

THE **GEOMETRY DEVISED** FOR THE RECORD™ ULTRA-SHIFT™ FRONT DERAILLEUR INCREASES ITS RIGIDITY.

The body exploits the **M-brace™ form** and is compatible with both standard and compact cranksets.

The clamp fixing it to the bicycle frame has also been improved for greater versatility (Even-O™).





- aluminium and carbon Ultra-Shift™ cage
- Z-shape™ inner plate
- anti-friction treatment
- body with M-brace™ geometry

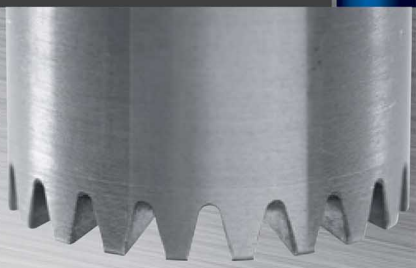
RECORD™ CHAIN

EXTREME STRENGTH FOR THE RECORD™ CHAIN.

The thickness is 5.5 millimetres, but the retention force is extremely high thanks to the **Ultra-Link**™ technology.

The chain uses very light hollow pins **without compromising strength**. It is necessary to use the new UT-CN300 tool to fit it.

- width 5.5 millimetres
- NI-PTFE anti-friction treatment
- hollow pins
- external links in special new steel
- Ultra-Link™ system



RECORD™ **CRANKSET**

ULTRA-HOLLOW™ STRUCTURE ULTRA-TORQUE™ SYSTEM

THE RECORD™ CRANKSET EXPLOITS UNIDIRECTIONAL AND MULTIDIRECTIONAL CARBON FIBRE STRUCTURED ACCORDING TO **ULTRA-HOLLOW™ TECHNOLOGY** WHICH ENVISAGES HOLLOW CRANKS AND SPOKES.

The use of **USB™** (Ultra Smooth) Bearings ensures very low friction and enhanced performance.

Anticorrosion treatment for the cups of the **Ultra-Torque™ system**.

- ESP (Enhanced Shifting Performance) ACTUATION SYSTEM™
- Ultra-Hollow™ structure
- light alloy screws
- long life anodization treatment
- Ultra-Torque™ bottom bracket





RECORD™
SPROCKET SET



STEEL AND TITANIUM FOR AN IDEAL SPROCKET SET.
8 SPROCKETS OF THE RECORD™ SPROCKET SET ARE IN FACT MADE OF STEEL WHILE THE REMAINING 3 ARE IN TITANIUM.

The last pair of three sprockets are mounted on a **frame with a new structure** that increases their rigidity.

The steel sprockets have a Nickel-Chrome surface treatment.

- new design for the teeth
- double frame for the larger sprockets
- new evolved sprocket timing
- ultralight fastening ring



RECORD™ BRAKES

RIGIDITY, ROBUSTNESS AND WEIGHT-SAVING ARE THE MAIN FEATURES OF RECORD™ BRAKES.

Skeleton geometry has made it possible to reduce weight without diminishing braking power while maintaining the same operating safety.

The differentiated front and rear geometry ensures power and progressiveness.







- forged structure
- single rear fulcrum and double front one
- orbital brake pad adjustment
- Ergal screws
- mechanisms on ball bearings

AND TO COMPLETE THE GROUPSET...

To savour the perfection of the whole system:. for those who want to savour the **total performance** in the details too, the Record™ groupset can be completed with **pedals, seat post, headset, hubs and bottle cage**.


CAMPAGNOLO
CHORUS
11
ATION SYSTEM
SYSTEM
ULTRA
TORQUE
10 SPEED ONLY



CHORUS™ GROUPSET

CHORUS™ 11 SPEED

The materials, technology and performance have been designed with **racing in mind**. The **lightness** of Chorus™ is provided by aluminium and composite materials.

This groupset also comprises pedals and seat post.

CHORUS™ **REAR DERAILLEUR**

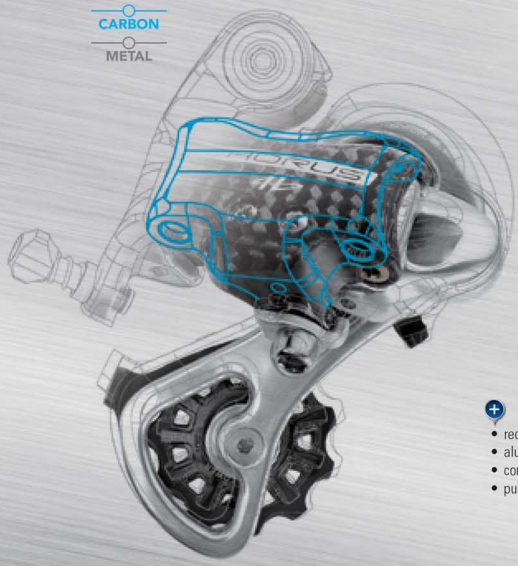
THE 11-SPEED CHORUS™ REAR DERAILLEUR HAS A PARALLELOGRAM OF NEW DESIGN WITH AN **OVERSIZE CARBON FIBRE OUTER PLATE**.

The use of light alloy and composite reduces the weight while maintaining absolute operating precision.

The **dimensioning precision** has eliminated any possible play between the parts right from the beginning.







- redesigned parallelogram
- aluminium alloy bodies
- composite outer plate
- pulleys made of anti-vibration material

CHORUS™ **CRANKSET**

ULTRA-TORQUE™ SYSTEM

THE 11-SPEED CHORUS™ CRANKSET HAS BEEN EMBELLISHED BY THE **NEW SURFACE ANODIZATION TREATMENT** WHICH RENDERS THE CHAINRINGS MORE RESISTANT TO WEAR AND TO CORROSION.

The **asymmetrical toothing** of the innermost chainring and the eight pins on the outside render shifting immediate.



- unidirectional and multidirectional carbon fibre
- long life anodization treatment
- sectors with special ESP™ profile on the outermost chainring
- light alloy screws
- Ultra-Torque™ bottom bracket



ERGOPOWER™ ULTRA-SHIFT™ CHORUS™ **CONTROLS**

THE NEW 11-SPEED ERGOPOWER™ ULTRA-SHIFT™ CONTROLS GUARANTEE **FULL BRAKING POWER** EVEN WITH YOUR HANDS IN THE **HIGH GRIP POSITION**.

Operation is precise and constant over time thanks to the use of **polymer bushings** and a new internal mechanism.

Maintenance has been reduced to a minimum.





- carbon fibre brake lever
- low friction internal mechanism
- ample support



CHORUS™ CHAIN

SILENCE, ACTION.
THE NEW CHORUS™ 11-SPEED CHAIN IS **QUIETER** THAN EVER.

The **new 5.5 millimetre thickness** has been combined with new materials and a special anti-friction treatment which permits outstanding fluidity.

- Ultra-Link™ fastening system
- NI-PTFE anti-friction treatment
- external links in special new steel
- width 5.5 millimetres

CHORUS™ FRONT DERAILLEUR

THE CAGE MADE ENTIRELY OF ALUMINIUM ALLOY EXPLOITS THE Z-SHAPE™ OF THE INNER PLATE TO PERMIT **IMMEDIATE AND PRECISE SHIFTING**.

The system is more rigid thanks to the use of the **M-brace**™ derailleur body while its life has been increased by the **anti-friction** treatment of the surfaces.



- light alloy structure
- Even-O™ frame clamp
- body with M-brace™ geometry
- same geometry for the compact or standard crankset



CHORUS™ **BRAKES**

FORGED ALUMINIUM ALLOY AND DIFFERENTIATED DESIGN FOR THE CHORUS™ SERIES SKELETON BRAKES.





Front

This ensures maximum power for the front and progressiveness for the rear.

The **pad orbital adjustment** possibility always permits the best contact with the braking tracks.

- lightened Skeleton structure
- differentiated front and rear levering
- orbital pad adjustment



Rear



CHORUS™ SPROCKET SET

PAINSTAKING WORK WAS CARRIED OUT ON THE SPROCKETS.

The additional speed led us to devising a **new support structure** for the last six sprockets in two subsets.

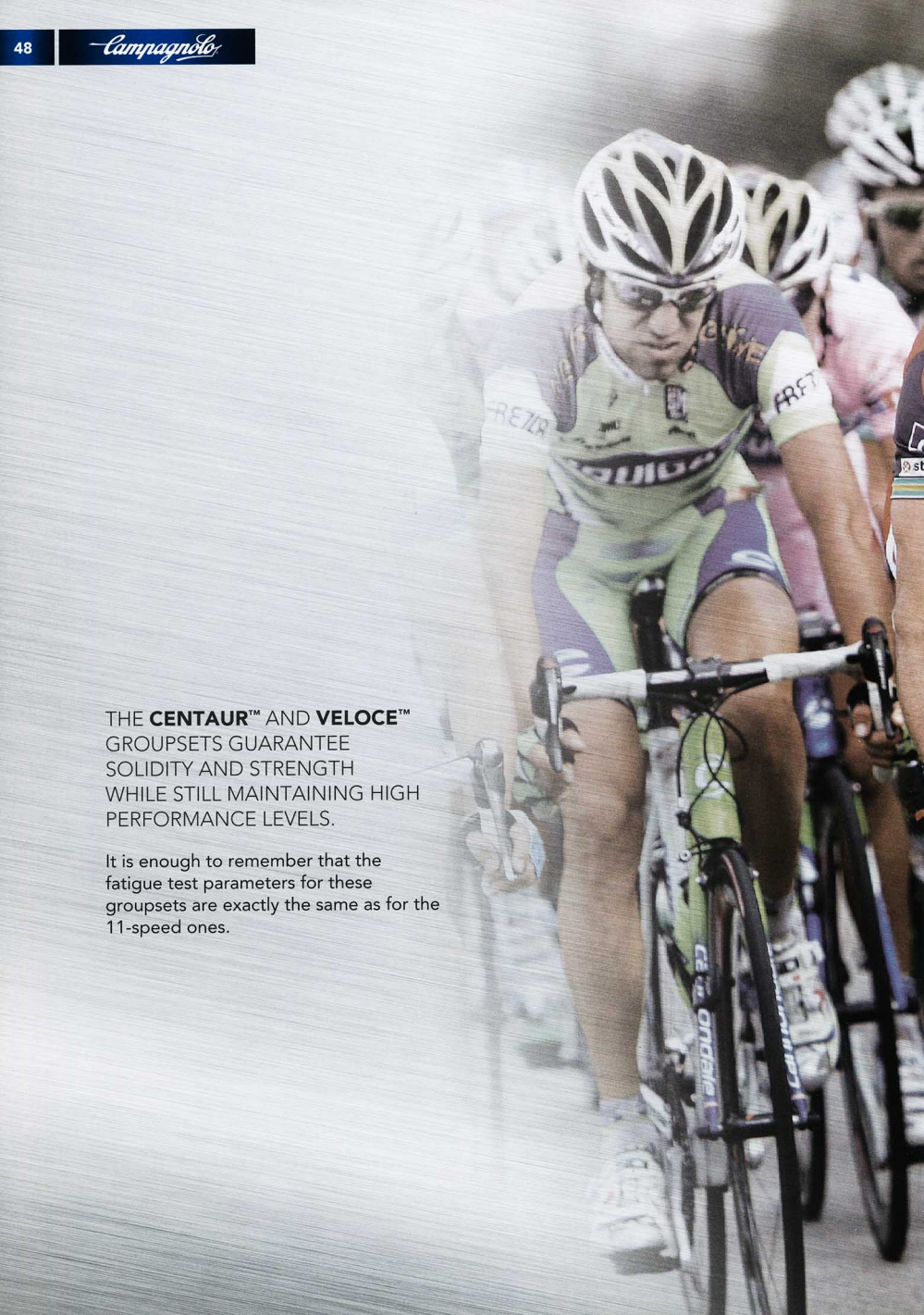
The form of the teeth is new and they have been treated to increase duration over time.

- new tooth profile for the 11-speed system
- reinforced aluminium supports for the six largest sprockets
- light alloy fastening ring
- Nickel-Chrome surface treatment



AND TO COMPLETE THE GROUPSET...

The Chorus™ groupset offers you **carbon pedals and seat post** to complete your **top-range high-quality** choice with **consistency**.



THE **CENTAUR™** AND **VELOCE™** GROUPSETS GUARANTEE SOLIDITY AND STRENGTH WHILE STILL MAINTAINING HIGH PERFORMANCE LEVELS.

It is enough to remember that the fatigue test parameters for these groupsets are exactly the same as for the 11-speed ones.



10 SPEED GROUPSETS

50 | CENTAUR™

58 | VELOCE™


CENTAUR



CENTAUR™ GROUPSET

New Ergopower™ Ultra-Shift™ controls with 10 speeds and two versions.
The Centaur™ crankset and Ergopower™ are available for you in aluminium or carbon fibre versions.
A groupset designed and evolved to obtain excellent performance.

Guaranteed by Campagnolo®.

ERGOPOWER™ ULTRA-SHIFT™ CENTAUR™ **CONTROLS**

THIS YEAR THE CENTAUR™ ADOPTS THE **NEW ERGOPOWER™ ULTRA-SHIFT™ CONTROLS** TO FULLY MEET YOUR NEEDS.

The ample support area for your hands and the **Vari-Cushion™ shock absorber** make them ideal for those who grind kilometre after kilometre.

You can chose between versions with an aluminium or carbon brake lever.

The mechanism is **extremely smooth**. Polymer bushes are used in the carbon version.





- aluminium or carbon brake lever
- large support area
- very smooth mechanism
- absolute mechanical precision

CENTAUR™ CRANKSET

ULTRA-TORQUE™ SYSTEM

WHAT KIND OF CRANKSET DO YOU WANT?

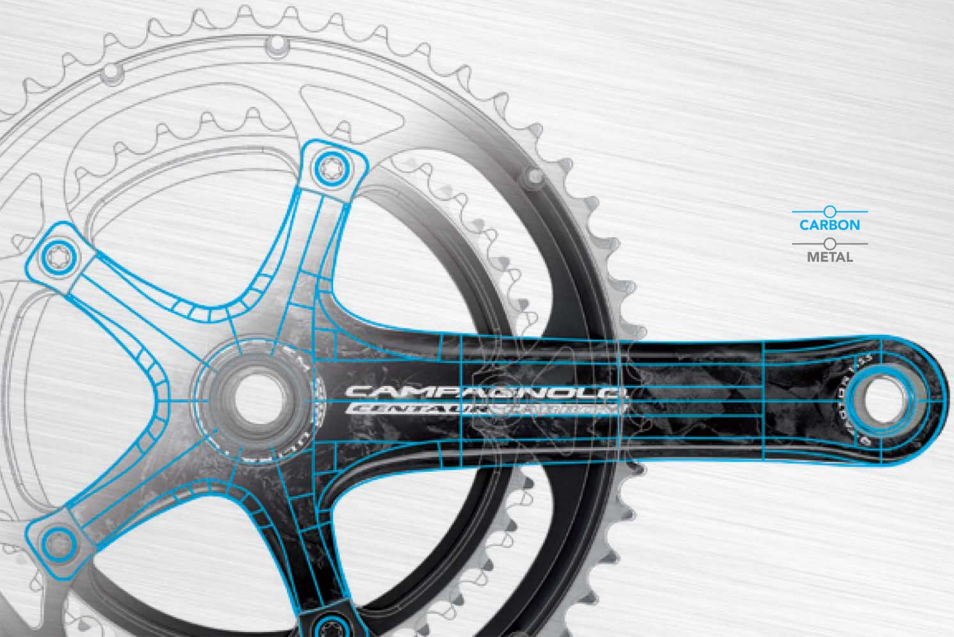
YOU ARE JUST SPOILED FOR **CHOICE** WITH THE CENTAUR™ GROUPSET.

We have even made **four versions**: standard, compact, in aluminium alloy or in carbon. And with different lengths of course.

The **Ultra-Torque™ system** ensures maximum rigidity and minimum dimensions.



- double choice: aluminium or carbon
- large chainring with eight pins for upshifting the chain
- Ultra-Torque™ type bottom bracket



CENTAUR™
FRONT DERAILLEUR

A SINGLE FRONT DERAILLEUR FOR ALL THE CRANKSETS: IT COULDN'T BE **MORE FUNCTIONAL** THAN THAT!

The use of the **Z-Shape™** design for the inner arm and the body with **M-Brace™** configuration offer absolute operating precision and greater rigidity. The special surface treatment protects from rust.



- Z-Shape™ inner plate
- single version for the compact or standard crankset
- Even-O™ frame clamp with Even-O™ design
- chrome-plated cage
- body with M-brace™ design



CENTAUR™ **SPROCKET SET**

OUR 10-SPEED SYSTEM MAKES IT POSSIBLE TO **OPTIMIZE SHIFTING** IN AN EXCELLENT MANNER WITH THE **ULTRA-DRIVE™ DESIGN**.

The form of the sprocket teeth ensures the best grip for the chain. Strength has also been improved by the **nickel-chrome treatment**. The sprockets are all single.

- Ultra-Drive™ system
- Nickel-chrome™ surface treatment
- special tooth design



CENTAUR™ **CHAIN**

WE HAVE OPTIMIZED THE CENTAUR™ CHAIN TO IMPROVE **POWER TRANSMISSION** AND **QUIET OPERATION**.

But we haven't stopped here: thanks to the **special anti-friction treatment** we have been able to extend the chain's life and also obtain enhanced shifting speed. All of this without losing sight of lightness.

- HD-Link™ fastening system
- lightened links
- anti-friction treatment
- width 5.9 millimetres

CENTAUR™
REAR DERAILLEUR

HOW DO YOU FEEL TODAY?
THE 10-SPEED REAR DERAILLEUR OF THE CENTAUR™ GROUPSET IS SUITABLE BOTH FOR EXTREME AND FOR AMATEUR USE, THANKS TO THE **REDUCED WEIGHT** AND TO **OPERATING PRECISION**.

It is entirely made of aluminium alloy. The chain guide pulleys run on **sintered metal** bushes for longer life and low friction.



Short



Medium



- aluminium body
- classic and functional look
- anti-vibrations rubber pulleys

CENTAUR™ **BRAKES**

LIGHTNESS AND POWER: THIS IS WHAT YOU WANT.

Campagnolo® has replied with Centaur™ brakes with the **Skeleton structure** which make it possible to achieve lightness and braking power. And this is also thanks to the use of forged aluminium. The front and rear brakes are differentiated, with a **double and single fulcrum** respectively, in order to obtain the maximum braking power and limit the risk of seizing.

- forged aluminium arms
- Skeleton design
- differentiated brakes
- orbital adjustment





Front



Rear


VELOCE



VELOCE™ GROUPSET

Versatility and mechanical precision: these are the features of our Veloce™ groupset.

ERGOPOWER™
VELOCE™ CONTROLS

THERE ARE TWO ERGOPOWER™ VERSIONS IN THE VELOCE™ RANGE. WE ADDED THE **VERY LATEST ULTRA-SHIFT™ VERSION** TO THE ESCAPE™ SERIES.

Both are available in aluminium and black versions and allow the cyclist **to choose the preferred support solution**. The shock absorber on the control body is made of non-allergic silicone while it is the Vari-Cushion™ type in the Ultra-Shift™ version.

- aluminium levers
- maximum ergonomics
- fast opening of the brake arms
- minimum maintenance







VELOCE™ CRANKSET

ULTRA-TORQUE™ SYSTEM

ULTRA-TORQUE™ **BOTTOM BRACKET SYSTEM** WITH FORGED ALUMINIUM CRANKSETS AVAILABLE IN THREE LENGTHS: THESE ARE THE MAIN FEATURES OF THE VELOCE™ CRANKSET.

It is also available in a compact version while rigidity is extremely high thanks to the construction technology.

- forged aluminium cranks
- light alloy chainrings
- eight pins for upshifting the chain

VELOCE™ FRONT DERAILLEUR

THE VELOCE™ FRONT DERAILLEUR IS DISTINGUISHED BY THE **BLACK COLOUR** OF THE BODY AND CONTROL LEVERS AND BY THE **NICKEL-CHROME TREATED** CAGE.

The form has been optimised to ensure operation with the same **precision**, both with standard cranksets and with the compact type.



- unified cage for standard and compact cranksets
- double black-silver colouring
- chrome-plated nickel fork

VELOCE™ **SPROCKET SET**

THE SPROCKETS MUST BE **SHAPED** APPROPRIATELY FOR THE DRIVETRAIN TO WORK PERFECTLY.

The result is **perfect shifting timing** and high-precision operation.



- optimized sprocket timing
- Ultra-Drive™ machining for the teeth
- surface galvanization

VELOCE™ **CHAIN**

A **QUIET PRECISE** CHAIN THAT TRANSMITS ALL YOUR POWER TO THE DRIVING WHEEL: THIS IS WHAT YOU GET WITH THE VELOCE CHAIN.

And this is why the **HD-Link™** solution has been selected as it guarantees lightness, quietness and fast shifting. All the geometries have been optimized to interface perfectly with Campagnolo® sprockets.



- width 5.9 millimetres
- HD-Link™ system
- optimized forms

VELOCE™
REAR DERAILLEUR

THOSE WHO CHOOSE THE VELOCE™ REAR DERAILLEUR KNOW THAT THEY HAVE A SYSTEM CAPABLE OF OFFERING THE MAXIMUM RELIABILITY AND **PRECISE OPERATION**.

The entirely aluminium body is robust and light. The chain moves on pulleys - realized with a **special rubber** which dampens vibration - and which run on sintered pulleys and bushings.

- aluminium body
- short or medium cage
- anti-vibration rubber for the pulleys







VELOCE™ **BRAKES**

WE HAVE PROVIDED THE VELOCE™ GROUPSET WITH **TWO BRAKE VERSIONS**.

The classic double fulcrum model has been joined by the Skeleton version with a **hollowed and lightened structure**. The braking torque is guaranteed in both cases. Skeleton brakes are differentiated with a single fulcrum for the rear wheel.





- forged aluminium
- differentiated front and rear brakes in the Skeleton version




RECORD
Campagnolo
170
TITANIUM
RECORD
Campagnolo



RECORD™ PISTA™

The Record™ Pista™ groupset is a set of high-range components designed to excel in the velodrome.

It includes the crankset, hubs and bottom bracket. Three products designed exclusively for the specific needs of use on the track. The other components, such as seat posts, pedals and headsets have been borrowed directly from the Record™ road groupset.


RECORD



TIME TRIAL™

Racing against the clock. Every detail is critical. Nothing is left to chance. **Lightness and aerodynamics** are the keywords.

Campagnolo® dedicates various special components to time trials: bar-end controls, chainrings with oversized toothing and super-light brake levers in composite material.


CAMPAGNOLO
COMP TRIPLE
CAMPAGNOLO
COMP TRIPLE



COMP **TRIPLE™**

The triple drivetrain is the ideal choice for those of you who want to tackle the challenge of **the toughest ascents in the best way possible**. The Comp Triple™ is a **10-speed** kit with a rear derailleur with a long cage and a specific front derailleur. The crankset is available with 30-40-50 or 30-42-53 toothing.

Conquering a summit is also something magical: Campagnolo® helps you to do this too.


Silence
Silence



2009 WHEELS

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112 | PISTA™

THIS YEAR, IN ITS CONTINUOUS PURSUIT OF **ENHANCED PERFORMANCE**, CAMPAGNOLO® HAS TOUCHED THE **LIMIT OF PERFECTION**.

The quality of Campagnolo® wheels is guaranteed, as always, by painstaking manual assembly carried out by expert fitters using the strictest construction standards. **What is new**, on the other hand, regards the technologies applied to our wheels. The range is enhanced with the introduction of the **2-Way Fit™** tubeless tiretiresand **Cult™** technology. By crossing our legendary skills with the technical avant-garde, we are able to offer you wheels of unequalled excellence.



2-WAY FIT™
TUBELESS & CLINCHER PROFILE

2-Way Fit™ is the new profile which makes it possible to fit **both a tubeless tiretire or a classic clincher**. The new rim profile lets you fit the valve for tubeless tire tires and normal clincher tiretires with the same efficiency.
With 2-Way Fit™, Campagnolo® customers will be able to personally test which of the two solutions suits them best or use the clincher for training and the tubeless tire for the day of the race.
There can be no doubt that tubeless is the future for on-road cycling tiretires. There are many advantages: using a tubeless tire you can exploit the greater smoothness due to the **absence of friction between the tiretires and the tube**.
There are no risks of sudden deflation when a tubeless tire is punctured, a great advantage in safety terms. There is no risk of snake bites, as there is no tube to rupture.
We guarantee the **perfect compatibility** of our tubeless rims even with normal clincher tiretires and tubes.

ULTRA-FIT™ TUBELESS

The design we have employed for our rims using Ultra-Fit™ Tubeless technology allows the sidewalls of the tire to **mate perfectly** with the shoulders of the rim. In our tests Ultra-Fit™ Tubeless wheels far surpassed any other wheel fitted with a traditional tire.
All energy loss is eliminated by excluding all possible movement between the rim and the tubeless tire. Tubeless tires are exceptionally smooth and have less rolling resistance than traditional clinchers.



CULT™

CERAMIC ULTIMATE LEVEL TECHNOLOGY



CULT™: Ceramic Ultimate Level Technology. Behind this new project is the exclusiveness of **Cronitect® steel**; using "Advanced by FAG" technology by Schaeffler Group employed for the bearing races. This is steel which takes **resistance to corrosion** to the highest level; to the point that no grease is required for lubrication, only a light film of oil. CULT™ is a solution that increases the **smoothness** of ceramic ball bearings and takes them to the next level.
Cronitect® steel for CULT™ ball bearings is **a Campagnolo® exclusive** for the next three years (for the cycling field).



G3™

G3™ geometry: we have reinvented the wheel … not just its look.
Campagnolo® has developed an assembly architecture which, compared with a traditional wheel, makes it possible to improve energy transfer, **reduce the stress** on the spokes on the right and **increase transverse rigidity**.
This is achieved because in G3™ geometry the right-hand side of the rear wheel is fitted with twice as many spokes as the left.
The results of G3™ system are truly extraordinary: better transfer of the driving torque, better lateral rigidity, reduction of the stress in the rear wheel spokes.




HYPERON ULTRA TWO



LOW-PROFILE WHEELS

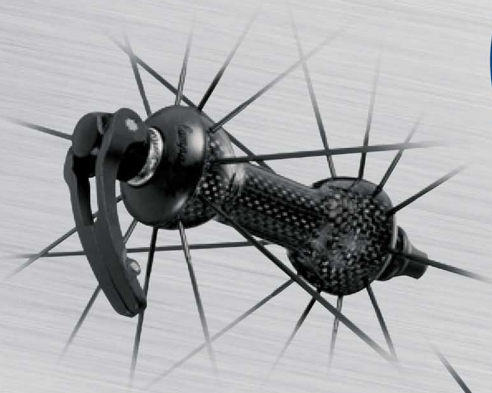
Long demanding ascents, nervy paces, continuous restarts. When the weight of the rotating mass is the first parameter to keep as low as possible, the ideal wheel is a low-profile Campagnolo® one.
It has the beauty of designs which are elementary and natural while being geometrical too.
These wheels guarantee the right balance between **lightness, effectiveness of torque transmission and absorption of the vibrations from the road surface.**

HYPERON™ ULTRA™ TWO TUBULAR

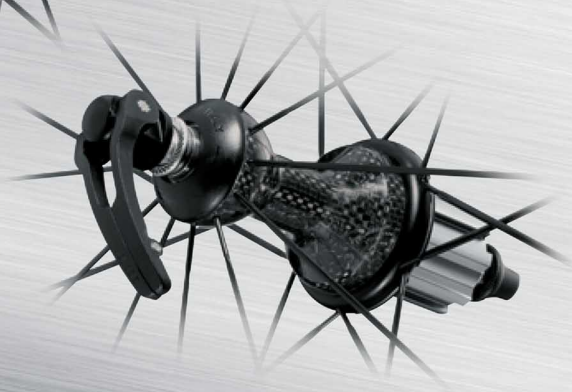
The first wheel **entirely made of carbon fibre** shipped from the Campagnolo® works, the lightest in our range and one of the lightest worldwide in absolute terms.
Unlike other products on the market, thanks to the shrewd use of carbon fibre, the correct lamination layout and the advanced polymerization technology, Hyperon™ Ultra™ Two ensures a greater fatigue life working cycle than that of light-alloy wheels. Today these wheels also adopt the new **CULT™ bearings technology** which guarantees incredible smoothness and long life for the ceramic bearings.

- asymmetrical rear rim
- variable section stainless steel aero spokes
- carbon hub bodies
- cup and cone bearings with CULT™ technology
- special brake pads













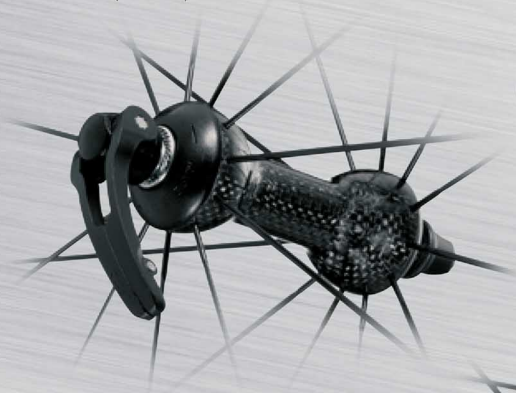
HYPERON™ ULTRA™ TWO CLINCHER

Designing a carbon fibre clincher rim capable of keeping the tire's anchoring bead in place: many manufacturers draw back from the challenge ... but Campagnolo® won it. The same performance as the tubular model can be found in this clincher version. As with the tubular version, we use the new **CULT™ bearing technology** which guarantees incredible smoothness and long life for the ceramic bearings.

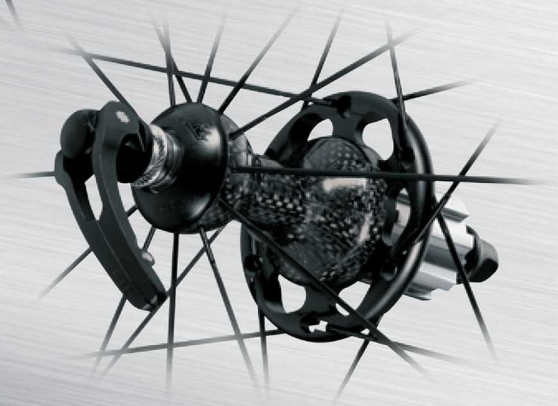
The lightness is excellent too:
Hyperon™ Ultra™ Two is **200 grams below** the average for the best aluminium alloy wheels.

- asymmetrical rear rim
- variable section stainless steel aero spokes
- carbon hub bodies
- aluminium right-hand rear flange
- cup and cone bearings with CULT™ technology
- special brake pads










HYPERON ULTRA TWO


HYPERON ULTRA TWO

NEUTRON™ ULTRA™

This version of the Neutron™ has an **extremely low weight** you must feel it to believe it. The secret? Precise dimensioning of the walls and top bridge of the rim and the spectacular **carbon fibre hubs**. Neutron™ Ultra™ is synonymous with great reliability, resistance to lateral flex when off the saddle, and excellent sprinting response.

- polygonal rim
- rear rim with asymmetrical drilling
- milled rims on the lower bridge
- variable section stainless steel aero spokes
- carbon and aluminium hub bodies










NEUTRON ULTRA
ASYMMETRIC RIM
CAMPAGNOLO


NEUTRON ULTRA
ASYMMETRIC RIM

NEUTRON™

It isn't a time trial on the hills or a century ride without Neutron™.
The profile has been optimized to increase **resistance to lateral flex**.
The hubs used by the Neutron™ run on adjustable 15-ball **precision bearings**.

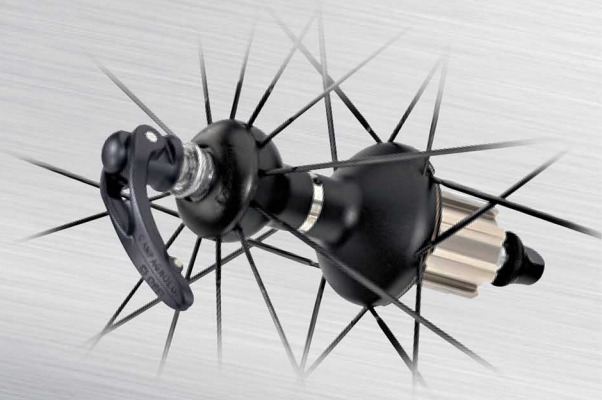
Furthermore, the rear rim is drilled asymmetrically to permit recovery of the difference of the spoke tension on the left-hand side compared with the right.

- polygonal rim
- rear rim with asymmetrical drilling
- variable section stainless steel aero spokes










NEUTRON


CAMPAGNOLO
NEUTRON


EURUS
2 WAY FIT



MEDIUM-PROFILE WHEELS

When you need a wheel whose main aim is multi-purpose use, that wheel needs to be a medium-profile Campagnolo®.

Our mid-range features the **exclusive G3™ spoking** which has been shown in laboratory tests to have greater torsional and flexural strength.

This year with the traditional range of medium profile wheels we proudly introduce the **new 2-Way Fit™ version** in two models: Shamal™ Ultra™ 2-Way Fit™ and Eurus™ 2-Way Fit™.
You will always be able to **increase the performance** of your bicycle with wheels in the 2-Way Fit™ line by exploiting the greater smoothness of the tubeless technology. But with 2-Way-Fit™ it will always be possible in any case to fit traditional clincher tiretires with tubes too.

SHAMAL™ ULTRA™ 2-WAY FIT™

Over the years the Shamal™ name has become a **symbol** of Campagnolo® wheels. In this **new version**, which joins the model already present, our Shamal Ultra™ wheels are enriched by **2-Way Fit™ technology** which makes it possible to fit valves for tubeless tiretires or normal clinchers with the same effectiveness. Using a tubeless tire you can exploit the greater smoothness due to the **absence of friction between the tiretires and the tube**. Thanks to the **Ultra-Fit™ profile** of the rim, the adherence with the tire is perfect and any possibility of movement between the two parts is eliminated.
The lightness is remarkable thanks to the use of materials such as carbon fibre and light alloy.

- rim with tubeless Ultra-Fit™ profile
- 2-Way Fit™ technology
- rim lightened with "titanium" finish
- aluminium alloy and composite hubs
- variable section aluminium spokes: 16 front and 21 rear
- differentiated front and rear rims










SHAMAL ULTRA
2 WAY FIT
CARBON HOOK


SHAMAL ULTRA
2 WAY FIT

EURUS™ 2-WAY FIT™

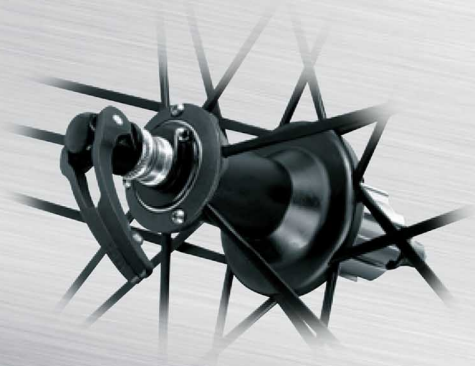
With their black finish on the rims and hubs, Eurus™ wheels are the **most aggressive looking** in the aluminium range. For 2009 we have also introduced **2-Way Fit™** technology which allows you to fit tubeless or standard clincher tires.
The use of tubeless tiretires reduces the risk of punctures and improves comfort but, above all, improves smoothness as most of the friction at tire level is eliminated. The rim also employs **Ultra-Fit™ Tubeless** technology which ensure a perfect tire seat on the rim.

- light alloy rims and hubs
- variable section aluminium spokes with an aerodynamic profile
- tubeless compatibility with Ultra-Fit™ Tubeless and 2-Way Fit™ technology
- differentiated front and rear rims
- G3™ spoking for the rear wheel
- oriented rim boring










EURUS
2WAYFIT
CAMPAGNOLO


EURUS
2WAYFIT

SHAMAL™ ULTRA™

The concept is fixed, the passion moves. Shamal™ embodies this synergy.
The Ultra™ version incorporates **all the most important innovations developed by** Campagnolo®.
The central body of the hubs is made of **carbon** and the flanges are in aluminium.
Toroidal grinding which extends from one spoke anchorage to the next helps to lighten the rims.
Shamal™ Ultra™ wheels are available in the tubular or clincher Gold versions, or in the clincher-only Titanium version.

- rim with toroidal milling
- variable section aluminium aero spokes
- selected rims
- aluminium nipples
- carbon-aluminium hub bodies



Tubular








CAMPAGNOLO



EURUS™

Light weight, yet durable: weighing in at only **1550 grams**.
Eurus™ is the best solution for tackling an ascent.
The **toroidal grinding** operations carried out between the spoke insertion points contribute to achieving this lightness. The **undrilled top bridge** allows use without rim tape, just a few grams, but saved in the perimeter where every gram counts.

- rim with toroidal milling
- variable section aluminium aero spokes
- oversize right-hand rear flange










CAMPAGNOLO



ZONDA™

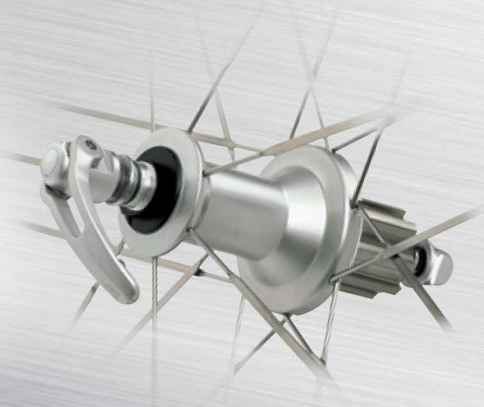
Fighting spirit and technique are the elements behind the Zonda™.
This wheel develops the idea of the **differentiated rim profile**.
This solution gives the front wheel all the response of a **light and steerable rim** and the rear wheel all the **radial rigidity** necessary for effectively transferring the torque generated by the rider: the maximum in terms of performance and reliability.
Furthermore, both rims have a top bridge without holes, a feature that makes it possible to do without rim tape.

- milled rim
- aero stainless steel spokes
- oriented spoke holes










ZONDA
CAMPAGNOLO


ZONDA

SCIROCCO™

A reliable wheel at an attractive price: that's how Scirocco™ won over enthusiasts looking for an excellent quality-price ratio.
G3™ spoking for the rear wheel and radial G3™ for the front.
Special spokes are positioned opposite the rim joint to balance the flywheel effect and thereby obtain **dynamic balancing** of the wheel.
Finally, the wheels are provided with **hubs with an oversize body** and high-precision ball bearings while the freewheel body is the monolithic type.
Model available in black version.

- machined sides
- variable section stainless steel aero spokes
- sealed industrial bearings










SCIROCCO
CAMPAGNOLO

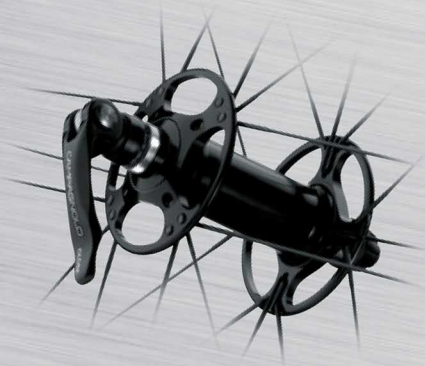

SCIROCCO

VENTO™ REACTION™

We have renewed the Vento™ wheels by transforming them into Vento™ Reaction™. Now they are even more competitive thanks to the **increase in strength and rigidity of the rear wheel**. We worked on the flange size to achieve this result. The larger diameter makes the wheel more reactive and it focuses all the power from the drivetrain onto the ground. The wheel is even more stable with the lateral stress components.
Vento™ Reaction™ wheels are perfectly balanced thanks to **two special spokes** which compensate the weight of the rim junction point and render them ideal on any track.

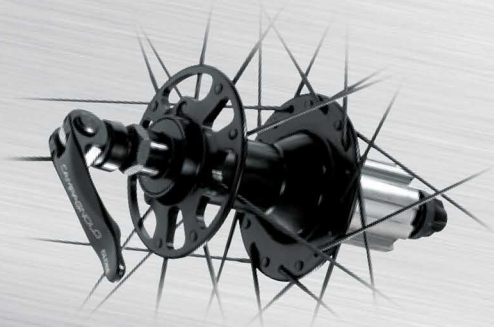
- hubs with oversize flanges
- G3™ spoking
- spokes with differentiated section





NEW QUICK RELEASE
Easier to use, the new quick release utilizes a **Symmetric Action™** system, even safer today.





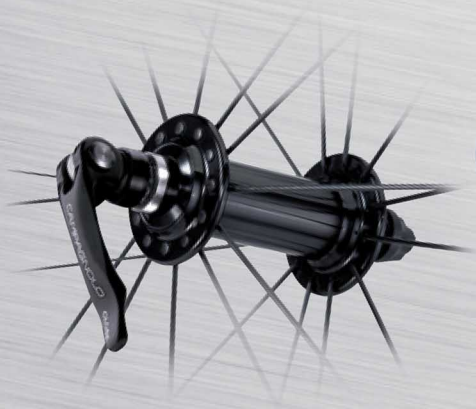

VENTO REACTION
CAMPAGNOLO


VENTO REACTION

KHAMSIN™

These are the Campagnolo® entry level wheels in the medium profile framework, intended for everyday use but also for the first competitions.
The braking track on the rim is marked by the **wear indicator** which runs along the entire friction surface.
The wheel's architecture is based on **G3™ geometry**.
From this year Khamsin™ wheels are fitted with **new quick releases** and are available in black.

- stainless steel spokes
- sealed industrial bearings





NEW QUICK RELEASE
Easier to use, the new quick release utilizes a **Symmetric Action™** system, even safer today.

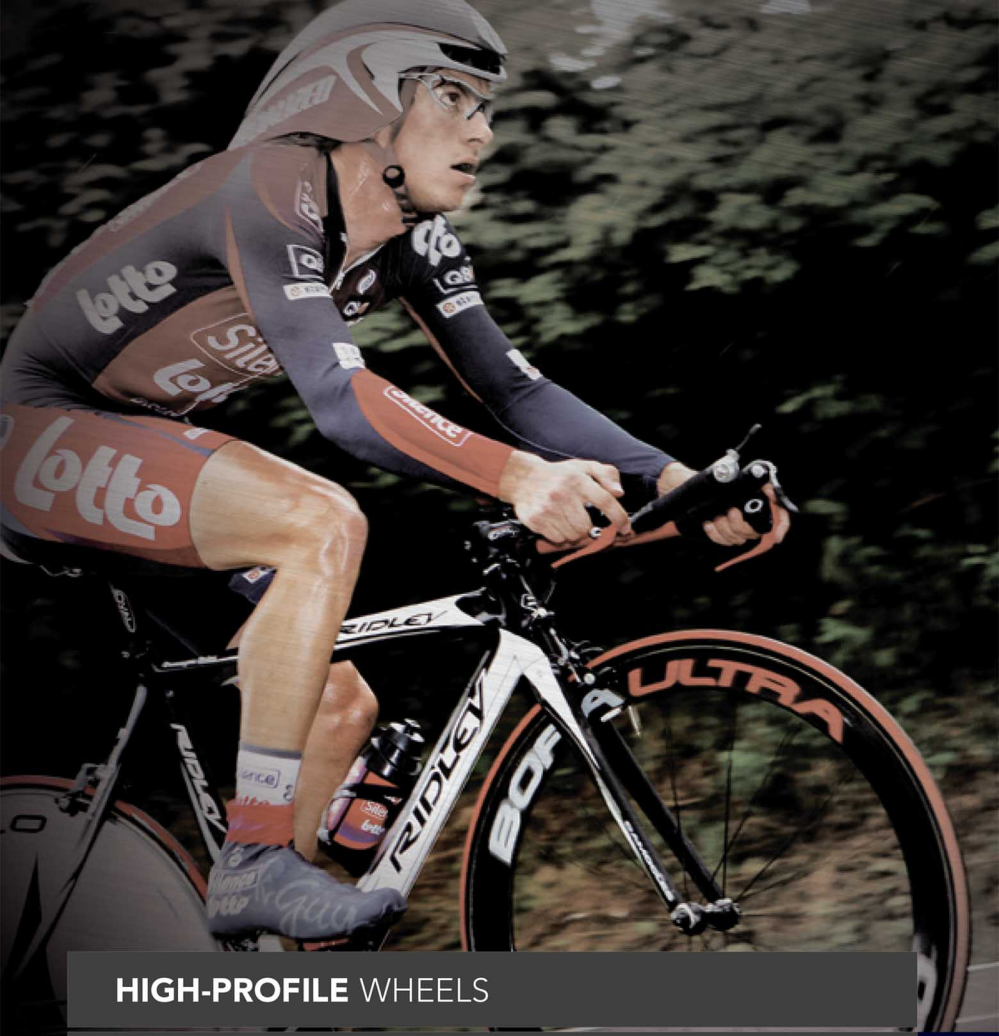





KHAMSIN
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KHAMSIN


BORA ULTRA TWO
VOLO



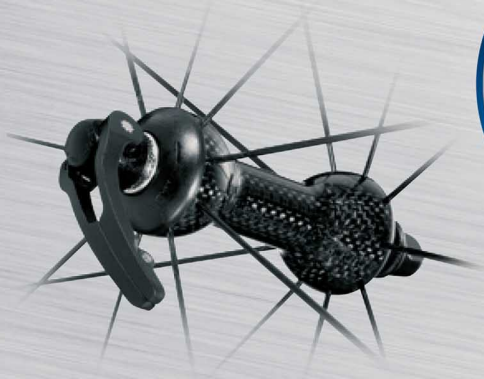
HIGH-PROFILE WHEELS

Where the **need to reduce aerodynamic resistance** is fundamental, where only the chronometer counts and where hundredths of a second make a difference, the right wheel can only be a high-profile Campagnolo®. Rim profiles derived from **fluid dynamics** and low-turbulence spoking architecture for integrating a mechanical device with human propulsion.
A wheel which is the transformation of energy into speed, the excitement of power.

BORA™ ULTRA™ TWO

For a race against time … Bora™ Ultra™ Two™ is the must-have for specialized professional use and those looking for that extra competitive edge. These wheels have been conceived for those looking for the **maximum aerodynamic performance**, in time trials and in triathlon.
Critical in this context is the imposing **50 mm rim with a wing profile** calculated on the basis of the dictates of fluid physics.
High performance is also obtained from the hubs, made of structural carbon fibre with variable sections and spherical surfaces with Record™ class mechanics. Plus, from this year our exclusive CULT™ technology is taking the extraordinary performance of Bora™ another step higher. And finally, total restyling from the graphic point of view.

- variable section stainless steel aero spokes
- rear hub with oversize right-hand flange
- carbon hub bodies
- cup and cone bearings with CULT™ technology
- special brake pads










BORA ULTRA TWO
CAMPAGNOLO


BORA ULTRA TWO

GHIBLI™ ULTRA™

Nothing but a time trial between you and glory. The Ghibli™ Ultra™ will help you overcome the challenge and put you on the podium.
You cannot hide yourself in time trials; there is no group to draft behind and catch your breath.
Ghibli™ Ultra™ wheels feature totally unique designs and geometries: the convex lens profile typical of these wheels makes it possible to achieve ideal airflow passage on the sides by generating **minimum aerodynamic resistance**. The rigidity is obtained by using a tensile **structure made of aramidic fibre** derived from aerospace technology.
Aerodynamics and rigidity are at the maximum levels to help force all the power you can generate into the wheel.
Ghibli™ Ultra™ wheels present an attractive new graphic and adopt the new CULT™ technology for the road version.

- aramidic fibre tensile structure
- aluminium hub bodies
- cup and cone bearings with CULT™ technology (for the road version)





Road



Pista

PISTA™

A noble and fascinating specialty with an exclusively specific feature: the transformation of the explosive power of the quadriceps of top track cyclists into pure speed, with the minimum possible waste of energy. The rim with a height of 38 mm has been designed to **maximize rigidity and radial flex and torsional strength**. This task is also aided by the spoking, composed of 20 spokes in the front wheel and 24 in the rear, made of stainless steel with an aerodynamic profile and aluminium nipples.

- aero aluminium rim
- aero stainless steel spokes





TECHNICAL SPECIFICATIONS

GROUPSETS

114 | SUPER RECORD™

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130 | LOW-PROFILE

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SUPER RECORD™ 2009

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**SUPER RECORD™ 11s rear derailleur**		upper to lower pulley-axle: 55 mm - composite outer plate - Titanium hanger and pivot bolt - parallelogram with 11s geometry - black anodized forged aluminium upper body - metal-carbon cage - lightened special rubber pulleys - bottom pulley with ceramic bearings - top pulley with ceramic ball bushing	172
	**SUPER RECORD™ STD + CT™ 11s front derailleur**	braze-on / clip-on: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 54 – min. chainring 34 - composite and aluminum 11s fork - M-brace™ body - Even-O™ clamp - Z-shape™ lower cage - titanium bolts - antifriction treatment	72
	**SUPER RECORD™ ULTRA-SHIFT™ 11s Ergopower™ shifters**		for caliper brakes - composite body – ball bearings - lightened carbon brake lever - internal mechanism parts in titanium - Ultra-Shift ™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	331
	**RECORD™ front hub**		32 holes - light alloy oversize axle and body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 100 mm - Symmetric Action™ lever on the release	116
	**RECORD™ rear hub**		32 holes - 9s/10s/11s - light alloy body, axle and one-piece freewheel body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 130 mm - Symmetric Action™ lever on the release	231
	**SUPER RECORD™ 11s sprockets**	11-23, 11-25, 12-25, 12-27	5 steel and 6 titanium - nickel-chromed finish for steel sprockets - light alloy carrier - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	177
	RECORD™ 11s chain		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - lightened links - hollow pins - 11s outer link - new material for outer link	2,12/ link **

SUPER RECORD™ 2009

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**SUPER RECORD™ Ultra-Torque™ Carbon 10s crankset**	170, 172.5, 175, 177.5, 180 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	646
	**SUPER RECORD™ Ultra-Torque™ CT™ Carbon 10s crankset**	170, 172.5, 175 mm	34-50 - full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	640
	**SUPER RECORD™ Ultra-Torque™ BB outboard cups**	ITA, ENG	aluminium	49
	**Ultra-Torque™ OS-Fit™ integrated cups**	86,5x41, BB30	aluminium - integrated cups for oversize shells	29
	**RECORD™ Pro-Fit Plus™ pedals**		Titanium axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - broad support base - release adjustment display - sealed cartridge axle	266
	**SUPER RECORD™ D Skeleton™ brakes**		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 - skeletonized arms - special pad compound	275
	**Reggisella RECORD™ Carbon**	27,2 / 250 31,6 / 350	composite tube - clamp for seat tube - knurling pitch: 0.5 mm - composite upper clamp - forged aluminium head - special steel screw with rolled thread	185

SUPER RECORD™ 2009

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**RECORD™ headset**		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone systeme	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 - cup and cone system - patented centering system	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 - cup and cone system	73
	**RECORD™ water-bottle carrier**		monocoque carbon, supplied with water-bottle	18
	RECORD ™ cable guide plate		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* The nominal weight refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release. The nominal weight does not take account of the sometimes considerable quantities of grease used in the assembly of the products.

** Example: 2,12 x 108 links = 229 g

RECORD™ 2009

RECORD 11 SPEED

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**RECORD™ 11s rear derailleur**		upper to lower pulley-axle: 55 mm - composite outer plate - parallelogram with 11s geometry - forged aluminium upper body - metal-carbon cage - lightened special rubber pulleys - pulley movement with ceramic ball bushings	179
	**RECORD™ STD + CT™ 11s front derailleur**	braze-on / clip-on: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 54 – min. chainring 34 - composite and aluminum fork - M-brace™ body - Even-0™ clamp - Z-shape™ lower cage - antifriction treatment	75
	**RECORD™ ULTRA-SHIFT™ 11s Ergopower™ shifters**		for caliper brakes - composite body and levers – ball bearings - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	338
	**RECORD™ front hub**		32 holes - light alloy oversize axle and body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 100 mm - Symmetric Action™ lever on the release	116
	**RECORD™ rear hub**		32 holes - 9s/10s/11s - light alloy body, axle and one-piece freewheel body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 130 mm - Symmetric Action™ lever on the release	231
	**RECORD™ 11s sprockets**	11-23, 11-25, 12-25, 12-27	8 steel and 3 titanium - nickel-chromed finish for steel sprockets - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	201
	**RECORD™ 11s chain**		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - lightened links - hollow pins - 11s outer link - new material for outer link	2,12/ link **

RECORD™ 2009

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**RECORD™ Ultra-Torque™ Carbon 11s crankset**	170, 172.5, 175 mm, 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	650
	**RECORD™ Ultra-Torque™ CT™ Carbon 11s crankset**	170, 172.5, 175 mm	34-50 - full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with hard anodization treatment - 8 pins on the large chainring - USB™ bearings (Ultra Smooth Bearings) - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	644
	**RECORD™ Ultra-Torque™ BB outboard cups**	ITA, ENG	aluminium	49
	**Ultra-Torque™ OS-Fit™ integrated cups**	86,5x41, BB30	aluminium - integrated cups for oversize shells	29
	**RECORD™ Pro-Fit Plus™ pedals**		Titanium axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - broad support base - release adjustment display - sealed cartridge axle	266
	**RECORD™ D Skeleton™ brakes**		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - ball bearings - light alloy hardware - brake pads orbital adjustment - lightened rear brake - skeletonized arms - special pad compound	282
	**RECORD™ Carbon seat post**	27,2 / 250 31,6 / 350	composite tube - clamp for seat tube - knurling pitch: 0.5 mm - composite upper clamp - forged aluminium head - special steel screw with rolled thread	185

RECORD™ 2009

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**RECORD™ headset**		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	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 - cup and cone system - patented centering system	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 - cup and cone system	73
	**RECORD™ water-bottle carrier**		monocoque carbon, supplied with water-bottle	18
	RECORD ™ cable guide plate		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* The nominal weight refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release. The nominal weight does not take account of the sometimes considerable quantities of grease used in the assembly of the products.

** Example: 2,12 x 108 links = 229 g

CHORUS™ 2009

CHORUS 11 SPEED

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**CHORUS™ 11s rear derailleur**		upper to lower pulley-axle: 55 mm - composite outer plate - parallelogram with 11s geometry - forged aluminium upper body - lightened special rubber pulleys	192
	**CHORUS™ STD + CT™ 11s front derailleur**	braze-on / clip-on: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 54 - min. chainring 34 - light alloy fork with antifriction treatment - M-brace™ body - Even-O™ clamp - Z-shape™ lower cage	76
	**CHORUS™ ULTRA-SHIFT™ 11s Ergopower™ shifters**		for caliper brakes - composite body and levers - ball bearings - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	339
	**RECORD™ front hub**		32 holes - light alloy oversize axle and body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 100 mm - Symmetric Action™ lever on the release	116
	**RECORD™ rear hub**		32 holes - 9s/10s/11s - light alloy body, axle and one-piece freewheel body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 130 mm - Symmetric Action™ lever on the release	231
	**CHORUS™ 11s sprockets**	11-23, 11-25, 12-25, 12-27	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	236
	**CHORUS™ 11s chain**		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - 11s outer link - new material for outer link	2,24/ link **

CHORUS™ 2009

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**CHORUS™ Ultra-Torque™ Carbon 11s crankset**	170, 172.5, 175 mm 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	690
	**CHORUS™ Ultra-Torque™ CT™ Carbon 11s crankset**	170, 172.5, 175 mm	34-50 - full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings with ESP Actuation System™ (Enhanced Shifting Performance) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	684
	**RECORD™ Ultra-Torque™ BB outboard cups**	ITA, ENG	aluminium	49
	**Ultra-Torque™ OS-Fit™ integrated cups**	86,5x41, BB30	aluminium - integrated cups for oversize shells	29
	**CHORUS™ Pro-Fit Plus™ pedals**		steel axle - light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - broad support base - release adjustment display - sealed cartridge axle	325
	**CHORUS™ D Skeleton™ brakes**		brake-pad height adjustment ratio:40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - lightened rear brake - skeletonized arms - special pad compound	318
	**CHORUS™ Carbon seat post**	27,2/250 31,6/350	composite tube - clamp for seat tube - knurling pitch: 0.5 mm	195
	**RECORD™ water-bottle carrier**		monocoque carbon, supplied with water-bottle	18
	RECORD ™ cable guide plate		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* The nominal weight refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release. The nominal weight does not take account of the sometimes considerable quantities of grease used in the assembly of the products.

** Example: 2,24 x 108 links = 242 g

CENTAUR™ 2009

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**CENTAUR™ 10s rear derailleur**	short cage	upper to lower pulley-axle: 55 mm - aluminium bodies - rollers on bushings - rollers in special rubber	220
		medium cage	upper to lower pulley-axle: 72,5 mm - aluminium bodies - rollers on bushings - rollers in special rubber	225
	**CENTAUR™ STD + CT™ 9s/10s front derailleur**	braze-on / clip-on: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - chrome-plated nickel fork - antifriction insert - M-brace™ body - Even-O™ clamp - Z-shape™ lower cage	102
	**CENTAUR™ ULTRA-SHIFT™ 10s Ergopower™ shifters**		for caliper brakes - double/triple crankset compatible – composite body - aluminium brake lever - ball bearings - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	364
	**CENTAUR™ ULTRA-SHIFT™ Carbon 10s Ergopower™ shifters**		for caliper brakes - double/triple crankset compatible – composite body and brake lever - ball bearings - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	339
	**CENTAUR™ UD™ 10s sprockets**	11-25, 12-23, 12-25, 13-26, 13-29, 14-23	steel - Ultra-Drive™ - single sprockets - nickel-chromed finish - supplied with lockring	235
	**CENTAUR™ Ultra-Narrow™ 10s chain**		width 5,9 mm - Ni-PTFE Finish - 114 links - Ultra-Drive™ - HD-Link™ for Ultra Narrow™ chain - lightened links	2,36/ link **

CENTAUR™ 2009

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**CENTAUR™ Ultra-Torque™ 10s crankset**	170, 172.5, 175 mm 39-52, 39-53	forged aluminium cranks - light-alloy sheared-drawn chainrings with antifriction treatment - Ultra·Drive™ chainrings - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	856
	**CENTAUR™ Ultra-Torque™ Carbon 10s crankset**	170, 172.5, 175 mm 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - light-alloy sheared-drawn chainrings with antifriction treatment - Ultra·Drive™ chainrings - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	711
	**CENTAUR™ Ultra-Torque™ CT™ crankset**	170, 172.5, 175 mm	34-50 - forged aluminium cranks - light-alloy sheared-drawn chainrings with antifriction treatment - Ultra·Drive™ chainrings - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	835
	**CENTAUR™ Ultra-Torque™ CT™ Carbon crankset**	170, 172.5, 175 mm	34-50 - full-carbon unidirectional-multidirectional cranks - light-alloy sheared-drawn chainrings with antifriction treatment - Ultra·Drive™ chainrings - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	695
	**RECORD™ Ultra-Torque™ BB outboard cups**	ITA, ENG	aluminium	49
	**Ultra-Torque™ OS-Fit™ integrated cups**	86,5x41, BB30	aluminium - suitable to oversize shells	29
	**CENTAUR™ D Skeleton™ brakes**		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - forged arms - lightened rear brake - skeletonized arms - special pad compound	334
	RECORD ™ cable guide plate		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

VELOCE™ 2009

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**VELOCE™ 10s rear derailleur**	short cage	upper to lower pulley-axle: 55 mm - aluminium bodies - rollers on bushings - rollers in special rubber	255
		medium cage	upper to lower pulley-axle: 72,5 mm - aluminium bodies - rollers on bushings - rollers in special rubber	260
	**VELOCE™ QS™ STD + CT™ 9s/10s front derailleur**	braze-on / clip-on: 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - antifriction insert - chrome-plated nickel fork - surface treatments	92
	**VELOCE™ 10s Ergopower™ shifters**		for caliper brakes - double/triple crankset compatible - ESCAPE™ mechanism - body made of technopolymer with long glass fibre - aluminium brake lever - silicone hood - brake opening control in the brake lever	351
	**VELOCE™ ULTRA-SHIFT™ 10s Ergopower™ shifters**		for caliper brakes - double/triple crankset compatible – composite body - aluminium brake lever - ball bearings - Ultra-Shift™ geometry - ergonomic brake lever with high fulcrum - closer brake lever - brake opening control integrated with the brake lever - insert for large hands - Vari-Cushion™ silicone hoods - No-Bulge™ housing path - minimum friction housings - front derailleur micro-adjustment possibility - multiple shifting	358
	**VELOCE™ 10s Ergopower™ FB shifters**		for caliper brakes - double/triple crankset compatible - alu-composite body – aluminium brake lever - requires QS™ front derailleur - upshift up to three sprockets - downshift up to three sprockets - rolling mechanism - adjustable brake lever distance - optical gear display - indexed left-hand control	340
	**VELOCE™ UD™ 10s sprockets**	11-25, 12-23, 12-25, 13-26, 13-29	steel - Ultra·Drive™ - single sprockets - galvanized - supplied with lockring	250
	VELOCE™ Ultra-Narrow™ 10s chain		width 5,9 mm - Ni-PTFE Finish - 114 links - Ultra·Drive™ - requires HD-Link™ for Ultra Narrow™ chain	2,39/ link **

VELOCE™ 2009

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**VELOCE™ Ultra-Torque™ 10s crankset**	170, 172.5, 175 mm 39-52, 39-53	forged aluminium cranks - light-alloy sheared-drawn chainrings with antifriction treatment - Ultra-Drive™ chainrings - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	856
	**VELOCE™ Ultra-Torque™ CT™ 10s crankset**	170, 172.5, 175 mm	34-50 - forged aluminium cranks - light-alloy sheared-drawn chainrings with antifriction treatment - Ultra-Drive™ chainrings - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	835
	**RECORD™ Ultra-Torque™ BB outboard cups**	ITA, ENG	aluminium	49
	**Ultra-Torque™ OS-Fit™ integrated cups**	86,5x41, BB30	aluminium - suitable to oversize shells	29
	**VELOCE™ D Skeleton™ brakes**		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - integrated shoe-holder - lightened rear brake - forged arms - lightened rear brake - skeletonized arms - special pad compound	350
	**VELOCE™ brakes**		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - integrated shoe-holder - forged arms - lightened rear brake - special pad compound	327
	RECORD ™ cable guide plate		sottoscatola MC - in composito, adatta a scatole oversize - tecnopolimero caricato in PTFE	5

* The nominal weight refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.
The nominal weight does not take account of the sometimes considerable quantities of grease used in the assembly of the products.
** Examples: 2,36 x 108 links = 255 g (Centaur groupset); 2,39 x 108 links = 258 g (Veloce groupset)

PISTA™ 2009

	COMPONENT	OPTIONS	FEATURES	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	composite tube - clamp for seat tube - knurling pitch: 0.5 mm - composite upper clamp - forged aluminium head - special steel screw with rolled thread	185
	**RECORD™ headset**		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	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 - cup and cone system - patented centering system	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 - cup and cone system	73

TIME TRIAL™ 2009

	COMPONENT	OPTIONS	FEATURES	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

COMP TRIPLE™ 2009

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**COMP TRIPLE™ 10s rear derailleur**		long cage - upper to lower pulley-axle: 89 mm	238
	**COMP TRIPLE™ front derailleur**	braze-on / clip-on: Ø 32, 35 mm	for triple crankset - capacity 22 – chainring max 53 - chainring min 30	98
	**COMP TRIPLE™ 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 35 mm)	788
	**CENTAUR™ bottom bracket**	ITA, ENG 111, 115,5 mm	cartridge b.b. - hollow axle- light alloy cups	233

* The nominal weight refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release. The nominal weight does not take account of the sometimes considerable quantities of grease used in the assembly of the products.

LOW-PROFILE WHEELS

	NOMINAL WEIGHT (G)*	DIAMETER	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	CULT™ BEARINGS	HUB FINISHING	QR TYPE	COMPATIBILITY
LOW-PROFILE WHEELS																							
HYPERON™ ULTRA™ Two front cl.	575	28"	carb	21/20,5	-		•	carb	22		•	SS	AE DB		•	alu	100	alu/carb	•	•	blk/carb	20	
HYPERON™ ULTRA™ Two rear cl.	775	28"	carb	23/20,5	-	•	•	carb	24		•	SS	AE DB		•	alu	130	alu/carb	•	•	blk/carb	20	9/10/11
HYPERON™ ULTRA™ Two rear cl. (HG)	814	28"	carb	23/20,5	-	•	•	carb	24		•	SS	AE DB		•	alu	130	alu/carb	•	•	blk/carb	20	8/9/10
HYPERON™ ULTRA™ Two front tub.	520	28"	carb	19/20	-		-	carb	22			SS	AE DB		•	alu	100	alu/carb	•	•	blk/carb	20	
HYPERON™ ULTRA™ Two rear tub.	700	28"	carb	21/20	-	•	-	carb	24			SS	AE DB	•	•	alu	130	alu/carb	•	•	blk/carb	20	9/10/11
HYPERON™ ULTRA™ Two rear tub. (HG)	739	28"	carb	21/20	-	•	-	carb	24			SS	AE DB	•	•	alu	130	alu/carb	•	•	blk/carb	20	8/9/10
NEUTRON™ ULTRA™ front cl.	630	28"	alu	18/20,5	M		•	black	22			SS	AE DB		•	alu	100	alu/carb	•		blk/carb	20	
NEUTRON™ ULTRA™ rear cl.	840	28"	alu	18/20,5	M	•	•	black	24			SS	AE DB	•	•	alu	130	alu/carb	•		blk/carb	20	9/10/11
NEUTRON™ front cl.	660	28"	alu	18/20,5			•	black	22			SS	AE DB		•	alu	100	alu	•		black	40	
NEUTRON™ rear cl.	890	28"	alu	18/20,5		•	•	black	24			SS	AE DB	•	•	alu	130	alu	•		black	40	9/10/11

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

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

MEDIUM/HIGH-PROFILE WHEELS

KEY
M = Milled
MT = Toroidal Milling
DB = Butted
AE = Aero
UAE = Ultra Aero
SS = Inox
BR = Ottone
BLOCCAGGI: 20, 30, 40

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

	NOMINAL WEIGHT (G)*	DIAMETER	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	CULT™ BEARINGS	HUB FINISHING	QR TYPE	COMPATIBILITY	REQUIRES SPECIAL SPROCKET SET
MEDIUM-PROFILE WHEELS																							
SHAMAL™ ULTRA™ 2-Way Fit™ front	605	28"	alu	24/20,5	MT			titanium	16	•	alu	AE DB		•	alu	100	alu/carb	•		blk/carb	20	9/10/11	
SHAMAL™ ULTRA™ 2-Way Fit™ rear	790	28"	alu	28/20,5	MT	•		titanium	21/G3™	•	alu	AE DB		•	alu	130	alu/carb	•		blk/carb	20	8/9/10	
SHAMAL™ ULTRA™ 2-Way Fit™ rear (HG)	829	28"	alu	28/20,5	MT	•		titanium	21/G3™	•	alu	AEDB		•	alu	130	alu/carb	•		blk/carb	20		
EURUS™ 2-Way Fit™ front	660	28"	alu	24/20,5	MT			black	16	•	alu	AE DB		•	SS	100	alu	•		black	20	9/10/11	
EURUS™ 2-Way Fit™ rear	890	28"	alu	28/20,5	MT	•		black	21/G3™	•	alu	AE DB		•	SS	130	alu	•		black	20	8/9/10	
EURUS™ 2-Way Fit™ rear (HG)	929	28"	alu	28/20,5	MT	•		black	21/G3™	•	alu	AE DB		•	SS	130	alu	•		black	20		
SHAMAL™ ULTRA™ front tub.	605	28"	alu	24,5/20	MT		-	gold	16	•	alu	AE DB		•	alu	100	alu/carb	•		blk/carb	20	9/10/11	
SHAMAL™ ULTRA™ rear tub.	790	28"	alu	28,5/20	MT	•	-	gold	21/G3™	•	alu	AE DB		•	alu	130	alu/carb	•		blk/carb	20	8/9/10	
SHAMAL™ ULTRA™ rear tub. (HG)	829	28"	alu	28,5/20	MT	•	-	gold	21/G3™	•	alu	AE DB		•	alu	130	alu/carb	•		blk/carb	20		
SHAMAL™ ULTRA™ front cl.	605	28"	alu	24/20,5	MT			gold/ti	16	•	alu	AE DB		•	alu	100	alu/carb	•		blk/carb	20	9/10/11	
SHAMAL™ ULTRA™ rear cl.	790	28"	alu	28/20,5	MT	•		gold/ti	21/G3™	•	alu	AE DB		•	alu	130	alu/carb	•		blk/carb	20	8/9/10	
SHAMAL™ ULTRA™ rear cl. (HG)	829	28"	alu	28/20,5	MT	•		gold/ti	21/G3™	•	alu	AE DB		•	alu	130	alu/carb	•		blk/carb	20		
EURUS™ front cl.	660	28"	alu	24/20,5	MT			slv/blk	16	•	alu	AE DB		•	SS	100	alu	•		slv/blk	20	9/10/11	
EURUS™ rear cl.	890	28"	alu	28/20,5	MT	•		slv/blk	21/G3™	•	alu	AE DB		•	SS	130	alu	•		slv/blk	20	8/9/10	
EURUS™ rear cl. (HG)	929	28"	alu	28/20,5	MT	•		slv/blk	21/G3™	•	alu	AE DB		•	SS	130	alu	•		slv/blk	20		
ZONDA™ front cl.	675	28"	alu	24/20,5	M			slv/blk	16	•	SS	UAE		•	BR	100	alu	•		slv/blk	20	9/10/11	
ZONDA™ rear cl.	935	28"	alu	28/20,5	M	•		slv/blk	21/G3™	•	SS	UAE		•	BR	130	alu	•		slv/blk	20	8/9/10	
ZONDA™ rear cl. (HG)	974	28"	alu	28/20,5	M	•		slv/blk	21/G3™	•	SS	UAE		•	BR	130	alu	•		slv/blk	20		
SCIROCCO™ front cl.	770	28"	alu	24/20,5			•	black	20	•	SS	AE DB			BR	100	alu	-		black	40	9/10/11	
SCIROCCO™ rear cl.	955	28"	alu	24/20,5			•	black	27/G3™	•	SS	AE DB			BR	130	alu	-		black	40		
VENTO™ REACTION™ front cl.	820	28"	alu	24/20,5			•	black	24/G3™	•	SS	DB			BR	100	alu	-		black	40	9/10/11	
VENTO™ REACTION™ rear cl.	955	28"	alu	24/20,5			•	black	27/G3™	•	SS	DB			BR	130	alu	-		black	40		
KHAMSIN™ front cl.	855	28"	alu	24/20,5			•	black	24/G3™	•	SS				BR	100	alu	-		black	40	9/10/11	
KHAMSIN™ rear cl.	1040	28"	alu	24/20,5			•	black	27/G3™	•	SS				BR	130	alu	-		black	40		
HIGH-PROFILE WHEELS																							
BORA™ ULTRA™ Two front tub.	565	28"	carb	50/20	-		-	carb	18	•	SS	AE DB			alu	100	alu/carb	•	•	blk/carb	20		
BORA™ ULTRA™ Two rear tub.	740	28"	carb	50/20	-		-	carb	21/G3™	•	SS	AE DB			alu	130	alu/carb	•	•	blk/carb	20	9/10/11	
BORA™ ULTRA™ Two rear tub. (HG)	779	28"	carb	50/20	-		-	carb	21/G3™	•	SS	AE DB			alu	130	alu/carb	•	•	blk/carb	20	8/9/10	
GHIBLI™ ULTRA™ rear road	990	28"	alu	D/19	-		-	-	-	-	aramide	-	-		-	132	alu	•	•	-	20		•
GHIBLI™ front trak	955	28"	alu	D/19	-		-	-	-	-	aramide	-	-		-	100	alu			-	-		
GHIBLI™ rear trak	995	28"	alu	D/19	-		-	-	-	-	aramide	-	-		-	120	alu			-	-		
PISTA™ front tub.	995	28"	alu	38/20			-	black	20		SS	AE			alu	100	alu			black	-		
PISTA™ rear tub.	1110	28"	alu	38/20			-	black	24		SS				alu	120	alu			black			

LOW-PROFILE WHEELS

MODEL	FEATURES	
HYPERON™ ULTRA™ TWO™ tubolar 	• differentiated front-rear rims • asymmetrical rear rim • differentiated spokes • variable section stainless steel aero spokes • ultralinear geometry • nut-plate system with ball coupling • self-locking nuts • rear hub with oversize right-hand flange • carbon hub bodies	• aluminium right-hand rear flange • Cup and cone CULT™ bearings, standardised front-rear, ceramic 4x15 balls 5/32" • monolithic FW body • oversize light-alloy axles • locking with light-alloy lever housing and Symmetric Action™ light-alloy lever • special brake pads
HYPERON™ ULTRA™ TWO™ clincher 	• differentiated front-rear rims • asymmetrical rear rim • differentiated spokes • variable section stainless steel aero spokes • ultralinear geometry • nut-plate system with ball coupling • self-locking nuts • dynamic balancing • rear hub with oversize right-hand flange	• carbon hub bodies • aluminium right-hand rear flange • Cup and cone CULT™ bearings, standardised front-rear, ceramic 4x15 balls 5/32" • monolithic FW body • oversize light-alloy axles • locking with light-alloy lever housing and Symmetric Action™ light-alloy lever • special brake pads
NEUTRON™ ULTRA™ 	• polygonal rim • differentiated front-rear rims • rear rim with asymmetrical drilling • milled rims on the front bridge • welded joint and machined sides • differentiated spokes • variable section stainless steel aero spokes • ultralinear geometry • nut-plate system with ball coupling • self-locking nuts	• rear hub with oversize right-hand flange • carbon and aluminium hub bodies • cup and cone bearings • 4x15 balls 5/32" stainless steel • standardised front-rear bearings • monolithic FW body • oversize light-alloy axles • locking with light-alloy lever housing and Symmetric Action™ light-alloy lever
NEUTRON™ 	• polygonal rim • differentiated front-rear rims • rear rim with asymmetrical drilling • welded joint and machined sides • differentiated spokes • variable section stainless steel aero spokes • ultralinear geometry • nut-plate system with ball coupling • self-locking nuts	• cup and cone bearings • 4x15 balls 5/32" stainless steel • standardised front-rear bearings • monolithic FW body • oversize light-alloy hub and axle bodies • locking with light-alloy lever housing and Symmetric Action™ light-alloy lever

MEDIUM-PROFILE WHEELS

MODEL	FEATURES	
SHAMAL™ ULTRA™ 2-WAY FIT™ 	• 2-Way Fit™ rim profile • Tubeless compatible • rim with toroidal milling • welded joint and machined sides • dynamic balancing • variable section aluminium aero spokes • selected rims • differentiated front-rear rims • G3 geometry™ (rear) • aluminium nipples • oriented spoke holes	• ultralinear geometry • carbon-aluminium hub bodies • oversize right-hand rear flange • cup and cone bearings • 4x15 balls 5/32" stainless steel • standardised front-rear bearings • monolithic FW body • oversize light-alloy axles • locking with light-alloy lever housing and Symmetric Action™ light-alloy lever • undrilled top bridge
EURUS™ 2-WAY FIT™ 	• 2-Way Fit™ rim profile • Tubeless compatible • rim with toroidal milling • welded joint and machined sides • dynamic balancing • variable section aluminium aero spokes • differentiated front-rear rims • G3 geometry™ (rear) • oriented spoke holes • ultralinear geometry	• aluminium hub bodies • oversize right-hand rear flange • cup and cone bearings • 4x15 balls 5/32"stainless steel • standardised front-rear bearings • monolithic FW body • oversize light-alloy axles • locking with light-alloy lever housing and Symmetric Action™ light-alloy lever • undrilled top bridge
SHAMAL™ ULTRA™ 	• rim with toroidal milling • welded joint and machined sides • dynamic balancing • variable section aluminium aero spokes • selected rims • differentiated front-rear rims • G3 geometry™ (rear) • aluminium nipples • oriented spoke holes • ultralinear geometry	• carbon-aluminium hub bodies • oversize right-hand rear flange • cup and cone bearings • 4x15 balls 5/32" stainless steel • standardised front-rear bearings • monolithic FW body • oversize light-alloy axles • locking with light-alloy lever housing and Symmetric Action™ light-alloy lever • undrilled top bridge
EURUS™ 	• rim with toroidal milling • welded joint and machined sides • dynamic balancing • variable section aluminium aero spokes • differentiated front-rear rims • G3 geometry™ (rear) • oriented spoke holes • ultralinear geometry • aluminium hub bodies	• oversize right-hand rear flange • cup and cone bearings • 4x15 balls 5/32"stainless steel • standardised front-rear bearings • monolithic FW body • oversize light-alloy axles • locking with light-alloy lever housing and Symmetric Action™ light-alloy lever • undrilled top bridge

MEDIUM-PROFILE WHEELS

MODEL	FEATURES
ZONDA™ 	• milled rim • welded joint and machined sides • dynamic balancing • aero stainless steel spokes • differentiated front-rear rims • G3 geometry™ (rear) • oriented spoke holes • ultralinear geometry • aluminium hub bodies • oversize right-hand rear flange • cup and cone bearings • 4x15 balls 5/32" stainless steel • standardised front-rear bearings • monolithic FW body • oversize light-alloy axles • locking with light-alloy Symmetric Action™ lever • undrilled top bridge
SCIROCCO™ 	• machined sides • dynamic balancing • variable section stainless steel aero spokes • G3 geometry™ • aluminium hub bodies • sealed industrial bearings • monolithic FW body • locking with light-alloy Symmetric Action™ lever
VENTO™ REACTION™ 	• machined sides • dynamic balancing • variable section stainless steel aero spokes • G3 geometry™ • aluminium hub bodies • oversize flanges • sealed industrial bearings • monolithic FW body • locking with light-alloy Symmetric Action™ lever
KHAMSIN™ 	• machined sides • dynamic balancing • stainless steel spokes • G3 geometry™ • aluminium hub bodies • sealed industrial bearings • monolithic FW body • locking with light-alloy Symmetric Action™ lever

HIGH-PROFILE WHEELS

MODEL	FEATURES

BORA™ ULTRA™ TWO™



- hollow 50 mm carbon rim
- differentiated spokes
- variable section stainless steel aero spokes
- ultralinear geometry
- nut-plate system with ball coupling
- self-locking nuts
- dynamic balancing
- rear hub with oversize right-hand flange
- carbon hub bodies
- aluminium right-hand rear flange
- Cup and cone CULT™ bearings, standardised front-rear, ceramic 4x15 balls 5/32"
- monolithic FW body
- oversize light-alloy axles
- locking with light-alloy lever housing and Symmetric Action™ light-alloy lever
- special brake pads

GHIBLI™ ULTRA™



- aramidic fibre tensile structure
- disc profile
- braking surface in aluminium
- aluminium hub bodies
- Cup and cone CULT™ bearings, ceramic 4x15 balls 5/32"
- monolithic FW body
- oversize light-alloy axles
- locking with light-alloy lever housing and Symmetric Action™ light-alloy lever

PISTA™



- aero aluminium rim
- aero stainless steel spokes
- nut-plate system with ball coupling
- self-locking nuts
- track hubs with steel axle

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