
2011
Campagnolo
PURE PERFORMANCE
ENG

BE 11


Giro d'Italia
ESTA THE
La Gazzetta dello Sport
Nalini
QUIGAS
PIMO



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Campagnolo

OMEGA PHARMA-LOTTO BMC RACING TEAM LIQUIGAS-DOIMO

BE 11







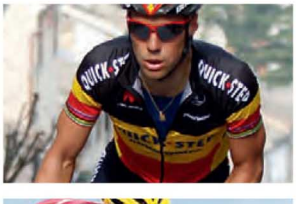


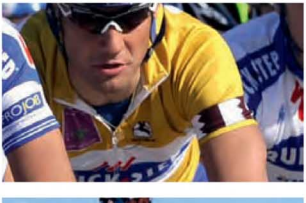


















LAMPRE-FARNESE AISAN RACING TEAM TEAM COLNAGO-CSF-INOX BISSEL

BOUYGUES-TELECOM QUICK STEP KATUSHA CAISSE D'EPARGNE











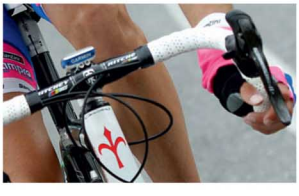


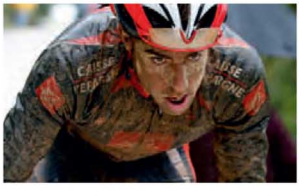
Exertion, sweat, breakaways and final sprints: they're all synonyms of passion, performance, and goals to be achieved.
And they're also the ingredients that make up the life of the pros whose passion has become their professional life, their dreams and goals.

Goals that can be achieved thanks to the commitment, effort, and determination that these champions demand of themselves and of those who supply them with the tools they need in order to compete and win.
The quest for excellence and victory is the daily challenge that links Campagnolo with the champions: when you've achieved one goal, there's always the next one.
Campagnolo 11-speed drivetrains are the banner that joins, accompanies, and in many cases mitigates the exertion and efforts of hosts of professionals as well as many non-professional enthusiasts.

"BE 11" is the expression that links, identifies, and distinguishes us. Because we're proud of the goals achieved together and even more of the challenges we will confront in the future.







TOPSPORT-VLAANDEREN ISD-NERI TEAM DE ROSA CARMIOORO NGC

BE 11























"BE 11" COMMUNITY

The heroic deeds of the pros are always in the spotlight, and everyone's dream is to be able to emulate them.
And in cycling there's one crucial factor: the bicycle, the drivetrain and the wheels are technically identical to those used by the pros.

This important characteristic makes your personal challenges and testing your own limits even stronger, because the emulation of athletic feats, sharing the same technical instrument, creates even more common ground between the enthusiast and the acknowledged champion.
The same effort, the same passion, the same objectives, the same technology, the same distinctiveness, the same pride in being able to say all together: "BE 11".

Log on to www.campagnolo.com and join the exclusive "BE 11" Community.

CAMPY TECH LAB™

It's the pride and joy of our company, the beating heart that delivers the innovations and the innumerable patents that over the years have contributed to creating and preserving the Campagnolo® legend.
Inside the **Campy Tech Lab™**, highly sophisticated products are designed, tested, and developed that embody the DNA of Campagnolo®, a company that in its almost 80 years of life has made bicycle history and finds its maximum expression and reason for existence in this container of experience, passion, and abnegation for innovation.
The **Campy Tech Lab™** is imbued with a culture of thinking projected into the future, constant analysis of what can be improved but above all what we really want to innovate.
Here, designing a drivetrain or a wheel means first and foremost sharing the concept of technology at the service of real people, where the design objective cannot be a single one but has to incorporate the right balance between equally important factors: performance, reliability, quality, design, and safety.
Safety is the common denominator at Campagnolo®: the standards that the **Campy Tech Lab™** imposes on the products it develops exceed even up to five times those prescribed by the regulations, because our most indispensable aim is to protect the rider.
And then the victories of so many champions of the past and present, who with our products have realised and continue to realise their most fantastic dreams, represent the essence of excellence and the quest for the maximum performance that the **Campy Tech Lab™** makes available to all cycling lovers who day by day take our technologies out onto the roads of the world... and you know very well that no one ever wins by chance.

QR CODE®:
CAMPAGNOLO'S TECHNOLOGIES ON YOUR SMARTPHONE

Campagnolo® offers you a great opportunity. In this catalogue will find a series of two-dimensional matrix codes called QR codes® (see sample image), which will enable you to access a series of in-depth videos on Campagnolo®'s technologies on your smartphone.



To see the videos on your smartphone, please follow these simple instructions.
Scan the QR code® and follow the instructions given by the reading software.
Your smartphone will connect to Campagnolo®'s mobile website and you will be able to see the videos you wish to access.

The service is free of charge, except for internet connection costs from your operator. Please contact your operator for the best data traffic rates available.
If your smartphone does not have a QR code® reader, an internet search with the words "QR code® reader" will allow you to download a free one online.

SCAN THE TWO-DIMENSIONAL MATRIX CODE WITH YOUR SMARTPHONE AND DISCOVER ALL THE INFORMATION ON CAMPAGNOLO'S TECHNOLOGIES.

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CAMPAGNOLO® COMPLETE DRIVETRAIN

Each component is designed to function perfectly in total harmony with the others.
Controls, front derailleur, crankset, chain, rear derailleur, and sprockets are each a crucial part of the complete Campagnolo® drivetrain. Only by assembling the components of the groupset can you be certain to take the maximum advantage of the performance features designed by the Campy Tech Lab™ engineers.
Our engineers have carried out research to design the best possible performance features for each component and combined them like an orchestra. Now it's up to you to "play the music" and win.

XPSS EXTREME PERFORMANCE SHIFTING SYSTEM™

This is not just the acronym of eXtreme Performance Shifting System™.
X.P.S.S.™ incorporates a project with a specific goal: giving Campagnolo®'s new 11-speed groupsets the best shifting performance possible.
And the Campy Tech Lab™ has hit the mark once again. The new design of the chains up shifting and downshifting has been analysed to the smallest detail with mathematical functions to simulate possible movements of the chain on the chainrings and design optimal angles. Furthermore, repeated lab tests on the speed and precision of the shifting action have allowed us to complete the product's optimization.
We have also reviewed the profile of the chainring teeth to enhance efficiency and compatibility with the 11-Speed chain and the cleverly-shaped derailleur to contribute to making the movement of the chain extremely quick, even under load.
Indeed the secret of this amazing result is a perfect combination and integration of all the drive train's components. Each one of them is designed to perfectly fit and work with the rest. This is the only way you will be able to enjoy the extraordinary performance of the new X.P.S.S.™ system.



XPSS EXTREME PERFORMANCE SHIFTING SYSTEM™



New design in chain up shift and downshift zone - teeth profile upgraded for better up shift and downshift- allows for faster and more precise shifting in all conditions.





8 CHAIN UP SHIFTING AREAS AND 2 CHAIN DOWNSHIFTING AREAS: faster and more precise shifting, even under stress.





MPS MICRO PRECISION SHIFTING™ SYSTEM

Campagnolo® is constantly focused on the performance of its groupsets for all its ranges, from Super Record™ to Veloce™.
Its Micro Shifting Performance™ fully reflects this philosophy.
Indeed, our new Centaur™ and Veloce™ can attain shifting performances never reached before in a 10-speed group set. Absolute precision, speed and a reduction of the distance covered by the chain when moving from one chainring to another are in line with the performances of the "bigger" 11-speed groupsets. Mechanical work on the outer chainring is proof of the obsessive attention to detail and the persistence of the engineers at our Campy Tech Lab™ expect the maximum performance from all of Campagnolo's products. The result is amazing and now moving from one chainring to another, even under load, will no longer be a problem!





MPS™
New design in chain up shift and downshift zone - teeth profile upgraded for better up shift and downshift- allows for faster and more precise shifting in all conditions.



8 CHAIN UP SHIFTING AREAS AND 2 CHAIN DOWNSHIFTING AREAS:
faster and more precise shifting, even under stress.



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POWER TORQUE SYSTEM™

In 2007, we revolutionised the bottom bracket concept with the introduction of Ultra Torque™ technology. For 2011, another amazing solution has been devised for making the mid-range groups even more affordable, while maintaining the same high level performance features.
Ladies and gentlemen, meet Power Torque System™.

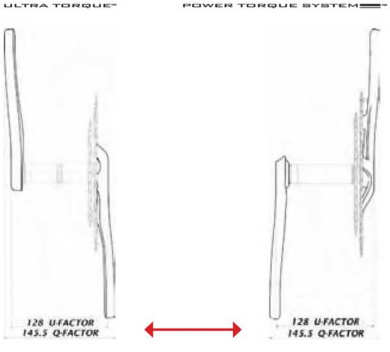


This time, the axle is in a single piece firmly fixed to the right pedal crank of the crankset. The perfect coupling between central pin and pedal crank is ensured thanks to the particular geometry of the two components; this solution also makes it possible to eliminate the potential play between the different materials.

To make the bottom bracket more efficient, we also worked on the inner part. Thanks to an elaborate sequence of thicknesses, we were able to obtain an incredibly light axle while offering an absolute response in terms of rigidity.

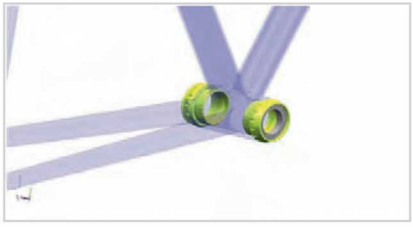


Thanks to the studies conducted by the Campy Tech Lab™ engineers, material was removed in the zones that could be lightened but at the same time the points of maximum stress were strengthened. Only in this way was it possible to achieve such a high technical value.



A careful working out of the dimensions made it possible to maintain the lateral measurements already defined with the "older brother" Ultra Torque™, thus guaranteeing the maximum freedom of movement and reducing the possibility of contact with the shoes.








The Campagnolo® engineers concentrated on ensuring that installation and servicing would be extremely simple. The most complicated work has been done, so now it's up to you to carry out four simple steps to fit the Power Torque System™ crankset quickly and with no potential for error.

The right-hand bearing is already locked in the axle in correspondence with the crankset; the other is pre-inserted in the left-hand cup. No special tool is required, and the new crankset is ready to propel you over endless miles.
That's right, because another one of the objectives of the Power Torque System™ project was prolonged operating resistance. The tests conducted by the Campy Tech Lab™ were very exacting in this regard.
Now it's your turn.



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ULTRA TORQUE™

Lightness, rigidity, simplified assembly and maintenance: Ultra-Torque™.

This is Campagnolo®'s answer in the integrated crankset sector.
Five years after introducing the Ultra-Torque™ system, it is still considered, the best performing crank-set spindle in terms of stiffness, low weight and efficiency of power transmission.



Campagnolo® found a way to permanently conjoin the semi-axles of the bottom bracket to the respective crankset arms. This redesign made it possible to considerably reduce the lateral dimensions at the axle level and prevent annoying contact with the ankles when turning the pedals.

Assembly is simplistic: one single oversize bolt is enough to integrate the two semi-axles. With regard to torque transmission efficiency, this system is equally as effective as a single piece axle.

Furthermore, despite the narrow side profile, we have been able to position the bearings outside the bottom bracket shell, resulting in greater axle rigidity from the increased axle diameter. This breakthrough was obtained by using an ingenious mechanical system derived from many years' motoring experience in the rotation axle and engine shaft coupling sector: the Hirth joint.

In short , this is a joint with self-centring and self-aligning frontal teeth located in the middle of the bottom-bracket axle where the ends of the semi-axles, integrated with the crankset arms, come into contact.





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ULTRA-TORQUE™ INTEGRATED CUPS AND POWER TORQUE SYSTEM™

Uniquely compatible with all the frames on the market.
Thanks to an accurate design focused on our clients' needs, Campagnolo®'s crank sets can be mounted on any kind of frame: from Italian frames to English ones, on 86.5x41 or 86.5x46 press fits or on oversized bottom brackets with BB30 frames.
This enables us to maintain celebrated benefits such as rigidity, lightness and performance in keeping with the typical timing results measured by Campagnolo®'s crank sets. What's more, this solution enables you to switch to a different frame in future without having to change the crank set.

This is why Campagnolo® has chosen to maintain the well-tested and efficient geometries designed for the Ultra-Torque™ crank set while offering cups compatible on all frames available, firmly believing in oversized bottom bracket shells.
Campagnolo®'s integrated cups, available for both Ultra-Torque™ crank sets and the new Power-Torque System™, have the same function standard cups have, along with the extremely important technical advantage of maintaining bearing seating as wide as possible from each other. This translates into a considerable reduction of forces acting on the bearings; the advantage is smoothness and a stable performance over time.

ULTRA-TORQUE™ CUPS

GROUPSET	Standard ITA	Standard ENG	BB30 68x42	86,5 x 41	BB30 68x46
SUPER RECORD					
RECORD CHORUS					

POWER TORQUE SYSTEM™ CUPS

GROUPSET	Standard ITA	Standard ENG	BB30 68x42	86,5 x 41	BB30 68x46
ATHENA CENTAUR VELOCE					

POWER TORQUE SYSTEM™ CUPS FOR CYCLOCROSS

CRANKSETS	Standard ITA	Standard ENG
CX 10 CX 11		

CULT™ CERAMIC ULTIMATE LEVEL TECHNOLOGY

MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE

To understand what CULT™ is all about and what advantages it offers in terms of the performance of the wheels and cranksets that apply this technology, there's only one thing to do: try it! We could describe it, praise its performance features, and give you the technical specifications, but it's impossible to transmit the real sensations and the differences you can perceive right from the first pedal rotation with wheels and cranksets bearing the CULT™ name.
...But in any case, Campagnolo® wants to illustrate the exceptional results shown by the products using CULT™ technology during the tests carried out by the Campy Tech Lab™ engineers.

CULT™ is the combination of the highest quality ceramic ball bearings available on the market and races made of Cronitect® chromium stainless steel, i.e. the technological wonder made by the German company Schaeffler.

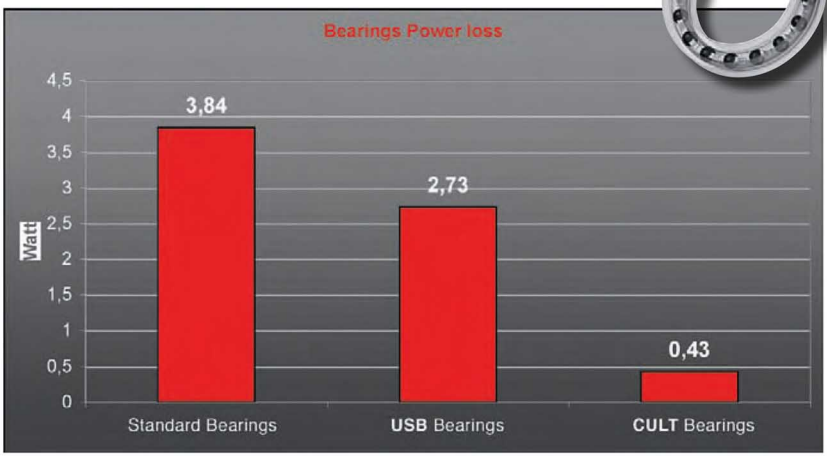
Ceramic ball bearings make it possible to reduce friction to the minimum and maintain consistent performance over time; bearing races made of Cronitect® with thermochemical surface treatment make the sliding surface of the bearings extremely hard and resistant to wear.

But that's not all. Friction of the wheel and crankset is extremely reduced thanks to the minimal lubrication system required by CULT™: only a thin film of oil in the place of the grease traditionally used.

The results from the Campy Tech Lab™? Surprising and beyond all expectations:

- 9 times smoother than the standard solutions
- Zero wear on bearings and balls
- Friction coefficient: the lowest in the world of cranksets thanks to lubrication with oil instead of grease
- 3.5 watts more power at each pedal stroke, increasing along with the increase in speed





THE TECHNOLOGY AND THE MATERIALS OF THE CULT™ SYSTEM MAKE IT POSSIBLE TO LUBRICATE WITH JUST A THIN LAYER OF OIL RATHER THAN GREASE NORMALLY USED FOR THE PARTS SUBJECT TO FRICTION. THIS ENABLES A FRICTION COEFFICIENT THAT IS NINE TIMES LESS THAN THE STANDARD AND MORE THAN 3,5 WATTS EXTRA POWER FOR EACH PEDAL STROKE.

Even more surprising are the results achieved on the road. The smoothness of your pedal stroke increases with the increase in speed and the sensation is consistently fluid and efficient pedalling.

CULT™ will enable you to boost your performance, but that's not all. Thanks to the new materials with extremely high hardness coefficients, the performance of your crankset will be totally unaltered over time.

SCAN THE TWO-DIMENSIONAL MATRIX CODE WITH YOUR SMARTPHONE AND DISCOVER ALL THE INFORMATION ON THIS TECHNOLOGY.



CERAMIC
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 and for the new Shamal™ Ultra™ wheels.



CAMPAGNOLO® ERGOPOWER™ CONTROLS

ERGONOMICS

The shape of the body conforms to your hands perfectly.
The body of the control reproduces exactly the asymmetry of the human hand. This increases the contact with the palm and allows for various riding positions, ensuring maximum safety in all riding positions.





COMFORT

The shape allows you to easily reach the levers, regardless of your riding position and the size of your hands.

The special insert for large hands increases the distance of the levers by 8%, creating enough space to brake and shift with maximum safety.

The Vary-Cushion™ system is the shock absorber which envelops the body of the control. The differentiated density of the hood – elastic and non-allergic – absorbs vibrations allowing you to ride for long hours and eliminating hand fatigue. Moreover, the material is not affected by temperature variations and does not deteriorate under the affect of UV radiation.



SPECIAL INSERT FOR LARGE HANDS

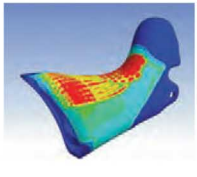




NO-BULGE™ TECHNOLOGY:
no annoying bulge under the handlebar tape • the sheaths disappear inside special seats.

EFFECTIVE BRAKING

The lever's Ultra-Shift™ shape lets you squeeze the brakes with greater power.
In particular, it allows you to brake powerfully and promptly when the hands are gripping high up. This is a plus that will allow professionals to chat with greater peace of mind before getting on with the serious business.



MULTI-DENSITY VARI-CUSHION™ HOOD:
greater softness in the palm support area • greater rigidity in the gripping area.

SCAN THE TWO-DIMENSIONAL MATRIX CODE WITH YOUR SMARTPHONE AND DISCOVER ALL THE INFORMATION ON THIS TECHNOLOGY.

ERGOPOWER™ ULTRA-SHIFT™ CONTROLS

Quickly take the lead and leave your rivals motionless.

The Ultra-Shift™ control by Campagnolo® is regarded by everyone as the fastest and most precise.
Thanks to the Ultra-Shift™patented system; you can move the chain simultaneously up 3 sprockets and then 5 down.

Furthermore, the lever design allows for an ever lighter shifting, whilst maintaining the "click" sound featured on all Campagnolo® controls.

The Ultra-Shift™ system is featured on 2011 Super Record™, Record™ and Chorus™ 11 Speed groupset ranges.

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ERGOPOWER™ POWER-SHIFT™ CONTROLS

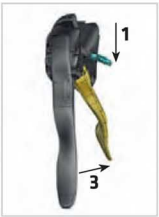
A system that is both user-friendly and high-performing, with no compromises.

Once again, the design for Campagnolo®'s new controls has reached extraordinary levels: the "one lever – one control" system, greatly appreciated by riders all over the world, remains. The system has the same ergonomics successfully tested on our Ergopower™ controls and comfort is ensured by the Vary-Cushion™ hoods along with the numerous ergonomic solutions of the well-tested Ultra-Shift™.

With the new Power-Shift™ system designed by Campy Tech Lab™ and featured on our 2011 Athena™ 11 Speed, Centaur™ and Veloce™ 10 Speed groupset ranges, you can move up 3 sprockets at a time and move down by one.

Controls have been designed to maximize shifting performances: precision and speed will enhance the qualities of your Campagnolo® drivetrain and will allow you to face all kinds of routes with zero concerns.





POWER SHIFT SYSTEM™ MECHANISM:
User-friendly - 3-sprocket up shifting, and 1-sprocket downshifting in a single stroke.



ULTRA-SHIFT™ ERGONOMICS:
Offers safe grip on handlebars in all positions and faster and more precise lever operation.

REAR DERAILLEUR ULTRA-SHIFT™

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 or aluminium outer plate.
The 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 made of a lighter material and reduce vibrations.

The new Centaur™ 10-Speed and Veloce™ 10-Speed rear derailleurs reflect the performance features of the 11-speed groupsets. So the rear derailleur has been completely redesigned, now with the same geometries as the 11-speed groupsets, immediately recognisable by the imposing outer plate that wraps the upper and lower bodies.
The new geometry makes it possible to achieve an extremely stiff system, ready and quick to respond to your every command. And that's not all: in line with the Campagnolo® philosophy, the new rear derailleur geometry will enable you to make use of the best performance features and maintain them over time.



OVERSIZE OUTER PLATE AND REDESIGNED PARALLELOGRAM:
greater rigidity and shifting precision.



SPECIAL LIGHTENED PULLEYS:
reduced vibration - increased chain smoothness - greater lightness



FRONT DERAILLEUR

11 speeds characterised by the Ultra-Shift™ front derailleur that, thanks to the "funnel" design of the derailleur cage, makes shifting extremely fast and precise and enables easy adjustment.

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.

For the Centaur™ and Veloce™ groupsets, the front derailleurs have always represented a certainty. So for the new groupsets in the 2011 range, we opted to keep the same configuration characterised by the Z-Shape™ design of the inner cage and the M-Brace™ body: an assembly which, thanks to the new MPS™ tooth design, raises shifting to top of the range levels.



SPECIAL INNER CAGE DESIGN:
greater rigidity • faster shifting • more space for the chain crossovers.



SPROCKET SET

Eleven sprockets that are even more efficient despite the reduction of the thicknesses?

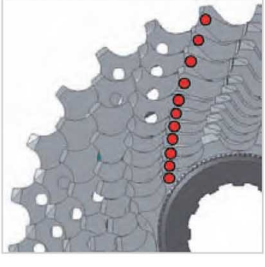
We have succeeded. The teeth have been designed to optimize the speed and fluidity of shifting. This form reduces stress on the chain which ascends more easily onto the higher diameter sprockets.

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.



REINFORCED MOUNTS FOR SECOND AND THIRD TRIPLETS:
Greater sprocket set rigidity – performance, precision.





ULTRA-SHIFT™ SYNCHRONIZATION:
Sprocket tuning allows for maximum shifting performance without hesitation: fast, accurate, and quiet, even under stress.

The new Centaur™ 10-Speed and Veloce™ 10-Speed groupsets maintain the Ultra-Drive™ system dedicated to and optimised for 10-speed drivetrains.
The maximum synchronisation between the sprockets and precise machining of the teeth achieve first-class shifting performance.
The Nickel-Chrome surface treatment makes the sprockets extremely resistant and durable and prolongs the life of the chain.



CENTAUR™ SPROCKET SET

CHAIN

Special treated steel that increases resistance by more than 20%, Ni-PTFE treatment that reduces friction and increases smoothness, external links designed for rapid gear changes even under stress, links 5.5 mm wide, and reduced weight: these are the elements that characterise the 11s chain that will aid in transferring your power to the wheels in an extremely efficient manner.
The UT-CN300 tool is required for assembly.



11-SPEED CHAIN:
Special steel, 20% stronger • special outer link design for faster shifting even under stress.

For 10-speed groupsets you can choose between two models of chain, both featuring the HD-Link closure system and surface treatment to reduce friction: the CC or the C10, which differ only in the lightening of the outer plates that gives the CC a 2% savings in weight.
The links and pins of the 10-speed chains are designed and optimised to be coupled with the teeth of the Campagnolo® 10-speed gears and sprockets.
This is why Campagnolo® always strongly advises using original components that maintain their excellent shifting performance and prolong the life of the components subject to friction.



10-SPEED CHAIN WITH HD-LINK™ CHAIN LINK FASTENING SYSTEM:
High strength link locking - greater safety and longer chain life.

NEW 10 AND 11 SPEED CRANKSETS

Campagnolo® is constantly focused on the performance of its groupsets for all its ranges, from Super Record™ to Veloce™.
Indeed, our new Centaur™ and Veloce™ can attain shifting performances never reached before in a 10-speed group set. Absolute precision, speed and a reduction of the distance covered by the chain when moving from one chainring to another are in line with the performances of the "bigger" 11-speed groupsets.

Mechanical work on the outer chainring is proof of the obsessive attention to detail and the persistence of the engineers at our Campy Tech Lab™ expect the maximum performance from all of Campagnolo's products.
The result is amazing and now moving from one chainring to another, even under load, will no longer be a problem!



NEW DESIGN IN CHAIN UP SHIFT AND DOWNSHIFT ZONE :
Teeth profile upgraded for better up shift and downshift- allows for faster and more precise shifting in all conditions.

CAMPAGNOLO® BRAKES

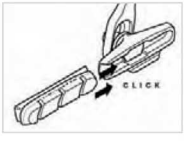
Following professional cyclists means meeting all their needs. This is why Campagnolo® has designed two brake options for Super Record™, Record™, Chorus™ and Athena™ brakes.
An extra pivot has been added to the standard single pivot rear version for those who want an immediate and decisive brake response.
Braking power results from both our Skeleton design and the new brake shoe combination. The shoe holder allows for better regulation and helps to improve the friction surface.



DUAL-PIVOT
FRONT BRAKE



NEW LIGHTER SHOE HOLDERS:
Less weight.



NEW SHOE COUPLING/ UNCOUPLING SYSTEM:
Easier shoe replacing - greater safety.





DUAL-PIVOT
REAR BRAKE



MONO-PIVOT
REAR BRAKE

11

REVOLUTION

RACING EVOLUTION

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Campagnolo



Revolution **11** - **R**acing Evolution

The challenges, to strive for innovation and the desire to improve never end at Campagnolo. Just like a long stage race, after reaching the finishing line, another goal lies ahead.
After two years, the 11-speed revolution has evolved always maintaining the same objective: achieving ever better performances.
The team of professional racers and enthusiasts who over the last two years have been riding 11-speed groupsets, and the great work carried out by Campy Tech Lab™ engineers has enabled us, to raise the bar and reach another goal: Improving products that already represent a benchmark on the market.
Revolution **11** - **R**acing Evolution is the result of technical refinements that have led the 11-speed drivetrains to obtain shifting performances like never before and lose weight, thanks to special materials and innovative technical solutions.
The new Super Record™, Record™, Chorus™ and Athena™ groupsets mark a big step forward and represent the highest performance level ever reached: Incredible precision in front and rear shifting, maximum smoothness, extreme lightness, reliability and an aggressive design.
Revolution **11** - **R**acing Evolution is our promise and will be the banner under which you will be able to experience the emotion of testing Campagnolo's new groupsets and verify yourself that **"The world's finest groupsets just got better"**.


ATHENA



ATHENA 11

This is the groupset that really fills Campagnolo® with pride. It has everything needed to amaze whoever tries it out. It's the 11-speed drivetrain that combines technology, performance features, versatility, operating precision, and Campagnolo® quality, all at an exceptional price position.

With the new Power-Torque™ System and Power-Shift™ technologies, the Campagnolo® engineers have further simplified the operation of the drivetrain, increasing its versatility and ease of use.
In addition, the weight has dropped by 90 grams. Athena™ 11 is cutting-edge technology designed for everyone.

ATHENA™ ERGOPOWER™ CONTROLS

The Ergopower™ controls are made of aluminium, both the brake lever and the shift lever dedicated to controlling the rear derailleur and front derailleur cable.
A version in carbon fibre with core in light alloy is available as an option.

The Athena™ controls employ Power-Shift™ technology, which enables multiple shifting (three gear cogs) upward and single shifting downward. The comfort and safety are absolutely the point of reference of the market thanks to the ergonomic supports on the main body and the double curvature of the brake lever that enables an effective grip in any situation.



FEATURE	BENEFIT
- Ultra-Shift™ design	> Greater support area for the hand - greater safety and ease of movement of the shifter/brake levers in all conditions
- Vari-Cushion™ supports in non-allergenic material, elastic and stable to UV rays, with variable density	> Maximum comfort even after many hours on the bike - greater safety
- Double curvature of the brake lever	> Fast brake operation in all riding positions with the maximum safety
- Insert for large hands	> Greater safety and comfort for cyclists with large hands



POWER-SHIFT™
Upshifting: up to 3 sprockets at a time. Downshifting: one at a time. Simplicity of use and maximum precision.



ULTRA-SHIFT™ DESIGN:
Designed and developed to provide the maximum comfort, the maximum safety, and the maximum performance in any riding position.



ERGONOMIC BRAKE LEVER:
Lowered position of the fulcrum of the brake lever - reduces the stress of operating the brakes - greater braking modulability.

NEW COLOURS



ATHENA™ CRANKSET

The most evident changes are immediately noticed on the first shift. The new design of the chain up shift and downshift zones makes shifting extremely fast and precise.
The axle of Athena™ is the brand new Power Torque System™, which makes it possible to obtain very high values of torsional stiffness and efficient power transmission, without increasing the lateral bulk. The crankset is also available in the carbon fibre version that is more than 100 grams lighter.



XPSS EXTREME PERFORMANCE SHIFTING SYSTEM™



XPSS™
New shifting system, extremely fast and precise in all conditions - new design of the teeth and new design of the chain up shift and downshift zones.

POWER TORQUE SYSTEM™



POWER TORQUE SYSTEM™
New axle system designed to maximise stiffness and efficient power transmission.



FEATURE	BENEFIT
- Power Torque System™	> High stiffness of the system - efficient power transmission
- Seat of balls/bearings in the optimal position	> Reduces mechanical stresses – reduces friction – protects against water and dust
- New design of the 8 zones of chain up shift and 2 zones of downshift	> Maximum shifting speed - operating precision - shifting even under stress
- New lighter cranks	> Reduced weight
- Optimised U and Q factors	> Space optimised between ankle and crank - maximum lateral and torsional stiffness

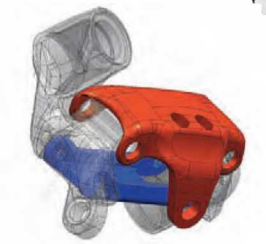
ATHENA™ REAR DERAILLEUR

The Athena™ rear derailleur has the same geometry as the top-of-the-range 11-speed models, and absolute precision is the result.
The outer plate wraps around the upper and lower bodies in aluminium, eliminating any possible play and making the overall structure of the rear derailleur extremely stiff. The result is fast and precise shifting in all the gears. The pulleys are specially designed to reduce vibrations and make the drivetrain perfectly quiet.

FEATURE	BENEFIT
- New lightened upper body	> Weight reduction
- Pulleys in special rubber	> Reduces friction
- Single cage version	> Flexibility of use with all the sprocket combinations



ULTRA-SHIFT™ PARALLELOGRAM:
Designed to wrap around the rear derailleur bodies and increase the overall stiffness of the rear derailleur. Makes shifting fast, precise, and clean in all conditions.



CHORUS™ SPROCKET SET

The Athena™ groupset uses the Chorus™ sprockets.
The Campy Tech Lab™ engineers have designed each single tooth to assure optimal drive train engagement along with fast and precise shifting.
The positioning of each sprocket has been designed to reduce friction to the maximum and make the pedal rotation silent and efficient. The six largest sprockets are mounted on separate frames, which increase their stiffness.

FEATURE	BENEFIT
- Teeth specially designed for chain up shift	> Fast shifting, silent operation, precision even under stress
- Support frame for 2nd and 3rd sprocket triplet	> Increases the torsional stiffness of the sprocket set – silent, fast, precise shifting

ULTRA-SHIFT™ SYNCHRONISATION:
The design of the teeth and the positioning of the sprockets make it possible to achieve the maximum shifting performance without hesitation: speed, precision, and silence even under stress.





CHORUS™ CHAIN

You'll be amazed at its silence, fluidness, and durability.
The Chorus™ 11s chain of 5.5mm width has been designed and constructed to guarantee riders the maximum in terms of safety and performance. The newly developed treated steel makes the links extremely resistant, and the Teflon surface treatment and Ultra-Link™ geometry make the chain smooth-running and highly durable.

FEATURE	BENEFIT
- Ultra-Link™ chain link locking system	> Extremely high retaining of the chain link closure - greater safety and durability of the chain
- Ultra-Shift™ chain links	> Designed to give better performance to Campagnolo® drivetrains: greater durability of the gears and sprockets, maximum efficiency in the transmission of power
- Links made of special steel	> Prolongs the life of the chain, reduces wear on gears and sprockets
- Ni-PTFE anti-friction treatment	> Reduces friction, makes pedal rotation smooth, silent, and efficient - increases the life of the chain



ATHENA™ FRONT DERAILLEUR

Thanks to the Ultra-Shift™ geometry of the cage typical of all the Campagnolo® 11-speed groupsets, the chain can move between the gears of the crankset with the maximum speed and precision in any situation, even when "chain crossings" are extreme or under stress.
The new Athena™ front derailleur is compatible with both standard and compact cranksets.



Clip-on version



FEATURE	BENEFIT
- Outer cage with Ultra-Shift™ design	> Maximum cage stiffness - speed and precision of shifting
- Z-Shape™ inner cage	> High stiffness and greater efficiency and precision of shifting
- M-Brace™ front derailleur body	> Designed to make the system stiffer – improves the speed and precision of shifting
- Surface treatment	> Reduces friction and prolongs the life of the component

ATHENA™ BRAKES

Campagnolo®'s objective is to provide both professional and amateur cyclists with the best braking system possible, adapted to their riding style. There are those who prefer to always have the maximum power available (dual pivot on the front and rear), and those, on the other hand, who prefer more controlled and modulated braking, with the monopivot in place of the dual on the rear brake.



DUAL-PIVOT REAR BRAKE

FEATURE	BENEFIT
- Skeleton type brake caliper arms	> No flexion of the arms - modulability – reduced weight
- Differentiated front/rear braking	> Lighter rear brake – greater braking power modulation
- New front/rear Dual Pivot version	> Braking strengthened at the rear
- New brake compound	> Better braking performance in all weather conditions– less wear on the braking track
- New brake fastening screws in aluminium	> Reduced weight


11 SPEED
11 SPEED
CAMPAGNOLO
CHORUS
11
CAMPAGNOLO
CAMPAGNOLO
ULTRA TORQUE
POWER TORQUE SYSTEM
HIGH PERFORMANCE BEARINGS
EXTREME PERFORMANCE SHIFTING SYSTEM



CHORUS

It's hard to resist the allure of carbon fibre.

That is why Campagnolo® has designed the all new Chorus™ groupset, making it more aggressive and with even better performance, reaching top-of-the-line levels.

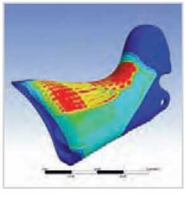
With its attractive looks and new logo, the Chorus™ 2011 groupset will uniquely make you stand out from the pack and will always be at your side in every challenge, be it against others or against yourself.

CHORUS™ ERGOPOWER™ CONTROLS

You can grasp the Chorus™ Ergopower™ controls any way you want: you'll always feel safe and responsive.
The ergonomic design of the Ergopower™ body - now made of a lighter and stiffer material – enables you to grip the controls more firmly. The brake lever with double curvature and the classic double lever of the brake/shifter controls guarantee efficient braking in all conditions and easier operation.



FEATURE		BENEFIT
- Ultra-Shift™ design	>	Greater support for the hand, greater safety and ease of movement of the brake/shifter levers in all conditions
- New control body materials	>	Less weight - greater stiffness
- Vari-Cushion™ hoods: hypoallergenic, stretchy, UV stable, with variable density	>	Maximum comfort even after long hours on the saddle, greater safety
- Double curvature of the brake lever	>	Faster brake operation in all grip positions, with maximum safety
- Insert for large hands	>	Greater safety and comfort for cyclists with large hands
- Exclusive Ultra-Shift™ mechanism	>	3-sprocket upshifting, and 5-sprocket downshifting in one single stroke
- Bearing mechanism	>	Longer life – operating precision



VARIABLE DENSITY VARI-CUSHION™ HOODS:
The layer of hypoallergenic material conforms to hand pressure, providing extreme comfort even on longer rides.

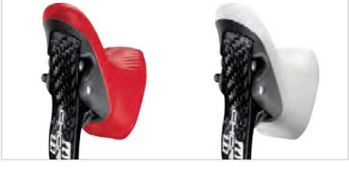


INSERT FOR LARGE HANDS:
Greater safety and comfort for cyclists with large hands.



ULTRA-SHIFT™ ERGONOMICS:
Provides a secure handlebar grip in all positions, and faster, more precise lever operation.

NEW COLOURS



CHORUS™ CRANKSET

X.P.S.S.™ (eXtreme Performance Shifting System), the acronym that refers to the most efficient system ever, lets you shift with extreme speed and incredible precision.
At first glance, the Chorus™ 2011 crankset does not show any changes. But actually there is plenty of news hidden behind the new look. The chainrings have been completely redesigned. The new teeth design plus the new 8 ascending and 2 descending zones of the chainring enable top-class performance.

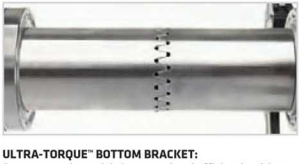
X2SS EXTREME PERFORMANCE SHIFTING SYSTEM™



New design in chain up shift and downshift zones –optimization of the teeth profile; specifically for ascent and descent - allows for faster and more precise shifting in all conditions.

NEW CHAINRING MOUNT SYSTEM:
Lighter - easier maintenance.

ULTRA TORQUE™



ULTRA-TORQUE™ BOTTOM BRACKET:
Pressure on the pedals is transmitted efficiently without any power loss.



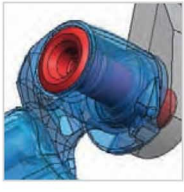
8 CHAIN UP SHIFT AND 2 CHAIN DOWNSHIFT ZONES:
Faster and more precise shifting, even under stress.

FEATURE		BENEFIT
- X.P.S.S. eXtreme Performance Shifting System™ chainrings	>	Precise and fast shifting
- New teeth design	>	Chain shifts easily up and down the rings
- New chainring mount system	>	Lighter - easier maintenance
- Lighter bottom bracket	>	Less weight

CHORUS™ REAR DERAILLEUR

Chorus™ 11-speed's shifting precision is comparable to its older siblings Record™ and Super Record™.
The design and geometry of the rear derailleur are exactly the same. The only difference lies in the materials used, which made it possible to keep a favourable price without lowering the performance levels.
A groupset dedicated to competition like the Chorus™ 11-speed can't forego showing its true competitive spirit, and the carbon fibre front plate is the proof.





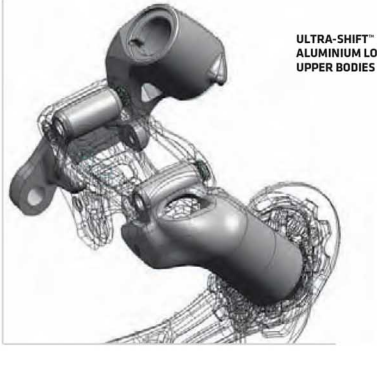
NEW REAR DERAILLEUR FIXING BOLTS IN ALUMINIUM:
With the same resistance and stiffness, the new two-part system makes it possible reduce the weight by 53% compared to steel and 22% compared to titanium – prolongs the component life.



CARBON FIBRE FRONT PLATE:
The body of the front plate wraps the upper and lower parts, providing 150% more torsional stiffness compared to a traditional rear derailleur.



CAGE PLATE WITH HOLES FOR REDUCING WEIGHT:
Lighter weight.



ULTRA-SHIFT™ ALUMINIUM LOWER AND UPPER BODIES

FEATURE		BENEFIT
- Ultra-Shift™ exclusive geometry parallelogram	>	Maximum derailleur stiffness, fast shifting, precision, reduction of possible play
- Ultra-Shift™ aluminium lower and upper bodies	>	Less weight, less play, shifting precision
- Cage plate with holes for reducing weight	>	Lighter weight

CHORUS™ FRONT DERAILLEUR

This system is fast, responsive, and precise, and the chain shifts across chainrings with no hesitations. The Chorus™ 11-speed front derailleur, like all the others in the 2011 range, are compatible with standard crank sets and the Compact™.

The geometry of the fork and the movement of the front plate have been designed and optimised to obtain maximum performance when used with the other Campagnolo® 2011 components.



FEATURE	BENEFIT
- Ultra-Shift™ light alloy cage	> Thanks to its graduated curvature shape, shifting is fast and extremely precise
- Z-Shape™ inner cage	> Maximum cage force and rigidity when shifting
- Exclusive Campagnolo® M-Brace™ front derailleur body	> High system stiffness and shifting precision
- Outer anti-friction treatment	> Reduces friction and extends the life of the component



Braze-on version

CHORUS™ CHAIN

Fluidity, smoothness, and noise reduction: the 5.5mm Chorus™ chain fully meets the quality and performance standards of the 11-speed™ groupsets.

The strength of the treated steel links is absolute, and the Ultra-Link™ closure system guarantees safety and the long life of the chain.



FEATURE	BENEFIT
- Ultra-Link™ chain connecting system	> High strength chain connection - greater safety and longer chain life
- Ultra-Shift™ chain links	> Designed to give better performance to Campagnolo® drivetrains: greater durability of the gears and sprockets, maximum efficiency in the transmission of power
- Links made of special steel	> Prolongs the life of the chain, reduces wear on chainrings and sprockets
- Ni-PTFE™ anti-friction treatment	> Reduces friction, makes pedal rotation smooth, silent, and efficient - longer chain life

CHORUS™ SPROCKET SET

Every sprocket tooth has been designed to achieve the maximum synchronization, shifting speed, and silent operation.
The six larger sprockets have a double frame system for extreme torsional stiffness, so that operating precision is maintained even during shifting under stress.
The surface treatment of the eleven steel sprockets assures longer component life, maintaining the maximum performance through time.



FEATURE		BENEFIT
- Ultra-Shift™ sprocket synchronization	>	Sprocket positioning is carefully designed to make shifting faster and more precise
- Reinforced mounts for second and third triplets	>	Greater sprocket set stiffness - operating precision
- Ultra-Shift™ teeth design	>	Optimized up shifting
- Nickel-Chrome surface treatment	>	Reduces chain/sprocket friction - extends sprocket life



ULTRA-SHIFT™ TEETH DESIGN:
Every sprocket tooth has been designed to achieve the maximum synchronization, shifting speed, and silent operation.





REINFORCED MOUNTS FOR SECOND AND THIRD TRIPLETS:
Greater sprocket set stiffness - operating precision.

ULTRA-SHIFT™ SPROCKET SYNCHRONIZATION:
Sprocket positioning is carefully designed to make shifting faster and more precise. even under stress.

CHORUS™ BRAKES

The new compounds dramatically improve braking, and the new lighter pad holders make replacement easier and faster.
Campagnolo® offers an extra option for the 2011 models: in addition to the classic front/rear brake differentiation for the maximum lightness and braking modulation, there is now also a dual pivot option available for the rear brake, for even more decisive and important braking. The choice is yours!

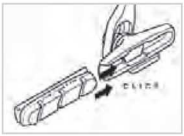


DUAL-PIVOT FRONT BRAKE

FEATURE		BENEFIT
- New lighter pad holders	>	Reduced weight
- New pad coupling/uncoupling system	>	Safe and fast pad replacement
- New compound	>	Reduction of braking distance in both dry and wet conditions - longer brake pad and braking track life
- Skeleton type brake caliper arms	>	No-bend arms, modulability, reduced weight
- Differentiated front/rear braking	>	Lighter rear brake – greater braking power modulation
- New front/rear Dual Pivot version	>	Enhanced rear braking



NEW LIGHTER PAD HOLDERS:
Reduced weight.



NEW PAD COUPLING/ UNCOUPLING SYSTEM:
Easier pad replacement - greater safety.





DUAL-PIVOT REAR BRAKE

MONO-PIVOT REAR BRAKE


11 SPEED
11 SPEED
CAMPAGNOLO
RECORD
CAMPAGNOLO
CAMPAGNOLO



RECORD

Place your bet on red 11 and you have won before starting the race!

The new eye-catching design highlights the upgrades done on all our groupset components: controls, derailleurs, crankset and sprocket set are more precise, they perform better and have our unique Italian design.

There are no excuses: you'll always be in the lead.

RECORD™ ERGOPOWER™ CONTROL

Improved details to enhance control performance.
At Campy Tech Lab™ they have been working in this direction, reducing weight and improving performance.

A new front air intake and a new design will make your bike look more aggressive and confident.





NEW CONTROL BODY MATERIAL:
controls are lighter and more resistant.



UPGRADED CONTROL HOUSING PATH TO AVOID CABLE BULGE:
improves shifting performance -more accurate and faster.



ULTRA-SHIFT™ ERGONOMICS:
offers safe grip on handlebars in all positions and faster and more precise lever operation.

FEATURE		BENEFIT
- Double hole brake lever	>	Lighter
- Ultra-Shift™ design	>	Greater hand support, safer, and more easier movement of brake/shift controls in all conditions
- Support Vari-Cushion™: hypoallergenic, stretchy, UV protected material, with variable density	>	Greater comfort even after long hours on the saddle, safer
- Double curvature brake lever	>	Faster brake response in all riding positions, with maximum safety
- Insert for larger hands	>	Safer and more comfortable for larger hand riders
- Exclusive Ultra-Shift™ Mechanism	>	Allows for 3-sprocket upshifting, and 5-sprocket downshifting in one single stroke
- Bearing mechanism	>	Longer life – operating precision

NEW COLOURS



RECORD™ CRANKSET

Red and white colors will immediately gain your attention, but the real surprise comes with the first shift; precise, extremely fast and with no hesitation.

The new design in XPSS™ downshifting and upshifting actuations have been designed and upgraded to offer the best possible shifting, even under extreme conditions of use.



XPSS EXTREME PERFORMANCE SHIFTING SYSTEM™



new design in chain up shift and downshift zone - teeth profile upgraded for better up shift and downshift- allows for faster and more precise shifting in all conditions.

ULTRA TORQUE™



ULTRA-TORQUE™ BOTTOM BRACKET:
pressure on the pedals is transmitted efficiently without any loss of power.

UHS ULTRA-HOLLOW™ STRUCTURE



HOLLOW CRANKS AND SPIDER ARMS WITH ULTRA-HOLLOW™ TECHNOLOGY:
reduces weight of stress-free areas, improves crank set weight and rigidity ratio.



8 CHAIN UP SHIFTING AREAS AND 2 CHAIN DOWNSHIFTING AREAS:
faster and more precise shifting, even under stress.

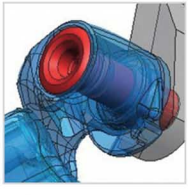
FEATURE		BENEFIT
- X.P.S.S. eXtreme Performance Shifting System™ chainrings	>	Precise and fast shifting
- New teeth design	>	The chain shifts easily up and down the rings
- New chainring mount system	>	Lighter - easier maintenance
- Lighter bottom bracket	>	Lighter
- Unidirectional carbon fiber Ultra-Hollow™ cranks	>	Lighter

RECORD™ REAR DERAILLEUR

It's the soul of the new 11v Record™ transmission!
Carbon fiber outer plate and cage plate.

Upper and lower aluminum bodies are black, giving this shifting system - preferred by pros - a more aggressive look.





NEW ALUMINUM DERAILLEUR FIXING BOLTS:
The new two-part system is 53% lighter than steel, and 22% lighter than titanium, without compromising resistance and rigidity levels, and prolonging the component's life.



CARBON FIBER FRONT PLATE:
The outer plate covers upper and lower parts, providing150% more torsional rigidity compared to traditional shifting systems.



CARBON FIBER CAGE PLATE:
Shifting positioning is extremely accurate and extremely light.



CERAMIC BALL BEARINGS:
Considerably smooth, they reduce friction and prolong life and shifting performance.

FEATURE		BENEFIT
- Ultra-Shift™ exclusive geometry parallelogram	>	Maximum shifting rigidity, fast actuation, precision, friction reduction
- Ultra-Shift™ aluminum lower and upper bodies	>	Less weight, less friction, shifting precision
- Ceramic ball bearings	>	Friction reduction, maximum flow, extra durable

RECORD™
FRONT DERAILLEUR

It is one of the essential components - together with the chainrings and the cassette - of the exceptional Record™ 2011 groupset.

Thanks to Ultra-Shift™ technology, the derailleur cage is more rigid, while body and frame adjustment components cause the derailleur to be faster and more decisive.



FEATURE		BENEFIT
- Ultra-Shift™ carbon outer cage	>	Thanks to its graduated curvature, shifting is fast and extremely precise
- Z-Shape™ inner cage	>	Maximum cage force and rigidity when shifting
- Exclusive M-Brace™ Campagnolo® geometry derailleur	>	High system rigidity and shifting precision
- Outer anti-friction treatment	>	Reduces friction and extends component's life



Clip-on version

RECORD™
CHAIN

Pros are the everyday testing ground for the chain fitted on all advanced Record™ 11 and Super Record™ 11 groups.

Links and pins have been designed to adhere perfectly to gears and sprockets teeth providing maximum fluidity, reduced friction and improved chain life.



FEATURE		BENEFIT
- Chain link Ultra-Link™ connecting system	>	High strength chain connection - greater safety and longer chain life
- Ultra-Shift™ chain links	>	Designed to provide the best possible performance for Campagnolo® transmissions: longer life for gears and sprockets, maximum efficiency in power transmission
- Special steel links	>	Prolongs chain life, reduces wear on gears and sprockets
- Antifriction Ni-PTFE treatment	>	Reduces friction and makes the ride smooth and quiet. It prolongs chain life

RECORD™ SPROCKET SET

In competition every little detail counts; that´s why steel and titanium were used when producing Record™ sprockets.

The perfect teeth design results in a perfect synchronization between shifting and chain movement.
The six larger sprockets are divided in triplets, which are mounted on special frames to increase rigidity.



FEATURE		BENEFIT
- Ultra-Shift™ sprockets synchronization	>	Sprocket tuning is carefully planned to make shifting faster and more accurate
- Reinforced mounts for second and third triplets	>	Greater sprocket set rigidity – performance, precision
- Ultra-Shift™ teeth design	>	Optimized upshifting
- Nickel-Chrome surface treatment	>	Reduces chain/sprocket friction - extends sprockets' life
- 3 titanium sprockets	>	Less weight



ULTRA-SHIFT™ TEETH DESIGN:
Every sprocket tooth is designed and placed to perform a specific function, such as raising or lowering the chain or giving maximum power transmission to the wheel.





REINFORCED MOUNTS FOR SECOND AND THIRD TRIPLETS:
Greater sprocket set rigidity – performance, precision.

ULTRA-SHIFT™ SYNCHRONIZATION:
Sprocket tuning allows for maximum shifting performance without hesitation: fast, accurate, and quiet, even under stress.

RECORD™ BRAKES

Following professional cyclists means meeting all their needs. This is why Campagnolo® has designed two Record™ brake options.
An extra pivot has been added to the standard single pivot rear version for those who want an immediate and decisive brake response.
Braking power results from both our Skeleton design and the new brake shoe combination. The shoe holder allows for better regulation and helps to improve the friction surface.



DUAL-PIVOT FRONT BRAKE

FEATURE		BENEFIT
- New lighter shoe holders	>	Lighter
- New shoe coupling/uncoupling system	>	Safe and fast shoe replacing
- New compound	>	Reduction of braking distance in both dry and wet conditions - longer brake pad and braking track life
- Skeleton brake arms	>	No-bend arms, modularity, reduced weight
- Front/rear differentiated braking	>	Lighter rear brake – greater braking power modulation
- New Dual Pivot front/rear version	>	Enhanced rear braking



NEW LIGHTER SHOE HOLDERS:
Less weight.



NEW SHOE COUPLING/ UNCOUPLING SYSTEM:
Easier shoe replacing - greater safety.





DUAL-PIVOT REAR BRAKE

MONO-PIVOT REAR BRAKE


11 SPEED
11 SPEED
CAMPAGNOLO
SUPER RECORD
Q-FACTOR 145
CAMPAGNOLO
CAMPAGNOLO
ULTRA-TORQUE
TITANIUM



SUPER RECORD

Super Record™ 2011 is speeding up, overtaking even itself!

The whole new groupset weighs less than 1900 grams and it includes components forged using state-of-the-art materials like carbon fiber and titanium. It is the most aggressive and best performing groupset ever built.
Super Record™ 2011: an uncomfortable position for your opponents, with a transmission system that your competition will worship and fear, as you'll always be ready to overtake, break away and take the lead.

Racing with a Super Record™ bike means riding a unique and unbeatable machine.

SUPER RECORD™ ERGOPOWER™ CONTROLS

Dominate your bike at every turn, relax on the long straights, and prepare for the final sprint: whatever your racing position, Ergopower™ controls, with the exclusive Campagnolo® mechanism allows you to shift up 3 sprockets at a time and down 5 sprockets. Make every movement natural, fast and precise.

The Super Record™ series Ergopower™ Ultra-Shift™ controls, now also available with red or white hoods, are the top product in terms of technology applied to ergonomics – all to the advantage of safety, speed and precision in using the controls.
Your every wish is a command.



FEATURE	BENEFIT
- Triple hole break lever	> Lighter
- Ultra-Shift™ design	> Greater hand support, safer and easier movement of brake/shift levers in all conditions
- Vari-Cushion™ hoods: hypoallergenic, stretchy, UV protected material, with variable density	> Greater comfort even after long hours on the bike, more safety
- Double curvature break lever	> Faster brake response in all cycling positions and maximum safety
- Titanium finishing	> Less weight
- Insert for larger hands	> Safer and more comfort for cyclists with larger hands
- Ultra-Shift™ exclusive mechanism	> 3-sprocket up shifting and 5-sprocket downshifting in just one stroke
- Bearing mechanism	> Longer life – operating precision



NEW CONTROL BODY MATERIAL:
more resistant and lighter controls.



UPGRADED SHIFTING CABLE HOUSING PATH TO AVOID CABLE BULGE:
improves shifting performance -better precision and faster shifting.



ULTRA-SHIFT™ ERGONOMICS:
safe grip on handlebars in all positions and faster, more precise command on levers.



NEW COLOURS



SUPER RECORD™ CRANKSET

Shifting to "higher quality"; the new chainrings have 8 pins to lift the chain and 2 to lower it. This whole re-designed system makes shifting from one chainring to the other very fast and efficient.
The result: faster and more precise shifting than ever before, a huge step forwards compared to the past. CULT™ bearing technology guarantees a smooth and efficient pedaling action and a long lasting performance. For those who only want the best and look for unique and exclusive components, the central pin crank set and titanium fixing bolts will offer a very unique bike.



X-PSS EXTREME PERFORMANCE SHIFTING SYSTEM™



A new design of chain up and downshift zones - chainring pin profile optimization - allows for faster and more precise shifting in all conditions.

TITANIUM ULTRA TORQUE™



TITANIUM AXLE (OPTIONAL) AND REVERSE THREAD TITANIUM FIXING BOLT:
less weight
(-40 g vs. standard).

CULT™ CERAMIC ULTIMATE LEVEL TECHNOLOGY
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE

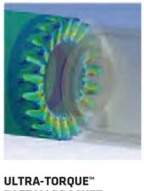


CULT™
maximum smoothness
-friction reduction- long lasting performance.

UHS ULTRA-HOLLOW® STRUCTURE



HOLLOW CRANKS AND SPIDER ARMS WITH ULTRA-HOLLOW™ TECHNOLOGY:
reduced weight of stress-free sections, improved crank set weight to stiffness ratio.



ULTRA-TORQUE™ BOTTOM BRACKET:
pressure on the pedals is transmitted efficiently without any power loss.



8 CHAIN UP SHIFT ZONES, AND 2 CHAIN DOWNSHIFT ZONES:
faster and more precise shifting, even under stress.

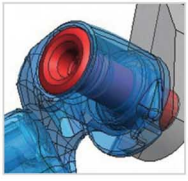
FEATURE		BENEFIT
- X.P.S.S. eXtreme Performance Shifting System™ chainrings	>	Precise and fast shifting
- New teeth design	>	Chain shifts easily up and down the rings
- New chainring mount system	>	Lighter -easier maintenance
- Lighter bottom bracket	>	Less weight
- Unidirectional carbon fiber Ultra-Hollow™ cranks	>	Lighter
- Titanium axle and fixing bolt (optional)	>	Lighter

SUPER RECORD™ REAR DERAILLEUR

The masterpiece of the 2011 Campagnolo® model range!
Speed, precision, smoothness and better looks: the first rear derailleur with carbon fibre upper and lower body will amaze even the most demanding of cyclists.

Lower and upper bodies, outer plate, parallelogram: all carbon-made components.
The white '11' on the red rectangle printed on the carbon fiber gives the Super Record™ 2011 version a more aggressive and unique style.





NEW ALUMINUM FIXING BOLT:
the new two-part system is 53% lighter than steel and 22% lighter than titanium, without compromising resistance and rigidity levels and prolonging component life.



CARBON FIBER UPPER AND LOWER BODY:
better rigidity and shifting precision, less weight, longer component life.



CARBON FIBER CAGE PLATE:
shifting positioning is exceedingly precise - extremely light.



CERAMIC BALL BEARINGS:
very smooth, reduces friction, prolongs life and shifting performance.



NEW PULLEY CAGE ALUMINUM FIXING BOLTS:
lighter.

FEATURE	BENEFIT
- Carbon fiber parallelogram, and Exclusive Ultra-Shift™ geometry	> Maximum shifting rigidity, fast actuation, precision, friction reduction
- Ultra-Shift™ carbon fiber lower and upper parts	> Weight reduction, shifting precision, longer durability
- Ceramic ball bearings	> Friction reduction, maximum smoothness, maximum durability

SUPER RECORD™ FRONT DERAILLEUR

The Super Record™ derailleur is light, fast and precise, thanks to the careful selection of materials and Ultra-Shift™ geometry that helps components perform at their best.

Thanks to the new chainrings and chain design, the shifting system is much faster and more precise than ever.



FEATURE	BENEFIT
- Ultra-Shift™ carbon cage	> Thanks to its graduated curvature, shifting is fast and extremely precise
- Z-Shape™ inner cage	> Maximum cage force and rigidity when shifting
- Exclusive M-Brace™ Campagnolo® geometry derailleur	> High system rigidity and shifting precision
- Outer anti-friction treatment	> Reduces friction and extends components life



Braze-on version

RECORD™ CHAIN

All your power is transmitted by the transmission component: the chain.
Super Record™ groupsets include Record™ chains: fast, long-lasting and safe.

Links and pins have been designed to adhere perfectly to the teeth of chainrings and sprockets to reduce friction. There is no power loss and component life is extended.



FEATURE	BENEFIT
- Ultra-Link™ chain link connecting system	> High strength chain connection - greater safety and longer chain life
- Ultra-Shift™ chain links	> Designed to provide maximum performance to Campagnolo® transmissions: longer life for chainrings and sprockets, maximum efficiency in power transmission
- Special steel links	> Prolongs chain life, reduces chainrings and sprocket wear
- Antifriction Ni-PTFE™ treatment	> Reduces friction, smooth pedaling, quiet operation and efficiency -prolongs chain life

SUPER RECORD™ SPROCKET SET

Maximum performance and low noise with no compromise on components. With this in mind Campagnolo® engineers designed our Super Record™ sprockets with double frame on the last two sprocket triplets.

This results in a more solid and lighter frame, thanks to the use of titanium in the 6 larger sprockets.
The Ultra-Shift™ teeth design has been upgraded to make shifting faster, with perfect synchronization and to eliminate chain stress.



FEATURE	BENEFIT
- Ultra-Shift™ sprockets synchronization	> Sprocket tuning is carefully planned to make shifting faster and more precise
- Reinforced mounts for second and third triplets	> Greater sprocket set rigidity - performance precision
- Ultra-Shift™ teeth design	> Optimized upshifting
- Nickel-Chrome surface treatment	> Reduces chain/sprocket friction - extends sprockets' life
- 6 titanium sprockets	> Less weight



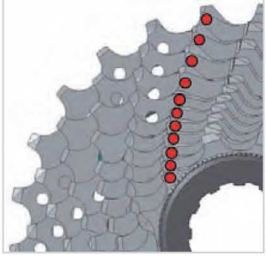
ULTRA-SHIFT™ TEETH DESIGN:
every sprocket tooth is designed and placed to perform a specific function, like lifting or lowering the chain or giving maximum power transmission to the wheel.



REINFORCED MOUNTS FOR SECOND AND THIRD TRIPLETS:
greater sprocket set rigidity - performance precision.

6 TITANIUM SPROCKETS:
less weight.





ULTRA-SHIFT™ SYNCHRONIZATION:
the sprocket tuning allows for maximum shifting performance without hesitation: fast, precise and quiet, even under stress.

SUPER RECORD™ BRAKES

For a fast descent you need a safe and reliable braking system that is powerful and adjustable.
The Super Record system guarantees shorter braking distance and complete control of breaking power thanks to our Skeleton™ arm design and new brake pads.

In its standard version Campagnolo® offers the classic front brake Dual Pivot and rear brake Mono Pivot design to provide maximum braking power modulation.
But for those looking for the maximum braking power, even at the rear, Campagnolo® offers the rear brake Dual Pivot option.

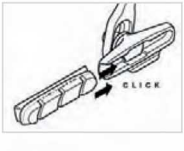


DUAL-PIVOT FRONT BRAKE

FEATURE		BENEFIT
- New lighter shoe holders	>	Lighter
- New shoe coupling/uncoupling system	>	Safe and fast shoe replacing
- New compound	>	Reduction of braking distance in both dry and wet conditions - longer brake pad and braking track life
- Skeleton brake arms	>	No-bend arms, modularity, reduced weight
- Front/rear differentiated braking	>	Lighter rear brake – greater braking power modulation
- New Dual Pivot front/rear version	>	Enhanced rear braking



NEW LIGHTER SHOE HOLDERS: less weight.



NEW SHOE COUPLING/ UNCOUPLING SYSTEM: easier shoe replacing -greater safety.





DUAL-PIVOT REAR BRAKE

MONO-PIVOT REAR BRAKE

10 SPEED GROUPSETS

10 SPEED
GROUPSETS

56 | VELOCE™

66 | CENTAUR™



Campagnolo



NEW VELOCE™ AND CENTAUR™ 10 SPEED GROUPSETS

The new 10-speed project, the result of our experience working with professional cyclists, features the same high quality and technical features as our top-of-the-line 11-speed groupsets.

Shifting precision and speed have benefited from our experience in developing the 11-speed project. The introduction of the new Power Shift System™ enables the Ergopower™ shifters to seamlessly control the front and rear derailleurs. Thanks to the new optimised design of the teeth and the internal machining of the sprockets, shifting with Veloce™ is just as fluid as its 11-speed "big brothers".

The new 10-speed groupsets introduce one enormous innovation: the brand new Power Torque System™. The Campy Tech Lab™ engineers have devised a new bottom bracket. It is more economical, easier to install and service, while offering top level performance features comparable to those guaranteed by the Ultra Torque™ system. All this, at a lower cost.

The result of this hard work is incredible: the new 10-speed groupsets are more "aggressive" thanks to the reduced weight and price compared to the previous models, along with improved performance.


CAMPAGNOLO
VELOCE
10 SPEED
10 SPEED
POWER TORQUE SYSTEM
CAMPAGNOLO
CAMPAGNOLO
VELOCE



The Veloce™ components offer technical solutions analogous to the Centaur™, but with a choice of materials and machining that make them even more aggressive in terms of price/quality ratio.

The components of the Veloce™ 2011 groupset are proposed in two versions, black or silver: the choice is yours.

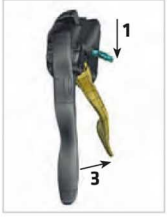

10 SPEED
10 SPEED
VELOCE
POWER TORQUE SYSTEM
CAMPAGNOLO
CAMPAGNOLO
NEUTRO PRECISION SHIFTING SYSTEM


VELOCE
VELOCE

VELOCE™ ERGOPOWER™ POWER SHIFT™ CONTROLS

Ergonomic, like the top level 11-speed models: the Veloce™ Ergopower™ controls have the same forms, security, and comfort.
The brake lever is in aluminium, while the shifters are made of composite material to reduce weight to the minimum. Like the Centaur™ groupset, thanks to the Power Shift System™ mechanism, it is possible to move the chain by one chainring in downshifting and three in upshifting.

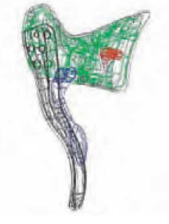




EXCLUSIVE POWER SHIFT™ MECHANISM:
User friendly - 3-sprocket up shifting and 1-sprocket downshifting in a single stroke.



ULTRA-SHIFT DESIGN™
Greater hand support, safer and easier movement of brake/shift levers in all conditions.



FEATURE	BENEFIT
- Ultra-Shift design™	> Greater hand support, safer and easier movement of brake/shift levers in all conditions
- Support Vari-Cushion™: hypoallergenic, elastic, UV protected, with variable density	> Greater comfort even after long hours on the saddle, safer
- Double curvature break lever	> Faster brake operation in all grip positions, with maximum safety
- Exclusive Power Shift™ Mechanism	> User friendly - 3-sprocket up shifting and 1-sprocket downshifting in a single stroke

NEW COLOURS



VELOCE™ CRANKSET

The Veloce™ crankset adopts the brand new Power Torque System™ also used for its "big brother" Centaur™.
The Power Torque System™ represents the ideal solution for the new Campagnolo® 10s drivetrains: high rigidity of cranks and chainrings along with extremely limited weight, efficient power transmission thanks to optimised "Q" and "U" factors, new chainrings with MPS Micro Precision Shifting™ machining of the teeth and new machining on the upward zone of the chain. All this makes the Veloce™ crankset one of the most highly evolved technological solutions, but also one of the most economical, existing on the market.



MPS MICRO PRECISION SHIFTING™ SYSTEM



MPS™
New design in chain up shift and downshift zones -chainring pin profile optimization - allows for faster and more accurate shifting in all conditions.

POWER TORQUE SYSTEM™



NEW POWER TORQUE SYSTEM™ BOTTOM BRACKET:
Pressure on the pedals is transmitted efficiently without any power loss.





8 UP SHIFT AND 2 DOWNSHIFT ZONES:
Faster and more accurate shifting, even under stress.

FEATURE	BENEFIT
- Chainrings M.P.S.™	> Accurate and fast shifting
- New Power Torque System™ bottom bracket	> Easy assembly, efficient power transmission, fast operation - rigidity
- New teeth design	> Chain shifts easily up and down the rings
- Lighter cranks	> Less weight

VELOCE™ REAR DERAILLEUR

Thanks to the new design of the parallelogram, the rear derailleur is now lighter and more rigid, with the most effective and fastest shifting.
The design is derived directly from the 11-speed components with the oversized outer plate to provide greater rigidity to the entire system.
The surface treatment protects it from corrosion and ensures that the Veloce™ rear derailleur maintains its performance over time.







ULTRA-SHIFT™ ALUMINUM LOWER AND UPPER BODY:
Lower weight - friction reduction - longer component life.





ULTRA-SHIFT™ EXCLUSIVE GEOMETRY PARALLELOGRAM:
Maximum shifting rigidity, fast actuation, precision, friction reduction.

FEATURE		BENEFIT
- Aluminum parallelogram with exclusive Ultra-Shift™ geometry	>	Maximum shifting rigidity, fast actuation, precision, friction reduction
- Ultra-Shift™ aluminum lower and upper body	>	Less weight, less friction, shifting precision
- Special rubber pulleys	>	Reduced friction - less noise

VELOCE™
FRONT DERAILLEUR

The design of the Veloce™ front derailleur cage enables perfect handling of both traditional and compact cranksets.

Absolute personalisation thanks to the two colour versions available (silver or black). And the weight has been reduced to below 100 grams.









FEATURE	BENEFIT
- Nickel chrome cage	> Longer component life - absolute rust protection
- Compatible for Standard and Compact cranksets	> The groupset can be used with any 10-speed crank set

VELOCE™ SPROCKET SET

Chain and sprockets have to work in perfect harmony: this is the reason why we have optimised the profile of the sprocket teeth.

The result is perfect synchronisation in traction and rapid shifting thanks to the Ultra-Drive™ design.



FEATURE	BENEFIT
- Sprocket synchronization	> Sprocket tuning is carefully designed to make shifting faster and more accurate - less chain stress
- Ultra-Drive™ teeth design	> Optimized upshifting
- Outer galvanized treatment	> Reduces chain/sprocket friction - extends sprockets' life



ULTRA-DRIVE™ TEETH DESIGN: Optimized upshifting.

VELOCE™ CHAIN

Preventing energy dispersion is possible. With the Veloce™ chain, power transmission is assured.

The HD-Link™ system protects you from any risk of the chain not keeping traction at the delicate closure point. Silence and fluidity of pedalling are achieved by the perfect machining of the link profile.



FEATURE	BENEFIT
- HD-Link™ chain link fastening system	> High strength link locking - greater safety and longer chain life
- 5.9mm special steel links	> Prolongs chain life, reduces wear on chainrings and sprockets
- Ni-PTFE antifriction treatment	> Reduced friction, smooth pedaling, quiet operation and greater efficiency - longer chain life

VELOCE™ BRAKES

You don't have to be a bicycle expert: with the brakes of the Veloce™ groupset you'll have the necessary security at all times.

The possibility of orbital brake-pad adjustment makes it possible to obtain the optimal braking torque with any wheel. The forged caliper with double fulcrum design ensures excellent power transmission.



FEATURE	BENEFIT
- New compound	> Reduction of braking distance on both dry and wet surfaces - longer life for brake pad and rim
- New design for forged aluminum brake arms	> Greater bend resistance - lighter
- Adjustable shoe holders	> Shoe holders on rim's profile can be micro adjusted- longer life for rims and brake pads
- New Dual Pivot front/rear version	> Enhanced rear braking








CAMPAGNOLO
CENTAUR
10 SPEED
10 SPEED
CAMPAGNOLO
CENTAUR
CAMPAGNOLO
POWER TORQUE SYSTEM
CAMPAGNOLO
CENTAUR



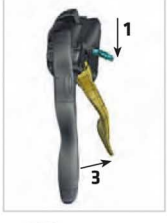
CENTAUR™

The new Centaur™ groupset has been conceived and designed with one precise objective: to offer a 10s groupset with the best shifting performance in its class. It was an extremely difficult objective that enhanced the experience of the Campy Tech Lab™ engineers and led to the new Centaur™ 2011.
The new Ergopower™ controls with "classic" Campagnolo® two-lever system and the new Power Shift System™ for controlling the drivetrain, along with the new crankset with Power Torque System™ bottom bracket and rear derailleur of 11s derivation, all make the Centaur™ 2011 the perfect choice for those who want the top-of-the-line 10-speed.

CENTAUR™ ERGOPOWER™ POWER SHIFT™ CONTROLS

The ergonomic design of the Campagnolo® Ergo-Power™ controls also used for our 11s groupsets provides the most correct and secure support for the hands in all driving positions.
The Centaur™ErgoPower™ controls feature the Power Shift System™ mechanism, which makes it possible to move the chain by three sprockets in downshifting and one in upshifting.
Two lever versions are available: in aluminium or in carbon fibre with core in light alloy.





EXCLUSIVE POWER SHIFT SYSTEM™ MECHANISM:
User-friendly - 3-sprocket up shifting, and 1-sprocket downshifting in a single stroke.



ULTRA-SHIFT™ ERGONOMICS:
Offers safe grip on handlebars in all positions and faster and more precise lever operation.



FEATURE	BENEFIT
- Ultra-Shift™ design	> Greater hand support, safer and easier movement of brake/shift levers in all conditions
- Support Vari-Cushion™: hypoallergenic, elastic, UV protected, with variable density	> Greater comfort even after long hours on the saddle, more safety
- Double curvature break lever	> Faster braking in all grip positions, with maximum safety
- Exclusive Power-Shift™ Mechanism	> User-friendly - 3-sprocket up shifting and 1-sprocket downshifting in a single stroke
- Carbon-fiber version with aluminum core available	> Greater shock resistance - racing style

NEW COLOURS



CENTAUR™ CRANKSET

Completely new and redesigned by the Campy Tech Lab™ engineers according to a precise objective: to create a crankset that is easy to maintain, lightweight, and that retains the same U and Q factors of its "big brother" Ultra-Torque™. But that wasn't enough. Our engineers wanted to do more; i.e. to drastically improve shifting performance.

The ultra-high quality bearings, positioned in the most extreme points of the central axle, guarantee the maximum smoothness and perfect efficiency of the pedalling over time.
The new Power Torque System™ used for the Centaur™ crankset is the ideal solution for the Campagnolo® 10s drivetrains, with high rigidity of the cranks and chainrings along with an extremely limited weight, to achieve the most efficient power transmission.



MPS MICRO PRECISION SHIFTING™ SYSTEM



MPS™
New design in chain up shift and downshift zones - chainring pin profile optimization - allows for faster and more precise shifting in all conditions.

POWER TORQUE SYSTEM™



POWER TORQUE SYSTEM™ BOTTOM BRACKET:
Pressure on the pedals is transmitted efficiently without any power loss.



8 UP SHIFT AND 2 DOWNSHIFT ZONES:
Faster and more precise shifting, even under stress.



FEATURE		BENEFIT
- M.P.S.™ chainrings	>	Accurate and fast shifting
- New Power Torque System™ bottom bracket	>	Easy assembly - efficient power transmission - fast operation - rigidity
- New teeth design	>	Chain easily shifts up and down the rings
- Lighter cranks	>	Less weight
- Carbon-fiber version available	>	Less weight - racing style

CENTAUR™ REAR DERAILLEUR

The Centaur™ rear derailleur has been completely revolutionised compared to its predecessor. Absolute precision and reactivity are guaranteed by the new outer plate made of aluminium as per the 11s design. The design of the upper and lower bodies has been optimised to achieve the maximum rigidity and at the same time to reduce the weight. The cage, too, thanks to the new geometry, is more rigid and lighter, and the silicone rollers reduce vibration and improve the silence of the drivetrain.

FEATURE	BENEFIT
- Aluminum parallelogram with exclusive Ultra-Shift™ geometry	> Maximum shifting rigidity, fast actuation, precision, friction reduction
- Ultra-Shift™ aluminum lower and upper body	> Less weight, less friction, greater shifting precision
- Holed cage plate for lower weight	> Lighter
- Special rubber pulleys	> Reduced friction - less noise





ULTRA-SHIFT™ EXCLUSIVE GEOMETRY PARALLELOGRAM: Maximum shifting rigidity, fast actuation, precision, friction reduction.

ULTRA-SHIFT™ ALUMINUM LOWER AND UPPER BODY: Lower weight – rigidity – friction reduction - longer component life.

CENTAUR™ SPROCKET SET

The profile of the teeth, completely redesigned in line with the Ultra-Drive™ project, makes it possible to achieve the maximum response speed at the moment of shifting. The synchronisation obtained by establishing a specific position of the teeth between sprocket and sprocket makes the passage from one sprocket to the next very fluid and fast. And in order not to lose rigidity, the last two are fitted on an aluminium frame.

FEATURE	BENEFIT
- Sprocket synchronization	> Sprockets are carefully tuned to make shifting faster and more accurate - less chain stress
- Ultra-Shift™ teeth design	> Optimized upshifting
- Nickel-Chrome surface treatment	> Reduces chain/sprocket friction - extends sprockets' life



CENTAUR™ CHAIN

The Centaur™ chain is incredibly quiet thanks to the Teflon wax treatment and the link-pin coupling geometry that reduces friction to the minimum, prolonging the life of the chain and ensuring less dispersion of the power transmitted.
The precise sizing of links, rollers and pins reduces the interference with chainrings and sprockets adjacent to the ones in motion.

FEATURE	BENEFIT
- Chain link HD-Link™ fastening system	> Excellent link locking - greater safety and longer chain life
- 5.9mm special steel links	> Prolongs chain life, reduces wear on gears and sprockets
- Antifriction Ni-PTFE treatment	> Reduced friction, smooth pedaling, quiet operation and greater efficiency - longer chain life



CENTAUR™ FRONT DERAILLEUR

Compact or traditional crankset?
The Centaur™ front derailleur can handle both solutions with no indecision. The M-Brace™ design of the front derailleur body and the inner arm in Z-Shape™ configuration ensure an unprecedented rigidity that translates into excellent shifting precision and speed.



Clip-on version

FEATURE	BENEFIT
- Z-Shape™ inner cage	> Maximum cage force and strength when shifting
- Derailleur body with exclusive Campagnolo® M-Brace™ geometry	> High system rigidity and shifting precision
- Outer cage anti-friction treatment	> Reduces friction and extends components' life

CENTAUR™ BRAKES

Have no fear of going too fast: safe stopping is assured by the new Centaur™ brakes with forged arms and characterised by the new black anodising.
In order to achieve even greater efficiency, the brakes are equipped with the possibility of orbital brake-pad adjustment, which up till now was a feature of only the high end of the range.
The braking torque is optimal even with new pads.
The weight is 315 grams.



DUAL-PIVOT REAR BRAKE

FEATURE	BENEFIT
- New compound	> Reduction of braking distance on both dry and wet surfaces - longer life for brake pad and rim
- New design for forged aluminum brake arms	> Greater bend resistance - lighter
- New aluminum nuts	> Less weight
- Adjustable shoe holders	> Shoe holders on rim's profile can be micro adjusted- longer life for rims and brake pads
- New Dual Pivot front/rear version	> Enhanced rear braking


RECORD
Campagnolo
170
TITANIUM
RECORD
Campagnolo



RECORD™ PISTA™ GROUPSET

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.


10 SPEED UD
10 SPEED UD
10 SPEED UD
RECORD



TIME TRIAL™ COMPONENTS

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.


11 SPEED
CAMPAGNOLO
CAMPAGNOLO



COMPONENTS AND WHEELS FOR CYCLOCROSS

Mud, sand, water, toil, and sweat.
In Cyclocross you have to learn to live with these elements that make every ride extremely tough and demanding.

These rules are proven for the riders, but even more so for the components and wheels! This is why every ounce of experience acquired by the Campagnolo® engineers has been poured into the range dedicated to this difficult sport, making the components more resistant and reliable even in the most extreme climate and terrain conditions. Mud and dust are no longer a concern, because the wheels and cranksets are equipped with special seals that close the door to all external contaminants. So the bearings consistently do their best work, allowing the Cyclocross wheels to assure the maximum smoothness even after many hours of use in extreme conditions. Spokes, hubs, and lacing patterns are a guarantee of stability even in the presence of violent stresses. But that's not all. The Campy Tech Lab™ engineering staff conducted in-depth studies on the behaviour of the chain on the chainrings during shifting in the most critical situations, leading to some very important results. The inner machining of the chainrings was created to facilitate the up shift and downshift of the chain, so that the movements are fast and precise in all conditions.

First in the laboratory, then directly in the field, the Campagnolo® components and wheels passed with flying colours, all the extremely rigorous tests performed on them. Now it's your turn to put them to the test!

CX 10 CRANKSET
POWER TORQUE SYSTEM™
IN CARBON FIBRE

The athletes who field-tested the new CX 10 crankset in carbon fibre did not hold back. Campagnolo® realised all their needs by optimising the dimensions and spacing of the chainrings. Mud is no longer a problem.

The Campy Tech Lab™ engineers applied the same asymmetrical design to the teeth as our 11s systems, which have shown very low friction values and an incredibly high operating precision. The chainrings are in aluminium with the chain up shift and downshift zones specifically designed for Cyclocross.



POWER TORQUE SYSTEM™

FEATURE		BENEFIT
- C.A.R.T. – Cyclocross Advanced Racing Technology™	>	chainrings for Campagnolo® 10-speed groupsets developed specifically for Cyclocross use / Efficiency in all conditions of use
- chain up shift and downshift zones specially designed for Cyclocross	>	fast shifting even in critical situations due to rough terrain or the presence of mud on the chainrings
- Power Torque System™ bottom bracket with special seals for Cyclocross	>	reduced U-factor and Q-factor / Durability over time even in extreme use and in difficult conditions
- carbon fibre cranks	>	light weight and high stiffness to torsion and flexion/ enable efficient power transmission
- black anodised finish of the chainrings	>	greater protection of the exposed parts and aesthetics in line with the crank in carbon fibre
- combinations: 50-34 and 46-36	>	developed and optimised for Cyclocross

C.A.R.T. CYCLOCROSS ADVANCED RACING TECHNOLOGY™







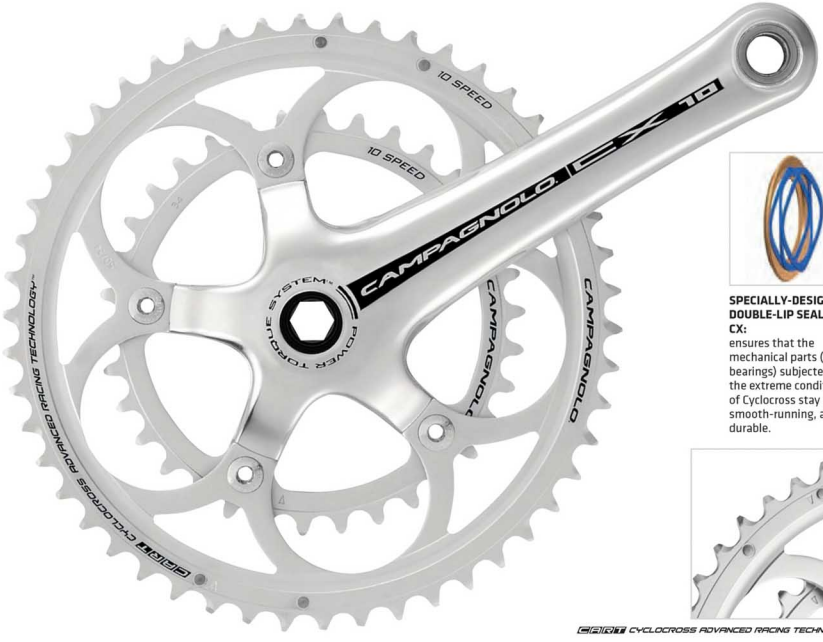
SPECIALLY-DESIGNED DOUBLE-LIP SEAL FOR CX: ensures that the mechanical parts (balls/ bearings) subjected to the extreme conditions of Cyclocross stay clean, smooth-running and durable.

CRANK IN CARBON FIBRE: light weight of the crankset – maximum stiffness of the crank and efficient power transmission.

CX 10 CRANKSET
POWER TORQUE SYSTEM™

Campagnolo® has set a new standard for Cyclocross. The aluminium crankset developed for all the 10-speed groupsets uses chainrings dedicated to off-road.

The optimised design of the teeth and of the chain up shift/downshift zones ensures the maximum performance even in the most extreme conditions. The high-protection seals for the Power Torque System™ bottom bracket make the bearings extremely smooth and maintain performance over time.



SPECIALLY-DESIGNED DOUBLE-LIP SEAL FOR CX:
ensures that the mechanical parts (balls/ bearings) subjected to the extreme conditions of Cyclocross stay clean, smooth-running, and durable.

C.A.R.T. CYCLOCROSS ADVANCED RACING TECHNOLOGY™

POWER TORQUE SYSTEM™



ALUMINIUM CRANK/CHAINRINGS: ensures considerable stiffness and long life. The teeth of the chainrings and the up shift/downshift zones are designed for use in extreme conditions.

FEATURE	BENEFIT
- C.A.R.T. – Cyclocross Advanced Racing Technology™	> chainrings for Campagnolo® 10-speed groupsets developed specifically for Cyclocross use / Efficiency in all conditions of use
- chain up shift and downshift zones specially designed for Cyclocross	> fast shifting even in critical situations due to rough terrain or the presence of mud on the chainrings
- Power Torque System™ bottom bracket with special seal for Cyclocross	> reduced U-factor and Q-factor / Durability over time even in extreme use and in difficult conditions
- silver finish	> the crank and the chainrings in silver aluminium, specially designed for CX, complete the look of the Campagnolo® Veloce™/Centaur™ 10s components
- combinations: 50-34 and 46-36	> developed and optimised for Cyclocross

CX 11 CRANKSET
POWER TORQUE SYSTEM™
IN CARBON FIBRE

Are you a Cyclocross professional or, do you require the absolute best performance from your bike? Then you've got to have the CX 11 carbon fibre crankset on your bike. You'll recognise it by the special graphics and you'll appreciate the chainring combinations of 46-36 or 34-50 teeth.

The design of the teeth and the up shift and downshift zones for the 11-speed drivetrain is the maximum anyone could wish for in Cyclocross. Friction is reduced to a minimum and shifting precision is assured even in the presence of mud. The single axle of the Power Torque System™ assures absolute stiffness and quick assembly and servicing.



FEATURE		BENEFIT
- C.A.R.T. – Cyclocross Advanced Racing Technology™	>	chainrings for Campagnolo® 11-speed groupsets developed specifically for Cyclocross use / Efficiency in all conditions of use
- chain up shift and downshift zones specially designed for Cyclocross	>	fast shifting even in critical situations due to rough terrain or the presence of mud on the chainrings
- Power Torque System™ bottom bracket with special seals for Cyclocross	>	reduced U-factor and Q-factor / Durability over time even in extreme use and in difficult conditions
- carbon fibre cranks	>	light weight and high stiffness to torsion and flexion / enable efficient power transmission
- black anodised finish on the chainrings	>	greater protection of the exposed parts and aesthetics in line with the carbon fibre crank
- combinations: 50-34 and 46-36	>	developed and optimised for Cyclocross









SPECIALLY-DESIGNED DOUBLE-LIP SEAL FOR CX: ensures that the mechanical parts (balls/bearings) subjected to the extreme conditions of Cyclocross stay clean, smooth-running, and durable.



CRANK IN CARBON FIBRE: light weight of the crankset – maximum stiffness of the crank and efficient power transmission.

CX 11S CRANKSET
POWER TORQUE SYSTEM™

Campagnolo® has optimised the chainrings to assure shifting without hesitation even in extreme conditions.
The 11s crankset in aluminium, "transformed" for CX use, is now ready to confront the challenging courses with mud, sand, and water!

The new bottom bracket Power Torque System™ assures the same U-factor and Q-factor values, extremely important in Cyclocross, while the chainring combination offers the two classic options for this sport: 50-34 or 46-36.
The special graphics distinguish the crankset of the Cyclocross series.







POWER TORQUE SYSTEM™ BOTTOM BRACKET: reduced U-factor and Q-factor.



SPECIALLY-DESIGNED DOUBLE-LIP SEAL FOR CX: ensures that the mechanical parts (balls/bearings) subjected to the extreme conditions of Cyclocross stay clean, smooth-running, and durable.



ALUMINIUM CRANK/ CHAINRINGS: ensures great stiffness and long life. The teeth of the chainrings and the up shift/downshift zones are designed for use in extreme conditions.

FEATURE		BENEFIT
- C.A.R.T. – Cyclocross Advanced Racing Technology™	>	chainrings for Campagnolo® 11-speed groupsets developed specifically for Cyclocross use / Efficiency in all conditions of use
- chain up shift and downshift zones specially designed for Cyclocross	>	fast shifting even in critical situations due to rough terrain or the presence of mud on the chainrings
- Power Torque System™ bottom bracket with special seals for Cyclocross	>	reduced U-factor and Q-factor. Durability over time even in extreme use and in difficult conditions
- silver finish	>	crank and chainrings maintain their classic aluminium finish, allowing the Athena™11s components to complete the drive train with silver finish
- combinations: 50-34 and 46-36	>	developed and optimised for Cyclocross

SCIROCCO™ CX

Scirocco™ continues to be a huge success in the traditional "road" configuration.

Its eclectic characteristics were the perfect starting point for producing a Cyclocross product destined to become a point of reference.



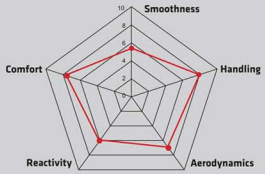


FEATURE	BENEFIT
- machined sides	> reduced weight of the peripheral mass
- variable section stainless steel spokes	> aerodynamics and stability at high speeds
- oversize right-hand rear flange	> greater lateral stiffness and greater reactivity
- G3™ spoke pattern for the rear wheel	> efficient transmission of power to the wheel
- additional seal	> keeps the bearings/balls zone clean and smooth running, maintaining performance over time

S.H.A.R.C.

WEIGHT: 1795 g









OVERSIZE UPPER BRIDGE: facilitates tire mounting.



ADDITIONAL SEAL: keeps the bearings/balls zone clean and smooth running, maintaining performance over time.



OVERSIZE FLANGE: enables efficient transmission of power to the wheel - increases torsional stiffness and the overall reactivity of the wheel.



G3 GEOMETRY™ the G3™ spoke pattern makes it possible to optimise and balance the tension of the spokes between the left and right sides of the wheel, increasing its lateral stiffness – eliminates vibrations at high speeds.



ALUMINIUM HUB FOR STRAIGHT-HEAD SPOKES: maximum stiffness of the wheel – maintains performance over time.

VENTO™ REACTION™ CX

The characteristic G3™ spoke pattern on the front and rear and the oversize flanges will make this an unmistakable wheel, now created in a special version for racing on the muddy terrains of the Cyclocross course.

Thanks to the technical aspects developed by the Campy Tech Lab™ specifically for CX, Vento™ Reaction™ wheels are bound to give you the utmost satisfaction.

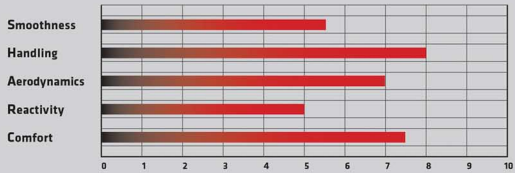


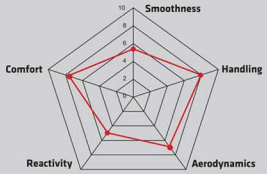


FEATURE	BENEFIT
- hubs with oversize flanges	> greater stiffness and greater reactivity
- G3™ spoke pattern	> optimises the spoke tension – long-lasting performance
- rim with deeper upper bridge	> easy to mount the inner tube and the clincher
- variable section stainless steel spokes	> aerodynamics and stability at high speeds
- additional seal	> keeps the bearings/balls zone clean and smooth running, maintaining performance over time

S.H.A.R.C.

WEIGHT: 1827 g









OVERSIZE UPPER BRIDGE: facilitates tire mounting.



ADDITIONAL SEAL: keeps the bearings/balls zone clean and smooth running, maintaining performance over time.



OVERSIZE FLANGES: make it possible to obtain greater torsional stiffness, increasing the overall reactivity of the wheels.



G3 GEOMETRY™ the G3™ spoke pattern makes it possible to optimise and balance the tension of the spokes between the left and right sides of the wheel, increasing its lateral stiffness – eliminates vibrations at high speeds.



VARIABLE SECTION STAINLESS STEEL SPOKES: increases the aerodynamic penetration of the wheel and keeps it stable at high speeds.

KHAMSIN™ CX

1873 grams for the new Khamsin™ CX version: for Campagnolo® it represents the entry level, for many, a starting point.

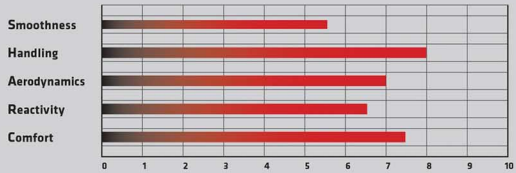
In fact, Khamsin™ CX represents the real point of reference for wheels in this segment: the absolute winner in terms of price/quality ratio.



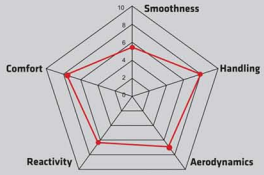


FEATURE	BENEFIT
- G3™ spoke pattern	> optimises the spoke tension – long-lasting performance
- rim with deeper upper bridge	> easy to mount the inner tube and the clincher
- stainless steel straight-head spokes	> greater spoke tension and greater overall stiffness of the wheel / long-lasting performance
- additional seal	> keeps the bearings/balls zone clean and smooth running, maintaining performance over time

S.H.A.R.C.



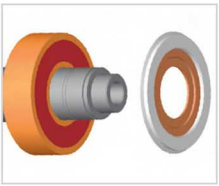
WEIGHT: 1873 g







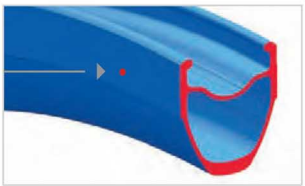
OVERSIZE UPPER BRIDGE: facilitates tire mounting.



ADDITIONAL SEAL: keeps the bearings/balls zone clean and smooth running, maintaining performance over time.



OVERSIZE FLANGE: enables efficient transmission of power to the wheel - increases torsional stiffness and the overall reactivity of the wheel.



WEAR INDICATOR: provides an easy way to check the state of wear and tear of the rim at any time.



G3 GEOMETRY™ The G3™ spoke pattern makes it possible to optimise and balance the tension of the spokes between the left and right sides of the wheel, increasing its lateral stiffness – eliminates vibrations at high speeds.


ITERA
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2011 WHEELS



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Campagnolo

WHEELS TECHNOLOGY

Campagnolo® wheels' pursuit of high performance while maintaining extremely high quality and reliability levels, is the goal that engineers at Campy Tech Lab™ pursue every day in order to offer Campagnolo® fans even higher performing products.

The quality of Campagnolo® wheels is guaranteed, as always, by painstaking manual assembly carried out by expert fitters using the strictest construction standards.

2-WAY FIT™

TUBELESS & CLINCHER PROFILE

2-Way Fit™ is the – profile which makes it possible to fit both a tubeless tiretire or a classic clincher.
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.

With no doubt tubeless tires are the future of road cycling. Apart from greater comfort, the advantages are many: 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.

The lack of tubes eliminates puncture risks.
And what if the tubeless tire has a puncture? The Campagnolo® 2-Way Fit™ system allows you to use a traditional inner tube by simply removing the hermetic closure valve to ride home with no problem.

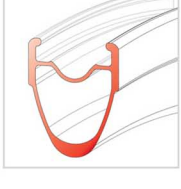
ULTRA-FIT TUBELESS™

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.





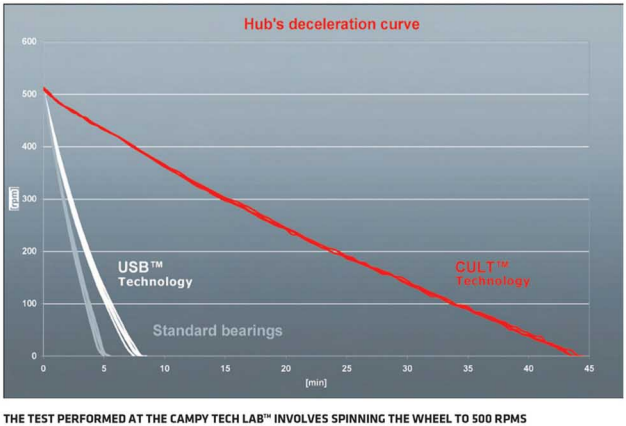


CERAMIC ULTIMATE LEVEL TECHNOLOGY
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE

CULT™: Ceramic Ultimate Level Technology™.

Behind this 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 necessary for lubrication, just a small amount of oil.
CULT™ is a solution that increases the smoothness of ceramic ball bearings and takes them to the next level.





THE TEST PERFORMED AT THE CAMPY TECH LAB™ INVOLVES SPINNING THE WHEEL TO 500 RPMS THEN LETTING IT DECELERATE. THE TEST RESULTS ARE AMAZING: THE WHEEL EQUIPPED WITH CULT™ BALL BEARINGS CONTINUES ITS MOTION FOR A FULL 45 MINUTES, I.E. NINE TIMES LONGER THAN STANDARD BEARINGS.

SCAN THE TWO-DIMENSIONAL MATRIX CODE WITH YOUR SMARTPHONE AND DISCOVER ALL THE INFORMATION ON THIS TECHNOLOGY.
Instructions are available at this page 7

CERAMIC ULTRA SMOOTH BEARINGS

Campagnolo® has a long-standing reputation for the extremely high performance of its hubs in terms of smoothness and reliability.
In fact, all the projects are entirely developed in our R&D department Campy Tech Lab™ and we have put obsessive care into taking care of every detail.
The hubs with USB™ ceramic bearings (Ultra Smooth Bearings) further enhance the wheels' smoothness and reduce weight and the need for maintenance.
Comparative tests have shown that USB™ bearings are 50% smoother than standard bearings.
Now improving your performance during the race or simply going for a ride with your friends will be easier.



CAMPAGNOLO® QUICK RELEASES

They are not an accessory. Quick releases are extremely important safety elements.
This is why Campy Tech Lab™ is always in search of new, safer and more user-friendly solutions.
The increased cam effect, already introduced on last seasons' releases, resulted in great satisfaction and appreciation.



SPOKE ANTIROTATIONSYSTEM

The Campagnolo® Hyperon™ One, Zonda™ and Bora™ One wheels feature a spoke antirotation system patented by Campagnolo® that raises spoke performance to an unprecedented level.
The Campagnolo® designers studied the spoke-hub interface from the ground up to create a coupling system that would keep the spokes always in the exact identical position. This means that the spokes of Campagnolo® wheels do not rotate, so there is no loss of tension during use and the aerodynamic penetration is not compromised.



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.



S.H.A.R.C. Index

No two wheels are alike, and no two riders.
This is why Campagnolo®, in collaboration with professional racers as well as amateur enthusiasts, has identified and developed the five most significant indicators that will allow you to choose the best wheel for your riding style and your needs.

What does S.H.A.R.C. stand for?

Smoothness: This indicator helps you understand the degree of smoothness of one wheel with respect to another thanks, for example, to the use of high performance the CULT™ ceramic ball bearings, or the USB™ ceramic ball bearings, or thanks to other technologies applied to the wheel such as 2-Way Fit™.

Handling: This is the agility and reactivity of the wheel in changing direction at a given impulse on the part of the rider. This indicator depends on the geometry of the spokes and of the hub, and on the cross-section of the rim, the materials used, and the type of tire.

Aerodynamic: Indicates the performance features of the wheel in terms of its propensity to penetrate the air. This factor depends on the height and profile of the rim, the section and form of the spokes, and the degrees of camber of the wheel.

Reactivity: How "ready" and quick is the wheel in response to your change of pace on the pedals? The reactivity index of the wheel refers precisely to this concept. Reactivity depends on the weight of the rim and of the wheel in its entirety, on the torsional stiffness (i.e. how much the wheel deforms around the hub at the moment in which the cyclist pushes on the pedals), the flexional stiffness (i.e. the extent to which the wheel maintains its shape along its axis when it is shifted, due to the push on the pedal, from the vertical axis), and on inertia.

Comfort: Do you prefer a wheel that can absorb the ruggedness of the terrain or an absolutely rigid wheel with no compromise? It depends on your driving style and your particular needs.
The comfort index aims to help you to understand the behaviour of the wheel in the case of roads that are not perfectly smooth, and in any case to help you understand the extent to which the wheel transmits the vibrations of your bike.

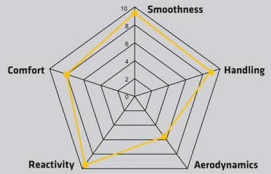
Campagnolo® provides you with all the technical information, but now it's up to you to decide which is the perfect wheel for your needs! Your passion, your way of riding your bike, and your feeling will enable you to make the best choice.

HYPERON ULTRA TWO

S.H.A.R.C.

WEIGHT: 1231 g*



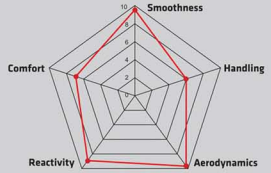


BORA ULTRA TWO

S.H.A.R.C.

WEIGHT: 1310 g*






HYPERON ULTRA



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

Climbs feed our passion and desire to conquer the summit second to none; pushing the pedals after every turn raises your adrenaline level: this is your wheel!
Hyperon™ Ultra™ Two Tubular is Campagnolo´s lightest wheel and one of the lightest in the bicycle market; but as opposed to other products, it is carbon quality that does the trick, 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.
From the first push on the pedals, CULT™ provides an unparalleled smooth sensation, while the rim dynamic balance provides maximum stability, even at high speed.



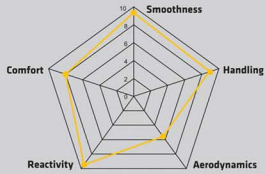


FEATURE	BENEFIT
- full-carbon rim	> maximum lightness, stiffness, and reactivity
- rear rim with asymmetrical drilling	> optimises the spoke tension on the sides of the wheel
- variable section stainless steel spokes	> aerodynamics and stability at high speeds
- carbon hub bodies	> stiffness and lightness
- cup and cone bearings	> precision operation – reduction of ball/bearing play – easy ball/bearing adjustment
- CULT™ Technology	> greater smoothness
- special carbon brake pads	> maximum braking performance in all weather conditions
- dynamic balancing on the rim	> wheel stability even at high speeds, reduced weight

S.H.A.R.C.



WEIGHT: 1231 g*







FULL-CARBON RIM:
enables reduced rim weight and high stiffness.

CERAMIC ULTIMATE LEVEL TECHNOLOGY
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE



CERAMIC BALLS – CRONITECT® BEARINGS
maximum smoothness (nine times smoother than traditional bearings) – maintains performance over time – lubrication with thin film of oil.



CUP AND CONE BEARINGS:
easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time .



OVERSIZE FLANGE:
enables efficient transmission of power to the wheel - increases torsional stiffness and the overall reactivity of the wheel.



CARBON HUBS:
reduces the overall weight of the wheel – increases reactivity ,

HYPERON™ ULTRA™ TWO

Maximum performance and the lightest possible weight, together with clincher versatility.
Ideal for all kinds of climbs and perfect for long distances. Hyperon™ Ultra™ Two clinchers with CULT™ bearings; low friction and incredibly smooth, provide great satisfaction in every ride.



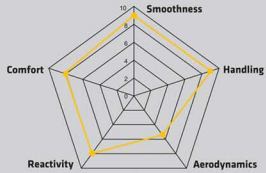


FEATURE	BENEFIT
- full-carbon rim	> maximum lightness, stiffness, and reactivity
- rear rim with asymmetrical drilling	> optimises the spoke tension on the sides of the wheel
- variable section stainless steel spokes	> aerodynamics and stability at high speeds
- carbon hub bodies	> stiffness and lightness
- cup and cone bearings	> precision operation – reduction of ball/bearing play – easy ball/bearing adjustment
- CULT™ Technology	> greater smoothness
- special carbon brake pads	> maximum braking performance in all weather conditions
- dynamic balancing on the rim	> wheel stability even at high speeds, reduced weight

S.H.A.R.C.



WEIGHT: 1345 g*





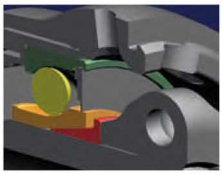


FULL-CARBON RIM: enables reduced rim weight and high stiffness.

CULT CERAMIC ULTIMATE LEVEL TECHNOLOGY
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE



CERAMIC BALLS – CRONITECT® BEARINGS maximum smoothness (nine times smoother than traditional bearings) – maintains performance over time – lubrication with thin film of oil.



CUP AND CONE BEARINGS: easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.



OVERSIZE FLANGE: enables efficient transmission of power to the wheel - increases torsional stiffness and the overall reactivity of the wheel.



CARBON HUBS: reduces the overall weight of the wheel – increases reactivity.

HYPERON™ ONE

Climbers have a dream: sprint and change pace like a pro! With a Hyperon™ One mounted on their bikes, they can make their dream come true. Campagnolo® wanted to keep the performance and fast reactions of carbon rims used in superior models and, at the same time, make the wheel more affordable to enthusiasts, adding an aluminium hub and low friction steel bearings.



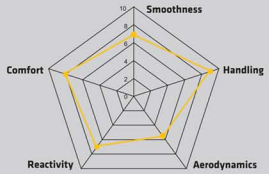


FEATURE	BENEFIT
- full-carbon rim	> maximum lightness, stiffness, and reactivity
- rear rim with asymmetrical drilling	> optimises the spoke tension on the sides of the wheel
- variable section burnished stainless steel spokes	> aerodynamics and stability at high speeds
- spoke anti-rotation system	> keeps the spokes in the aerodynamic position
- cup and cone bearings	> precision operation – reduction of ball/bearing play – easy ball/bearing adjustment
- special carbon brake pads	> maximum braking performance in all weather conditions
- dynamic balancing on the rim	> wheel stability even at high speeds, reduced weight

S.H.A.R.C.



WEIGHT: 1380 g*







FULL-CARBON RIM: enables reduced rim weight and high stiffness.



REAR RIM WITH ASYMMETRICAL DRILLING: optimises the tension of the spokes on the sides of the wheel.



ANTI-ROTATION SYSTEM: keeps the spokes consistently in the aerodynamic position.



STEEL BALLS ON CUP AND CONE BEARINGS: the high performance steel balls coupled with the cup and cone system assure lasting performance, facilitate ball/bearing adjustment – reduce the possible ball/bearing play.



ALUMINIUM HUB

NEUTRON™ ULTRA™

Widely preferred by enthusiasts as the most versatile wheel for all types of routes, Neutron™ Ultra™ adapts perfectly to climbs, straight-lines, fast descents and sharp mountain turns.

This wheel´s greatest strength is its perfect balance, of experience, performance, reliability, and easy maintenance. Carbon hub, cover dimension optimization and rim´s bridge make an extremely light, rigid and responsive wheel.



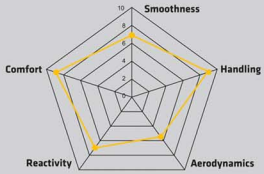


FEATURE		BENEFIT
- polygonal rim	>	optimal distribution of loads on the rim / less rim deformation
- rear rim with asymmetrical drilling	>	better camber, better lateral stiffness, better resistance
- rims milled on the lower bridge	>	greater lightness on the peripheral mass
- variable section stainless steel spokes	>	aerodynamics and stability at high speeds
- carbon and aluminium hub bodies	>	reduced weight, higher overall stiffness of the wheel

S.H.A.R.C.



WEIGHT: 1470 g*







MILLED POLYGONAL RIM: reduces the weight of the rotating mass – optimises the weight/stiffness ratio.



REAR RIM WITH ASYMMETRICAL DRILLING: optimises the tension of the spokes on the sides of the wheel.



CUP AND CONE BEARINGS: easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.



OVERSIZE FLANGE: enables efficient transmission of power to the wheel - increases torsional stiffness and the overall reactivity of the wheel.





CARBON HUBS: reduces the overall weight of the wheel – increases reactivity.

NEUTRON™

Made for chrono acceleration, long distance rides and enthusiasts' longer rides: Neutron™ will meet all your needs.
It can easily adapt to every ride: it performs well under pressure and is extremely responsive in sudden sprints or pace changes.
Neutron™ is the result of years of continuous tests from the Research and Development department at Campy Tech Lab™, with the collaboration of athletes and enthusiasts.



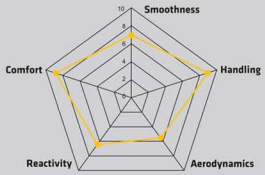


FEATURE	BENEFIT
- polygonal rim	> optimal distribution of loads on the rim / less rim deformation
- rear rim with asymmetrical drilling	> better camber, better lateral stiffness, better resistance
- rims milled on the lower bridge	> greater lightness on the peripheral mass
- variable section stainless steel spokes	> aerodynamics and stability at high speeds

S.H.A.R.C.

WEIGHT: 1550 g*





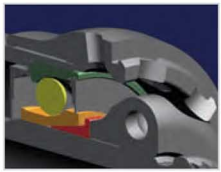




POLYGONAL RIM: the polygonal geometry enables the low profile rim to maintain high stiffness and reactivity.



REAR RIM WITH ASYMMETRICAL DRILLING: optimises the tension of the spokes on the sides of the wheel.



CUP AND CONE BEARINGS: easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.



ALUMINIUM REAR HUB



ALUMINIUM FRONT HUB


2WAYFIT
ULTRA



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.

After the 2-Way Fit™ wheels' great success, Campagnolo® introduced 3 double clincher versions: Shamal™ 2-Way Fit™, Eurus™ 2-Way Fit™ and Zonda™ 2-Way Fit™: 3 different models that allow our customers to choose the most appropriate wheel to meet their demands.
The 2011 selection includes Vento™ and Scirocco™ wheels: reliable, robust and perfect for everyday training, including the new Khamsin™, which is lighter and more responsive.

SHAMAL™ ULTRA™

2-WAY FIT™

Campagnolo® was the first to believe in tubeless wheels, offering a wheel with two different uses: clincher or tubeless.
The market has recognised this choice and Shamal™ 2-Way Fit™ with USB™ ceramic bearings continue to be, even in 2011, the eldest members in a family of winning wheels!
Light, explosive and smooth: Shamal™ 2-Way Fit™ are the best choice of aluminium rim wheels: designed and created for competitions, they will keep you completely satisfied when training or on any course where you feel like challenging your team members.



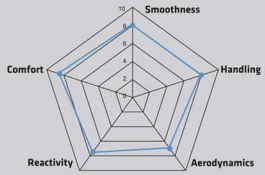


FEATURE	BENEFIT
- 2-Way Fit™ technology	> possibility to use the wheel with either tubeless tires or standard clincher
- rims with toroidal milling	> reduces the weight of the peripheral mass / greater reactivity and acceleration
- rim with Ultra-Fit™ Tubeless profile	> profile tested for tubeless tires – easy tire fitting
- tubeless compatible rim	> greater smoothness, comfort and safety / less possibility of puncture
- hubs with USB™ ceramic balls	> reduced friction coefficient, maximum smoothness, maintains performance over time
- aluminium nipples	> reduces the peripheral weight of the wheel / greater reactivity
- differentiated front and rear rims	> good handling and reduced weight of the front wheel – greater stiffness and reactivity

S.H.A.R.C.



WEIGHT: 1440 g*







ULTRA FIT™ TUBELESS PROFILE:
rim profile specific for mounting tubeless tires – easy mounting and removal.



2-WAY FIT™
dual use of the wheel: possibility to use either the traditional clincher or the innovative tubeless tire.



USB™ ULTRA SMOOTH BEARINGS - CERAMIC BALLS:
reduces friction and maintains performance over time.



VARIABLE SECTION ALUMINIUM AERO SPOKES:
reduces the weight and increases the mechanical resistance of the spokes - increases the aerodynamic penetration of the wheel.



CARBON HUBS:
reduces the overall weight of the wheel – increases reactivity.

EURUS™
2-WAY FIT™

Eurus™ 2-Way Fit™: the proof of a versatile wheel considered suitable for every ride.
Following the Shamal™ 2-Way Fit™ success, Eurus™ is introduced in the market of tubeless/clincher wheels, at very competitive prices, but with no compromise in high performances.



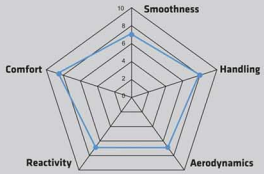


FEATURE	BENEFIT
- 2-Way Fit™ technology	> possibility to use either the traditional clincher or the innovative tubeless tire
- milled rim	> reduces the weight of the peripheral mass / greater reactivity and acceleration
- rim with Ultra-Fit™ Tubeless profile	> profile tested for tubeless tires – easy tire mounting
- tubeless compatible rim	> greater smoothness, comfort and safety / less possibility of punctures
- aluminium nipples	> reduces the peripheral weight of the wheel / greater reactivity
- variable section aluminium aero spokes	> llight weight and aerodynamics
- differentiated front and rear rims	> good handling and reduced weight of the front wheel – greater stiffness and reactivity

S.H.A.R.C.

WEIGHT: 1500 g*





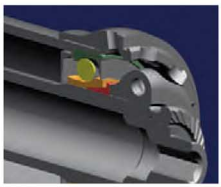




ULTRA FIT™ TUBELESS PROFILE:
rim profile specific for mounting tubeless tires – easy mounting and removal.



2-WAY FIT™:
dual use of the wheel: possibility to use either the traditional clincher or the innovative tubeless tire.



STEEL BALLS ON CUP AND CONE:
the high performance steel balls coupled with the cup and cone system assure lasting performance, facilitate ball/bearing adjustment – reduce the possible ball/bearing play.



ANTI-ROTATION SYSTEM™
keeps the spoke profile consistently in the aerodynamic position.



ALUMINIUM HUB

ZONDA™
2-WAY FIT™

2-Way Fit™ technology for everyday use: Zonda™ 2-Way Fit™ is the best training wheel for the most demanding racers and enthusiasts looking for comfort, safety and smooth performance of tubeless wheels.

The Zonda™ 2-Way Fit™ can be easily recognised for by aggressive look, but with a surprisingly low weight - 1580 g - and for its quick response to sprinting and change of pace.



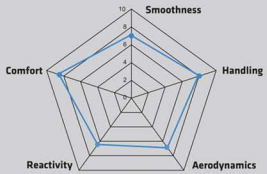


FEATURE	BENEFIT
- milled rim	> reduces the weight of the peripheral mass / greater reactivity and acceleration
- Tubeless compatibility with Ultra-Fit™ Tubeless and 2-Way Fit™ technology	> possibility to use either a clincher or a tubeless tire
- Tubeless compatible rim	> greater smoothness, comfort and safety / less possibility of punctures
- steel spokes with differentiated thickness	> maximum lateral and torsional stiffness, greater reactivity
- differentiated front and rear rims	> good handling and reduced weight of the front wheel – greater stiffness and reactivity
- G3™ spoke pattern for the rear wheel	> efficient transmission of power to the wheel
- spoke anti-rotation system	> maintains the maximum aerodynamic penetration of the wheel and less air turbulence

S.H.A.R.C.

WEIGHT: 1580 g*







ULTRA TUBELESS FIT



ULTRA FIT™ TUBELESS PROFILE:
rim profile specific for mounting tubeless tires – easy mounting and removal.

2-WAY FIT™ TUBELESS & CLINCHER PROFILE

2-WAY FIT™
dual use of the wheel: possibility to use either the traditional clincher or the innovative Tubeless tire.



STAINLESS STEEL AERO SPOKES:
high stiffness and reactivity of the wheel – increases the aerodynamic penetration of the wheel.



ANTI-ROTATION SYSTEM™
keeps the spoke onsistently in the aerodynamic position.



DYNAMIC BALANCING:
keeps the wheel stable even at high speeds thanks to the balancing spoke opposite the valve.



ALUMINIUM HUB

SHAMAL™ ULTRA™

Light and smooth - thanks to its USB™ ceramic bearings. They are exceptionally good for sprinting and acceleration.

Tubular Shamal™ Ultra™ performs perfectly at competitive levels, while the clincher series are ideal for those who want to combine a traditional clincher with the performance of a wheel designed to win.



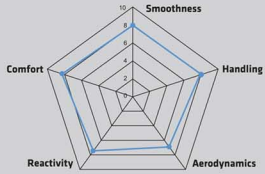


FEATURE		BENEFIT
- rims with toroidal milling	>	reduces the weight of the peripheral mass / greater reactivity and acceleration
- variable section aluminium aero spokes	>	light weight and aerodynamics / greater reactivity
- carbon-aluminium hub bodies	>	optimised weight and greater stiffness
- hubs with USB™ ceramic balls	>	reduced friction coefficient, maximum smoothness, maintains performance over time
- aluminium nipples	>	reduces the peripheral weight of the wheel / greater reactivity
- differentiated front and rear rims	>	good handling and reduced weight of the front wheel – greater stiffness and reactivity
- G3™ spoke pattern for the rear wheel	>	efficient transmission of power to the wheel

S.H.A.R.C.



WEIGHT: 1425 g*







TUBULAR VERSION



LIGHTENED RIM:
the toroidal milling of the rim in the non-stress points makes it possible to eliminate the excess weight of the rim, increasing its reactivity without reducing stiffness.



CERAMIC BALLS:
reduces friction and maintains performance over time.



G3 GEOMETRY™
the G3™ spoke pattern makes it possible to optimise and balance the tension of the spokes between the left and right sides of the wheel, increasing its lateral stiffness – eliminates vibrations at high speeds.



ALUMINIUM AERO SPOKES:
reduces the weight and increases the mechanical resistance of the spokes - increases the aerodynamic penetration of the wheel.



CARBON HUBS:
reduces the overall weight of the wheel – increases reactivity.

EURUS™

Eurus™ was designed to be a very versatile wheel: light for climbs, fast when sprinting, it easily adapts to different pedalling styles and all kinds of rides.

Eurus™ clincher is available in classic black and in the original design with a silver rim and black spokes.



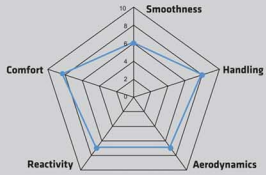


FEATURE		BENEFIT
- milled rim	>	reduces the weight of the peripheral mass / greater reactivity and acceleration
- differentiated front and rear rims	>	good handling and reduced weight of the front wheel – greater stiffness and reactivity
- aluminium nipples	>	reduces the peripheral weight of the wheel / greater reactivity
- variable section aluminium aero spokes	>	light weight and aerodynamics
- G3™ spoke pattern for the rear wheel	>	efficient transmission of power to the wheel

S.H.A.R.C.

WEIGHT: 1482 g*

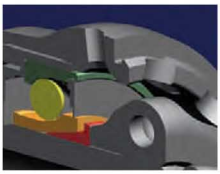








LIGHTENED RIM:
the milling of the rim in the non-stress points makes it possible to eliminate the excess weight of the rim, increasing its reactivity without reducing stiffness.



STEEL BALLS ON CUP AND CONE:
the high performance steel balls coupled with the cup and cone system assure lasting performance, facilitate ball/bearing adjustment – reduce the possible ball/bearing play.



G3 GEOMETRY™
the G3™ spoke pattern makes it possible to optimise and balance the tension of the spokes between the left and right sides of the wheel, increasing its lateral stiffness – eliminates vibrations at high speeds.



ALUMINIUM AERO SPOKES:
reduces the weight and increases the mechanical resistance of the spokes - increases the aerodynamic penetration of the wheel.



ALUMINIUM HUB

ZONDA™

The characteristics of the G3™ Campagnolo® spoke design, its aggressive look and its 1,555 g weight, make the Zonda™ clincher an "alternate" wheel for all enthusiasts looking for performance at low prices.

Technical and performance characteristics of the best models are all included: apart from the G3™ system, Zonda™ includes differential and shaped rims, as well as aero anti rotation spokes.
Now it's your turn to climb to the top and lead the pack.



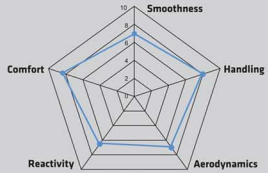


FEATURE	BENEFIT
- milled rim	> reduces the weight of the peripheral mass / greater reactivity and acceleration
- differentiated front and rear rims	> good handling and reduced weight of the front wheel – greater stiffness and reactivity
- variable section stainless steel spokes	> aerodynamics and stability at high speeds
- G3™ spoke pattern for the rear wheel	> efficient transmission of power to the wheel
- anti-rotation system on the spokes	> maintains the maximum aerodynamic penetration of the wheel and less air turbulence

S.H.A.R.C.



WEIGHT: 1555 g*







LIGHTENED RIM:
the milling of the rim in the non-stress points makes it possible to eliminate the excess weight of the rim, increasing its reactivity without reducing stiffness.



STEEL BALLS ON CUP AND CONE:
the high performance steel balls coupled with the cup and cone system assure lasting performance, facilitate ball/bearing adjustment – reduce the possible ball/bearing play.



ANTI-ROTATION SYSTEM ON THE SPOKES:
maintains the maximum aerodynamic penetration of the wheel and less air turbulence.



STAINLESS STEEL AERO SPOKES:
high stiffness and reactivity of the wheel – increases the aerodynamic penetration of the wheel.



ALUMINIUM HUB FOR STRAIGHT-HEAD SPOKES:
maximum stiffness of the wheel – maintains performance over time.

SCIROCCO™

Scirocco™ is the choice of riders looking for the best quality at the lowest cost.
This wheel is the result of the work done by the Campy Tech Lab™ design department: the right balance between performance and price to provide customers with a wheel that can perform at the same level of higher-ranked wheels.
Scirocco™ wheels are chromatic Black.



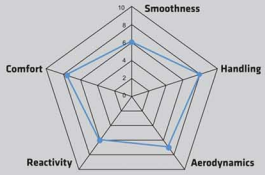


FEATURE	BENEFIT
- machined sides	> reduced weight of the peripheral mass
- variable section stainless steel spokes	> aerodynamics and stability at high speeds
- oversize right-hand rear flange	> greater lateral stiffness and greater reactivity
- sealed industrial bearings	> less maintenance – longer life of the ball bearings
- G3™ spoke pattern for the rear wheel	> efficient transmission of power to the wheel

S.H.A.R.C.



WEIGHT: 1795 g*







OVERSIZE UPPER BRIDGE: facilitates tire mounting.



DYNAMIC BALANCING: keeps the wheel stable even at high speeds thanks to the two balancing spokes opposite the valve.



OVERSIZE FLANGE: enables efficient transmission of power to the wheel - increases torsional stiffness and the overall reactivity of the wheel.



G3 GEOMETRY™ the G3™ spoke pattern makes it possible to optimise and balance the tension of the spokes between the left and right sides of the wheel, increasing its lateral stiffness – eliminates vibrations at high speeds.



ALUMINIUM HUB FOR STRAIGHT-HEAD SPOKES: maximum stiffness of the wheel – maintains performance over time.

VENTO™ REACTION™

Large cones, the G3™ geometry differential spokes, and an aggressive design make the Vento™ Reaction™ wheels a very attractive option in terms of price and performance.

The pleasure of enjoying Campagnolo® technology in every training session and even in long distance rides.



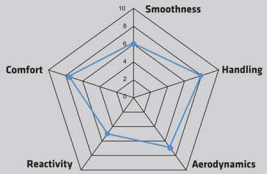


FEATURE	BENEFIT
- hubs with oversize flanges	> greater stiffness and greater reactivity
- G3™ spoke pattern	> optimises the spoke tension – long-lasting performance
- rim with deeper upper bridge	> easy to mount the inner tube and the clincher
- variable section stainless steel spokes	> aerodynamics and stability at high speeds
- sealed industrial bearings	> less maintenance - greater durability of bearings and balls

S.H.A.R.C.

WEIGHT: 1827 g*









OVERSIZE UPPER BRIDGE: facilitates tire mounting.



DYNAMIC BALANCING: keeps the wheel stable even at high speeds thanks to the balancing spoke opposite the valve.



OVERSIZE FLANGES: make it possible to obtain greater torsional stiffness, increasing the overall reactivity of the wheels.



G3 GEOMETRY™ the G3™ spoke pattern makes it possible to optimise and balance the tension of the spokes between the left and right sides of the wheel, increasing its lateral stiffness – eliminates vibrations at high speeds.



VARIABLE SECTION STAINLESS STEEL SPOKES: increases the aerodynamic penetration of the wheel and keeps it stable at high speeds.

KHAMSIN™

The same quality in medium profile wheels? Only the price is low! Actually, Khamsin™ 2011 could well be considered part of a higher category, thanks to its light weight (1873 g) and straight spokes.

Work done at R&D Campy Tech Lab™ allows all wheel lovers to obtain a Campagnolo® product enjoying and aggressive and long lasting Khamsin™.



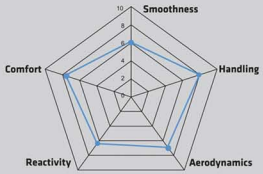


FEATURE	BENEFIT
- G3™ spoke pattern	> optimises the spoke tension – long-lasting performance
- rim with deeper upper bridge	> easy to mount the inner tube and the clincher
- stainless steel straight-head spokes	> greater spoke tension and greater overall stiffness of the wheel / long-lasting performance
- sealed bearings	> less maintenance and long life of bearings and balls

S.H.A.R.C.



WEIGHT: 1873 g*







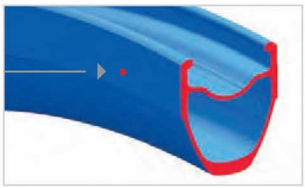
OVERSIZE UPPER BRIDGE: facilitates tire mounting.



STRAIGHT-HEAD SPOKES: maximum stiffness of the wheel – maintains performance over time.



OVERSIZE FLANGE: enables efficient transmission of power to the wheel - increases torsional stiffness and the overall reactivity of the wheel.



WEAR INDICATOR: provides an easy way to check the state of wear and tear of the rim at any time.



G3 GEOMETRY™ the G3™ spoke pattern makes it possible to optimise and balance the tension of the spokes between the left and right sides of the wheel, increasing its lateral stiffness – eliminates vibrations at high speeds.


BORA
ULTRA
TWO
GNOLO



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. Long straight rides are the natural terrain for this full carbon wheel.

This wheel shows its explosiveness and smoothness in "tough" competitions with sprints and sudden pace changes, but with no risk of damaging the product. Your opponents will try to chase this wheel...in vain.



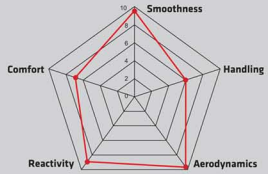


FEATURE	BENEFIT
- full-carbon rim	> maximum stiffness and lightness – maximum reactivity
- rim height 50 mm with wing profile calculated on the basis of fluid physics	> high coefficient of air penetration for the maximum aerodynamics
- hubs in structural carbon fibre with variable sections	> optimises the weight of the hub – maximum stiffness and reactivity
- rear hub with oversize right-hand flange	> efficient transmission of power to the wheel
- CULT™ technology	> maintains performance over time
- dynamic balancing on the rim	> reduced weight, greater coefficient of air penetration, less turbulence
- special brake pads	> optimised braking in all weather conditions for carbon braking surface
- cup and cone bearings	> precision operation – reduction of ball/bearing play – easy ball/bearing adjustment

S.H.A.R.C.



WEIGHT: 1310 g*





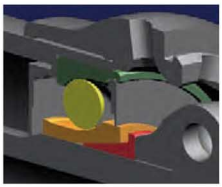
CULT™ CERAMIC ULTIMATE LEVEL TECHNOLOGY
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE



CULT™ CERAMIC BALLS – CRONITECT® BEARINGS: maximum smoothness (nine times smoother than traditional bearings) – maintains performance over time – lubrication with thin film of oil.



AERO PROFILE 50mm, FULL-CARBON: profile designed according to the calculations of fluid physics to obtain the maximum air penetration and the maximum aerodynamic coefficient.



CUP AND CONE BEARINGS: easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.



G3 GEOMETRY™ the G3™ spoke pattern makes it possible to optimise and balance the tension of the spokes between the left and right sides of the wheel, increasing its lateral stiffness – eliminates vibrations at high speeds.



CARBON HUBS: reduces the overall weight of the wheel – increases reactivity.

BORA™ ONE

Bora™: this is the widely recognized reference of high profile wheel, so efficient that racers will stick to it even in the hardest mountain stages.
With its "One" series Campagnolo® has made it possible to enter into the "Bora" myth.

The aluminium hub and steel bearings are the only difference with its "older sister".
Great performance and satisfaction, at a very affordable price.

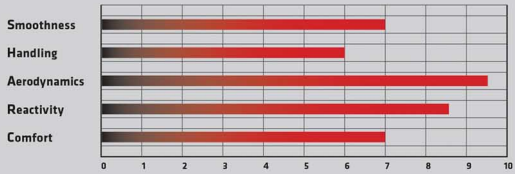


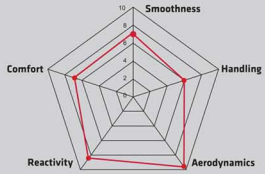


FEATURE	BENEFIT
- full-carbon rim	> maximum stiffness and lightness – maximum reactivity
- rim height 50 mm with ring profile calculated on the basis of fluid physics	> high coefficient of air penetration for the maximum aerodynamics
- burnished stainless steel aero spokes	> aerodynamics and stability at high speeds
- aluminium hubs	> easy maintenance
- cup and cone bearings	> precision operation – reduction of ball/bearing play – easy ball/bearing adjustment
- dynamic balancing on the rim	> reduced weight, greater coefficient of air penetration, less turbulence
- special brake pads	> optimised braking in all weather conditions for carbon braking track
- spoke anti-rotation system	> maintains the maximum aerodynamic penetration of the wheel and less air turbulence

S.H.A.R.C.

WEIGHT: 1350 g*





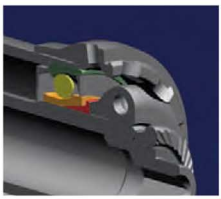




AERO PROFILE 50mm, FULL-CARBON:
profile designed according to the fluid physics calculations to obtain the maximum air penetration and the maximum aerodynamic coefficient.



ANTI-ROTATION SYSTEM™
keeps the spoke profile consistently in the aerodynamic position .



STEEL BALLS ON CUP AND CONE:
the high performance steel balls coupled with the cup and cone system assure lasting performance, facilitate ball/bearing adjustment – reduce the possible ball/bearing play.



G3 GEOMETRY™
the G3™ spoke pattern makes it possible to optimise and balance the tension of the spokes between the left and right sides of the wheel, increasing its lateral stiffness – eliminates vibrations at high speeds.



ALUMINIUM HUBS

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 adopt the CULT™ technology for the road version.





PISTA

FEATURE	BENEFIT
- tensile structure in aramidic fibre	> maximum stiffness / maintains stiffness over time
- aluminium hub bodies	> maximum torsional stiffness
- cup and cone bearings in CULT™ technology (for road version)	> extremely low friction coefficient - maximum smoothness (30% more than traditional systems) - constant performance over time

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.

Designed to maximize the rigidity and resistance to bending and torsional radial strength, the Pista™ wheel has aluminium 38mm rim and stainless steel spokes to provide better reaction and power.



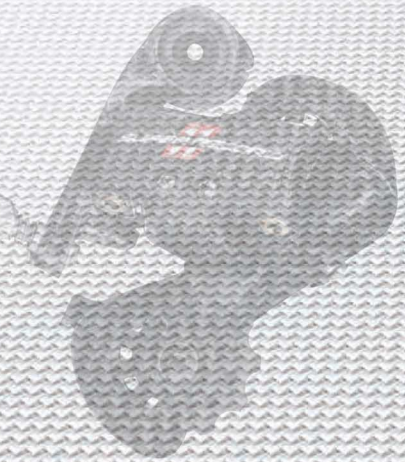


FEATURE	BENEFIT
- 38mm aluminium aero rim	> maximum lateral and torsional stiffness / maintains stiffness features over time
- stainless steel aero spokes	> maximum stiffness maintained over time



Dear Friend,

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





TECHNICAL SPECIFICATIONS

GROUPSETS

138 | SUPER RECORD™

141 | RECORD™

144 | CHORUS™

146 | ATHENA™

148 | CENTAUR™

150 | VELOCE™

152 | PISTA™

153 | TIME TRIAL™

154 | COMP TRIPLE™

155 | CX

WHEELS

156 | LOW / HIGH-PROFILE

158 | MEDIUM-PROFILE

SUPER RECORD™ 2011

	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 - carbon fiber forged aluminium upper and lower body - metal-carbon cage - lightened special rubber pulleys - bottom pulley with ceramic bearings	155
	**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 - 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	330
	**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, 12-29	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	2,10/ link **

SUPER RECORD™ 2011

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**SUPER RECORD™ Ultra-Torque™ Titanium 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 - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles in titanium - requires Super Record ULTRA-TORQUE™ BB cups	585
	**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 - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles - requires Super Record ULTRA-TORQUE™ BB cups	625
	**SUPER RECORD™ Ultra-Torque™ CT™ Titanium 10s crankset**	170, 172.5, 175 mm 34-50	full-carbon unidirectional-multidirectional cranks - hollow cranks (Ultra-Hollow™ Structure) - light alloy fixing bolts - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles in titanium - requires Super Record ULTRA-TORQUE™ BB cups	584
	**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 - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles - requires Super Record ULTRA-TORQUE™ BB cups	625
	**SUPER RECORD™ Ultra-Torque™ BB outboard cups**	ITA, ENG	aluminium	45
	**Ultra-Torque™ OS-Fit™ integrated cups**	BB30 Ø 42, BB30 Ø 46, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	29

SUPER RECORD™ 2011

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**RECORD™ Pro-Fit Plus™ pedals**		Titanium axle -light alloy body - with floating (standard) or fixed (optional) cleats - composite axle fixing nuts - polished aluminium finish - broad support base - release adjustment display - sealed cartridge axle	266
	**SUPER RECORD™ 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 - optional: front and rear dual-pivot brake (297 g)	272
	**RECORD™ headset**		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone systeme	104
	**RECORD™ Threadless™ headset**		1" - 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

* Average weight - it refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.

** Example: 2,10 x 108 links = 227 g

RECORD™ 2011

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**RECORD™ 11s rear derailleur**		upper to lower pulley-axle: 55 mm - composite outer plate - parallelogram with 11s geometry - black anodized forged aluminium upper and lower body - metal-carbon cage - lightened special rubber pulleys - pulley movement with ceramic ball bushings	172
	**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-O™ clamp - Z-shape™ lower cage - antifriction treatment	74
	**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	337
	**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, 12-29	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	2,10/ link **

RECORD™ 2011

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**RECORD™ Ultra-Torque™ Carbon 11s 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 - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - 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	627
	**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 XPSS™ (eXtreme Performance Shifting System) - 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	627
	**RECORD™ Ultra-Torque™ BB outboard cups**	ITA, ENG	aluminium	46
	**Ultra-Torque™ OS-Fit™ integrated cups**	BB30 Ø 42, BB30 Ø 46, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	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™ 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 - optional: front and rear dual-pivot brake (303 g)	278

RECORD™ 2011

	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" - 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

* Average weight - it refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.

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

CHORUS™ 2011

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**CHORUS™ 11s rear derailleur**		upper to lower pulley-axle: 55 mm - composite outer plate - parallelogram with 11s geometry - black anodized forged aluminium upper body - lightened special rubber pulleys	186
	**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	337
	**CHORUS™ 11s sprockets**	11-23, 11-25, 12-25, 12-27, 12-29	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	230
	CHORUS™ 11s chain		width 5,5 mm - Ni-PTFE Finish - 114 links - requires Ultra-Link™ for 11s chain - 11s outer link	2,24/ link **

CHORUS™ 2011

	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 - light alloy chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	667
	**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 XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated ULTRA-TORQUE™ semi-axles - requires ULTRA-TORQUE™ BB cups	667
	**RECORD™ Ultra-Torque™ BB outboard cups**	ITA, ENG	aluminium	46
	**Ultra-Torque™ OS-Fit™ integrated cups**	BB30, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	29
	**CHORUS™ 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 - optional: front and rear dual-pivot brake (319 g)	299
	**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

* Average weight - it refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.

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

ATHENA™ 2011

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**ATHENA™ 11s rear derailleur**		upper to lower pulley-axle: 55 mm - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys	209
	**ATHENA™ 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 - chrome-plated nickel fork - antifriction insert - M-brace™ body - Even-O™ clamp - Z-shape™ lower cage	92
	**ATHENA™ POWER-SHIFT™ 11s Ergopower™ shifters**		for caliper brakes - composite body - brake lever in aluminium - Power-Shift mechanism - 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	372
	**ATHENA™ POWER-SHIFT™ 11s Alu-Carbon Ergopower™ shifters**	silver	for caliper brakes - composite body - carbon brake lever with aluminium core - Power-Shift mechanism - 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	372
	**CHORUS™ 11s sprockets**	11-23, 11-25, 12-25, 12-27, 12-29	steel - nickel-chromed finish - light alloy supports for the final two triplets - 11s timing - 11s tooth machining - 11s light alloy lockring, thread 27x1	230
	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 **
	**ATHENA™ Power-Torque™ 11s crankset**	170, 172.5, 175 mm 39-52, 39-53	forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with silver anodization - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	736

ATHENA™ 2011

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**ATHENA™ Power-Torque™ 11s crankset**	170, 172.5, 175 mm 34-50	forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with silver anodization - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	740
	**ATHENA™ 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 - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	644
	**ATHENA™ Power-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 - chainrings with XPSS™ (eXtreme Performance Shifting System) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	640
	**Power-Torque™ BB outboard cups**	ITA, ENG	aluminium	72
	**Power-Torque™ OS-Fit™ integrated cups**	BB30 Ø 42, BB30 Ø 46, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	50
	**ATHENA™ 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 - optional: front and rear dual-pivot brake (331 g)	306
	RECORD ™ cable guide plate		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* Average weight - it refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.

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

CENTAUR™ 2011

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**CENTAUR™ 10s rear derailleur**	short cage	upper to lower pulley-axle: 55 mm - aluminium bodies - rollers on bushings - parallelogram with 11s geometry - lightened special rubber pulleys	220
	**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	92
	**CENTAUR™ POWER-SHIFT™ 10s Ergopower™ shifters**		for caliper brakes - double/triple crankset compatible – composite body - brake lever in aluminium - ball bearings - Power-Shift mechanism - 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	373
	**CENTAUR™ POWER-SHIFT™ 10s Alu-Carbon Ergopower™ shifters**		for caliper brakes - double/triple crankset compatible – composite body - carbon brake lever with aluminium core - ball bearings - Power-Shift mechanism - 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	375
	**CENTAUR™ UD™ 10s sprockets**	11-23, 11-25 12-25, 13-26, 13-29, 14-23	steel - Ultra-Drive™ - nickel-chromed finish - supplied with lockring - light alloy supports	248
	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™ 2011

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**CENTAUR™ Power-Torque™ 10s crankset**	170, 172.5, 175 mm 39-52, 39-53	forged aluminium cranks - chainrings with MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	738
	**CENTAUR™ Power-Torque™ Carbon 10s crankset**	170, 172.5, 175 mm 39-52, 39-53	full-carbon unidirectional-multidirectional cranks - chainrings with MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	644
	**CENTAUR™ Power-Torque™ CT™ crankset**	170, 172.5, 175 mm 34-50	forged aluminium cranks - chainrings with MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	742
	**CENTAUR™ Power-Torque™ CT™ Carbon crankset**	170, 172.5, 175 mm 34-50	full-carbon unidirectional-multidirectional cranks - chainrings with MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	640
	**RECORD™ Power-Torque™ BB outboard cups**	ITA, ENG	aluminium	72
	**Power-Torque™ OS-Fit™ integrated cups**	BB30 Ø 42, BB30 Ø 46, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	50
	**CENTAUR™ brakes**		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - brake pads orbital adjustment - front and rear dual-pivot brake - forged arms - special pad compound	310
	RECORD ™ cable guide plate		to fit under bottom bracket shell - composite, suitable to oversize shells - technopolymer with PTFE	5

* Average weight - it refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.

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

VELOCE™ 2011

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**VELOCE™ 10s rear derailleur**	short cage black silver	upper to lower pulley-axle: 55 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	227
		medium cage black silver	upper to lower pulley-axle: 72,5 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	260
	**VELOCE™ QS™ STD + CT™ 9s/10s front derailleur**	braze-on clip-on: 32, 35 mm black silver	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - antifriction insert - chrome-plated nickel fork - surface treatments	98
	**VELOCE™ POWER-SHIFT™ 10s Ergopower™ shifters**	black silver	for caliper brakes - double/triple crankset compatible – composite body - aluminium brake lever - Power Shift mechanism - 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	368
	**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	369
	**VELOCE™ UD™ 10s sprockets**	11-25, 12-23, 12-25, 13-26, 13-29	steel - Ultra-Drive™ - single sprockets - galvanized - supplied with lockring	258
	VELOCE™ Ultra-Narrow™ 10s chain		width 5,9 mm - Ni-PTFE Finish - 114 links - Ultra-Drive™ - requires HD-Link™ for Ultra Narrow™ chai	2,39/ link **

VELOCE™ 2011

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**VELOCE™ Power-Torque™ 10s crankset**	170, 172.5, 175 mm 39-52, 39-53	forged aluminium cranks - chainrings MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	758
	**VELOCE™ Power-Torque™ CT™ 10s crankset**	170, 172.5, 175 mm 34-50	forged aluminium cranks - chainrings MPS™ (Micro Precision Shifting) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups	753
	**Power-Torque™ BB outboard cups**	ITA, ENG	aluminium	72
	**Power-Torque™ OS-Fit™ integrated cups**	BB30 Ø 42, BB30 Ø 46, 86,5x41	aluminium - integrated cups for oversize shells BB30 and 86,5x41	50
	**VELOCE™ brakes**		brake-pad height adjustment ratio: 40÷50 mm (measured from brake fixing-bolt to brake-shoe-nut) - forged arms - lightened rear brake - special pad compound - brake pads orbital adjustment - front and rear dual-pivot brake	325
	RECORD ™ cable guide plate		sottoscatola MC - in composito, adatta a scatole oversize - tecnopolimero caricato in PTFE	5

* Average weight - it refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.

** Example: 2,39 x 108 links = 258 g

PISTA™ 2011

	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™ headset**		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104
	**RECORD™ Threadless™ headset**		1" - 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™ 2011

	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

* Average weight - it refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.

COMP TRIPLE™ 2011

	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

CYCLECROSS CRANKSETS 2011

	COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
	**CX Power-Torque™ 11s crankset**	170, 172.5, 175 mm 36-46, 34-50	forged aluminum cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with CART™ (Cyclecross Advanced Racing Technology) - chainrings with silver anodization - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups - specially-designed double-lip seal for CX	728
	**CX Power-Torque™ CARBON 11s crankset**	170, 172.5, 175 mm 36-46, 34-50	full-carbon unidirectional-multidirectional cranks - light alloy fixing bolts and nuts - light alloy chainrings - chainrings with CART™ (Cyclecross Advanced Racing Technology) - chainrings with hard anodization treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups - specially-designed double-lip seal for CX	628
	**CX Power-Torque™ 10s crankset**	170, 172.5, 175 mm 36-46, 34-50	forged aluminium cranks - chainrings with CART™ (Cyclecross Advanced Racing Technology) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups - specially-designed double-lip seal for CX	731
	**CX Power-Torque™ CARBON 10s crankset**	170, 172.5, 175 mm 36-46, 34-50	full-carbon unidirectional-multidirectional cranks - chainrings with CART™ (Cyclecross Advanced Racing Technology) - light-alloy sheared-drawn chainrings with antifriction treatment - 8 pins on the large chainring - integrated POWER-TORQUE™ axle - requires POWER-TORQUE™ BB cups - specially-designed double-lip seal for CX	629
	**CX Power-Torque™ BB outboard cups**	ITA, ENG	aluminium with specially-designed double-lip seal for CX	72

* Average weight - it refers to the lighter specification among the available options. The weight of the hubs does not include the quick-release.

LOW/HIGH-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™/ USB™ BEARINGS	HUB FINISHING	SPOKE ANTI-ROTATION SYSTEM	COMPATIBILITY	REQUIRES SPECIAL SPROCKET SET
LOW-PROFILE WHEELS																							
HYPERON™ ULTRA™ Two front cl.	580	28"	carb	21/20,5	-		•	carb	22		SS	AE DB		•	alu	100	carb	•	C	carb			
HYPERON™ ULTRA™ Two rear cl.	765	28"	carb	23/20,5	-	•	•	carb	24		SS	AE DB		•	alu	130	alu/carb	•	C	blk/carb		9/10/11	
HYPERON™ ULTRA™ Two rear cl. (HG)	804	28"	carb	23/20,5	-	•	•	carb	24		SS	AE DB		•	alu	130	alu/carb	•	C	blk/carb		8/9/10	
HYPERON™ ULTRA™ Two front tub.	536	28"	carb	19/20	-		-	carb	22		SS	AE DB		•	alu	100	carb	•	C	carb			
HYPERON™ ULTRA™ Two rear tub.	695	28"	carb	21/20	-	•	-	carb	24		SS	AE DB	•	•	alu	130	alu/carb	•	C	blk/carb		9/10/11	
HYPERON™ ULTRA™ Two rear tub. (HG)	734	28"	carb	21/20	-	•	-	carb	24		SS	AE DB	•	•	alu	130	alu/carb	•	C	blk/carb		8/9/10	
HYPERON™ One front cl.	615	28"	carb	21/20,5	-		•	carb	22		SS	AE DB		•	alu	100	alu	•		black	•		
HYPERON™ One rear cl.	765	28"	carb	23/20,5	-	•	•	carb	24		SS	AE DB		•	alu	130	alu	•		black	•	9/10/11	
HYPERON™ One rear cl. (HG)	804	28"	carb	23/20,5	-	•	•	carb	24		SS	AE DB		•	alu	130	alu	•		black	•	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			
NEUTRON™ ULTRA™ rear cl.	840	28"	alu	18/20,5	M	•	•	black	24		SS	AE DB	•	•	alu	130	alu/carb	•		blk/carb		9/10/11	
NEUTRON™ front cl.	660	28"	alu	18/20,5			•	black	22		SS	AE DB		•	alu	100	alu	•		black			
NEUTRON™ rear cl.	890	28"	alu	18/20,5		•	•	black	24		SS	AE DB	•	•	alu	130	alu	•		black		9/10/11	
HIGH-PROFILE WHEELS																							
BORA™ ULTRA™ Two front tub.	565	28"	carb	50/20	-		-	carb	18	•	SS	AE DB			alu	100	carb	•	C	carb			
BORA™ ULTRA™ Two rear tub.	745	28"	carb	50/20	-		-	carb	21/G3™	•	SS	AE DB			alu	130	alu/carb	•	C	blk/carb		9/10/11	
BORA™ ULTRA™ Two rear tub. (HG)	779	28"	carb	50/20	-		-	carb	21/G3™	•	SS	AE DB			alu	130	alu/carb	•	C	blk/carb		8/9/10	
BORA™ One front tub.	590	28"	carb	50/20	-		-	carb	18	•	SS	AE DB			alu	100	alu	•		black	•		
BORA™ One rear tub.	760	28"	carb	50/20	-		-	carb	21/G3™	•	SS	AE DB			alu	130	alu	•		black	•	9/10/11	
BORA™ One rear tub. (HG)	799	28"	carb	50/20	-		-	carb	21/G3™	•	SS	AE DB			alu	130	alu	•		black	•	8/9/10	
GHIBLI™ ULTRA™ rear road	1010	28"	alu	D/19	-		-	-	-	-	aramide	-	-		-	132	alu	•	C	-	-		•
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.	1040	28"	alu	38/20			-	black	24		SS				alu	120	alu			black			

KEY
M = Milled
MT = Toroidal Milling
DB = Butted
AE = Aero
UAE = Ultra Aero
SS = Stainless steel
BR = Brass

* average weight - does not include the quick-release and it refers to the lightest configuration.

MEDIUM-PROFILE WHEELS

KEY
M = Milled
MT = Toroidal Milling
DB = Butted
AE = Aero
UAE = Ultra Aero
SS = Stainless steel
BR = Brass

* average weight (tolerance +/- 5%) - does not include the quick-release and it refers to the lightest configuration.

	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™/USB™ BEARINGS	HUB FINISHING	SPOKE ANTI-ROTATION SYSTEM	COMPATIBILITY	REQUIRES SPECIAL SPROCKET SET
MEDIUM-PROFILE WHEELS																							
SHAMAL™ ULTRA™ 2-Way Fit™ front	615	28"	alu	24/20,5	MT			black	16	•	alu	AE DB		•	alu	100	alu/carb	•	U	blk/carb			
SHAMAL™ ULTRA™ 2-Way Fit™ rear	825	28"	alu	28/20,5	MT	•		black	21/G3™	•	alu	AE DB		•	alu	130	alu/carb	•	U	blk/carb		9/10/11	
SHAMAL™ ULTRA™ 2-Way Fit™ rear (HG)	864	28"	alu	28/20,5	MT	•		black	21/G3™	•	alu	AE DB		•	alu	130	alu/carb	•	U	blk/carb		8/9/10	
EURUS™ 2-Way Fit™ front	643	28"	alu	24/20,5	MT			black	16	•	alu	AE DB		•	alu	100	alu	•		black			
EURUS™ 2-Way Fit™ rear	857	28"	alu	28/20,5	MT	•		black	21/G3™	•	alu	AE DB		•	alu	130	alu	•		black		9/10/11	
EURUS™ 2-Way Fit™ rear (HG)	896	28"	alu	28/20,5	MT	•		black	21/G3™	•	alu	AE DB		•	alu	130	alu	•		black		8/9/10	
ZONDA™ 2-Way Fit™ front	680	28"	alu	24/20,5	M			black	16	•	SS	AE DB		•	BR	100	alu	•		black			
ZONDA™ 2-Way Fit™ rear	900	28"	alu	30/20,5	M	•		black	21/G3™	•	SS	AE DB		•	BR	130	alu	•		black		9/10/11	
ZONDA™ 2-Way Fit™ rear (HG)	939	28"	alu	30/20,5	M	•		black	21/G3™	•	SS	AE DB		•	BR	130	alu	•		black		8/9/10	
SHAMAL™ ULTRA™ front tub.	612	28"	alu	24,5/20	MT		-	black	16	•	alu	AE DB		•	alu	100	alu/carb	•	U	blk/carb			
SHAMAL™ ULTRA™ rear tub.	813	28"	alu	28,5/20	MT	•	-	black	21/G3™	•	alu	AE DB		•	alu	130	alu/carb	•	U	blk/carb		9/10/11	
SHAMAL™ ULTRA™ rear tub. (HG)	852	28"	alu	28,5/20	MT	•	-	black	21/G3™	•	alu	AE DB		•	alu	130	alu/carb	•	U	blk/carb		8/9/10	
SHAMAL™ ULTRA™ front cl.	605	28"	alu	24/20,5	MT			black	16	•	alu	AE DB		•	alu	100	alu/carb	•	U	blk/carb			
SHAMAL™ ULTRA™ rear cl.	820	28"	alu	30/20,5	MT	•		black	21/G3™	•	alu	AE DB		•	alu	130	alu/carb	•	U	blk/carb		9/10/11	
SHAMAL™ ULTRA™ rear cl. (HG)	859	28"	alu	30/20,5	MT	•		black	21/G3™	•	alu	AE DB		•	alu	130	alu/carb	•	U	blk/carb		8/9/10	
EURUS™ front cl.	634	28"	alu	24/20,5	MT			slv/blk	16	•	alu	AE DB		•	alu	100	alu	•		slv/blk			
EURUS™ rear cl.	848	28"	alu	30/20,5	MT	•		slv/blk	21/G3™	•	alu	AE DB		•	alu	130	alu	•		slv/blk		9/10/11	
EURUS™ rear cl. (HG)	887	28"	alu	30/20,5	MT	•		slv/blk	21/G3™	•	alu	AE DB		•	alu	130	alu	•		slv/blk		8/9/10	
ZONDA™ front cl.	670	28"	alu	24/20,5	M			black	16	•	SS	AE DB		•	BR	100	alu	•		black			
ZONDA™ rear cl.	885	28"	alu	30/20,5	M	•		black	21/G3™	•	SS	AE DB		•	BR	130	alu	•		black		9/10/11	
ZONDA™ rear cl. (HG)	924	28"	alu	30/20,5	M	•		black	21/G3™	•	SS	AE DB		•	BR	130	alu	•		black		8/9/10	
SCIROCCO™ front cl.	775	28"	alu	24/20,5			•	black	20	•	SS	AE DB			BR	100	alu	-		black			
SCIROCCO™ rear cl.	1020	28"	alu	24/20,5			•	black	27/G3™	•	SS	AE DB			BR	130	alu	-		black		9/10/11	
SCIROCCO CX™ front cl.	775	28"	alu	24/20,5			•	black	20	•	SS	AE DB			BR	100	alu	-		black			
SCIROCCO CX™ rear cl.	1020	28"	alu	24/20,5			•	black	27/G3™	•	SS	AE DB			BR	130	alu	-		black		9/10/11	
VENTO™ REACTION™ front cl.	825	28"	alu	24/20,5			•	black	24/G3™	•	SS	DB			BR	100	alu	-		black			
VENTO™ REACTION™ rear cl.	1002	28"	alu	24/20,5			•	black	27/G3™	•	SS	DB			BR	130	alu	-		black		9/10/11	
VENTO™ REACTION CX™ front cl.	825	28"	alu	24/20,5			•	black	24/G3™	•	SS	DB			BR	100	alu	-		black			
VENTO™ REACTION CX™ rear cl.	1002	28"	alu	24/20,5			•	black	27/G3™	•	SS	DB			BR	130	alu	-		black		9/10/11	
KHAMSIN™ front cl.	828	28"	alu	24/20,5			•	black	20	•	SS				BR	100	alu	-		black			
KHAMSIN™ rear cl.	1045	28"	alu	24/20,5			•	black	27/G3™	•	SS				BR	130	alu	-		black		9/10/11	
KHAMSIN CX™ front cl.	828	28"	alu	24/20,5			•	black	20	•	SS				BR	100	alu	-		black			
KHAMSIN CX™ rear cl.	1045	28"	alu	24/20,5			•	black	27/G3™	•	SS				BR	130	alu	-		black		9/10/11	

LOW-PROFILE WHEELS

HYPERON™ ULTRA™ TWO™
tubolar



- full-carbon rims
- 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 nuks
- rear hub with oversize right-hand flange
- carbon hub bodies
- new dynamic balancing
- 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
- special brake pads

HYPERON™ ULTRA™ TWO™
clincher



- full-carbon rims
- 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 nuks
- new 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
- special brake pads

HYPERON™ ONE™
clincher



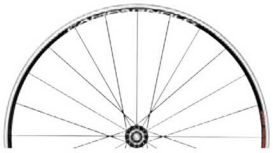
- full-carbon rims
- differentiated front-rear rims
- asymmetrical rear rim
- differentiated spokes
- variable section stainless steel aero spokes
- ultralinear geometry
- spoke anti-rotation system
- nut-plate system with ball coupling
- self-locking nuks
- new dynamic balancing
- rear hub with oversize right-hand flange
- aluminium hub bodies
- cup and cone bearings
- 4x15 balls 5/32" stainless steel
- monolithic FW body
- oversize light-alloy axles
- 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 nuks
- 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

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 nuks
- cup and cone bearings
- 4x15 balls 5/32" stainless steel
- standardised front-rear bearings
- monolithic FW body
- oversize light-alloy hub and axle bodies

MEDIUM-PROFILE WHEELS

SHAMAL™ ULTRA™ 2-WAY FIT™



- 2-Way Fit™ rim with tubeless Ultra-Fit™ profile
- lightened 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 USB™ bearings, standardised front-rear, ceramic 4x15 balls 5/32"
- monolithic FW body
- oversize light-alloy axles
- undrilled top bridge

EURUS™ 2-WAY FIT™



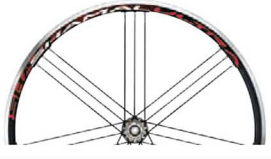
- 2-Way Fit™ rim with tubeless Ultra-Fit™ profile
- rim with toroidal milling
- welded joint and machined sides
- dynamic balancing
- variable section aluminium aero spokes
- differentiated front-rear rims
- G3 geometry™ (rear)
- aluminium nipples
- oriented spoke holes
- ultralinear geometry
- aluminium 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
- undrilled top bridge

ZONDA™ 2-WAY FIT™



- 2-Way Fit™ rim with tubeless Ultra-Fit™ profile
- milled rim
- welded joint and machined sides
- dynamic balancing
- variable section inox aero spokes
- spoke anti-rotation system
- 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
- 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 USB™ bearings, standardised front-rear, ceramic 4x15 balls 5/32"
- monolithic FW body
- oversize light-alloy axles
- 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)
- aluminium nipples
- 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
- undrilled top bridge

MEDIUM-PROFILE WHEELS

ZONDA™



- milled rim
- welded joint and machined sides
- dynamic balancing
- variable section stainless steel aero spokes
- spoke anti-rotation system
- 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
- undrilled top bridge

SCIROCCO™



- machined sides
- deeper upper bridge
- dynamic balancing
- variable section stainless steel aero spokes
- G3 geometry™
- aluminium hub bodies
- sealed industrial bearings
- monolithic FW body

- **Cyclocross version** with double sealed hub-bearings

VENTO™ REACTION™



- machined sides
- deeper upper bridge
- dynamic balancing
- variable section stainless steel aero spokes
- G3 geometry™
- aluminium hub bodies
- oversize flanges
- sealed industrial bearings
- monolithic FW body

- **Cyclocross version** with double sealed hub-bearings

KHAMSIN™



- machined sides
- dynamic balancing
- stainless steel spokes
- G3 geometry™
- aluminium hub bodies
- sealed industrial bearings
- monolithic FW body

- **Cyclocross version** with double sealed hub-bearings

HIGH-PROFILE WHEELS

BORA™ ULTRA™ TWO™



- full-carbon rim
- differentiated spokes
- variable section stainless steel aero spokes
- ultralinear geometry
- nut-plate system with ball coupling
- self-locking nuts
- new 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
- special brake pads

BORA™ ONE™



- full-carbon rim
- differentiated spokes
- burnished aero spokes
- spoke anti-rotation system
- ultralinear geometry
- nut-plate system with ball coupling
- self-locking nuts
- new dynamic balancing
- rear hub with oversize right-hand flange
- aluminium hub bodies
- cup and cone bearings
- 4x15 balls 5/32" stainless steel
- monolithic FW body
- oversize light-alloy axles
- 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

PISTA™



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

CAMPAGNOLO® GLOBAL EXPERIENCE

Campagnolo® is not just a product, it is much more. Campagnolo's history is anchored in a set of values developed and nurtured for more than seven decades. These values deal with intelligence and humanity to find the care for customers and their experience the main objective.

Performance, innovation and quality are values that can be found either in the products or the organization, to make sure that our final customers are getting the best possible experience with Campagnolo®.
There are many ingredients that help customers to fully enjoy our products, and those are all standing under two very important words: SERVICE and CARE.

To buy our product is the start of what we call Campagnolo® Global Experience.
Campagnolo believes in the crucial role Dealers play and some years ago created an International Pro-Shop and Service Center network.

Through their commitment and professional approach we are looking after all our customers. Pro-Shops and Service Center, thanks to their acquired know-how, are able to work on highly technological and innovative products conceived to guarantee maximum performance and maximum safety.
That's why Campagnolo®, on regular basis, feeds and updates them with specific tools like Technical Seminars , Technical Manuals, Technical Bulletins.

And to start the Campagnolo® Global Experience, our fans have the opportunity to benefit from our Revolution11 Tour events. In fact, we believe every rider should have the opportunity to understand in advance what he/she might be willing to buy and a test riding experience is the best opportunity to experience firsthand, what words can only promise.
To meet customers' expectations and satisfaction is and will always be our top priority.



TRACEABILITY:
A GUARANTEE OF QUALITY

The keyword for our products is: traceability.
If you find a little label affixed to Campagnolo® products, don't remove it. This is because it is there to provide you with a guarantee that in the event of the ascertained defectiveness of a production batch your component or wheel will be traceable.
All this because, faithful to its mission, Campagnolo® demands absolute perfection and safety for its customers.



CAMPAGNOLO® PRO-SHOP™

The Pro-Shop™ is our showcase to the world.
In order not to disappoint consumers' expectations we are in fact able to communicate with you through our impressive worldwide network of sales outlets.
The Pro-Shops™ have been selected directly by Campagnolo® to guarantee professionalism and highly qualified support to maintain and service all Campagnolo® components and wheels.
This project confirms the company's desire and interest in guaranteeing professionalism at the sales level and complete after-sales support.



ORIGINAL SPARE PARTS

With our Original Spare Parts your Campagnolo® product will stay an original.
Why choose an original Campagnolo® spare part? For the safety, reliability and certainty found in the spare parts designed specifically for Campagnolo® wheels and components. They have very strict tolerances in order to guarantee impeccable operation.
In line with our mission, the original spare parts are built following one criteria: maintaining Campagnolo's unrivaled quality. The only good reason for not having original Campagnolo® spares, is that you haven't made the jump to Campagnolo® products yet.



CAMPAGNOLO® ORIGINAL SPARE PARTS PACKAGING

CAMPAGNOLO® SERVICE CENTER

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

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Printed in Italy 07/2010

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