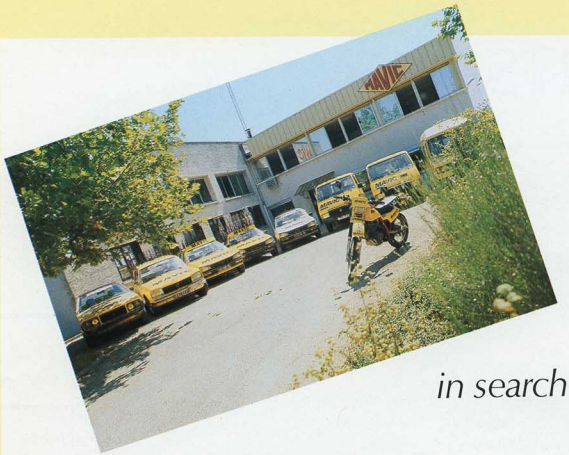
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  Polished rims, anodized rims, hard anodized rims for tubulars.
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MAVIC, in search of excellence

It is not a coincidence that, today, a great number of professional racers, worldwide, race on MAVIC rims.
This international acceptance is the result of continuous technical innovations, a constant search for improved performance, and a never ending search for excellence.

MAVIC has been driven by the constant search for perfection from 1926, when the first aluminium MAVIC rim replaced the wooden rim, to 1980 when the first professional racing team was equipped with "ALL-MAVIC" components.

This quest for excellence allows MAVIC to develop the products of tomorrow while our competitors adopt our answers of today.
Our presence at competitions since 1973, assisting in all the largest races in France, allows us a privileged position for observing and testing.
Thus, MAVIC has since 1977 perfected a sealed bearing hub, and the first monobloc bottom bracket. A year later, in 1978 MAVIC introduced the first entirely take-apart dérailleur.
1979 marked the appearence of the famous "ALL-MAVIC" group on top-of-the line racing bicycles. Today, MAVIC masters new composite materials.

Significant investments in production automation, and computerized machinery allow us to guarantee a very high level of reliability.
Through the mastery of new technologies, the capacity for constant innovation and an obsession with attaining the highest quality, MAVIC has established itself as one of the world's leading producers of top-of-the-line equipment.

Technical assistance and advanced technology.

Technical assistance in races.
Since 1973, **MAVIC** *offers Pro and amateur races organizers their service vehicles, for neutral assistance to racers.*

One or more **MAVIC** *cars loaded with wheels and bicycles, ride with the breakaways and the rear of the pack, ensuring that, in the event of a flat or a crash, the racers can quickly be serviced without waiting for their team manager who is generally with the pack.*

On difficult races as in the **PARIS-ROUBAIX,** *or certain alpine stages of the* **TOUR DE FRANCE,** *or the* **CRITÉRIUM DU DAUPHINÉ LIBÉRÉ,** *the* **MAVIC** *motorcycle loaded with wheels moves quickly and easily from the front to the rear of the pack. Spare bicycles are also available on* **MAVIC** *support trucks and cars.*

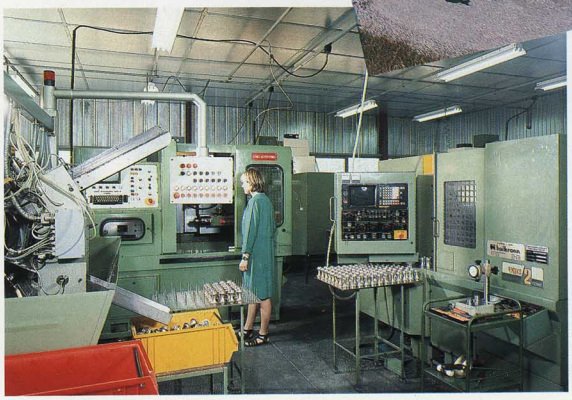
Thanks to **MAVIC** *radio, the organizers, journalists, team managers and doctors are kept informed at all time of any developments on the race.*

In the mountains, communication between vehicles is relayed by **MAVIC** *airplane broadcast.*









The demands of the riders, and the knowledge of the competition have enables **MAVIC** *to attain the* **ADVANCED TECHNOLOGY** *as illustrated in the pages of this catalog.*

DOCUMENT OFFPRESS

DOCUMENT SPRINT INTERNATIONAL

Introduction :

POLISHED RIMS FOR CLINCHERS (Page 6)

MA

MA 2

MODULE "3"

MODULE "4"

HARD ANODIZED RIMS FOR CLINCHERS (Page 8)

MA 40

M3CD

RANDO M4

RANDO M5

ANODIZED RIMS FOR CLINCHERS (Page 7)

MA 2 ARGENT

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SPÉCIALE SPORT

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GP 4

GL 330

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CX 18

RIMS AND WHEELS "SPECIAL SERVICE COURSES" (Pages 12-13)

PARIS ROUBAIX S.S.C.

SPECIAL SERVICE des COURSES

MAVIC



Rims

CLINCHER TYPE



Polished rims

A line of rims intended primarily for use by OEM on high quality bicycles. The tubular profile gives these rims both rigidity and durability.

DENOMINATION	DESCRIPTION	SIZES	Ø SEAT mm	DRILLING	WEIGHT APPROX
 MA	For narrow tire (19 to 25 mm). Single eyelet. For OEM use.	700 C 27 x 1¼	622 630	36 36	410 415
 MA 2	For narrow tire (19 to 25 mm). Double eyelet. A good price/quality ratio. For touring bikes.	700 C 27 x 1¼	622 630	32-36-40 32-36-40	430 435
 MODULE 3	For 25 to 28 mm tire. Single eyelet. For OEM use	700 C 27 x 1¼ 650 B 650 A	622 630 584 590	36-40 36-40 36-40 36-40	510 515 470 475
 MODULE 4	For 28-35 mm tires. Double eyelet. Very strong. Used on sport, touring and tandem bicycles.	700 C 27 x 1¼ 650 B 650 A	622 630 584 590	36-40 36-40 36-40 36-40	550 560 520 530

CLINCHER TYPE

Anodized rims



Anodization is a surface treatment which increases the superficial hardness of the product, improves its finished appearance, and facilitates its maintenance.

DENOMINATION	DESCRIPTION	SIZES	Ø SEAT mm	DRILLING	WEIGHT APPROX
 MA 2 ARGENT	For 19 to 25 mm tires. Double eyelet. Used on sport bicycles and top of the line touring models.	700 C 27 x 1¼	622 630	32-36 32-36	430 435
 MODULE 3 D ARGENT	For 25-28 mm tires. Double eyelet, very strong. For touring bicycles.	700 C 27 x 1¼ 650 B	622 630 584	36-40 36-40 36-40	530 535 490



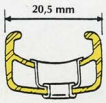
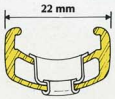
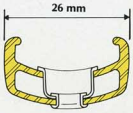
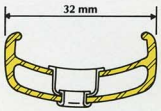
Rims during manufacturing process.

CLINCHER TYPE



Hard anodized rims

Hard anodization process transforms the surface of the rim into aluminium oxide, to a thickness of 40 to 80 micromillimeters, depending on the model. This oxidication which gives the rim its "anthracite grey" color, increases its surface hardness by 10 times, and thereby increases its rigidity.

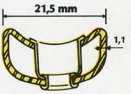
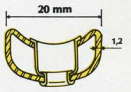
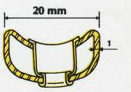
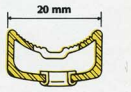
DENOMINATION	DESCRIPTION	SIZES	Ø SEAT mm	DRILLING	WEIGHT APPROX
 **MA 40**	For 19 to 25 mm tires. Double eyelet. For top-of-the-line models used by sport riders, tourists and amateur racers. Used also in professional races.	700 C 27 x 1¼	622 630 571	32-36-40 32-36-40 28-32-36	430 435 395
 **M3 CD**	For 25 to 28 mm tires. Double eyelet. For touring cyclist who requires strength and reliability.	700 C 27 x 1¼	622 630	36-40 36-40	530 535
 **RANDO M4**	For mountain bike tires up to 44 mm. Double eyelet.	26 x 1,75	559	36	500
 **RANDO M5**	For mountain bike tires, from 44 to 55 mm. Double eyelet. Very rigid, for intense use.	26 x 2,125	559	36	550

TUBULAR TYPE

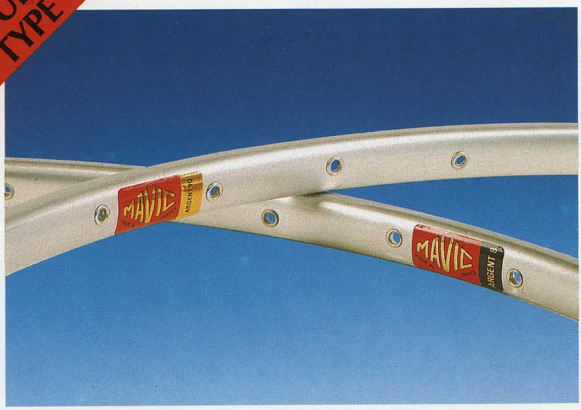
Polished rims



A line of rims intended primarily for OEM use on high quality racing bicycles.

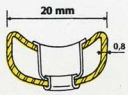
DENOMINATION	DESCRIPTION	SIZES	DRILLING	WEIGHT APPROX
 SPÉCIALE SPORT	Single eyelet. For OEM use.	700 C	32-36	400
 MONTHLERY ROUTE	Double eyelet, good quality/ price ratio for OEM. All purpose (training, cyclo-cross, good in difficult riding conditions).	700 C	32-36-40	420
 MONTHLERY PRO	Double eyelet. OEM. For building training racing wheels at the retail shop.	700 C	24-28-32-36-40	395
 MONTHLERY LÉGÈRE	Double eyelet. For building road-racing wheels at the retail shop	700 C	32-36	330
 PISTE	Single eyelet. A lengthwise groove holds the seam of the tubular tire. Notched profile holds glue.	700 C	28-32-36	370

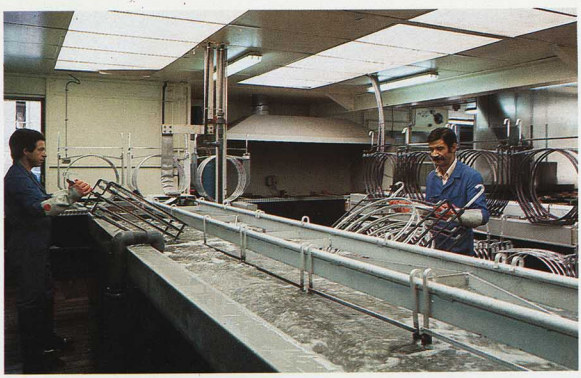
TUBULAR TYPE



Anodized rims

Anodization is a surface treatment which increases the superficial hardness of the product, improves its finished appearance, and facilitates its maintenance.

DENOMINATION	DESCRIPTION	SIZES	DRILLING	WEIGHT APPROX
 **ARGENT 10**	Double eyelet. For the building of top-of-the-line racing bicycles used for road races.	700 C	24-28-32-36	330
 **ARGENT 8**	Double eyelet. The extra-lightweight rim for time trials and hill climbs.	700 C	28-32-36	280



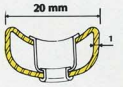
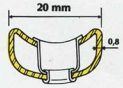
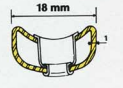
Hard anodization bath.

TUBULAR TYPE

Hard anodized rims



Hard anodization process transforms the surface of the piece into aluminium oxide, to a thickness of 40-80 micromillimeters; depending on the model. This oxidization which gives the rim its "anthracite grey" color, increases its surface hardness by 10 times and thereby increases its rigidity.

DENOMINATION	DESCRIPTION	SIZES	DRILLING	WEIGHT APPROX
 **GP 4**	Double eyelet, a rim for amateur racers and sport cyclists. All-purpose, even in poor riding conditions.	700 C	24-28-32 36-40	395
 **G.L. 330**	Double eyelet, lighter than the GP 4 can be used on all roads. Excellent weight/rigidity ratio.	700 C 650 (26") 600 (24")	24-28-32-36 28-32 28-32	330 310 290
 **G.E.L. 280**	Double eyelet. For time trials and hill climbs. Ideal for use on an extra-lightweight "super-bike".	700 C	28-32-36	280
 **CX 18**	Double eyelet. For time trials and track riding. **Caution : On this rim, use tubulars of the 18 to 20 mm maximum width.**	700 C 650 (26") 600 (24")	24-28-32-36-40 28-32 28-32	310 295 280

SPECIAL SERVICE COURSES

PARIS-ROUBAIX SSC

This is **the rim!** The rim of champions of countless victories. Made of selected alloys. Particular care is taken in its manufacturing. Treated for maximal surface hardening. The result is a rim that is remarkably rigid and reliable.

DENOMINATION	SIZE	DRILLING	WEIGHT
 PARIS ROUBAIX SSC	700 C	24-28 32-36-40	400 g

CXP25 rims

The only aerodynamic rim with "tear drop" profile, and double eyelet, thanks to a combination of alloy and carbon. Of a exeptional rigidity, this rim is intended for time trial use, and should be fitted only with 18-20 mm tubular.

DENOMINATION	SIZE	DRILLING	WEIGHT
 CXP 25	26" (650) 28" (700)	28 28	400 g 425 g

(Technical advice on fitting on page 14).





CHALLENGER
Light weight alloy wheels

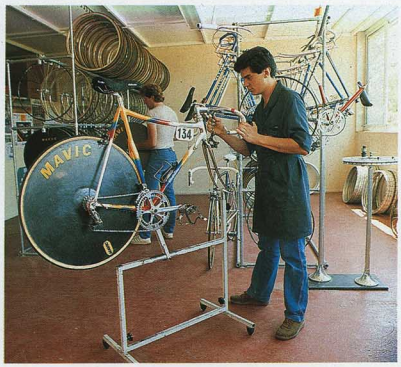
Sizes : Front 26" (650 mm).
Rear 28" (700 mm).
- Rims and flanges of light alloy.
- Hubs with sealed bearings.
- Weight : Rear wheel 2600 g.
Front wheel 2300 g.

The wheels can be used on the road for time trials, or on the track. A set of interchangeable parts is delivered with the wheels, for modification to the track version.
(See technical advice on page 14).

COMETE
Carbon fiber wheels

Built entirely of carbon fiber, these wheels, which were subject of extensive studies on aerodynamics at the Aerotechnical Institute at St-Cyr (France), allow riders to noticeably improve their performances. Their parallel profile has caused them to be called "paraculaires" wheels as opposed to "lenticulaires" wheels. The high-precision hubs have sealed bearings.

The wheels can be used on roads or track thanks to the set of interchangeable parts that is delivered whith the wheels.
(See technical advice page 14).



The Mavic team support crew.

TECHNICAL ADVICES

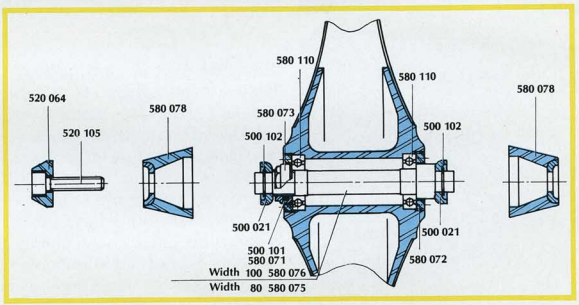
RIMS

SPOKE LENGTH CHART FOR MAVIC HUBS, TANGENTIAL X3 AND RADIAL SPOKING

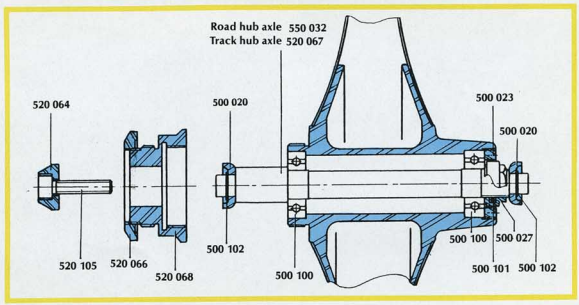
	DRILLING	FRONT	REAR LEFT	REAR RIGHT FREE WHEEL SIDE	FRONT RADIAL
TUBULAR RIM 700 C TANGENTIAL X3	36 32 28	300 302 305	300 302 305	298 300 303	290 290 290
CLINCHER RIM 700 C TANGENTIAL X3	36 32	298 300	298 300	296 298	
TUBULAR RIM 26" TANGENTIAL X2	28 32	278 276			270 270
CLINCHER RIM 650 B TANGENTIAL X3	36	276	276	274	

MODIFICATION OF THE CHALLENGER AND COMETE WHEELS

Front width 80 or 100 mm.

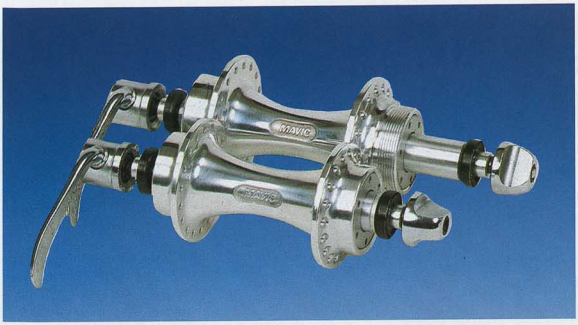


Road or track version.





Hubs



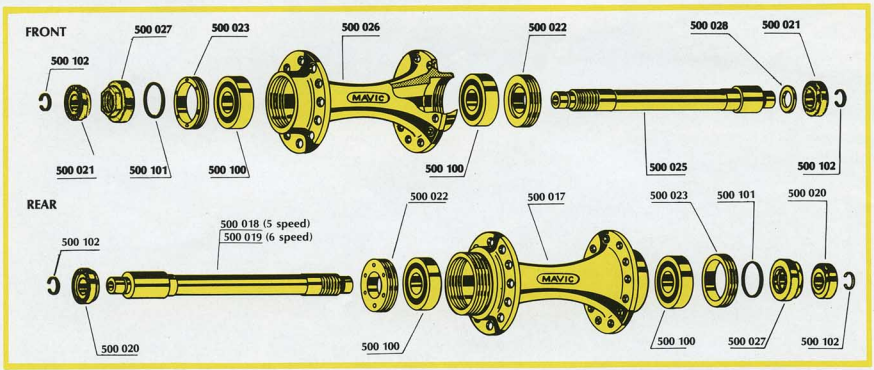
500 RD Hubs

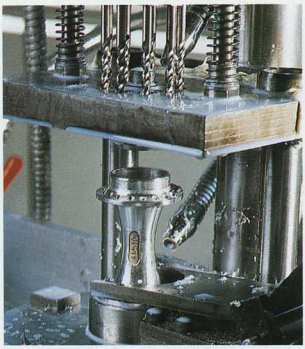
A high precision mechanical assembly, for an exceptionally smooth performance:
- forged alloy body
- alloy spindle
- sealed bearings
- steel or alloy skewers
- polished finish
- easy to adjust and maintain
- all parts are interchangeable.

(See technical advices on page 20.)

	Width	Drilling	Weight with steel skewers	Weight with alloy skewers
Front 500 RD hub	100	24-28 32-36	230 g	215 g
Rear 506 RD hub	126	24-28 32-36-40	280 g	260 g

NB : Rear hub can be supplied for 5 speed width 121 mm.





Drilling of hubs on a multi-spindle drilling press.

550 RD Hubs

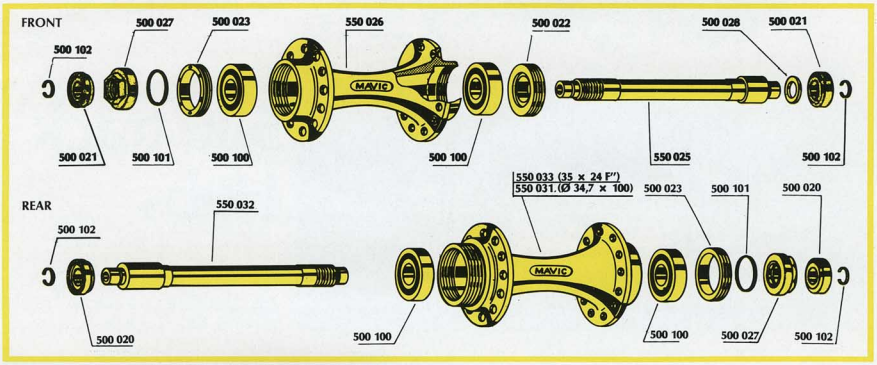


Designed especially for the wheels of professional racers. They are particularly well suited for very-high-end bicycles, and an intense use by all racers and sport cyclists:

- forged alloy body
- alloy spindle
- sealed bearings
- steel or alloy skewers
- anodized finish
- easy to adjust and maintain
- all parts are interchangeable.

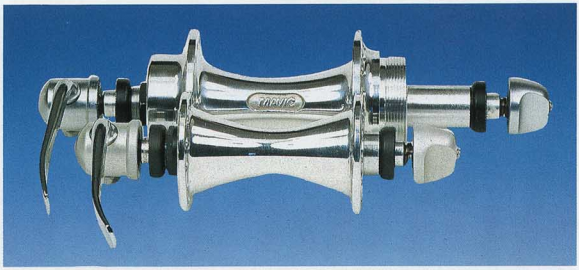
(See technical advices on page 20.)

	Width	Drilling	Weight with steel skewers	Weight with alloy skewers
Front 550 RD hub	100	24-28 32-36	230 g	210 g
Rear 556 RD hub	126	24-28 32-36-40	275 g	255 g
Rear 556 RD hub (35 x 24 F)	126	24-28 32-36-40	275 g	255 g





Machining of hubs on a CNC lathe.

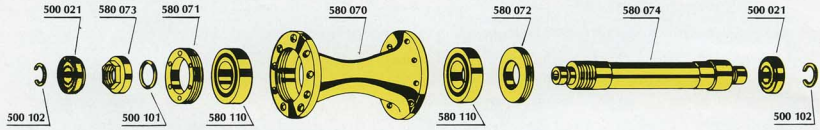


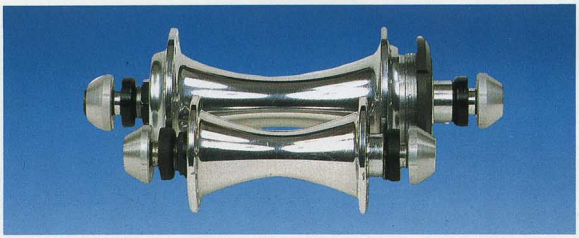
580 CX Hubs

	Width	Drilling	Weight with alloy skewers
Front CX 580 hub	80	24-28-32-36	150 g

Of a mechanical design identical to that of the 500 RD but with the front hub reduced in size. Used for aerodynamic wheels, this front hub must be assembled on a fork with an 80 mm width. The rear hub is identical to the 506 RD:
- polished finish
- all interchangeable parts.

(See technical advices on page 20.)



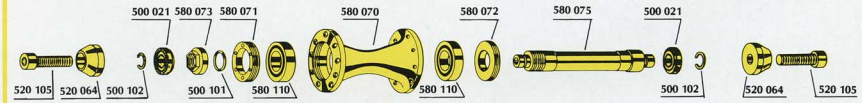


580 track Hubs

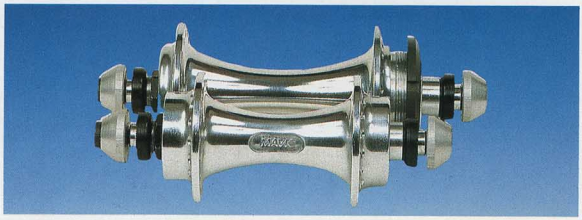
	Width	Drilling	Weight
CX 580 front track hub	80	24-28-32-36	115 g

Track hub for forks with a width of 80 mm. The rear hub is identical to the 520 TRACK:
- polished finish
- all interchangeable parts.

(See technical advices on page 20.)



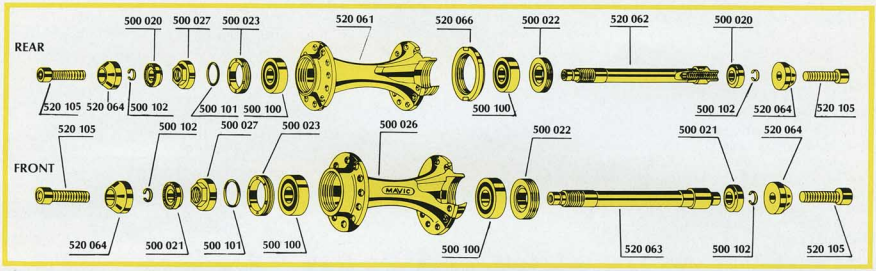
520 track hub



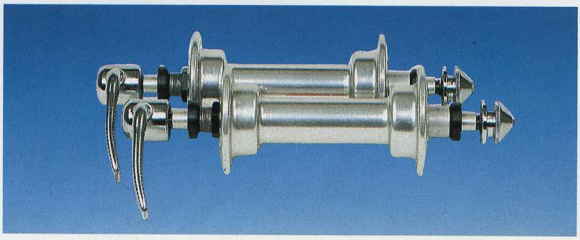
Design and components identical to those of the 500 RD:
- polished finish
- all interchangeable parts.

(See technical advices on page 20.)

	Width	Drilling	Weight
Front track 520 hub	100	24-28-32-36	175 g
Rear track 520 hub	120	24-28-32-36-40	225 g



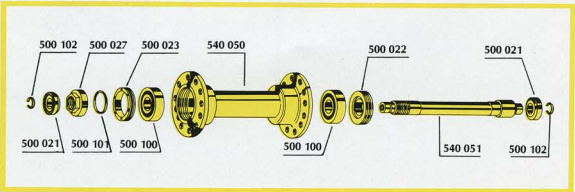
540 Sulky hub



	Width	Drilling	Weight with steel skewers
540 SULKY hub	120	36	275 g

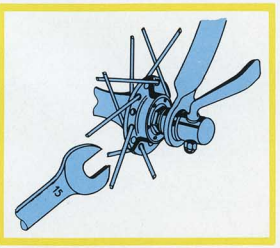
The mechanical concept is the same as that of 550 RD race hubs. The sealed bearings are especially appreciated for dirt track riding.
Built with MODULE 3 D ARGENT, MODULE 4 or M 3 CD rims, the result is the sulky wheels the lightest and highest performance wheels on the market.

(See technical advices on page 20.)



TECHNICAL ADVICES

HUBS



Hub adjustment, wheel being secure in the fork.

Adjustment.
Secure the wheel in fork.

1 - Too much play: very lightly with the help of size 15 mm wrench, tighten the adjusting nut **500027,** while controlling play at the top of the wheel.

2 - Too tight: loosen the adjusting nut **500027** by about 1/2 turn, release the wheel and remove it from the frame, and pull out the quick release mechanism. With a mallet, lightly tap the axle beside the adjusting nut, until wheel spins more freely, replace the wheel in the frame, and adjust it as before.

Dismantling.

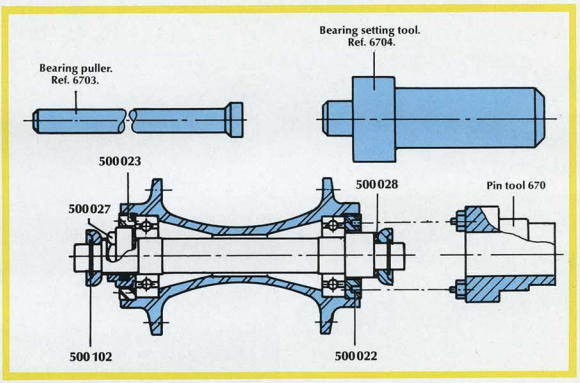
Remove circlips **500102**, as well as retaining washers **500020** or **500021**, secure in a vice the axle **500018** or **500019** or **500025**, while inserting clamps, loosen the adjusting nut **500027**, remove the axle, release whashers **500022** and **500023**, remove bearings.

Reassembling.

After cleaning the body, rebuilt in the reverse order being careful to put the threaded washer **500022** next to the free wheel.

NB: It is possible to modify the freewheel clearance by inserting one or two washers between the end of the axle and the bearings next to the freewheel.
To mount a speedometer wire, remove washer **500028.**

NB: Each pair of hubs comes with a technical manual on adjustment and maintenance.



Useful tools for pulling and setting hub bearings.



Bearing setting tool. Ref. 6704.



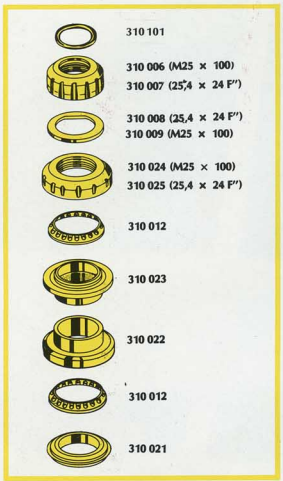
Pin tool 670



Bearing puller. Ref. 6703.



Headsets





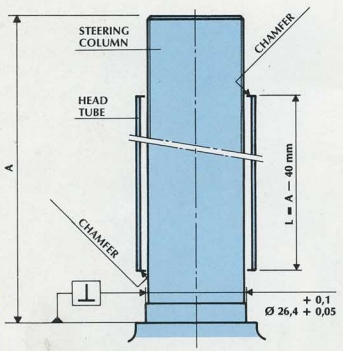
310 Headset

Headset of anodized alloy. The races and ball bearings are made of stainless steel.
The geometry and precise machine finishing of the races make this a headset of exceptionally smooth performance.

	Thread	Weight
Headset 311	25 x 100	82 g
Headset 312	25.4 x 24 F/"	82 g

TECHNICAL ADVICES

HEADSET



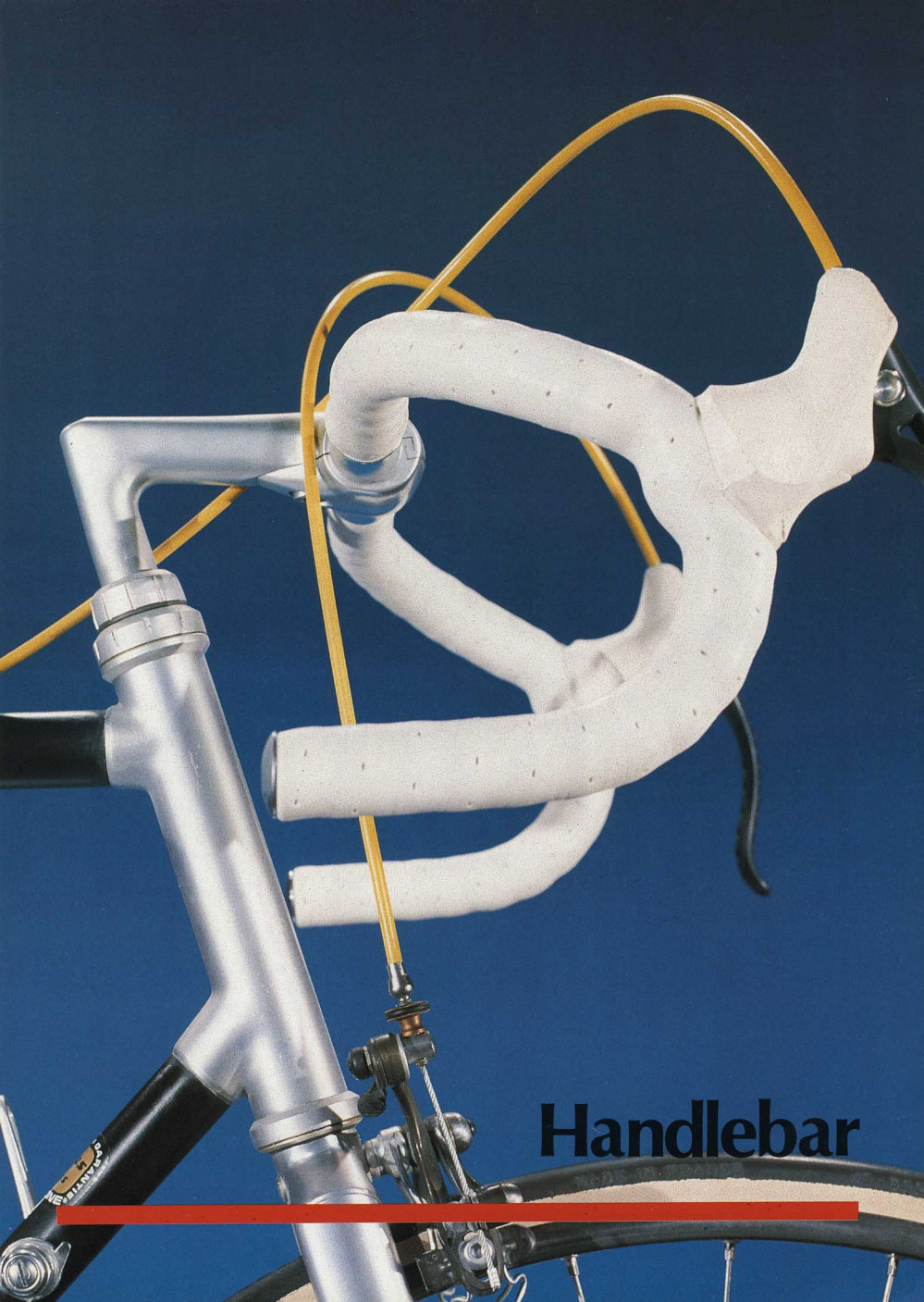
Assembly plan: Preparation of the fork tube and frame before mounting headsets 311 and 312.



Spanners 671/672 users tools.

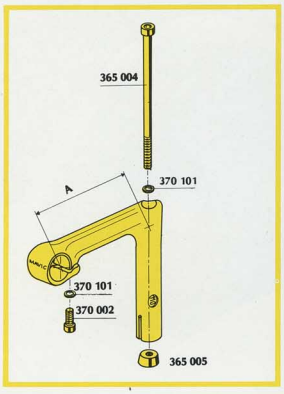


Spanners 674/675 Workshop tools.



Handlebar

Stems

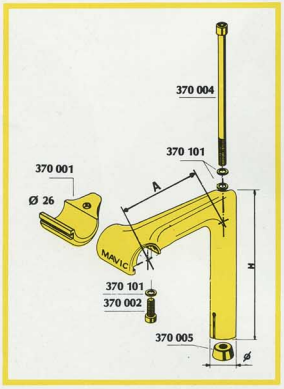




365 STEM

A new light weight stem, with modern design made of forged alloy:
- anodized finish.

A mm	80	90	100	110	120
Ø mm	21.95 or 22.22				
Weight (g)	242	250	260	265	270

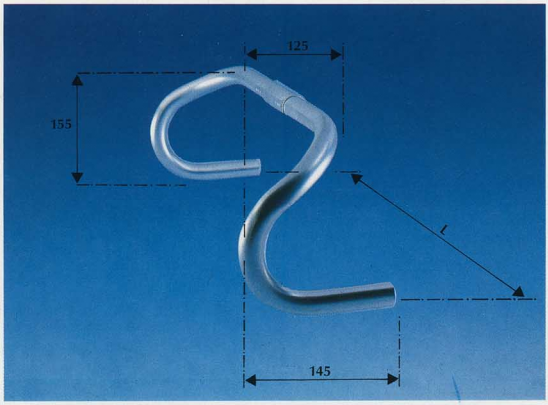




370 STEM

Made of forged anodized alloy, this stem, aside from its unique shape, offer the cyclist some important advantages:
- dismantling of the handlebar bend is possible without removing the handlebar accessories,
- very efficient tightening of the handlebar in the stem,
- anodized finish.

A mm	95	105	115	125
Ø mm	21.95 or 22.22			
Weight (g)	315	325	335	345



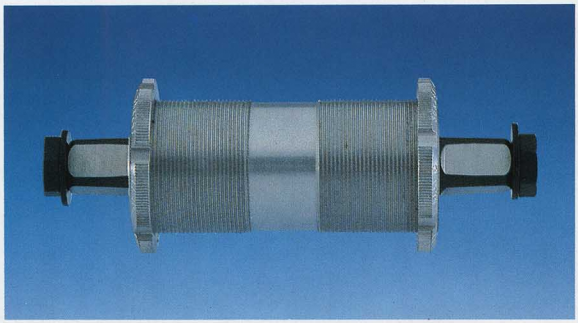
350 handlebar bend

Made of alloy, reinforced by a center sleeve, and anodized. Its shape, neither too round, nor too square, suits all riders.

Width center to center	40	41	42	43	44
Weight (g)	320	325	330	335	340



Crankset bottom bracket

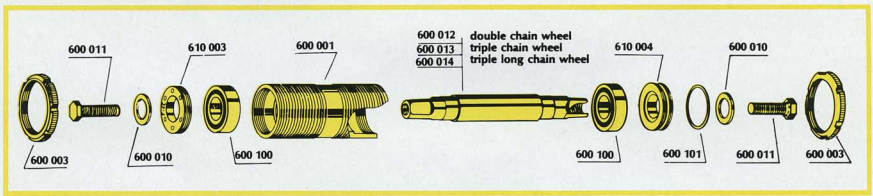


600 RD sealed bottom bracket

These three different bottom brackets, created for the various frame threadings, are screwed on the inside of the bottom bracket shell. The single piece housing, the sealed ball bearing the extremely precise machine finishing of the axle provide an operating smoothness that far surpasses that of the standard crankset. Clearance adjustment and changing of bearings are easily performed, as it is not necessary to remove the housing from the frame. In addition, it is possible to move the bottom bracket sideways to improve the chain line, or the clearance of a chainwheel on the frame.

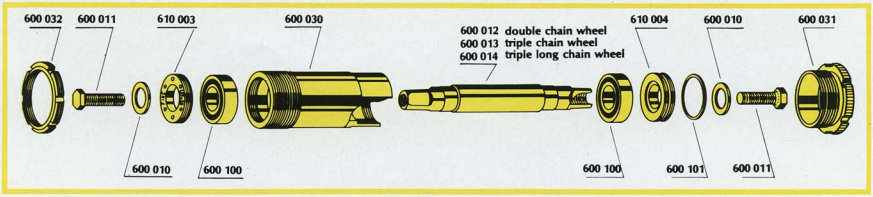
Reference	Threading	Axle length	Weight (g)
602 AM RD	35 x 100	Double 116	310 g
603 AM RD	35 x 100	Triple 121	320 g
603 AML RD	35 x 100	Long Triple 125	325 g

METRIC (35 x 100)



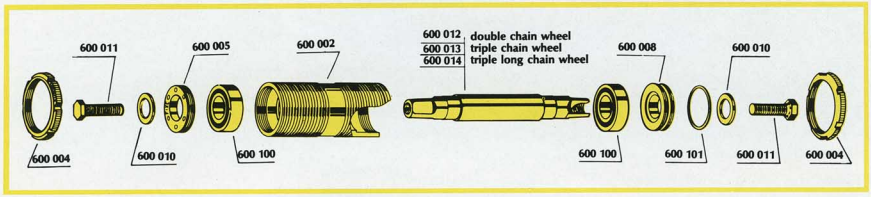
Reference	Threading	Axle length	Weight (g)
602 A BSA RD	1".370 x 24 F"	Double 116	325 g
603 A BSA RD	1".370 x 24 F"	Triple 121	335 g
603 A BSA LRD	1".370 x 24 F"	Long Triple 125	340 g

BSA (1".370 x 24 F")

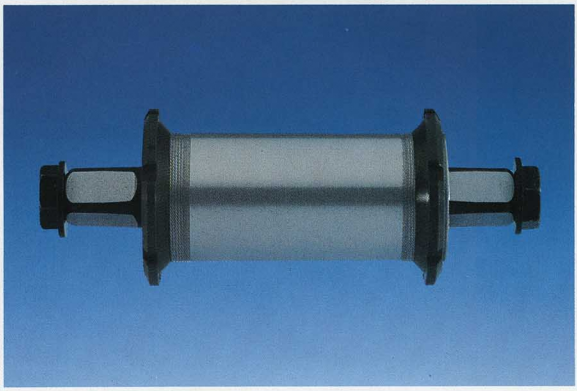


ITALIAN (36 x 24 F")

Reference	Threading	Axle length	Weight (g)
602 A IT RD	36 x 24 F"	Double 116	325 g
603 A IT RD	36 x 24 F"	Triple 121	335 g
603 A IT LRD	36 x 24 F"	Long Triple 125	340 g



610 RD sealed bottom bracket

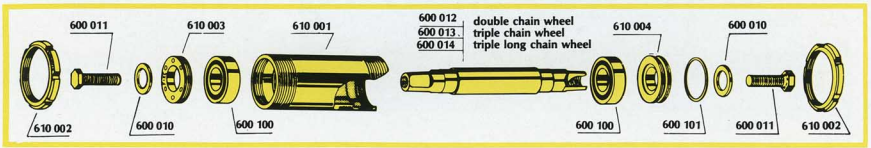


A new method of fitting the bottom bracket, without threading. A chamfer of each side of the bottom bracket housing allows the 610 RD bottom bracket to be used on any kind of frame, regardless of its threading. Numerous advantages result from this bottom bracket:

- ease of assembly,
- adjustable chain line,
- only one model to stock,
- allows the repair of damaged BB threading,
- each part is interchangeable.

(See technical advices on page 30.)

Reference	Axle length	Weight (g)
612 RD	Double 116 mm	300 g
613 RD	Triple 121 mm	310 g
613 LRD	Long triple 125 mm	315 g

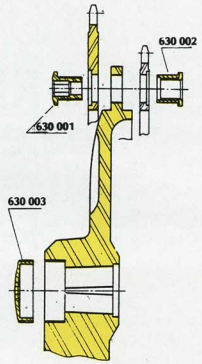




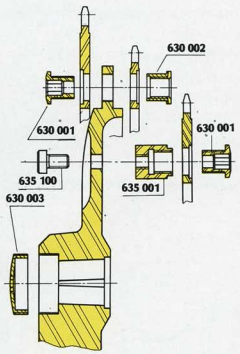
Chainrings Cranks

Cranks made of forged alloy, entirely machined by computer monitored milling center, before being polished, and anodized with particular care. Chain rings made of zicral, machine cut teeth, polished and anodized.

Reference	Chain rings	Cranks	Treading	Weight approx
630 Double	41-42-43-44-45 46-47-48-49-50 51-52-53-54	170 172,5 175	14 x 125 metric or 9/16 x 20 F (BSA)	575 g (en 170 42 x52)
635 Triple	3rd chainring : 32-34-36-38-40 2nd / 1st chainrings : 41-42-43-44-45 46-47-48-49-50 51-52-53-54	170 172,5 175	14 x 125 (metric) or 9/16 x 20 F (BSA)	630 g (en 170 32 x 42 x 52)



DOUBLE 630

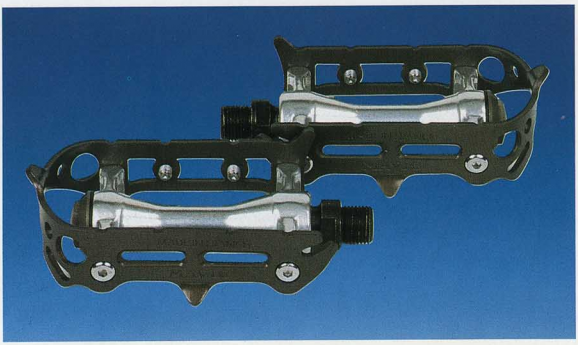


TRIPLE 635



Cranks machining by computer monitored milling center.

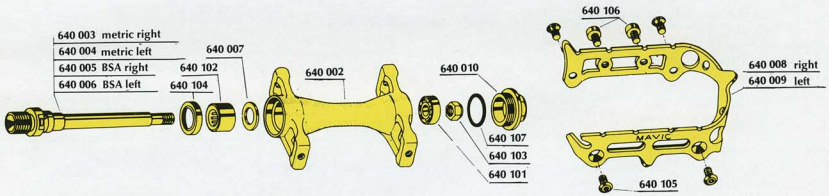
Pedals 640

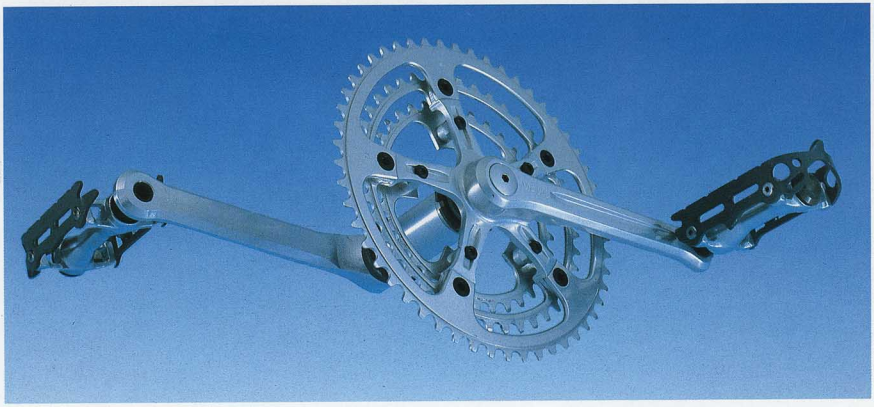


Machined with great precision, this pedal can be completly dissambled and each piece is interchangeable.
- the body is forged and anodized,
- the "zicral" cage is surfaced hardened,
- needle and ball bearings,
- the axle, made of tempered steel is precision grinded,
- a lip seal ensures its seal.

(See technical advices on page 30.)

Reference	Threading	Weight
640	14 x 125 (metric)	340 g
641	9/16 x 20 F" (BSA)	340 g





TECHNICAL ADVICES

CRANKSET

BOTTOM BRACKET.

Preparation of frame for 610 RD Bottom Bracket.
Drill a 4 to 6 mm hole under and in the middle of the bottom bracket shell. Make a chamfer at 45°, to a depth of 2 to 2.5 mm at each and of the bottom bracket. This mandatory process can be done by hand, using the **MAVIC 652/653** cutter and centering tool.

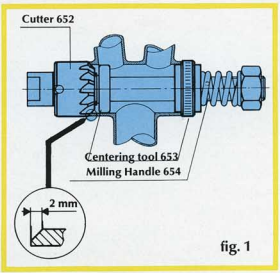
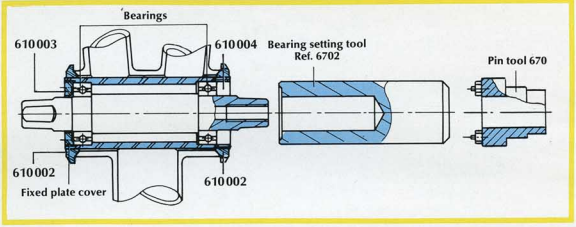


fig. 1


Screw cutter necessary for preparation of B.B. shell in order to mount the 600 RD bottom bracket. Ref. 651 (35 x 100 or 34 x 24 F").

Preparation of frame for 600 RD Bottom bracket.
Drill a 4 to 6 mm hole under and in the middle of the bottom bracket shell with the **MAVIC 651** screw cutter (Threading 35 x 100 or 36 x 24 F").

Mounting cartridge on the frame.
Put in the bottom bracket, be careful to place the exterior ring marked "fixe" next to the chainring.
Tighten screws **610002** until they just touch the chamfers of the bottom bracket (for added security, it is possible to put a few drops of blue "LOCTITE" on the screws). Control the chain line, if necessary adjust it by moving ring **610002**. Tightly secure ring **610002** with a wrench.



Adjustment in case of play.
Remove the left crank. With a **MAVIC 670** pin tool lightly tighten the cover plate **610004** marked "MOBILE" while controlling play with chainwheel crank.


Cutter and centering tool 652.653.654.

Bottom bracket overhaul - Bearings replacement.
Remove the 2 cranks. Unscrew threaded coverplate "FIXE" **610003** and "MOBILE" **610004**, using the **MAVIC 670** pin tool. Remove axle and bearings. Replace the bearing next to the chainring and secure it with cover plate "FIXE" **610003**. Put in the axle and the second bearing. Tighten coverplate "MOBILE" **610004** just enough to eliminate play. Replace cranks.

Adjustment of chain line or chainwheel clerance on the frame.
Loosen the two rings **610002** and move the Bottom bracket housing in the desired direction.

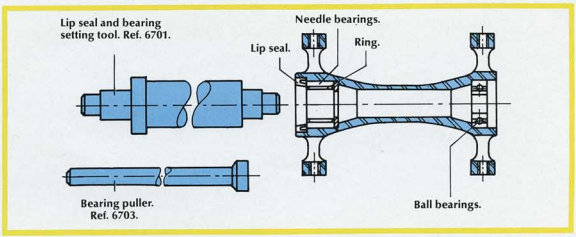

Bearing setting tool. Ref. 6702.

Pin tool 670

PEDAL.

Tools necessary for mounting and removing bearing and joint on 640 pedal.


Bearing setting tool. Ref. 6701.



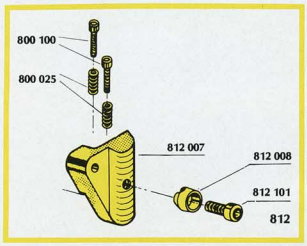


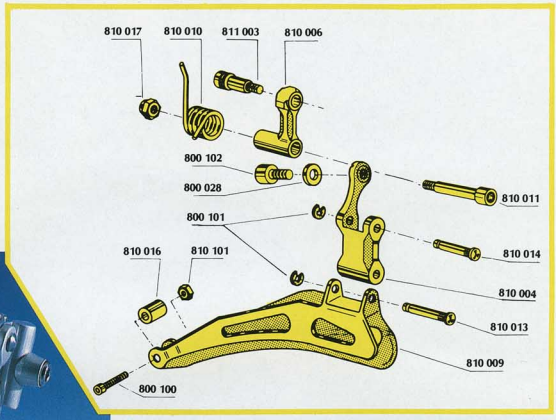
Derailleurs

Front derailleurs

The alloy parts are forged and anodized. High quality machining make these derailleurs perform with great precision. The chain-guide fork is made of hardened steel tempered and chromed.

Reference	Attachment	Weight
810	Clamp	100 g
811	Bracket for french brazed on	100 g
812	Bracket for italian brazed on	90 g

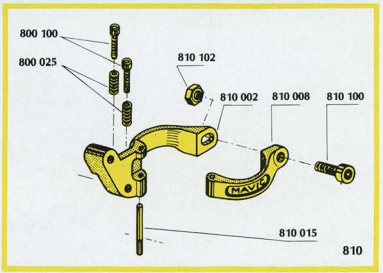


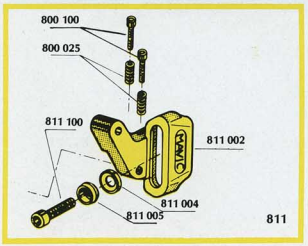




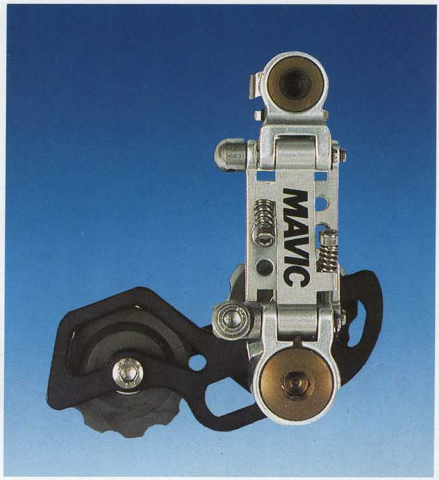






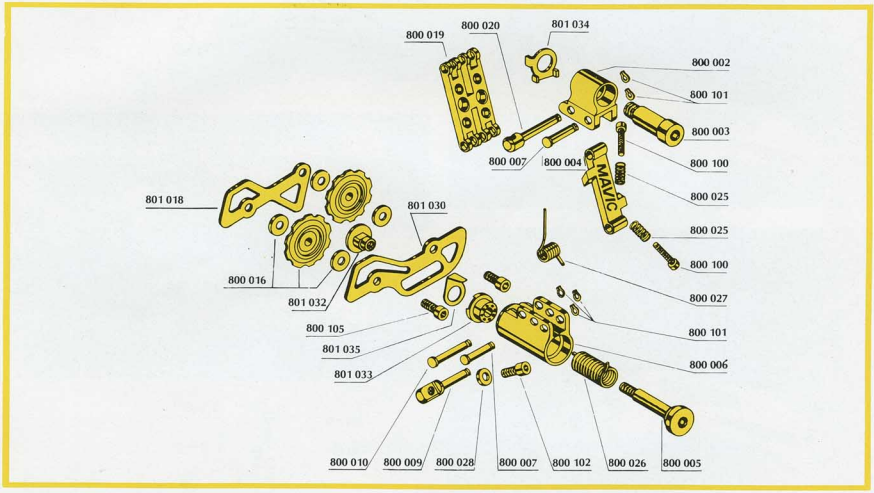


801 Rear derailleur

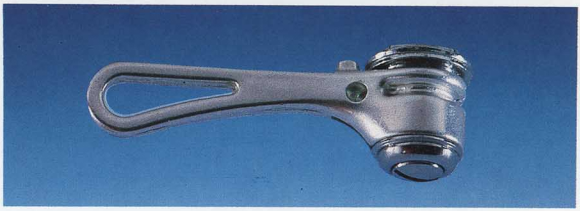


A high precision assembly of parts.
- Can be completely dismantled and each parts is interchangeable.
- Made entirely of anodized alloy.
- Jockey wheels with ball berings.
- Adjustable chain-guide system allows clearance for free-wheels with 12 to 30 teeth.
- weight : 165 g.

(See technical advices on page 36).



820 Shift levers

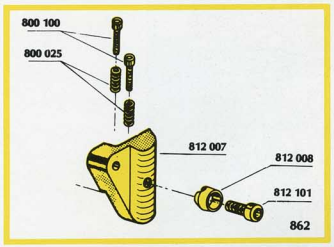


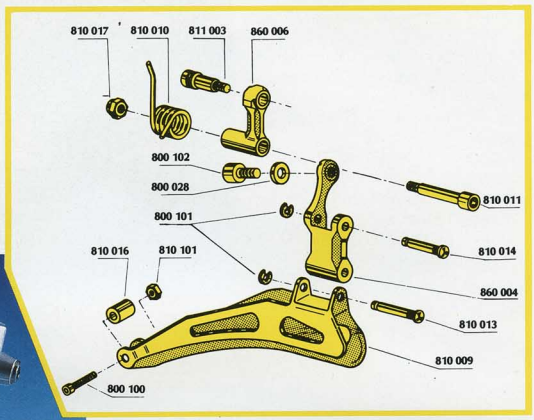
Of anodized alloy.
Retrofriction system, for smooth performance.

Front derailleurs

These three models are the racing versions of the 810, 811 and 812 derailleurs. The precision of the machining is even greater, the link rods are treated for surface hardening, the finish is superlative.

Reference	Attachment	Weight
860	Clamp	100 g
861	Bracket for french brazed on	100 g
862	Bracket for italian brazed on	95 g

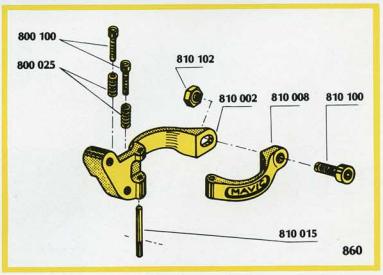


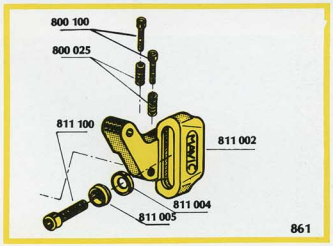




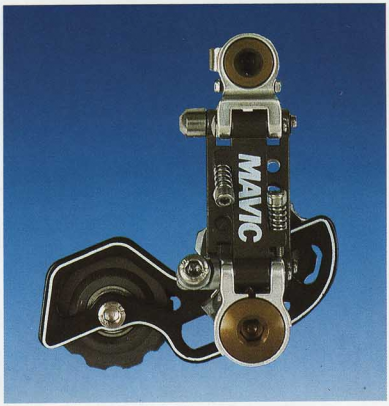






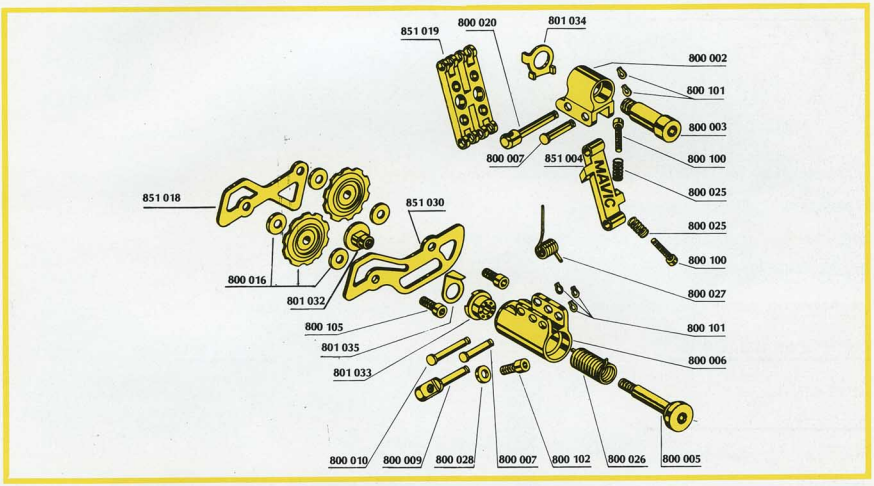


851 Rear derailleur



Racing version of the 801, this derailleur proved itself with Professionals.
- The link rods are treated for surface hardening.
- Its geometry provides exceptional rigidity.
- Incomparable shifting precision.
- weight : 165 g.

(See technical advices on page 36).



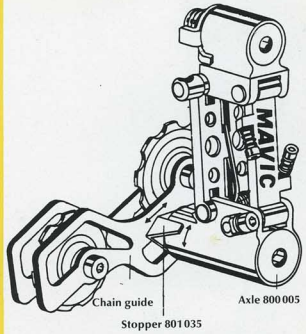


Computer monitored CNC machining center.

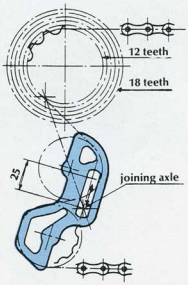
TECHNICAL ADVICES

DÉRAILLEURS

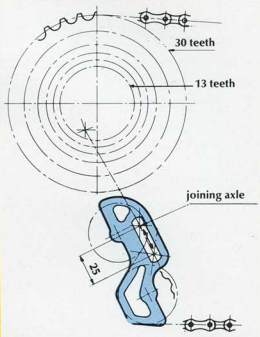
REAR DERAILLEUR



Adjustment of chain guide.



Example 1.



Example 2.

Adjustment of 801 and 851 derailleur chain guides, according to gearing.

Example 1 : for 12 to 18 teeth gearing by loosening the joining axle **800005** of half a turn, move the chain guide upwards.

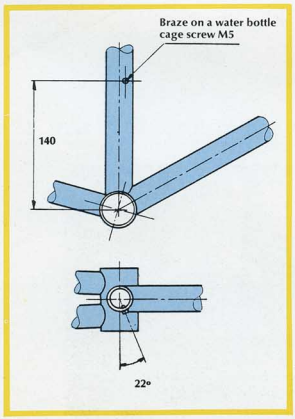
Example 2 : for 30 teeth freewheel : loosen axle **800005** and slide the chain guide downwards.

In the case or an intermediary freewheel, choose a position in between.

Chain tension can be adjusted by turning the stopper **801035** after having loosened axle **800005**.

FRONT DERAILLEUR

Positioning for bracket for 811 or 861 front derailleur.



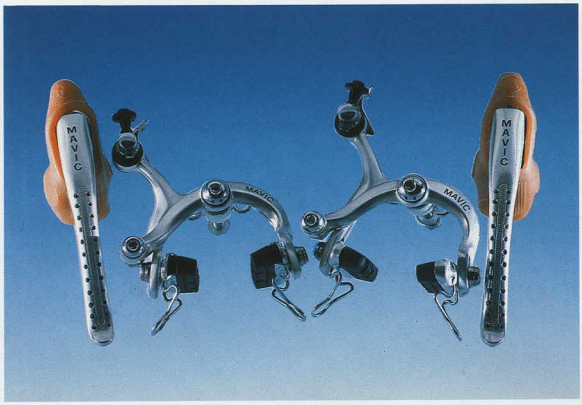
MAINTENANCE

Can of lubricant. Ref. 673. An aerosol oil that is very fluid, water repellant and penetrating. Extremely practical for the lubrication of bicycle components.





Brakes

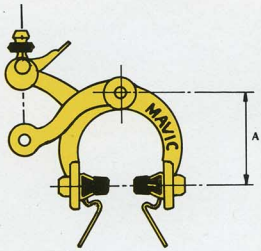


410 road brakes

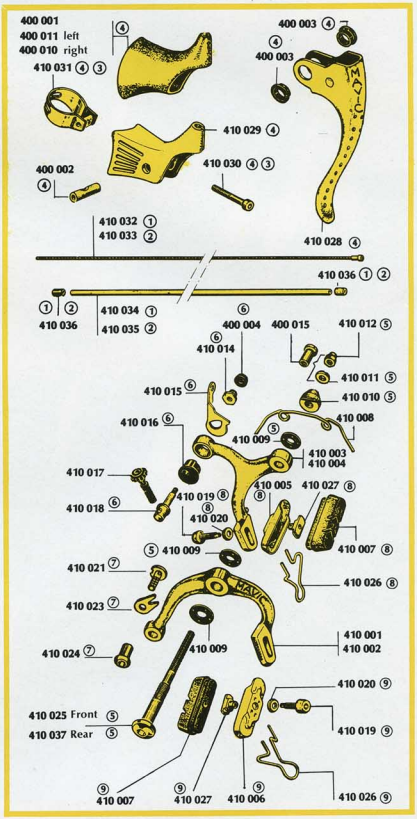
A very good quality brake for sport and amateur bicycles.
The calipers are forged and anodized. The steel parts are chromed.

Weight : 570 g.

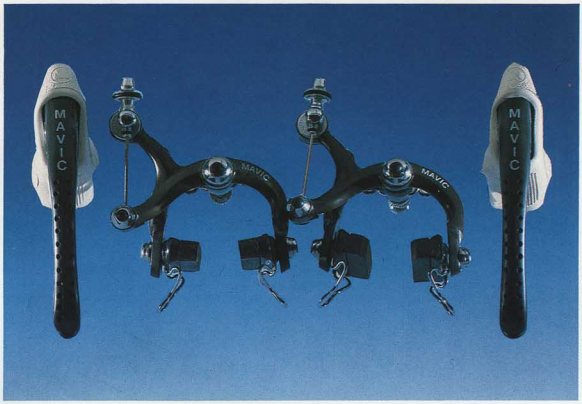
① Front cable and housing	410 061
② Rear cable and housing	410 062
③ Lever clamp	410 065
④ Right lever	410 066
④ Left lever	410 067
⑤ Front axle	410 068
⑤ Rear axle	410 069
⑥ Q/R assembly front + rear	410 072
⑦ Cable adjusting barrel	410 075
⑧ R/Brake shoe holder	410 076
⑨ L/Brake shoe holder	410 077



Height of brake calipers.



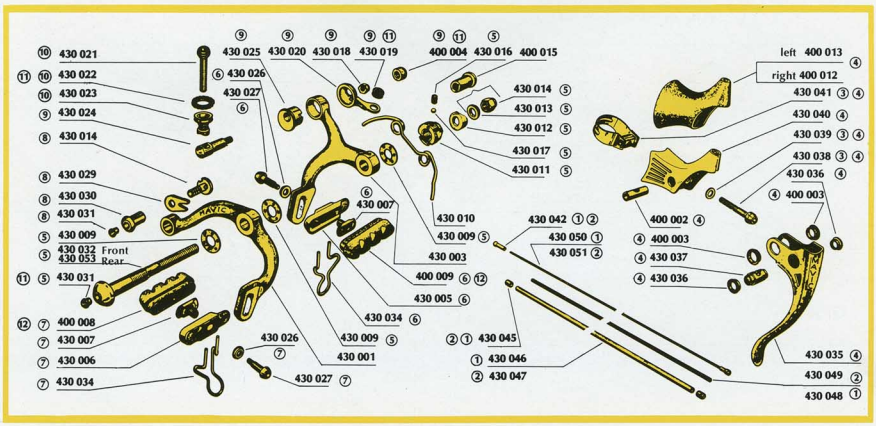
430 Super pro brakes



A very high-end brake made of forged, surface-hardened alloy. An impeccable finish and smooth, state-of-the-art performance.
A new type of shoe (all-weather). This brake is designed for cyclists who demand high performance.

Weight : 590 g.

① Front cable and housing	430 062
② Rear cable and housing	430 063
③ Lever clamp	430 065
④ Right lever	430 066
④ Left lever	430 067
⑤ Front axle	430 068
⑤ Rear axle	430 069
⑥ R/Brake shoe holder	430 073
⑦ L/Brake shoe holder	430 074
⑧ Cable adjusting barrel	430 075
⑨ Q/R assembly front + rear	430 077
⑩ Cable-puller complete	430 080
⑪ Rubber parts front + rear	400 081
⑫ Brake shoes	400 007



GROUP 1000 SSC



Aesthetic, refined, high-performance...

A group of very high-tech products.
Used by professional racers who ride with **ALL MAVIC** components.

COMPOSITION

	HEADSET	HANDLEBAR BEND	STEM	BRAKES	HUBS	BOTTOM BRACKET	CRANKSET	PEDALS	FRONT DERAILLEUR	REAR DERAILLEUR	SHIFT LEVERS	TOOLS
1000 SSC	310	350	365	430	550	612	630	640 ou 641	860 861 862	851	820	671/672
OPTIONS			370			613	635					

On your orders for groups, request the special sheet that allows you to specify threading, diameters, lengths, drilling, etc. for each component.

1015 RS GROUP



Reliability, longevity...

This group has the same basic technical quality as the SSC 1000 group, and responds to the needs of knowledgeable sport and touring riders.

COMPOSITION

	HEADSET	HANDLEBAR BEND	STEM	BRAKES	HUBS	BOTTOM BRACKET	CRANKSET	PEDALS	FRONT DERAILLEUR	REAR DERAILLEUR	SHIFT LEVERS	TOOLS
1015 RS	310	350	365	410	500	612	630	640 ou 641	810 811 812	801	820	671/672
OPTIONS						613	635					

On your orders for groups, request the special sheet that allows you to specify threading, diameters, lengths, drilling, etc. for each component.

B.M.X.

Our BMX products results
from our technology and experience in road racing.
For BMX competition,
we have two products and one assembly.



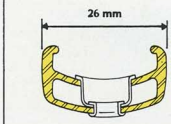
Rims

TTM4

Rim designed for BMX competition. Hollow profile which allows double eyelets. Excellent weight/rigidity ratio.

TTM4 CD

Same as the TTM4, but surface hardened for increased rigidity. Color : "anthracite grey.

	Name	Size	Ø au seat	Holes	Weight
	TTM 4	20"	406 mm	36	375 g
	TTM 4 CD	20"	406 mm	36	375 g



DOCUMENT BICROSS MAGAZINE

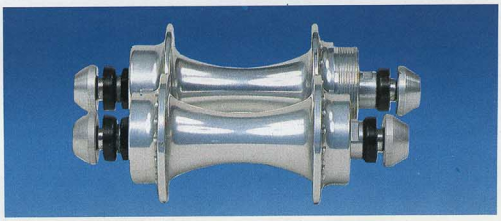
B.M.X.

Wheels



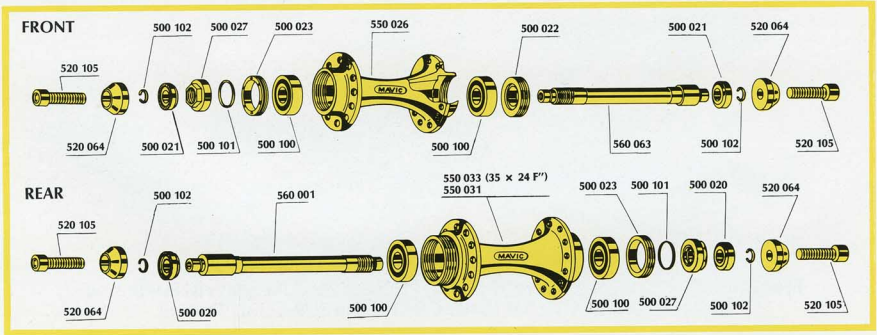
Reference	Composition	Weight of the pair
TTM 504	TTM 4 rims + TTM 560 hubs	1490 g
TTM 504 CD	TTM 4 CD rims + TTM 4 560 hubs	1490 g

Hubs



This hub belongs to the famous 550 racing family.
It has been adapted to BMX specifications through certain changes.

Name	Width	Holes	Weight
TTM 560 FRONT	100 mm	36	185 g
TTM 560 REAR	115 mm	36	247 g



MAVIC

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F R A N C E

CONCEPTION MAQUETTE B. WOLF IMAGINE LYON
PHOTOCOMPOSITION SOLYPHOT LYON - PHOTOGRAVURE SNP VILLEURBANNE
IMPRESSION MULTITUDE 01400 CHÂTILLON-SUR-CHALARONNE