

Low-Profile Wheels



Campagnolo's low-profile wheels have been designed for climbs and long-distance rides. The special profile of the rims makes them laterally and torsionally stiff but also vertically elastic. That means they optimise the transmission of rider power while being able to absorb the jolts and bumps of badly surfaced roads. The whole range of low-profile wheels have an asymmetrical rear rim that helps improve wheel dish, hence making the wheel much sturdier. The 2007 range sees the introduction of the super-performing Neutron™ Ultra™.



Symmetrical front wheel profile



Asymmetrical rear wheel profile



Neutron™

Neutron™ is the classic expression of the wheel for time trials over hills or century rides, while remaining suitable for any competition except fast time trials.

They are rigid laterally but vertically elastic, thanks to the asymmetry of the rear rim profile and the special spoke drilling and the special

rim section design.

They are strong and long-lasting, thanks to the quality of the design and materials which have allowed optimization of all the parameters.

The lateral machining of the rim provides a top level braking surface, while the butted spokes and aerodynamic

profile means they are always swift.

The Record™ class hubs rotate on very precise adjustable 15-ball bearings and have a new generation body. Release system with bilateral-acting light-alloy lever.





Neutron™ Ultra™

After eight seasons of victories and infinite kilometres travelled, Neutron™ wheels have been upgraded with calibrated extrusions for the rims, while the new-generation hubs have a carbon body and aluminium flanges.

The wheels therefore maintain all the features which have made them famous: lightness,

reactivity, lateral rigidity when on the pedals, and exalt them, thanks to the new lighter hubs.

The rims are welded and their braking surface machined. Then the areas between the spokes, where the stresses are lower and the structure can be lightened, are ground. This is the typical result of a study using the finite element method, followed,

of course, by an unforgiving validation cycle in the laboratory and on the road.

The rims are differentiated: the front rim is symmetrical and lighter while the rear rim is stouter and is drilled asymmetrically to improve the wheel dish and exalt lateral rigidity.

As always, the spokes work without flexions thanks to the self-

locking nut coupled spherically to the plate that distributes the load, guaranteeing longer life cycles and greater lateral wheel rigidity.

This is a fabulous wheel for courses featuring considerable level differences or for very long competitions where performance and comfort must coexist.



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Tubular Hyperon™ Ultra™

The Hyperon™ tubular was the first Campagnolo® wheel with carbon hub and rim, produced entirely in Vicenza. While being the lightest wheel in the range and one of the lightest racing wheels of all, it offers strength characteristics at the absolute level which are truly incredible for its weight.

It is a wheel built to achieve the same specifications of power, strength and rigidity of all the

other Campagnolo® wheels with the added benefit of an even longer cycle of resistance to fatigue, thanks to the extraordinary characteristics of the material used.

The new Ultra™ version is characterized by the adoption of a monolithic light-alloy freewheel body and by the use of lighter counternuts, with a weight saving of 20 g over the already extremely light 2006

version. Of course the tubular Hyperon™ Ultra™ does not set any special limits on the weight of the rider compared with other Campagnolo® wheels, as the lightness has been obtained thanks to design sophistication as well as to the use of special low-weight materials with extremely high mechanical specifications.



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Clincher Hyperon™ Ultra™

Hyperon Ultra™ wheels have all the advantages of Hyperon™ wheels, but also take clinchers.

The rims and hubs are made from Full Carbon™. Campagnolo® composites know-how is such that it successfully won the challenge of creating a full-carbon wheel for clinchers.

A clincher in fact requires resistance to pumping pressure and blows that is completely unknown in the wheel for tubulars. The result is a pair of wheels whose weight is more than 200 g lighter than the average for aluminium competition wheels although the wheels are just as reliable and durable.

The right-hand side of the rear wheel carbon fibre hub has a special oversize light-alloy flange with an 80 diameter oversize flange which improves the drive torque and therefore the transfer of the athlete's power.

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



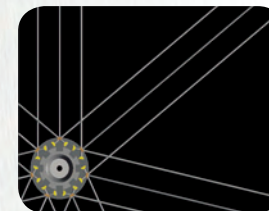
Medium-Profile Wheels



Campagnolo®'s medium-profile wheels are multipurpose wheels. As light and reactive as low-profile wheels and as aerodynamic and fast as high-profile wheels. They are immediately recognizable by the unmistakable Campagnolo® G3™ spoking that sets them apart.

G3™ spoking was created to provide better transmission of driving torque, better lateral stiffness and more balanced spoke tension.

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



System Provides G3™

For technical information see page 218



Khamsin™ Black

The new Khamsin™ wheels are the highest expression of the technological capacity of Campagnolo® which is able to make wheels with the performance required for racing at a truly affordable price. The rims of the Khamsin™ wheels have a ground braking

surface, to provide powerful modulable braking, and a wear indicator. The G3™ spokes optimize transfer of the power generated by the athlete and improves the wheel's lateral rigidity. The front has 24 spokes (3x8) and the rear 27 (3x9).

The hubs are in light alloy with an oversize body and sealed high-precision bearings while the freewheel body is monolithic. The very latest Khamsin™ wheels are all-rounders suitable both for everyday use and for competitions.

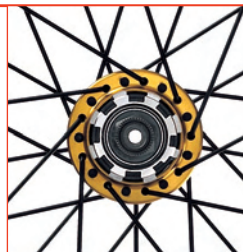


For technical information see page 218



Khamsin™ Gold

Khamsin™ wheels are also available with a Gold surface treatment, both for the hubs and rims, which gives a touch of novelty and uniqueness to the bike.



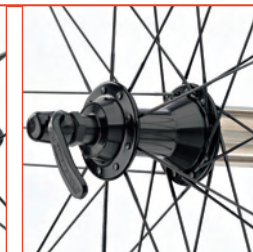


Vento™ Black

Given their great success in 2006, Campagnolo® decided to offer a new version of the Vento™ G3™, the Black.

The Vento™ Black keeps all the features which made it popular: G3™ spoking with variable-section spokes, dynamic balancing, special

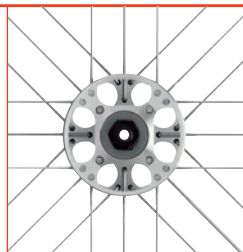
oversize hubs, front hub with track-style oversize flanges, and monolithic freewheel body, but also becomes available with the new finish to make great chromatic combinations possible with a greater number of frames.





Vento™ Silver

Of course Vento™ G3™ wheels continue to be available in the splendid Silver finish with which they debuted.



Special oversized spoke



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Scirocco™ Black

Scirocco™ wheels have won the heart of enthusiasts thanks to the extraordinary price/performance ratio.

Rims with a 24 mm profile combine with oversize hubs with top-class spoking: spokes with a variable section and aerodynamic profile, radial on

the front wheels and G3™ on the rear ones. The hubs turn on high-class sealed bearings and the rear one has a monolithic freewheel body.

Dynamic balancing and new-generation quick releases complete the picture of these technological jewels.





Scirocco™ Silver

The most appreciated Silver version continues to be available, with no changes to the features which have won the appreciation of tens of thous.



Special oversized spoke





Zonda™

Thanks to their aggressive aesthetics and weighing only 1,610 grams, Zonda™ wheels arrive at the starting line as indisputable competition stars.

They are the first to propose the differentiated rim wheel with a height of 26 mm for the front rim and 30 for the rear.

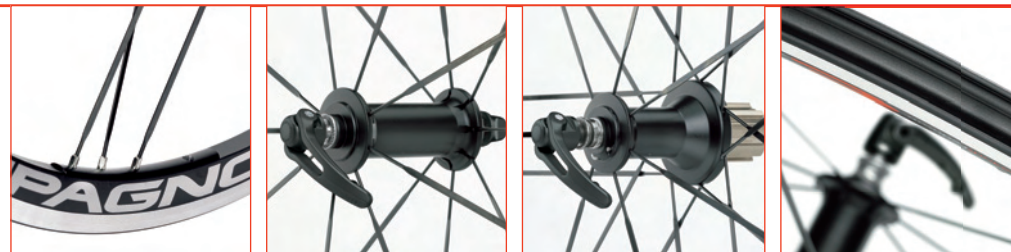
Tests run at our laboratories have shown that this is the solution that currently provides

the best results in terms of performance and reliability. This solution in fact gives a light and very steerable front wheel and a stiff rear wheel that maximizes the transmission of the rider's leg power.

Both rims have been lightened between the zones in which the spokes are inserted, i.e. the section of the rim where diameters can be reduced without diminishing solidity.

Special milling in the section opposite the joint ensures dynamic balance during rotation of the wheel and prevents a "jump" being felt at high speeds.

Both rims have a top bridge that is free of holes. This means weight saving because rim tape does not need to be fitted and gives the wheel greater torsional stiffness and vertical elasticity.





The ultra aero stainless-steel butted spokes are arranged radially on the front wheel and the rear wheel has G3™ spoking. The rear rim has asymmetrical holes to improve wheel dish.

The hubs are oversize with aluminium axles and self-aligning bearings. The flange of the rear right-hand hub is oversize to increase torsional stiffness.

Zonda™ hubs also use the Campagnolo® freewheel body and pawl carrier housed in a single part for maximum lightness.

Zonda™ 2006 wheels are fitted with levers in cold-forged aluminium with two pivots for more balanced clamping.

Available in Black and Silver colour versions.





Eurus™

Eurus™ wheels, weighing only 1,490 grams, are the ideal choice for those who want a multi-purpose wheel which gives the utmost both on the toughest climbs and at high speed on the flat.

Eurus™ feature a differential profile, i.e. a 26-mm extrusion profile for the front rim and a 30-mm extrusion profile for the rear rim.

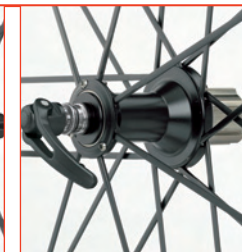
Tests run at our laboratories have shown that this is the

solution that currently provides the best results in terms of performance and reliability: a light and very steerable front wheel and a stiff and responsive rear wheel.

The rims have been lightened in toroidal form between the spoke insertion zones, i.e. in the section of the rim where diameters can be reduced without lessening the solidity of the structure.

The dynamic balance of the wheel is assured by special milling in the section opposite the joint. This balances the weight of the joint during rotation of the wheel.

Both rims have a top bridge that is free of holes. This is a significant weight saving, thanks to the lack of rim tape, and gives the wheel greater torsional stiffness and greater vertical elasticity.



The upper bridge has no spoke holes



The Ultra Aero™ aluminium spokes are butted and the front wheel has radial spoking whereas the back wheel has G3™ spoking.

The rear rim has asymmetrical holes to obtain a better wheel dish.

The hubs are in oversize aluminium with aluminium axles and self-aligning bearings.

The rear hub has a larger flange to increase torsional stiffness and therefore wheel performance during acceleration and bursts of speed on the pedals.

Eurus™ wheels use the freewheel body and pawl carrier housed in a single aluminium part for maximum lightness.

The levers in cold-forged aluminium with two pivots grant a perfect and more balanced clamping. Eurus™ wheels are available in Black and Silver versions.



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Shamal™ Ultra™

The historical name which for many years has been a synonym for an aerodynamic wheel is back on the top again thanks to the Shamal™ Ultra™, the synthesis of fifteen years of evolution of high-performance wheels for racing bikes.

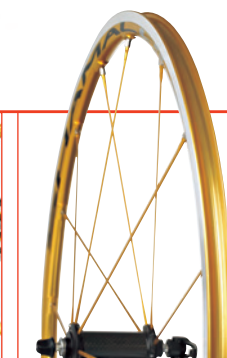
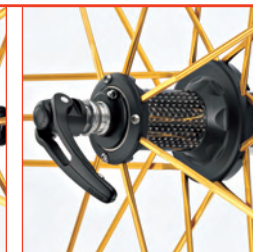
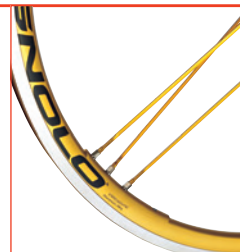
The super-new Shamal™ Ultra™ wheels incorporate all the innovations of recent years, consolidated in a product

without paragon in terms of performance, strength, life and reliability.

The light alloy rims come from selected extrusions and are CNC-machined to optimize the mechanical specifications; they are welded rims with a ground braking surface and the spaces between the spokes are lightened by toroidal grinding. The rim is dynamically balanced; in other words the

imbalance of the mass as a result of the non-equivalence of weight between joint and valve is compensated by the extension of the toroidal grinding.

The top bridge of the rim is not drilled in the traditional way to fit the nipples, so that the use of rim-tape is pointless and the system is lightened further as a result.



Clincher Profile

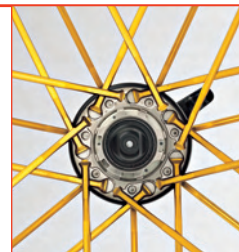


Both the spokes and nipples are in light alloy, to provide rigidity, lightness and aerodynamics at an absolute level.

The central body of the hubs is made of carbon and the flanges of aluminium, specially machined to lighten them; the axle is in light alloy

while the 15-ball bearings are adjustable, and also available optionally in ceramic in the best Campagnolo® tradition. The right-hand flange of the rear hub is oversized to maximize torsional rigidity and therefore drive torque transfer.

The cam lever of the release mechanism is actuated bilaterally and symmetrically. The result of all this design and manufacturing refinement is a light but strong wheel, snappy and reactive, laterally and torsionally rigid, but sufficiently comfortable in longer races.



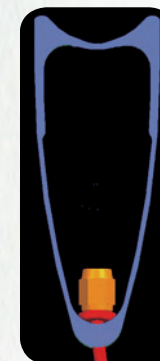
Tubular Profile

High-Profile Wheels



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

Aerodynamics and total power transmission... all the rest comes next. Every wheel component has been designed to provide the best aerodynamic penetration and the best transmission of leg power.



Bora™ Ultra™ wheel profile



Bora™ Ultra™

Bora™ Ultra™ wheels are the wheels designed for speed *par excellence*. Perfect aerodynamics and maximum power transmission combined with extraordinary lightness make them the benchmark wheels for leading racing professionals. The 50-mm rims are made from structural carbon which imparts great lightness and stiffness.

The hubs are made from structural carbon of variable thickness, have spherical surfaces, feature Record™-class components with aluminium axle and a single body for freewheel and pawl carrier. The rear hub features an oversize aluminium flange on the right side which enhances the features of the G3™ spoking.

Radial spoking and G3™ spoking are used on the front and rear wheels respectively. Nominal weight is just 1,285g. Bora™ Ultra™ wheels are fitted with new quick releases with levers in cold-forged aluminium with two pivots for more balanced clamping.





Ghibli™

Ghibli™ wheels are the disc wheels par excellence. They were designed by the wind to excel in time trials, where every hundredth of a second counts. Maximum aerodynamics, maximum lightness and maximum stiffness – these are the features that make Ghibli™ wheels so special. The Ghibli™ wheel is the one and only wheel of its kind: it features a tensile-

structure design adapted from aerospace technology that confers exceptional power transmission while maintaining extraordinary lightness. The oversize hub is specific to Ghibli™. Ghibli™ wheels are fitted with quick releases with levers in cold-forged aluminium with two pivots for more balanced clamping.



Pista™

Pista™ wheels were designed with only one objective in mind: to convert the track racer's energy into pure and simple speed. In track events, weight is of relative importance. The difference is made by the wheel's ability to transmit the cyclist's power completely.

With such a theory in mind, our engineers created an extremely stiff high-profile rim and a spoking pattern that yields the utmost in power transmission. This is how Campagnolo's Pista™ was born.





KEY

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

	nominal weight (g)	rim material	rim section: height/width - mm (nominal)	type of rim	asymmetrical holes	requires rim tape	rim finishing	number of spokes	dynamic balance		spokes material	spoke type	differential spokes r/l	Ultralinear™ geometry	nut/nipple material	O.L.D. (mm)	hub body material	oversize hub axle	hub finishing	QR type	compatible (9/10)	requires special sprocket set
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LOW-PROFILE WHEELS

NEUTRON™ front clincher 28"	660	alu	18/20			●	black	22			SS	AE DB		●	alu	100	alu	●	black	20		
NEUTRON™ rear clincher 28"	890	alu	18/20		●	●	black	24			SS	AE DB	●	●	alu	130	alu	●	black	20	9/10	
NEUTRON™ ULTRA™ front clincher 28"	630	alu	18/20	M		●	black	22			SS	AE DB		●	alu	100	alu/carb	●	bl/carb	20		
NEUTRON™ ULTRA™ rear clincher 28"	840	alu	18/20	M	●	●	black	24			SS	AE DB	●	●	alu	130	alu/carb	●	bl/carb	20	9/10	
HYPERON™ ULTRA™ front tubular 28"	520	carb	19/20	-		-	carb	22			SS	AE DB		●	alu	100	carb	●	carb	20		
HYPERON™ ULTRA™ rear tubular 28"	700	carb	21/20	-	●	-	carb	24			SS	AE DB	●	●	alu	130	carb	●	carb	20	9/10	
HYPERON™ ULTRA™ rear tubular 28"(HG)	700	carb	21/20	-	●	-	carb	24			SS	AE DB	●	●	alu	130	carb	●	carb	20	10*	
HYPERON™ ULTRA™ front clincher 28"	575	carb	21/20	-		●	carb	22	●		SS	AE DB		●	alu	100	carb	●	carb	20		
HYPERON™ ULTRA™ rear clincher 28"	775	carb	23/20	-	●	●	carb	24	●		SS	AE DB		●	alu	130	carb	●	carb	20	9/10	
HYPERON™ ULTRA™ rear clincher 28"(HG)	775	carb	23/20	-	●	●	carb	24	●		SS	AE DB		●	alu	130	carb	●	carb	20	10*	

The weight of the wheels does not include the quick release.
* only 10s sprockets of Shimano Inc. starting from 11 and 12.

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	nominal weight (g)	rim material	rim section: height/width - mm (nominal)	type of rim	asymmetrical holes	requires rim tape	rim finishing	number of spokes	dynamic balance	spokes material	spoke type	differential spokes r/l	Ultralinear™ geometry	nut/nipple material	O.L.D. (mm)	hub body material	oversize hub axle	hub finishing	QR type	compatible (9/10)	requires special sprocket set
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MEDIUM-PROFILE WHEELS

KHAMSIN™ front clincher 28"	855	alu	24/20			●	blk/gold	24/G3™		SS				BR	100	alu	-	blk/gold	40		
KHAMSIN™ rear clincher 28"	1040	alu	24/20			●	blk/gold	27/G3™		SS				BR	130	alu	-	blk/gold	40	9/10	
VENTO™ front clincher 28"	810	alu	24/20			●	slv/blk	24/G3™	●	SS	DB			BR	100	alu	-	slv/blk	40		
VENTO™ rear clincher 28"	945	alu	24/20			●	slv/blk	27/G3™	●	SS	DB			BR	130	alu	-	slv/blk	40	9/10	
SCIROCCO™ front clincher 28"	770	alu	24/20			●	slv/blk	20	●	SS	AE DB			BR	100	alu	-	slv/blk	30		
SCIROCCO™ rear clincher 28"	955	alu	24/20			●	slv/blk	27/G3™	●	SS	AE DB			BR	130	alu	-	slv/blk	30	9/10	
ZONDA™ front clincher 28"	675	alu	24/20	M			slv/blk	16	●	SS	UAE		●	BR	100	alu	●	slv/blk	20		
ZONDA™ rear clincher 28"	935	alu	28/20	M	●		slv/blk	21/G3™	●	SS	UAE		●	BR	130	alu	●	slv/blk	20	9/10	
ZONDA™ rear clincher 28"(HG)	935	alu	28/20	M	●		slv/blk	21/G3™	●	SS	UAE		●	BR	130	alu	●	slv/blk	20	10*	
EURUS™ front clincher 28"	660	alu	24/20	MT			slv/blk	16	●	alu	AE DB		●	SS	100	alu	●	slv/blk	20		
EURUS™ rear clincher 28"	890	alu	28/20	MT	●		slv/blk	21/G3™	●	alu	AE DB		●	SS	130	alu	●	slv/blk	20	9/10	
EURUS™ rear clincher 28"(HG)	890	alu	28/20	MT	●		slv/blk	21/G3™	●	alu	AE DB		●	SS	130	alu	●	slv/blk	20	10*	
SHAMAL™ ULTRA™ front clincher 28"	605	alu	24,5/20	MT			gold	16	●	alu	AE DB		●	alu	100	alu/carb	●	blk/carb	20		
SHAMAL™ ULTRA™ rear clincher 28"	790	alu	28,5/20	MT	●		gold	21/G3™	●	alu	AE DB		●	alu	130	alu/carb	●	blk/carb	20	9/10	
SHAMAL™ ULTRA™ rear clincher 28"(HG)	790	alu	28,5/20	MT	●		gold	21/G3™	●	alu	AE DB		●	alu	130	alu/carb	●	blk/carb	20	10*	
SHAMAL™ ULTRA™ front tub. 28"	605	alu	24,5/20	MT		-	gold	16	●	alu	AE DB		●	alu	100	alu/carb	●	silver	20		
SHAMAL™ ULTRA™ rear tub. 28"	790	alu	28,5/20	MT	●	-	gold	21/G3™	●	alu	AE DB		●	alu	130	alu/carb	●	silver	20	9/10	
SHAMAL™ ULTRA™ rear tub. 28"(HG)	790	alu	28,5/20	MT	●	-	gold	21/G3™	●	alu	AE DB		●	alu	130	alu/carb	●	silver	20	10*	

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HIGH-PROFILE WHEELS

BORA™ ULTRA™ front tub. 28"	565	carb	50/20	-	-	-	carb	18	●	SS	AE DB		alu	100	carb	●	carb	20		
BORA™ ULTRA™ rear tub. 28"	740	carb	50/20	-	-	-	carb	21/G3™	●	SS	AE DB		alu	130	carb	●	carb	20	9/10	
BORA™ ULTRA™ rear tub. 28"(HG)	740	carb	50/20	-	-	-	carb	21/G3™	●	SS	AE DB		alu	130	carb	●	carb	20	10	
GHIBLI™ rear road 28"	995	alu	D/19	-	-	-	-	-	-	Aramide	-	-	-	100	alu	●	-	20		●
GHIBLI™ front track 26"	860	alu	D/19	-	-	-	-	-	-	Aramide	-	-	-	120	alu		-	-		
GHIBLI™ front track 28"	955	alu	D/19	-	-	-	-	-	-	Aramide	-	-	-	100	alu		-	-		
GHIBLI™ rear track 28"	995	alu	D/19	-	-	-	-	-	-	Aramide	-	-	-	120	alu		-	-		
PISTA™ front tub. 28"	995	alu	38/20			-	black	20		SS	AE		alu	100	alu		black	20		
PISTA™ rear tub. 28"	1110	alu	38/20			-	black	24		SS	AE		alu	120	alu		black	20		

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