

ENG

2013



Campagnolo

PURE PERFORMANCE



The Campagnolo history began 80 years ago with a mission: to provide cyclists all over the world with the best possible bicycle components.

Today this mission continues with ever more energy, force and enthusiasm.

The secret of Campagnolo quality and performance can be found precisely in this: a passion for bicycles and racing, a passion for innovation and technology, a passion which transforms ideas into Campagnolo components and wheels.

The Campagnolo electric drivetrains are just the latest exceptional and tangible result of a path which began with the first Campagnolo rear derailleur and progressed, year after year, through numerous milestones where Campagnolo has always been a key player.

'Innovate', 'evolve', 'look to the future' are all key words, but the Campagnolo mission is the same as it has always been: to thrill and excite through technology, performance and victory.

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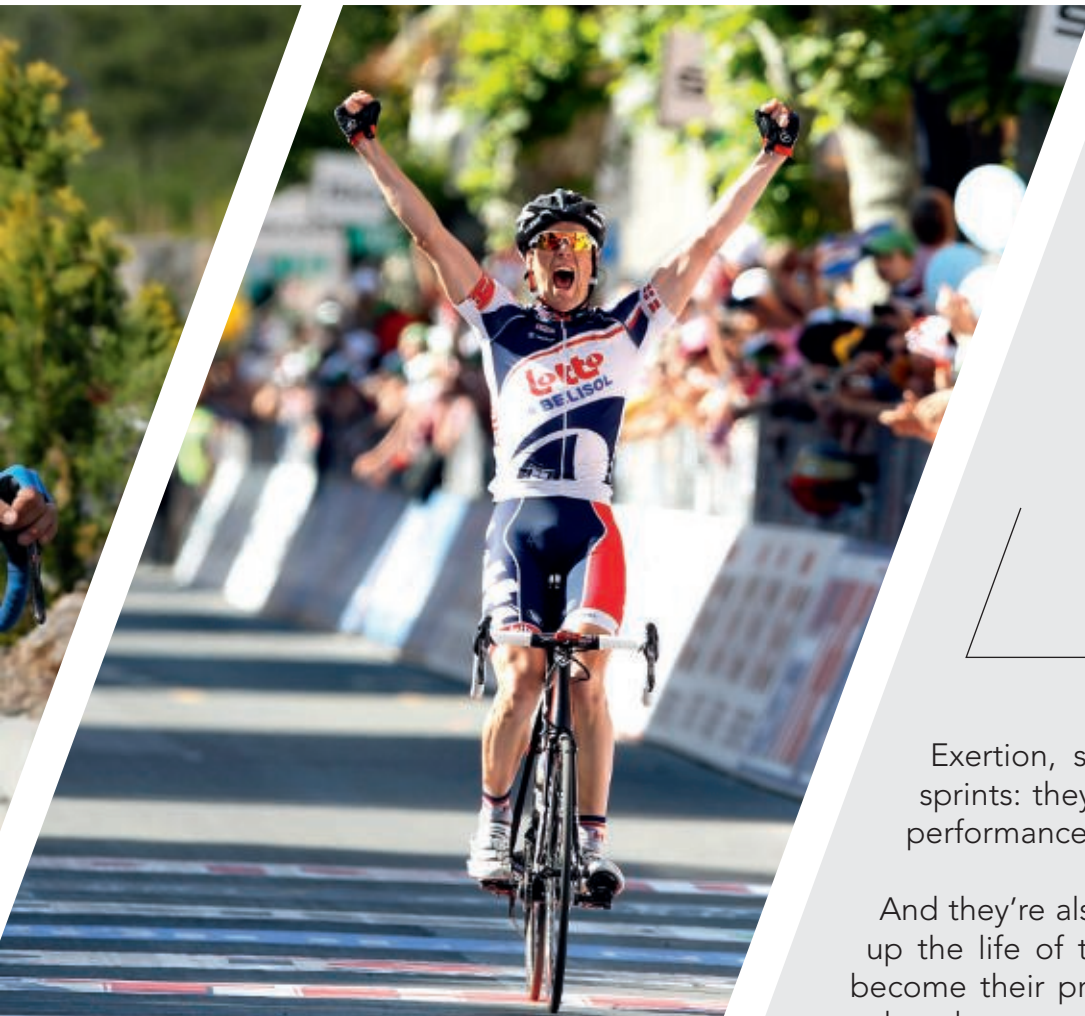
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TEAMS

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.

And the new EPST™ electronic drivetrains are proof. New goals, new levels of performance and new victories to give our champions the competitive edge.

A fusion of legend, passion and technology for the cycling world.







ROAD

If the road is your playground, Campagnolo® is your ideal ally.

For 2013, Campagnolo® continues to offer the classic **Centaur™** and **Veloce™** 10-speed drivetrains and the 4 **11-speed sets** that have become synonymous with **victory in countless competitions worldwide.**

But the **most important news for the 2013 range concerns our EPS electronic drivetrains:** for the most discerning cyclist who demands advanced, prestigious materials such as carbon fibre and titanium, Campagnolo® offers the **Super Record EPS 11-speed** and the **Record™ EPS™ 11-speed**, while the brand new **Athena™ EPS™ 11-speed** is the sensible choice for cyclists wanting maximum performance at an affordable price.

A range catering for any possible need. Whichever model you choose, Campagnolo® drivetrains offer unparalleled performance and reliability matched by **Italian design.**

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EPSTM
ELECTRONIC
POWER SHIFT



SUPER RECORD™ EPS™

The dream.

For Campagnolo®, this has been a significant company achievement and an extremely important project, while for the cyclist, it represents the zenith of cycling technology today.

Super Record™ EPS™ is the lightest complete groupset in the world. Carbon fibre and titanium - materials offering unparalleled performance and renowned for their lightness - come together with Italian design to make the Super Record™ truly a thing of distinctive, exclusive beauty.

Just one click of the controls will be enough for you to realise that this is the beginning of a new era.





SUPER RECORD™ EPS™ ERGOPOWER™

Just a simple click. And you experience with the all-new EPS™ electronic groupset begins.

Just a simple click of the new Ergopower™ EPS™ controls, and the rear or front derailleur moves the chain with levels of speed and precision only possible with a Campagnolo electronic drivetrain.

The ergonomics are the same as the tried and tested electronic controls, but the down shift lever is now easier to use in all riding positions. Especially when you're giving it your all for maximum speed!



262 g

*All control mount covers and sheaths are available as red or white variants.
Any other colour may be chosen as an option

TECHNOLOGIES

One lever-One action:

each lever of the control set has its own distinct function. This means absolute certainty of using the right control in all conditions (winter temperatures and gloves, poor road conditions etc.), eliminating the risk of error.



New e-Ergonomy™:

the lower new position of lever 3 ensures easier, more precise shifting and derailing action in all riding positions.



100% waterproof:

all control components are built to operate in any weather conditions in compliance with the IP67 standard.



Multi-Dome Tech™:

the 5-dome technology perfected by Campy Tech Lab™ together with Campagnolo athletes has made it possible to strike the perfect balance between operating force and tactile shift feedback. It also eliminates the possibility of unintentionally shifting the rear or front derailleur.



Switch Mode button:

the "mode" buttons allow the user to check battery charge, make fine adjustments to the rear or front derailleur - even in the middle of a race (with the "ride setting" procedure), and set the zero position of the rear and front derailleur ("zero setting" procedure).

EPS™ DTI™ INTERFACE

A tiny electronic component that performs an extremely important job. The interface transforms the analogue signals received from the controls into the digital signals transmitted to the EPS™ Power Unit™. But that's not all it does. It is also used to set the initial configuration and adjust drivetrain settings during a race, as well as displaying battery level.

A vital component for the electronic drivetrain, it may be installed on the handlebar mount or on the brake cables.



24 g

TECHNOLOGIES

Analogue-digital signal conversion:

transforms the analogue signals received from the controls into the digital signals transmitted to the Power Unit.



“Zero setting” and “Ride setting”:

used to set the initial configuration of the components and make fine adjustments during a race.



RGB LED:

visualises battery charge status.

Two possible interface mounting options:

the unique design of the interface lets the user choose whether to install it on the brake cable or on the handlebar mount.

POWER UNIT DTI™ EPS™

The brain of the system. The EPS™ Power Unit™ is much more than just a battery. Its housing contains all the electronics of the EPS™ drivetrain, the system memory input/output gates and the battery charger plug. This design choice benefits both the reliability and the performance of the system, which is also upgradeable.



167 g



TECHNOLOGIES

Casing in vibration absorbent material with specially contoured interior:

for maximum protection of the battery and electronic components against vibration even on very poor road surfaces.



DTI™ Digital Tech Intelligence:

the digital brain of the EPS™ drivetrain. DTI™ monitors and checks the battery, transmits and receives signals to and from the interface and controls and monitors the functions of the rear and front derailleur. The unit also checks for system faults, warning the user when necessary via an RGB LED and a buzzer.



Input/output gates:

for charging the battery and, when necessary, diagnosing the system and updating the firmware and Eeprom.

Casing with ultrasonically welded seams:

makes the system 100% waterproof

SUPER RECORD™ EPS™ REAR DERAILLEUR

Carbon fibre, titanium and class-beating drive motors.

These are the secrets behind the incredible performance of the Super Record™ EPS™: an ultra-light, incredibly responsive drivetrain delivering lightning-fast, precise shifts in all conditions. With its eye-catching exclusive design, the Super Record™ EPS™ rear derailleur will change the way you think of shifting.



198 g

TECHNOLOGIES

High torque, high drive ratio motors:
Campagnolo® has used the world's best electric motors for this application. These units ensure effective shifting even under strain, deliver the same performance time after time and make extremely fast, precise shifts possible.



Position sensor:
the "Magnetic Hall Sensor Resolver™" ensures that the rear derailleur always moves the chain into the ideal position for the selected sprocket.



Special T.I.N. treatment:
this special treatment keEPS™ titanium components in their original condition, so they continue to deliver maximum performance.



Upper and lower body in monolithic carbon powder technopolymer:
for maximum lightness and superlative stiffness.



Front plate and cage in carbon fibre:
the only electronic rear derailleur in the world made from carbon fibre. For maximum lightness and superlative maximum stiffness. For fast, precise shifts even under strain.

Exclusive "Unlock System™":
the manual release system lets the user position the rear derailleur and chain on the desired sprocket in the event of a drivetrain malfunction. The release system also prevents damage to the unit in a fall.

Exclusive Multi-shifting System:
lets the rider shift up or down by up to 11 sprockets in a single action!

100% waterproof:
all the components of the rear derailleur are built to operate in any weather conditions in compliance with the IP67 standard.

SUPER RECORD™ EPS™ FRONT DERAILLEUR

A powerful punch in a tiny package!

Boasting an optimised design and driven by the highest quality motors available today, the front derailleur moves the chain precisely in all conditions, even under strain.

The result is a derailing speed like nothing you've ever seen before, with the chain shifting up and down from one chainring to the next with truly astonishing speed and precision.



129 g

TECHNOLOGIES

High torque, high drive ratio motors:

Campagnolo® has used the world's best electric motors for this application. These units ensure effective shifting even under strain, deliver the same performance time after time and make extremely fast, precise shifts possible.



Position sensor:

with the "Magnetic Hall Sensor Resolver™", the front derailleur always moves the chain automatically into the ideal position for the selected sprocket/chainring.



Front derailleur body in monolithic carbon powder technopolymer: for maximum lightness and superlative stiffness.



New internal and external derailleur cage design, with aluminium and carbon fibre construction: a design optimised for the EPS™ drivetrain for maximised lightness and stiffness. Extreme derailing speed and precision even under strain.



100% waterproof:

all the components of the front derailleur are built to operate in any weather conditions in compliance with the IP67 standard.

SUPER RECORD™ CRANKSET

The maximum that you could ask for in performance and smoothness. The Super Record™ crankset is an extraordinary concentration of technology and performance: extremely high overall stiffness, extraordinary lightness, fast and precise shifting; the CULT™ system and the option with titanium axle, all this enhances even more the performance and uniqueness of this crankset.



ULTRA TORQUE™ 



New 11-Speed 165mm crankset:
allows for an agile pedal stroke and a correct movement in relation to the length of the lower limbs.

585 g

TECHNOLOGIES

XPSS™:

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



Titanium axle and reverse thread titanium fixing bolt:

reduces the overall weight of the crankset by 40 grams.



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.



Hollow Cranks and spider arms with Ultra-Hollow™ Technology:
reduced weight of stress – free sections, improved crank set weight to stiffness ratio.

CULT™:

The combination of the best ceramic balls available on the market and special Cronitect™ steel. The bearings are lubricated with only a film of oil, increasing the smoothness of the crank nine-fold. Resistant to corrosion – performance unaltered over time.

SUPER RECORD™ SPROCKETS

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



177 g

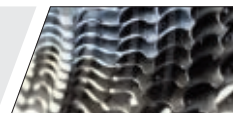
TECHNOLOGIES

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.

Ultra-Shift™ Synchronization:

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



6 titanium sprockets:

less weight.



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.



2,10 g/link

TECHNOLOGIES

Ultra-Link™ chain link connecting system:

high strength chain connection – greater safety and longer chain life.



Ultra-Link™ chain links:

designed to provide maximum performance to Campagnolo® transmissions: longer life for chainrings and sprockets, maximum efficiency in power transmission.



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 braking 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.



Mono/Dual Pivot version
272 g (pair)

Mono/Dual Pivot version
297 g (pair)

TECHNOLOGIES

Special compound:

reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life.



Front/Rear differentiated braking:

lighter rear brake – greater braking power modulation.



Exclusive brake pad coupling/uncoupling system:

fast and secure brake pad replacement

Skeleton brake arms:

no-bend arms, modularity, reduced weight.



RECORD™ EPS™

Competition, sweat and an endless string of victories.

The Record name has always been associated with professional racing, and today, the Record 11s™ version of the EPS™ drivetrain continues to bring glory to both athletes and Campagnolo®.

Carbon fibre makes it light and aggressive, while precision machining and exclusive engineering make it reliable, precise and lightning-fast, for unrivalled levels of performance.

The choice of athletes bringing victory within reach of all cycling enthusiasts.





RECORD™ EPS™ ERGOPOWER™

The hallmark carbon levers with the white and red livery of the Record™ 11 EPS™ are immediately recognisable, symbolising a name that has always been associated with extreme performance and victory.

With just a simple click of the controls, the front or rear derailleur moves the chain precisely and extremely rapidly in any situation.



266 g

*All control mount covers and sheaths are available as red or white variants.
Any other colour may be chosen as an option

TECHNOLOGIES

One lever-One action:

each lever of the control set has its own distinct function. This means absolute certainty of using the right control in all conditions (winter temperatures and gloves, poor road conditions etc.), eliminating the risk of error.



New e-Ergonomy™:

the lower new position of lever 3 ensures easier, more precise shifting and derailing action in all riding positions.



100% waterproof:

all control components are built to operate in any weather conditions in compliance with the IP67 standard.



Multi-Dome Tech™:

the 5-dome technology perfected by Campy Tech Lab™ together with Campagnolo athletes has made it possible to strike the perfect balance between operating force and tactile shift feedback. It also eliminates the possibility of unintentionally shifting the rear or front derailleur.



Switch Mode button:

the "mode" buttons allow the user to check battery charge, make fine adjustments to the rear or front derailleur - even in the middle of a race (with the "ride setting" procedure), and set the zero position of the rear and front derailleur ("zero setting" procedure).

EPS™ DTI™ INTERFACE

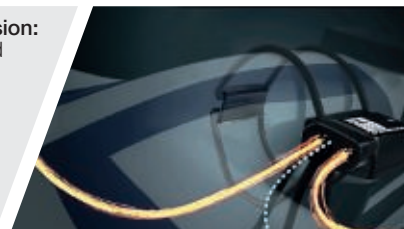
A tiny electronic component that performs an extremely important job. The interface transforms the analogue signals received from the controls into the digital signals transmitted to the EPS™ Power Unit™. But that's not all it does. It is also used to set the initial configuration and adjust drivetrain settings during a race, as well as displaying battery level. A vital component for the electronic drivetrain, it may be installed on the handlebar mount or on the brake cables.



24 g

TECHNOLOGIES

Analogue-digital signal conversion:
transforms the analogue signals received from the controls into the digital signals transmitted to the Power Unit.



"Zero setting" and "Ride setting":
used to set the initial configuration of the components and make fine adjustments during a race.



RGB LED:
visualises battery charge status.

Two possible interface mounting options:
the unique design of the interface lets the user choose whether to install it on the brake cable or on the handlebar mount.

POWER UNIT DTI™ EPS™

The brain of the system. The EPS™ Power Unit™ is much more than just a battery. Its housing contains all the electronics of the EPS™ drivetrain, the system memory input/output gates and the battery charger plug. This design choice benefits both the reliability and the performance of the system, which is also upgradeable.



167 g



TECHNOLOGIES

Casing in vibration absorbent material with specially contoured interior:
for maximum protection of the battery and electronic components against vibration even on very poor road surfaces.



DTI™ Digital Tech Intelligence:
the digital brain of the EPS™ drivetrain. DTI™ monitors and checks the battery, transmits and receives signals to and from the interface and controls and monitors the functions of the rear and front derailleur. The unit also checks for system faults, warning the user when necessary via an RGB LED and a buzzer.



Input/output gates:
for charging the battery and, when necessary, diagnosing the system and updating the firmware and Eeprom.

Casing with ultrasonically welded seams:
makes the system 100% waterproof

RECORD™ EPS™ REAR DERAILLEUR

Shift up or down by 11 sprockets in under 1.5 seconds!

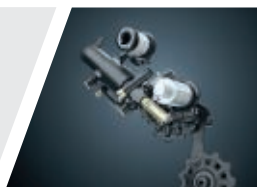
This astonishing performance has only been made possible through the relentless pursuit of perfection in every part of the component. Every single detail has been optimised to strike the perfect balance between lightness and stiffness, for maximum shifting speed and precision.



203 g

TECHNOLOGIES

High torque, high drive ratio motors:
Campagnolo® has used the world's best electric motors for this application. These units ensure effective shifting even under strain, deliver the same performance time after time and make extremely fast, precise shifts possible.



Position sensor:
the "Magnetic Hall Sensor Resolver™" ensures that the rear derailleur always moves the chain into the ideal position for the selected sprocket.



Ultra-Shift™ exclusive geometry parallelogram:
maximum shifting rigidity, fast actuation, precision, friction reduction.



Upper and lower body in monolithic carbon powder technopolymer:
for maximum lightness and superlative stiffness.



Front plate and cage in carbon fibre:
the only electronic rear derailleur in the world made from carbon fibre. For maximum lightness and superlative maximum stiffness. For fast, precise shifts even under strain.

Exclusive Multi-shifting System:
lets the rider shift up or down by up to 11 sprockets in a single action!

Exclusive "Unlock System™":
the manual release system lets the user position the rear derailleur and chain on the desired sprocket in the event of a drivetrain malfunction. The release system also prevents damage to the unit in a fall.

100% waterproof:
all the components of the rear derailleur are built to operate in any weather conditions in compliance with the IP67 standard.

RECORD™ EPS™ FRONT DERAILLEUR

A powerful punch in a tiny package!

Boasting an optimised design and driven by the highest quality motors available today, the front derailleur moves the chain precisely in all conditions, even under strain.

The result is a derailing speed like nothing you've ever seen before, with the chain shifting up and down from one chainring to the next with truly astonishing speed and precision.



133 g

TECHNOLOGIES

High torque, high drive ratio motors:

Campagnolo® has used the world's best electric motors for this application. These units ensure effective shifting even under strain, deliver the same performance time after time and make extremely fast, precise shifts possible.



Position sensor:

with the "Magnetic Hall Sensor Resolver™", the front derailleur always moves the chain automatically into the ideal position for the selected sprocket/chainring.



Front derailleur body in monolithic carbon powder technopolymer: for maximum lightness and superlative stiffness.



New internal and external derailleur cage design, with aluminium and carbon fibre construction: a design optimised for the EPS™ drivetrain for maximised lightness and stiffness. Extreme derailing speed and precision even under strain.



100% waterproof:

all the components of the front derailleur are built to operate in any weather conditions in compliance with the IP67 standard.

RECORD™ CRANKSET

An extra weapon for achieving victory. The Record™ crankset is designed to transmit 100% of the cyclist's power to the wheel: maximum torsional stiffness of the system, the best U and Q factors in the category, and cranks made entirely of unidirectional carbon fibre. But the real surprise comes with the first shift: precise, extremely fast, and with no hesitation, thanks to the design of the upshifting and downshifting zones of the XPSS™ chainrings. Shifting is no longer a problem, not even under extreme conditions.



 CERAMIC
ULTRA SMOOTH BEARINGS

 UHS
ULTRA-HOLLOW™ STRUCTURE

ULTRA TORQUE™ 



New 11-Speed 165mm crankset:
allows for an agile pedal stroke and a correct
movement in relation to the
length of the lower limbs.

627 g

TECHNOLOGIES

XPSS™:

Exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.



Integrated crank/chainring mounting system:
reduced weight – easy maintenance.



Ultra-Torque™ bottom bracket:
pressure on the pedals is transmitted efficiently without any loss of power.



8 Chain up shifting areas and 2 chain downshifting areas:
faster and more precise shifting, even under stress



Hollow cranks and spider arms with Ultra-Hollow™ Technology:
reduces weight of stress – free areas, improves crank set weight and rigidity ratio.

USB™ Technology:

USB™ ceramic ball bearings reduce friction, guaranteeing the maximum smoothness. Resistant to corrosion and wear, they maintain consistent performance over time.

RECORD™ SPROCKETS

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.



201 g

TECHNOLOGIES

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™ 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.



2,10 g/link

TECHNOLOGIES

Chain link Ultra-Link™ connecting system:

high strength chain connection - greater safety and longer chain life.



Ultra-Link™ chain links:

designed to provide the best possible performance for Campagnolo® transmissions – longer life for gears and sprockets, maximum efficiency in power transmission.



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.


Mono/Dual Pivot version
278 g (pair)

Mono/Dual Pivot version
303 g (pair)

TECHNOLOGIES

Special compound:

reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life.



Front/rear differentiated braking:

lighter rear brake – greater braking power modulation.



Exclusive brake pad Coupling/Uncoupling System:

fast and secure brake pad replacement.

Skeleton brake arms:

no-bend arms, modularity, reduced weight.



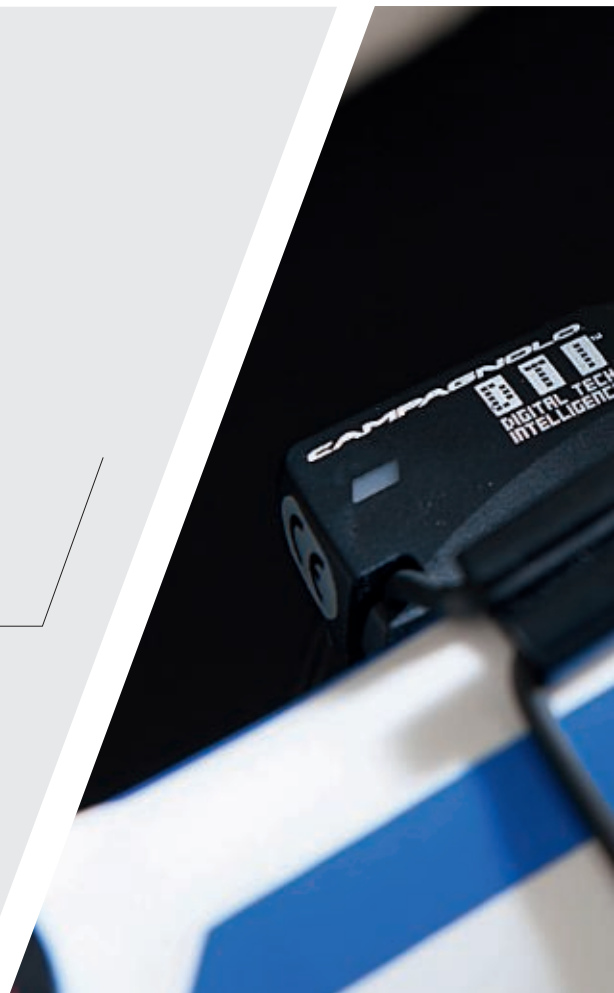
ATHENA™ EPS™

Just like the Super Record™ and Record™.

This alone is a sufficient introduction for the new Athena™ EPS™, a groupset differing from these prestigious models only in the materials used and price.

Although made predominantly from aluminium, Athena still includes a number of carbon fibre components, making it the lightest electronic drivetrain in its class, while its ergonomics and derailing and shift performance are exactly the same as Campagnolo's range-topping drivetrains.

A dream within reach of all Campagnolo® enthusiasts.





ATHENA™ EPS™ ERGOPOWER™

Multi-shifting give the rider the possibility of shifting up or down by up to 11 sprockets at a time. This is a functionality possible only with the EPS™ electronic drivetrain.

But Ergopower™ Athena EPS™ offers even more than this: with superb ergonomics, simplicity, comfort and safety in all riding positions. A single click of the controls and you're headed for a whole new experience.



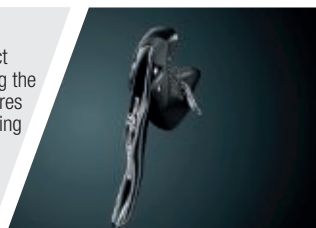
288 g

*All control mount covers and sheaths are available as red or white variants.
Any other colour may be chosen as an option

TECHNOLOGIES

One lever-One action:

each lever of the control set has its own distinct function. This means absolute certainty of using the right control in all conditions (winter temperatures and gloves, poor road conditions etc.), eliminating the risk of error.



New e-Ergonomy™:

the lower new position of lever 3 ensures easier, more precise shifting and derailing action in all riding positions.



100% waterproof:

all control components are built to operate in any weather conditions in compliance with the IP67 standard.



Multi-Dome Tech™:

the 5-dome technology perfected by Campy Tech Lab™ together with Campagnolo athletes has made it possible to strike the perfect balance between operating force and tactile shift feedback. It also eliminates the possibility of unintentionally shifting the rear or front derailleur.



Switch Mode button:

the "mode" buttons allow the user to check battery charge, make fine adjustments to the rear or front derailleur - even in the middle of a race (with the "ride setting" procedure), and set the zero position of the rear and front derailleur ("zero setting" procedure).

EPS™ DTI™ INTERFACE

A tiny electronic component that performs an extremely important job. The interface transforms the analogue signals received from the controls into the digital signals transmitted to the EPS™ Power Unit™. But that's not all it does. It is also used to set the initial configuration and adjust drivetrain settings during a race, as well as displaying battery level. A vital component for the electronic drivetrain, it may be installed on the handlebar mount or on the brake cables.



24 g

TECHNOLOGIES

Analogue-digital signal conversion:
transforms the analogue signals received from the controls into the digital signals transmitted to the Power Unit.



"Zero setting" and "Ride setting":
used to set the initial configuration of the components and make fine adjustments during a race.



RGB LED:
visualises battery charge status.

Two possible interface mounting options:
the unique design of the interface lets the user choose whether to install it on the brake cable or on the handlebar mount.

POWER UNIT DTI™ EPS™

The brain of the system. The EPS™ Power Unit™ is much more than just a battery. Its housing contains all the electronics of the EPS™ drivetrain, the system memory input/output gates and the battery charger plug. This design choice benefits both the reliability and the performance of the system, which is also upgradeable.



167 g



TECHNOLOGIES

Casing in vibration absorbent material with specially contoured interior:
for maximum protection of the battery and electronic components against vibration even on very poor road surfaces.



DTI™ Digital Tech Intelligence:
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Input/output gates:
for charging the battery and, when necessary, diagnosing the system and updating the firmware and Eeprom.

Casing with ultrasonically welded seams:
makes the system 100% waterproof

ATHENA™ EPS™ REAR DERAILLEUR

Aluminium, carbon fibre, high technology and design.

The EPS™ 11 speed rear derailleur is the product of exactly the same project which spawned the Campagnolo®'s range topping EPS™ groupsets. And it has inherited the same class-beating performance.



225 g

TECHNOLOGIES

High torque, high drive ratio motors:
Campagnolo® has used the world's best electric motors for this application. These units ensure effective shifting even under strain, deliver the same performance time after time and make extremely fast, precise shifts possible.



Position sensor:
the "Magnetic Hall Sensor Resolver™" ensures that the rear derailleur always moves the chain into the ideal position for the selected sprocket.



Ultra-Shift™ exclusive geometry parallelogram:
maximum shifting rigidity, fast actuation, precision, friction reduction.



Upper and lower body in monolithic carbon powder technopolymer:
for maximum lightness and superlative stiffness.



Front plate and cage in aluminum:
for maximum lightness and superlative maximum stiffness. For fast, precise shifts even under strain.

Exclusive "Unlock System™":
the manual release system lets the user position the rear derailleur and chain on the desired sprocket in the event of a drivetrain malfunction. The release system also prevents damage to the unit in a fall.

Exclusive Multi-shifting System:
lets the rider shift up or down by up to 11 sprockets in a single action!

100% waterproof:
all the components of the rear derailleur are built to operate in any weather conditions in compliance with the IP67 standard.

ATHENA™ EPS™ FRONT DERAILLEUR

A powerful punch in a tiny package!

Boasting an optimised design and driven by the highest quality motors available today, the front derailleur moves the chain precisely in all conditions, even under strain.

The result is a derailing speed like nothing you've ever seen before, with the chain shifting up and down from one chainring to the next with truly astonishing speed and precision.



149 g

TECHNOLOGIES

High torque, high drive ratio motors:

Campagnolo® has used the world's best electric motors for this application. These units ensure effective shifting even under strain, deliver the same performance time after time and make extremely fast, precise shifts possible.



Position sensor:

with the "Magnetic Hall Sensor Resolver™", the front derailleur always moves the chain automatically into the ideal position for the selected sprocket/chainring.



Front derailleur body in monolithic carbon powder technopolymer:
for maximum lightness and superlative stiffness.



New internal and external derailleur cage design:

a design optimised for the EPS™ drivetrain for maximised lightness and stiffness. Extreme derailing speed and precision even under strain.



100% waterproof:

all the components of the front derailleur are built to operate in any weather conditions in compliance with the IP67 standard.

ATHENA™ CRANKSET

Aluminium or carbon fibre? Athena™ 11s gives you the freedom to choose the crankset configuration that best suits your bicycle. As always, its performance that's the strong point of Campagnolo® components. The extreme rigidity of cranks/chainrings and the Power Torque™ axle ensure the maximum efficiency of power transmission. It's the entry level 11-speed groupset with top-of-the-range features

POWER TORQUE SYSTEM™
XPSS™ EXTREME PERFORMANCE SHIFTING SYSTEM™



Bright Silver
aluminium 736 g



New Athena™ 165mm carbon crankset:
it allows for an agile pedal stroke and a correct
movement in relation to the length of the lower
limbs.



Carbon 640 g



Deep Black
aluminium 736 g

TECHNOLOGIES

XPSS™:

Exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.



Power-Torque™ System:

System with single axle designed to maximise stiffness and power transmission.



CHORUS™ SPROCKETS

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.



230 g

TECHNOLOGIES

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.

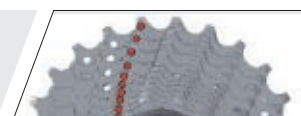
Reinforced mounts for second and third triplets:

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.



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.



2,24 g/link

TECHNOLOGIES

Ultra-Link™ Chain Connecting System:

high strength chain connection – greater safety and longer chain life.



Ultra-Link™ chain links:

designed to give better performance to Campagnolo® drivetrains: greater durability of the gears and sprockets, maximum efficiency in the transmission of power.



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.



**Bright Silver
Mono/Dual-Pivot Version**
306 g (pair)

**Deep Black
Dual-Pivot Version**
331 g (pair)

TECHNOLOGIES

Special brake compound:

better braking performance in all weather conditions – less wear on the braking track.



Front/rear differentiated braking:

lighter rear brake – greater braking power modulation.



Skeleton brake arms:

no-bend arms, modularity, reduced weight.

Version dual pivot front/rear:

Enhanced braking at the rear





MECHANICAL DRIVETRAINS

TRANSMISSION 11s

SUPER RECORD™	76
RECORD™	82
CHORUS™	88
ATHENA™	94

TRANSMISSION 10s

CENTAUR™	102
VELOCE™	110



SUPER RECORD™

Carbon, titanium and state of the art technology.

Once again, the Super Record™ drivetrain confirms its supremacy in terms of performance, reliability and distinctive Italian design.

In winning a race or achieving your own goals, using a drivetrain that responds immediately and precisely to the controls without hesitation can make all the difference.

For those who prefer the appeal of a mechanical drivetrain, the 11-speed Super Record™ is your perfectly.





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 Ergopower™ Ultra-Shift™ controls of the Super Record™ series represent the top of the line in terms of technology applied to the ergonomics of the hand – all to the advantage of safety, speed and precision in the controls. Your every wish is a command.



330 g



*All control mount covers and sheaths are available as red or white variants.
Any other colour may be chosen as an option.

TECHNOLOGIES

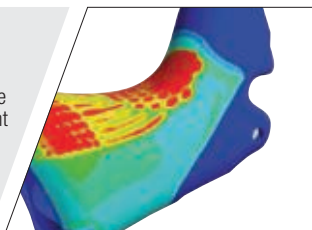
Ultra-Shift™ Ergonomics:
safe grip on handlebars in all positions and faster, more precise command on levers.



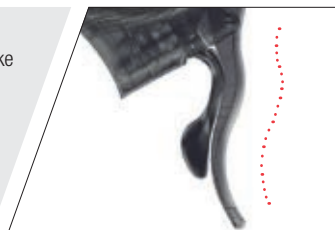
Exclusive Ultra-Shift™ Mechanism:
with just one action of the lever, you can upshift by 1, 2 or 3 chainrings and downshift by 1 to 5 chainrings at a time.



Vari-Cushion™ Hood:
made of non-allergenic elastic material, with variable cushioning that provides the maximum comfort and safety even after many hours on the bike. Thanks to a special treatment, it is resistant to UV rays and maintains its original colours without fading.



Double Curvature Brake Lever:
allows you to engage and modulate the brake safely from any hand position.



SUPER RECORD™ CRANKSET

The maximum that you could ask for in performance and smoothness. The Super Record™ crankset is an extraordinary concentration of technology and performance: extremely high overall stiffness, extraordinary lightness, fast and precise shifting; the CULT™ system and the option with titanium axle, all this enhances even more the performance and uniqueness of this crankset.



585 g



ULTRA TORQUE™

XPSS™ EXTREME PERFORMANCE SHIFTING SYSTEM™



New 11-Speed 165mm crankset:
allows for an agile pedal stroke and a correct movement in relation to the length of the lower limbs.

TECHNOLOGIES

XPSS™:
special design of chain up and downshift zones – chainring pin profile optimization – allows for faster and more precise shifting in all conditions.



Titanium axle and reverse thread titanium fixing bolt:
reduces the overall weight of the crankset by 40 grams.



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.



Hollow Cranks And Spider Arms With Ultra-Hollow™ Technology:
reduced weight of stress – free sections, improved crank set weight to stiffness ratio.

CULT™:
the combination of the best ceramic balls available on the market and special Cronitect™ steel. The bearings are lubricated with only a film of oil, increasing the smoothness of the crank nine-fold. Resistant to corrosion – performance unaltered over time.

SUPER RECORD™ REAR DERAILLEUR

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 a red rectangle printed on the carbon fibre makes the image of the Super Record™ rear derailleur even more unique and aggressive.



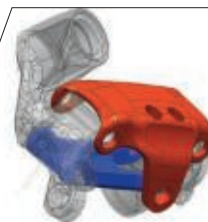
330 g

TECHNOLOGIES

Carbon fibre upper and lower body:
extreme rigidity and reduced weight. It increases rear derailleur precision and prolongs the life of component.



Carbon fiber parallelogram, and Exclusive Ultra-Shift™ Geometry:
maximum shifting rigidity, fast actuation, precision, friction reduction.



Carbon fiber cage plate:
shifting positioning is exceedingly precise – extremely light.

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.

SUPER RECORD™ FRONT DERAILLEUR

Absolutely unrivalled precision and speed: the Super Record™ front derailleur with Ultra Shift™ geometries combined with the Campagnolo® crankset and chain guarantee the best of shifting performance under any condition.



72 g



Braze-on version

TECHNOLOGIES

Ultra-Shift™ Carbon Cage:
thanks to its graduated curvature, shifting is fast and extremely precise.



Special inner cage design:
greater rigidity - faster shifting - more space for the chain crossovers.



Exclusive Campagnolo® Geometry Derailleur:
high system rigidity and shifting precision.



SUPER RECORD™ SPROCKET

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.



177 g

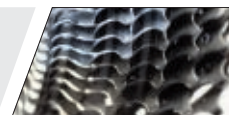
TECHNOLOGIES

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.

Ultra-Shift™ Synchronization:

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



6 titanium sprockets:
less weight.



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.



2,10 g/link

TECHNOLOGIES

Ultra-Link™ Chain Link Connecting System:

high strength chain connection – greater safety and longer chain life.



Ultra-Link™ Chain Links:

designed to provide maximum performance to Campagnolo® transmissions: longer life for chainrings and sprockets, maximum efficiency in power transmission.



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 braking 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.



Mono/Dual Pivot version
272 g (pair)

Mono/Dual Pivot version
297 g (pair)

TECHNOLOGIES

Special Compound:

reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life.



Front/Rear Differentiated Braking:

lighter rear brake – greater braking power modulation.



Exclusive Brake Pad Coupling/Uncoupling System:

fast and secure brake pad replacement

Skeleton brake arms:

no-bend arms, modularity, reduced weight.



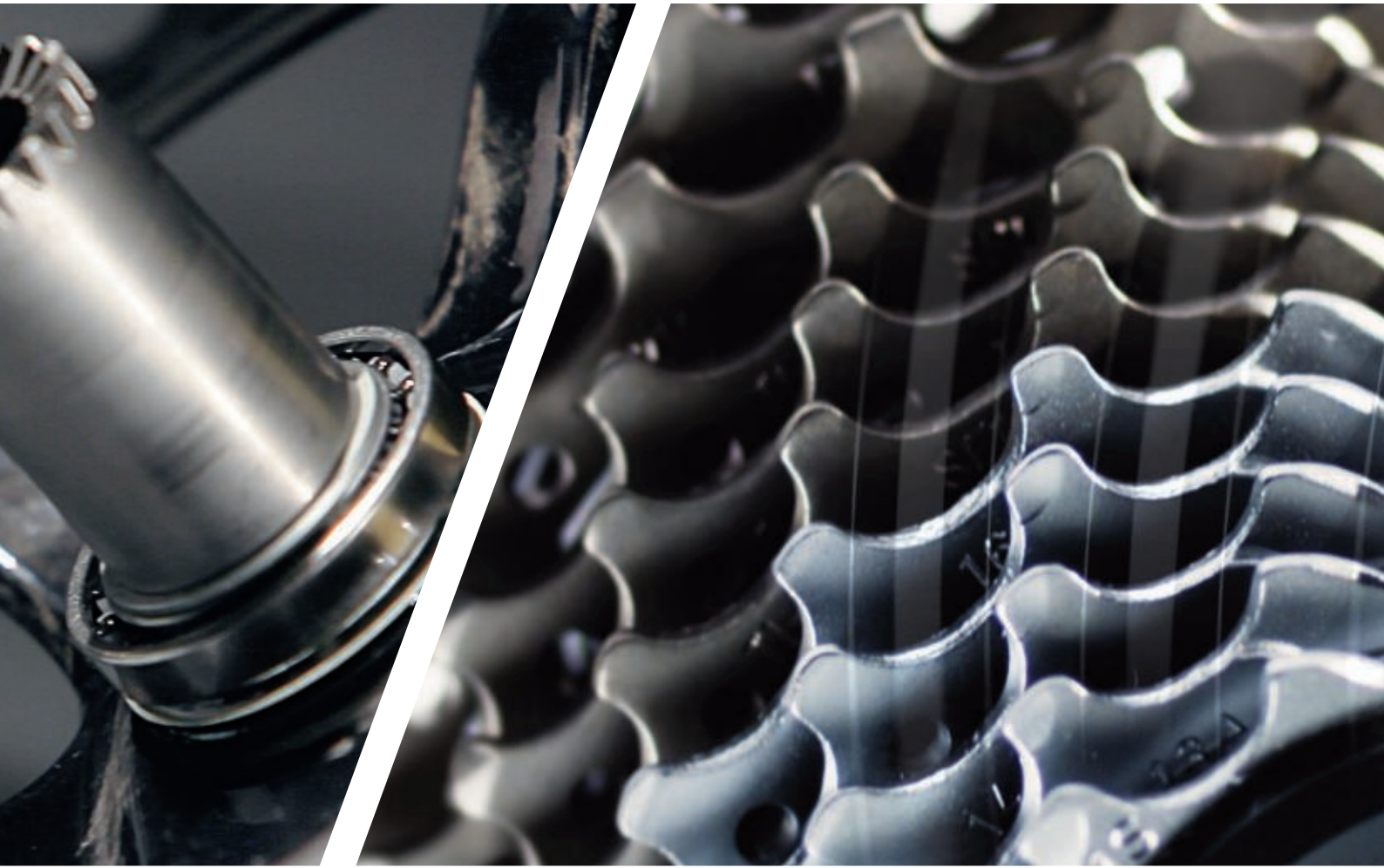
RECORD™

Record™ is synonymous with countless Campagnolo® victories in professional and non-professional racing.

An athlete puts everything he or she has into each pedal stroke, and - naturally - demands the same from every component. And this is why racing represents the most challenging, severe test for a component.

A host of past and present victories, with many more yet to come.





RECORD™ ERGOPOWER™ CONTROLS

It's all in your hands. From any position on the handlebars, the ergonomics of Ergopower™ controls enable you to engage the rear derailleur and front derailleur with extreme speed and precision. The maximum in performance while safety and comfort are not to be neglected: every detail is designed to provide the maximum comfort even after long hours on the bike.



337 g



*All control mount covers and sheaths are available as red or white variants.
Any other colour may be chosen as an option.

TECHNOLOGIES

Ultra-shift™ ergonomics:

ensures a firm grip on the handlebars and fast, precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.



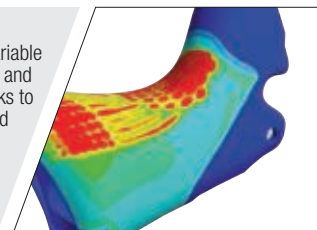
Exclusive Ultra-Shift™ mechanism:

with just one action of the lever, you can upshift by 1, 2 or 3 chainrings and downshift by 1 to 5 chainrings at a time.



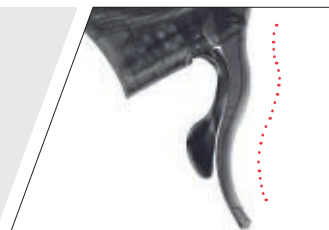
Vari-cushion™ hood:

made of non-allergenic elastic material, with variable cushioning that provides the maximum comfort and safety even after many hours on the bike. Thanks to a special treatment, it is resistant to UV rays and maintains its original colours without fading.



Double curvature brake lever:

allows you to engage and modulate the brake safely from any hand position.



RECORD™ CRANKSET

An extra weapon for achieving victory. The Record™ crankset is designed to transmit 100% of the cyclist's power to the wheel: maximum torsional stiffness of the system, the best U and Q factors in the category, and cranks made entirely of unidirectional carbon fibre. But the real surprise comes with the first shift: precise, extremely fast, and with no hesitation, thanks to the design of the upshifting and downshifting zones of the XPSS™ chainrings. Shifting is no longer a problem, not even under extreme conditions.



ULTRA TORQUE™

CERAMIC
ULTRA SMOOTH BEARINGS

EXTREME PERFORMANCE SHIFTING SYSTEM™



New 11-Speed 165mm crankset:
allows for an agile pedal stroke and a correct movement in relation to the length of the lower limbs.

627 g

TECHNOLOGIES

XPSS™:

Exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.



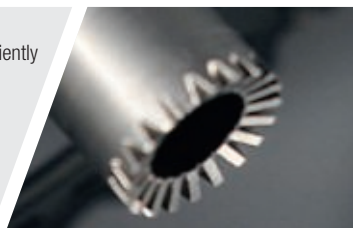
Integrated crank/chainring mounting system:

reduced weight – easy maintenance.



Ultra-Torque™ Bottom Bracket:

pressure on the pedals is transmitted efficiently without any loss of power.



8 Chain up shifting areas and 2 chain downshifting areas:

faster and more precise shifting, even under stress



Hollow cranks and spider arms with Ultra-Hollow™ Technology:

reduces weight of stress – free areas, improves crank set weight and rigidity ratio.

USB™ Technology:

USB™ ceramic ball bearings reduce friction, guaranteeing the maximum smoothness. Resistant to corrosion and wear, they maintain consistent performance over time.

RECORD™ REAR DERAILLEUR

It's the heart and soul of the Record™ 11s drivetrain! The Record™ rear derailleur has always evoked competitions and wins, and still today represents for professional racers the certainty of fast and extremely precise shifting, even under load. But you don't have to be a pro to take advantage of the performance features of the Record™ 11-speed: the fun is for all.

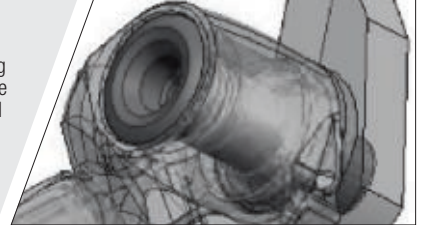


172 g

TECHNOLOGIES

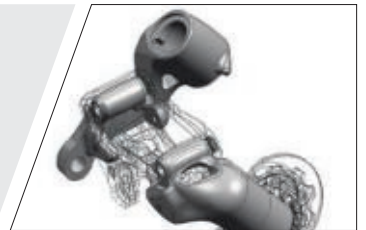
Aluminium rear derailleur fastening screws:

the two-piece system, while maintaining resistance and rigidity, makes it possible to reduce the weight by 53% compared to steel and 22% compared to titanium, and prolongs the life of the component.



Ultra-Shift™ aluminum lower and upper bodies:

less weight, less friction, shifting precision.



Ultra-Shift™ exclusive geometry parallelogram:

maximum shifting rigidity, fast actuation, precision, friction reduction.

Carbon fibre front plate:

extreme stiffness and reduced weight. Increases the precision of the rear derailleur.

RECORD™ FRONT DERAILLEUR

This is the component that, together with the chainrings and chain, assures the exceptional shifting of the Record™ groupset. Ultra-Shift™ geometry makes the cage extremely rigid, while the body and frame attachment systems make this front derailleur precise, fast, and hesitation-free.



74 g



Clip-on version

TECHNOLOGIES

Ultra-Shift™ carbon outer cage:

thanks to its graduated curvature, shifting is fast and extremely precise.



Special inner cage design:

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



Exclusive Campagnolo® geometry derailleur:

high system rigidity and shifting precision.



RECORD™ SPROCKET

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.



201 g

TECHNOLOGIES

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.

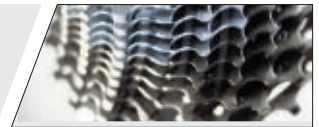
Reinforced mounts for second and third triplets:

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™ 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.



2,10 g/link

TECHNOLOGIES

Chain link Ultra-Link™ connecting system:

high strength chain connection - greater safety and longer chain life.



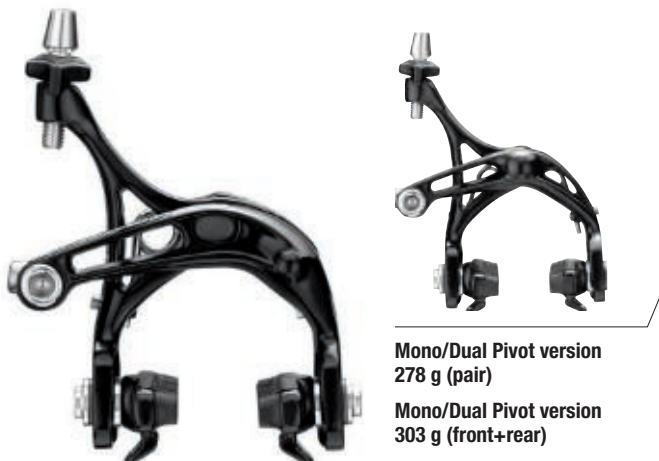
Ultra-Link™ chain links:

designed to provide the best possible performance for Campagnolo® transmissions – longer life for gears and sprockets, maximum efficiency in power transmission.



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.



Mono/Dual Pivot version
278 g (pair)

Mono/Dual Pivot version
303 g (front+rear)

TECHNOLOGIES

Special compound:

reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life.



Front/rear differentiated braking:

lighter rear brake – greater braking power modulation.



Exclusive brake pad Coupling/Uncoupling System:

fast and secure brake pad replacement.

Skeleton brake arms:

no-bend arms, modularity, reduced weight.

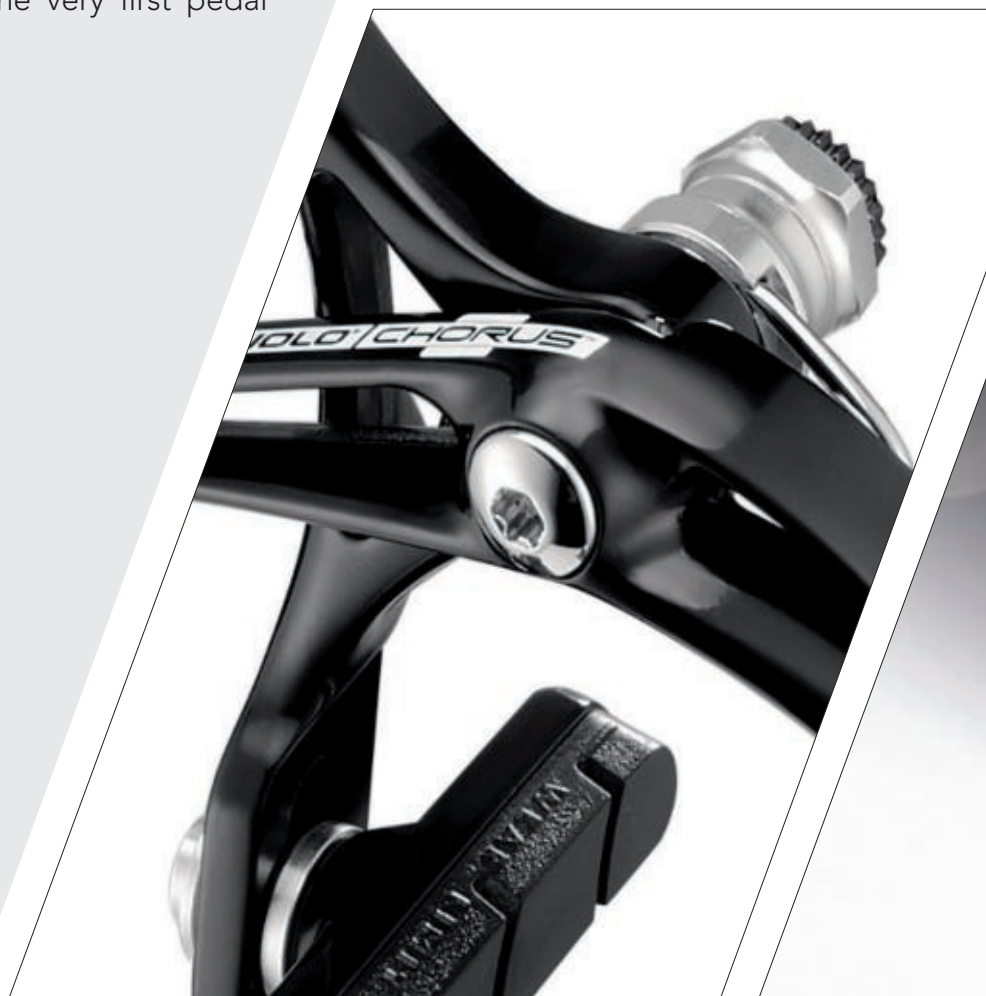


CHORUS™

The distinctive design, performance and high-tech appeal of carbon fibre at a decidedly competitive price.

The same derailing and shift speed, control ergonomics and incredible precision as the Super Record™ and Record™ drivetrains.

The Chorus™ 11-speed drivetrain can stand up to comparison with the best that the market has to offer and will astonish you right from the very first pedal strokes.





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 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.



337 g



*All control mount covers and sheaths are available as red or white variants. Any other colour may be chosen as an option.

TECHNOLOGIES

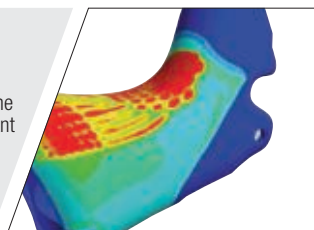
Ultra-Shift™ Ergonomics: ensures a firm grip on the handlebars and fast, precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.



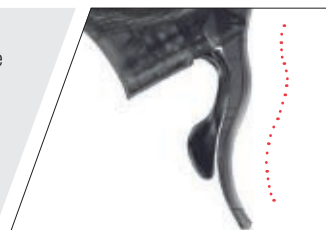
Exclusive Ultra-Shift™ mechanism: with just one action of the lever, you can upshift by 1, 2 or 3 chainrings and downshift by 1 to 5 chainrings at a time.



Vari-Cushion™ Hood: made of non-allergenic elastic material, with variable cushioning that provides the maximum comfort and safety even after many hours on the bike. Thanks to a special treatment, it is resistant to UV rays and maintains its original colours without fading.



Double curvature brake lever: allows you to engage and modulate the brake safely from any hand position.



CHORUS™ CRANKSET

X.P.S.S.™ (eXtreme Performance Shifting System) is the acronym that denotes the most effective and efficient system ever, with the absolute best shifting speed and precision even under load.

The Chorus™ crankset with carbon fibre is the ideal partner for any competition.

X.P.S.S.™ EXTREME PERFORMANCE SHIFTING SYSTEM™

ULTRA TORQUE™



625 g



New 11-Speed 165mm crankset:
it allows for an agile pedal stroke and a correct movement in relation to the length of the lower limbs.

TECHNOLOGIES

XPSS™:

Exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.



Exclusive Crank/Chainring Mounting System:

reduced weight – easy maintenance.



Ultra-Torque™ Bottom Bracket:

pressure on the pedals is transmitted efficiently without any loss of power.



8 Chain up shift and 2 chain downshift zones:
faster and more precise shifting, even under stress.



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.

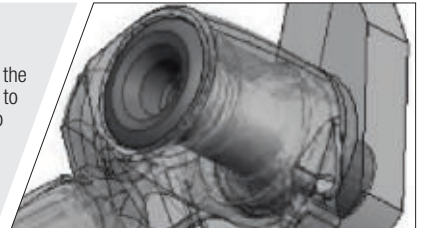


186 g

TECHNOLOGIES

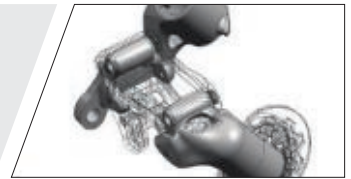
Rear derailleur fixing bolts in aluminium:

with the same resistance and stiffness, the new two-part system makes it possible to reduce the weight by 53% compared to steel and 22% compared to titanium – prolongs the component life.



Ultra-Shift™ aluminum lower and upper bodies:

less weight, less friction, shifting precision.



Ultra-Shift™ exclusive geometry parallelogram:

maximum derailleur stiffness, fast shifting, precision, reduction of possible play.

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.

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 is 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® components.



76 g



Braze-on version

TECHNOLOGIES

Ultra-Shift™

Light alloy cage:

thanks to its graduated curvature shape, shifting is fast and extremely precise.



Exclusive Campagnolo® front derailleur body:

high system stiffness and shifting precision.



Special inner cage design:

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

CHORUS™ SPROCKET

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.



230 g

TECHNOLOGIES

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.

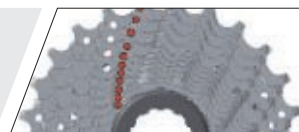
Reinforced mounts for second and third triplets:

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.



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.



2,24 g/link

TECHNOLOGIES

Ultra-Link™ chain connecting system:

high strength chain connection – greater safety and longer chain life.



Ultra-Link™ Chain Links:

designed to give better performance to Campagnolo® drivetrains - greater durability of the gears and sprockets, maximum efficiency in the transmission of power.



CHORUS™ BRAKES

The compounds used yield superior braking performance and the lightened pad holders make pad replacement fast and easy. But that's not all. Campagnolo® offers two options: alongside the classic front/rear brake differentiation for maximum lightness and braking modulation, there is also a dual pivot option available for the rear brake, for even more decisive and powerful braking. The choice is yours!



Mono/Dual Pivot version
319 g (pair)

Mono/Dual Pivot version
299 g (pair)

TECHNOLOGIES

Special compound:

reduction of braking distance in both dry and wet conditions – longer brake pad and braking track life.



Front/rear differentiated braking:

lighter rear brake – greater braking power modulation



Exclusive brake pad coupling/uncoupling system:

fast and secure brake pad replacement.

Skeleton brake arms:

no-bend arms, modularity, reduced weight.



ATHENA™

Cutting edge technology accessible to all.

Your Athena™ can be chosen with carbon look finish or with black or silver aluminium finish. Whatever version you choose, Athena™ is the only entry-level 11-speed drivetrain delivering class beating performance.





ATHENA™ ERGOPOWER™ CONTROLS

Deep Black, Bright Silver, or if you like, with carbon finish: three alternatives for personalising your bike to the max. The performance features are top of the line thanks to Power-Shift™ technology which enables multiple upshifting (3 gears) and single downshifting. The strong points of the Athena controls are comfort and safety. The brake levers with double curvature and the hoods design based on the ergonomics of the hand make these controls the absolute benchmark on the market.



372 g
Bright Silver



Carbon Finishing

Deep Black



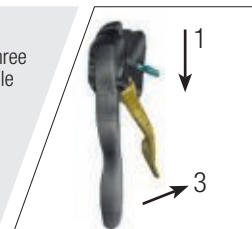
*All control mount covers and sheaths are available as red or white variants.
Any other colour may be chosen as an option.

TECHNOLOGIES

Ultra-Shift™ Ergonomics:
ensures a firm grip on the handlebars and fast, precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.



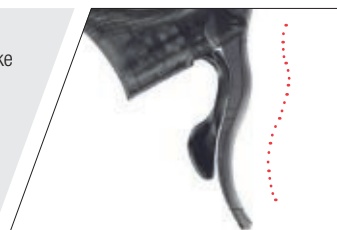
Power-Shift™ Mechanism:
extremely fast and precise, it allows you to upshift by three sprockets at a time or downshift by one with just a single action.



Vari-Cushion™ Hood:
made of non-allergenic elastic material, with variable cushioning that provides the maximum comfort and safety even after many hours on the bike. Thanks to a special treatment, it is resistant to UV rays and maintains its original colours without fading.



Double curvature brake lever:
allows you to engage and modulate the brake safely from any hand position.



Ergonomic brake lever:
lowered position of the fulcrum of the brake lever – reduces the stress of operating the brakes – greater braking modulability.

ATHENA™ CRANKSET

Aluminium or carbon fibre? Athena™ 11s gives you the freedom to choose the crankset configuration that best suits your bicycle. As always, its performance that's the strong point of Campagnolo® components. The extreme rigidity of cranks/chainrings and the Power Torque™ axle ensure the maximum efficiency of power transmission. It's the entry level 11-speed groupset with top-of-the-range features

XPSS™ EXTREME PERFORMANCE SHIFTING SYSTEM™
POWER TORQUE SYSTEM™



Bright Silver
aluminium 736 g



New Athena™ 165mm carbon crankset:
it allows for an agile pedal stroke and a correct
movement in relation to the length of the lower
limbs.



Carbon 640 g



Deep Black
aluminium 736 g

TECHNOLOGIES

XPSS™:

Exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.



Power-Torque™ System:

System with single axle designed to maximise stiffness and power transmission.

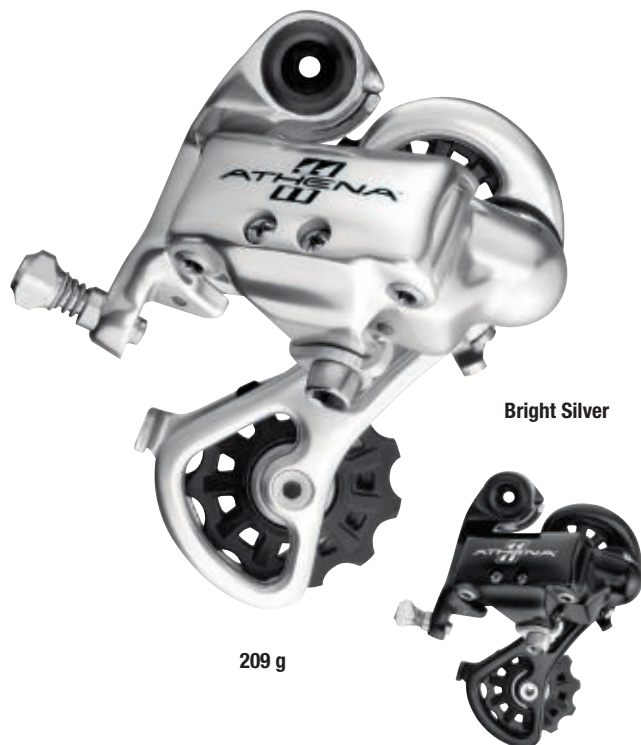


ATHENA™ REAR DERAILLEUR

Absolute precision.

The rear derailleur with Ultra Shift™ geometry is designed to give you the certainty of immediate shifting in all conditions.

The oversized outer plate wraps around the upper and lower bodies of the rear derailleur, providing superior stiffness. This translates into the absence of play and the maximum speed of chain movement upward and downward.



209 g

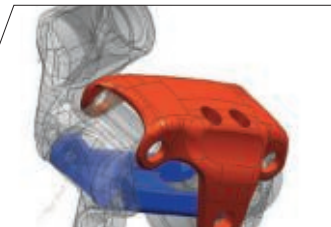
Bright Silver

Deep Black

TECHNOLOGIES

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.



Pulleys in special rubber:

friction reduction

Single cage version:

flexibility of use with all the sprocket combinations

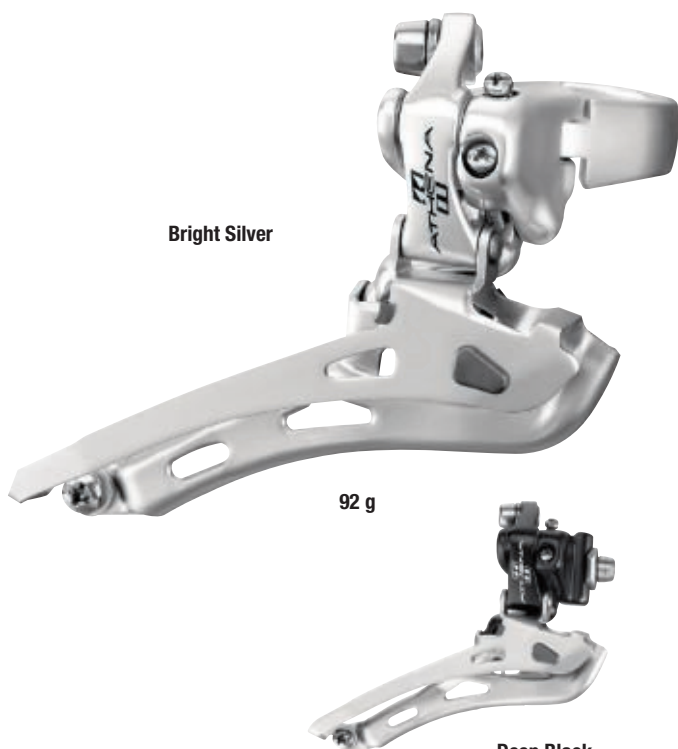


Lightened upper body:

weight reduction

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 Athena™ front derailleur is compatible with both standard and compact cranksets.



Bright Silver

92 g

Deep Black

TECHNOLOGIES

Outer cage With Ultra-Shift™ Design:

maximum cage stiffness – speed and precision of shifting.



Special Inner Cage Design:

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



Exclusive Campagnolo® front derailleur body:

designed to make the system stiffer – improves the speed and precision of shifting.



CHORUS™ SPROCKET

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.



230 g

TECHNOLOGIES

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.

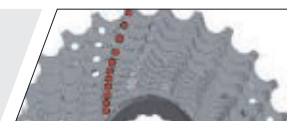
Reinforced mounts for second and third triplets:

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.



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.



2,24 g/link

TECHNOLOGIES

Ultra-Link™ Chain Connecting System:

high strength chain connection – greater safety and longer chain life.



Ultra-Link™ chain links:

designed to give better performance to Campagnolo® drivetrains: greater durability of the gears and sprockets, maximum efficiency in the transmission of power.



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.



Bright Silver

Mono/Dual Pivot version : 306 g (pair)



Deep Black

Dual-Pivot : 331 g (pair)

TECHNOLOGIES

Special brake compound:

better braking performance in all weather conditions – less wear on the braking track.



Front/rear differentiated braking:

lighter rear brake – greater braking power modulation.



Skeleton brake arms:

no-bend arms, modularity, reduced weight.

Version dual pivot front/rear:

Enhanced braking at the rear

ATHENA™ TRIPLE CONTROL

Ergonomics, safety and ease of use. The left hand control of the Athena™ 11s Ergopower™ Powershift™ control set is specific for the triple drivetrain, while the right hand control is the same component already used for the double drivetrain.



375 g

TECHNOLOGIES

Power Shift™ system mechanism
in left hand control:
specifically indexed for the triple drivetrain.



Ultra-Shift™ Ergonomics:
ensures a firm grip on the handlebars and fast, precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.



Two colour versions:
Athena 11x3 is available in Deep Black or Bright Silver.

ATHENA™ TRIPLE CRANKSET

The new triple crankset created to the 11 speed Athena™ drivetrain is a concentrated package of innovation, unparalleled performance and technology. Designed for maximum pedalling ergonomics, the Athena™ 11 speed represents the benchmark today for derailing precision and speed.



904 g

TECHNOLOGIES

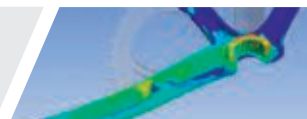
“Q” and “U” factors:
the lowest “Q” factor in the triple crankset segment today lets the rider maintain an extremely natural position for the knee and ankle when pedalling, while a “U” factor of 12 mm less than the best rival triple crankset currently available on the market ensures maximum comfort and freedom of movement.

Power-Torque™ System:
System with single axle designed to maximise stiffness and power transmission.



XPSS™:
Exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.

Hollow aluminium crank:
superlative lightness



Two colour versions:
Athena™ 11x3 is available in Deep Black or Bright Silver.

ATHENA™ REAR DERAILLEUR

Uncompromised performance. With this goal in mind, Campagnolo® chose to equip the Athena™ 11s rear derailleur with a long cage for maximum shift speed and precision even with the triple drivetrain.

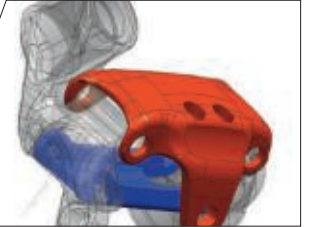


216 g

TECHNOLOGIES

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.



Long cage:

maximises triple drivetrain performance when using 12/29 sprockets.



Two colour versions:

Athena 11x3 is available in Deep Black or Bright Silver.

ATHENA™ TRIPLE FRONT DERAILLEUR

Completely redesigned for the triple drivetrain. Campagnolo® has succeeded in giving this component the same levels of performance as the double drivetrain: an extraordinary achievement that benefits riders who prefer a triple-chainring drivetrain.



101 g

TECHNOLOGIES

Dedicated derailleur cage for triple drivetrain:

for extremely precise and easy derailing on all chainrings.



New inner "H" link, external link and front derailleur body:

maximum lightness and stiffness for precise, fast derailing.



Two colour versions:

Athena™ 11x3 is available in Deep Black or Bright Silver.



CENTAUR™

Created to offer riders preferring 10-speeds a drivetrain with the best shift and derailing performance in the cycle world.

Achieving this challenging goal called on all the experience, expertise and genius of the engineers at the Campy Tech Lab™, who created a 10-speed drivetrain delivering all the performance necessary to transform each pedal stroke into power and take you to victory.





CENTAUR™ ERGOPOWER™ CONTROLS

The ergonomic design of the Campagnolo® Ergopower™ 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.



375 g

Deep Black



373 g

Black & Red

Carbon

Carbon Black&Red



*All control mount covers and sheaths are available as red or white variants. Any other colour may be chosen as an option.

TECHNOLOGIES

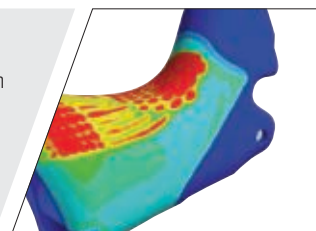
Ultra-Shift™ Ergonomics: ensures a firm grip on the handlebars and fast, precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.



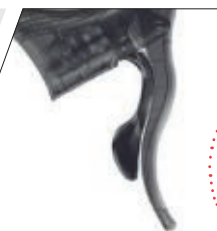
Power-Shift™ Mechanism: extremely fast and precise, it allows you to upshift by three sprockets at a time or downshift by one with just a single action.



Vari-Cushion™ Hood: made of non-allergenic elastic material, with variable cushioning that provides the maximum comfort and safety even after many hours on the bike. Thanks to a special treatment, it is resistant to UV rays and maintains its original colours without fading.



Double curvature brake lever: allows you to engage and modulate the brake safely from any hand position.



CENTAUR™ CRANKSET

Like a precision timepiece. The Centaur™ crankset is designed to never make a mistake. The rigidity values of the crank and chainrings are at the top of the category. But that's not all... Thanks to the design of the teeth and the eight ascending zones and two descending zones of the chainring, the shifting speed and precision are first-rate, consistently guaranteeing the maximum power transmission.



Deep Black
738 g



Black & Red
738 g



Carbon
640 g



Carbon Black&Red
738 g

POWER TORQUE SYSTEM™

MPS MICRO PRECISION SHIFTING™ SYSTEM

TECHNOLOGIES

MPS™:

the perfect combination between chainring teeth, chain, and front derailleur. A perfectly synchronous system that enables fast and precise shifting even under load.



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.

CENTAUR™ REAR DERAILLEUR

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, thanks to the new geometry, is more rigid and lighter, and the silicone rollers reduce vibration and improve the silence of the drivetrain.



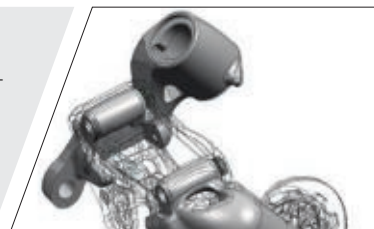
Deep Black

220 g

Black & Red

TECHNOLOGIES

Ultra-Shift™ Aluminum lower and upper body:
lower weight – rigidity – friction reduction – longer component life.



Ultra-Shift™ exclusive geometry parallelogram:
maximum shifting rigidity, fast actuation, precision, friction reduction.



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.



Deep Black

92 g

Black & Red



Clip-on version

TECHNOLOGIES

Special inner cage design:
greater rigidity - faster shifting
- more space for the chain
crossovers.



Derailleur body with exclusive Campagnolo® M-brace™ geometry:
high system rigidity and shifting
precision.



CENTAUR™ SPROCKET

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.

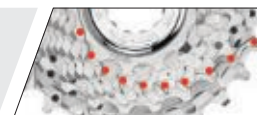


248 g

TECHNOLOGIES

Sprocket synchronization:

sprocket tuning is carefully designed to make shifting faster and more accurate – less chain stress.



Ultra-Drive™ Teeth Design:

optimized upshifting.

New 12/27 and 12/30 ratio combinations:

Completely redesigned for extremely precise, rapid shifting.

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.



2,36 g/link

TECHNOLOGIES

Chain link HD-Link™ fastening system:

excellent link locking – greater safety and longer chain life.



CENTAUR™ BRAKES

Have no fear of going too fast. Safe stopping is assured by the Centaur™ brakes. The forged aluminium lever arms and their particular form provide an extremely high level of rigidity even in extreme situations. Combined with Campagnolo® brake pads and Ergopower™ brake levers, braking is absolutely safe and easily modulated for all situations, all this in just 310 grams!



Black

310 g

TECHNOLOGIES

Special compound:

reduction of braking distance on both dry and wet surfaces – longer life for brake pad and rim.



Black & Red

CENTAUR™ TRIPLE CONTROL

Ergonomics, safety and ease of use. The left hand control of the Centaur™ Ergopower™ Powershift™ control set is specific for the triple drivetrain, while the right hand control is the same component already used for the double drivetrain.



376 g

Balck & Red

TECHNOLOGIES

Power Shift™ System mechanism in left hand control: specifically indexed for the triple drivetrain.

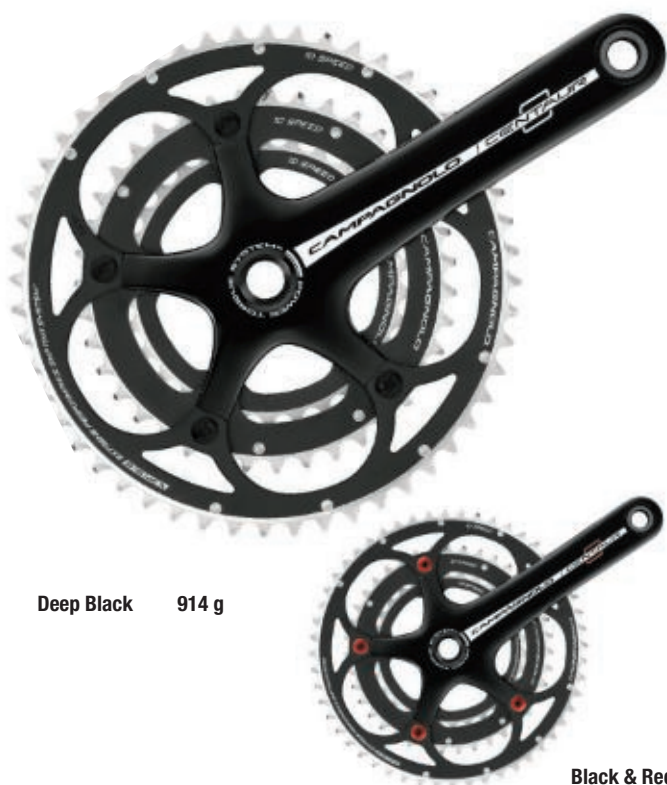


Ultra-Shift™ Ergonomics: ensures a firm grip on the handlebars and fast, precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.



CENTAUR™ TRIPLE CRANKSET

Designed specifically for the triple drivetrain. The new crankset for the Centaur™ represents the state of the art in triple chainring drivetrains. With a hollow crank and the best "U" and "Q" factors on the market, this is the benchmark crankset for any cyclist.



Deep Black 914 g

Black & Red

TECHNOLOGIES

"Q" and "U" factors: the lowest "Q" factor in the triple crankset segment today lets the rider maintain an extremely natural position for the knee and ankle when pedalling, while a "U" factor of 12 mm less than the best rival triple crankset currently available on the market ensures maximum comfort and freedom of movement.

Power Torque System™ bottom bracket: pressure on the pedals is transmitted efficiently without any power loss.



XPSS™: exclusive design of the eight upshift zones and two downshift zones of the chainring. The specific profile of the teeth and the zones dedicated to upward and downward chain movement enable fast and precise shifting in all conditions.

Hollow aluminium crank: superlative lightness



CENTAUR™ REAR DERAILLEUR

For the 2013 Centaur™ 10s range, a new rear derailleur with long cage has been introduced, which is necessary when using the drivetrain in combination with 12/30 sprockets.

Deep Black



229 g

Black & Red

TECHNOLOGIES

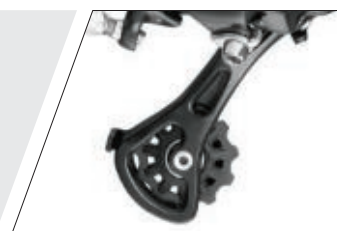
Ultra-Shift™ Parallelogram:

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.



Long cage:

maximises triple drivetrain performance when using 12/30 sprockets.



CENTAUR™ TRIPLE FRONT DERAILLEUR

Class-beating derailing performance made possible by a new derailleur cage and front derailleur levers with a completely new design specifically for the triple drivetrain.

Black & Red



101 g

Deep Black

TECHNOLOGIES

Dedicated derailleur cage for triple drivetrain:

for extremely precise and easy derailing on all chainrings.



New inner "H" link, external link and front derailleur body:

maximum lightness and stiffness for precise, fast derailing

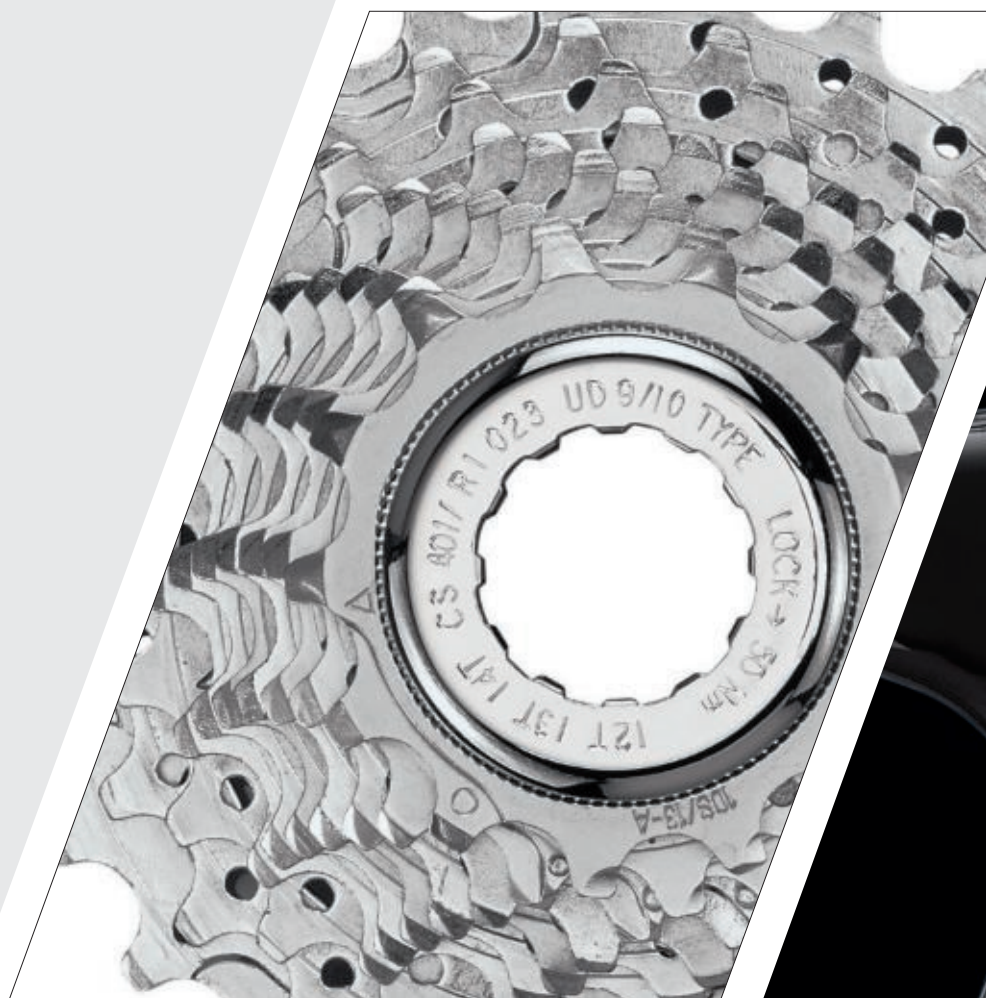
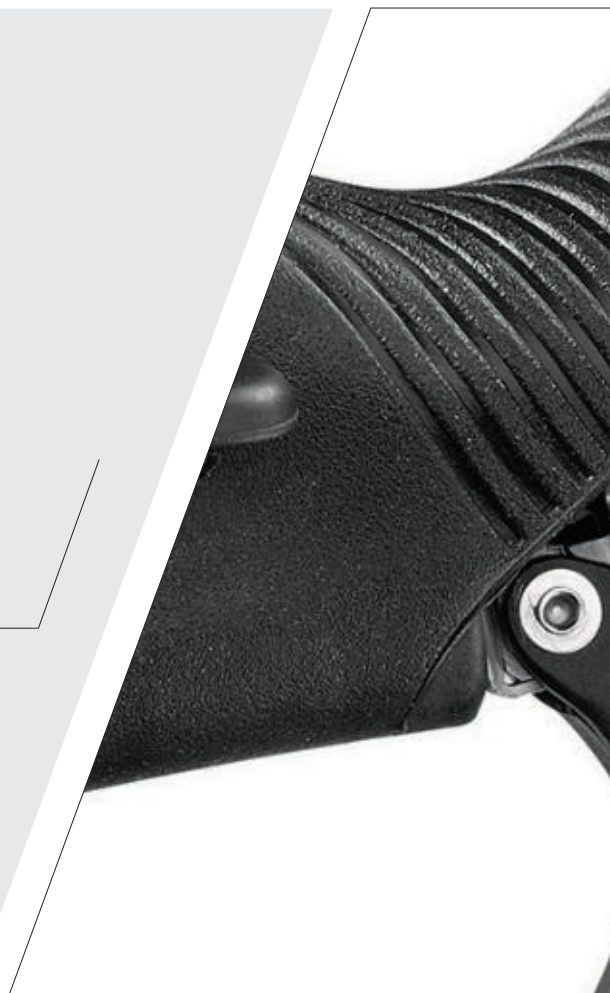




VELOCE™

The entry-level drivetrain with the qualities of a champion.

Derived from the project for 11-speed drivetrains, with the same form and design. And the performance is no less impressive: class-beating speed and precision, the same ergonomics as the 11-speed sets, and the choice of black or silver finish. You decide.





VELOCE™ ERGOPOWER™ CONTROLS

Designed for your hands.

An in-depth study of the ergonomics between the hand and the control lever made it possible to achieve a level of safety, comfort, and speed of control far beyond all expectations. On a climb or in a sprint, your hands will always find the ideal position, without compromise.



368 g



Deep Black



Bright Silver



***All control mount covers and sheaths are available as red or white variants. Any other colour may be chosen as an option.**

TECHNOLOGIES

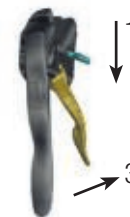
Ultra-Shift™ ergonomics:

ensures a firm grip on the handlebars with fast and precise control of the levers. The special ergonomic design makes it possible to assume three different hand positions on the levers compared to the two traditional ones.



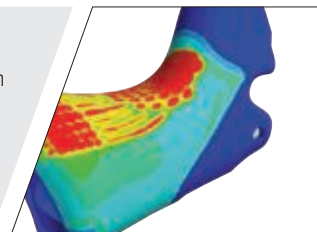
Power-Shift™ Mechanism:

extremely precise and rapid, it allows you to upshift three sprockets at a time or downshift by one with just a single action.



Vari-Cushion™ hood:

made of non-allergenic elastic material, with variable cushioning that provides the maximum comfort and safety even after many hours on the bike. Thanks to a special treatment, it is resistant to UV rays and maintains its original colours without fading.



Double curvature brake lever:

allows you to engage and modulate the brake safely from any hand position.



VELOCE™ CRANKSET

The Veloce™ crankset adopts the Power Torque System™ also used for its “big brother” Centaur™. The Power Torque System™ represents the ideal solution for the 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.

POWER TORQUE SYSTEM™

MPS MICRO PRECISION SHIFTING™ SYSTEM



Deep Black

753 g



Bright Silver

TECHNOLOGIES

MPS™:

the perfect combination between chainring teeth, chain, and front derailleur. A perfectly synchronous system that enables fast and precise shifting even under load.



Power Torque Tystem™ 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.

VELOCE™ REAR DERAILLEUR

Zero compromise. The Veloce™ rear derailleur raises the bar on 10-speed drivetrains, taking them to even higher levels of performance. The design of the parallelogram and oversized outer plate, already used for the 11-speed drivetrain, is “enveloping” and makes shifting incredibly fast, precise, and silent.



TECHNOLOGIES

Ultra-Shift™ Aluminum Lower And Upper Body:
lower weight – friction reduction – longer component life.



Aluminum parallelogram with exclusive Ultra-Shift™ Geometry:
maximum shifting rigidity, fast actuation, precision, friction reduction.



VELOCE™ FRONT DERAILLEUR

Less than 100 grams!

...Plus no compromise in terms of rigidity, precision, and shifting speed. The design of the Veloce™ front derailleur cage enables perfect handling of both traditional and compact cranksets.



TECHNOLOGIES

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

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.

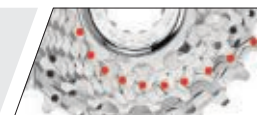


258 g

TECHNOLOGIES

Sprocket synchronization:

sprocket tuning is carefully designed to make shifting faster and more accurate – less chain stress.



Ultra-Drive™ Teeth Design:

enables consistently responsive, fast, and precise shifting.

New combinations 12/27 and 12/30:

completely redesigned, allowing extremely precise and quick shifting.

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.



2,39 g/link

TECHNOLOGIES

HD-Link™ chain link fastening system:

high strength link locking – greater safety and 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.



Deep Black

325 g

TECNOLOGIE

Special compound:

reduction of braking distance on both dry and wet surfaces – longer life for brake pad and rim.



Bright Silver

VELOCE™ TRIPLE CONTROL

Ergonomics, safety and ease of use. The left hand control of the Veloce™ Ergopower™ Powershift™ control set is specific for the triple drivetrain, while the right hand control is the same component already used for the double drivetrain.



371 g

TECHNOLOGIES

Power Shift™ System mechanism
in left hand control:
specifically indexed for the triple drivetrain.



Ultra-Shift™ Ergonomics:
ensures a firm grip on the handlebars and
fast, precise control of the levers. The special
ergonomic design makes it possible to assume
three different hand positions on the levers
compared to the two traditional ones.



Two colour versions:
Veloce™ 10x3 is available in Deep Black or Bright Silver.

VELOCE™ TRIPLE CRANKSET

The best “U” and “Q” factors for a triple crankset. With an all-new crank and chainring design, the Veloce™ crankset delivers the highest performance in this class.



896 g

TECHNOLOGIES

“Q” and “U” factors:
the lowest “Q” factor in the triple crankset segment
today lets the rider maintain an extremely natural
position for the knee and ankle when pedalling, while
a “U” factor of 12 mm less than the best rival triple
crankset currently available on the market ensures
maximum comfort and freedom of movement.



Power Torque System™ bottom bracket:
pressure on the pedals is transmitted efficiently
without any power loss.



XPSS™:
Exclusive design of the eight upshift zones and two downshift zones of the chainring.
The specific profile of the teeth and the zones dedicated to upward and downward chain
movement enable fast and precise shifting in all conditions.

Hollow aluminium crank:
superlative lightness



Two colour versions:
Veloce™ 10x3 is available in Deep Black or Bright Silver.

VELOCE™ REAR DERAILEUR

The rear derailleur is the same as the component used in the 2012 range, but is now also available with a long cage for using the triple drivetrain in combination with the new 12/30 sprocket.

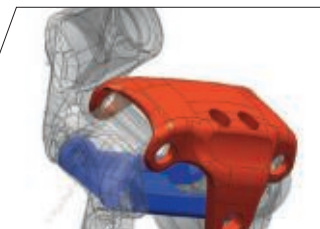


238 g

TECHNOLOGIES

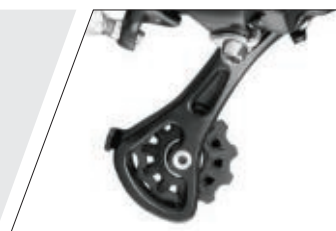
Ultra-Shift™ Parallelogram:

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.



Long cage:

maximises triple drivetrain performance when using 12/30 sprockets.



Two colour versions:

Veloce™ 10x3 is available in Deep Black or Bright Silver.

VELOCE™ TRIPLE FRONT DERAILEUR

Class-beating derailing performance made possible by a new derailleur cage and front derailer levers with a completely new design specifically for the triple drivetrain.



101 g

TECHNOLOGIES

Dedicated derailleur cage for triple drivetrain:

for extremely precise and easy derailing on all chainrings.



New inner "H" link, external link and front derailleur body:

maximum lightness and stiffness for precise, fast derailing.



Two colour versions:

Veloce™ 10x3 is available in Deep Black or Bright Silver.





WHEELS

CARBON

120

BORA™ ULTRA™ 80

BORA™ ULTRA™ TWO

BORA™ ONE

HYPERON™ ULTRA™ TWO

HYPERON™ ONE

ALUMINIUM / CARBON

132

BULLET™ ULTRA™

BULLET™

BULLET™ ULTRA™ 80mm

BULLET™ 80mm

BULLET™ ULTRA™ 105mm

ALUMINIUM

144

SHAMAL™ ULTRA™

EURUS™

ZONDA™

SCIROCCO™ H35 mm

VENTO™ REACTION™

KHAMSIN™

NEUTRON™ ULTRA™

CARBON WHEELS

Long, daunting climbs, edgy, fast sequences and a burst of acceleration out of every bend.

When minimal rotating mass is your first priority in choosing a wheel, carbon fibre is the perfect material.

A complete range of wheels from the hill-climber's favourite, the legendary **Hyperon™**, to the ultra-fast **Bora Ultra™**, available as a 50mm and even an 80mm variant.

No compromise. Campagnolo® carbon fibre wheels are destined exclusively for cyclists who love leading the pack!

CERAMIC ULTIMATE LEVEL TECHNOLOGY
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE



BORA™ ULTRA™ 80

TUBULAR

Bora™ is every cyclist's dream.

And now, Campagnolo® presents a new version with an 80mm rim. This project stems from the famous and winning 50mm Bora™ Ultra™ Two: extremely light due to the full unpainted carbon rim, extremely responsive and 9 times smoother than standard systems thanks to the CULT™ system. Fears no comparison. Not a slightest detail has been missed to make Bora™ Ultra™ 80 specially for time trial and sprint races: designed for professionals, it will win over many enthusiasts among amateurs and competitors of all levels.



1540 g

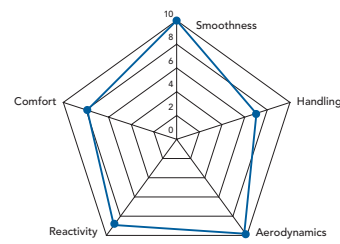
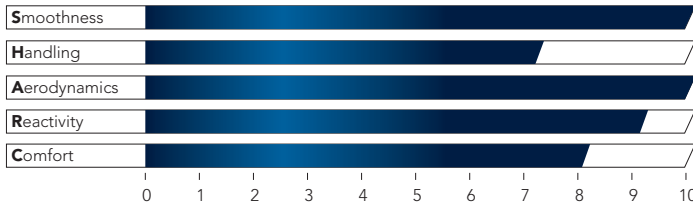


Rear wheel
Bright label



Front wheels
Dark label

The Bora™ Ultra™ 80 wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**TECHNOLOGY****RIM****Full carbon high profile for 80mm tubular:**

extremely limited weight. Gives the wheel an extremely high level of lateral stiffness and greater reactivity. enables the maximum aerodynamic penetration, reducing friction. The design of the profile details makes the wheel extremely manageable even in a crosswind.

**Exclusive pressing system for the rim in unpainted carbon:**

enables an extremely limited weight and a smooth surface free from imperfections.

**New brake pads made especially for carbon wheels:**

the new blend increases the brake performance on both dry and wet surfaces without increasing the wear and tear on the pad. For a more modular and more secure stop.

Dynamic balancing on the rim:

thanks to a special operation of the production process, the carbon fiber layup is positioned in such a way as to obtain perfect balancing of the rim even at high speeds.

SPOKES**Exclusive G3™ spoke pattern:**

perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

**Aerodynamic profile in steel:**

ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

Self-locking aluminium nipples:

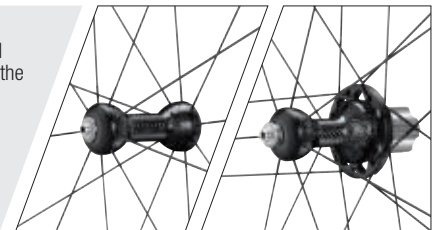
it allows to maintain the right tension of the spokes and does not require any maintenance.

HUB**Ball bearings with CULT™ technology:**

the combination between the highest quality ceramic balls and bearings in special Cronitec™ steel. CULT™ makes the wheel nine times smoother than the standard system of steel ball bearings. Balls and bearings are lubricated with only a thin film of oil rather than grease. CULT™ makes it possible to eliminate rust and maintain the performance features over time.

**Carbon fibre hub:**

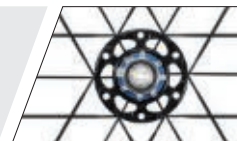
provides a high degree of lateral stiffness and reduces weight to the minimum.

**Cup and cone bearings:**

easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.

**Oversized flange:**

greater torsional stiffness and greater reactivity.

**Aluminium axle:**

reduces the weight of the wheel.

QUICK RELEASE**New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric lever with drill lightening and aluminum die.**

Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.



BORA™ ULTRA™ TWO

TUBULAR

For a race against time, with the wind at your back.

Bora™ Ultra™ Two is the choice of the pros, the ideal competition wheel. The maximum aerodynamic performance, extreme lightness, and the surprising reactivity combined with incredible smoothness. Bora™ Ultra™ Two provides characteristics that every cyclist wants. The secret of this legendary wheel lies in the details that make it truly unique and unrivalled. And the innumerable victories are its best testimony. The Bora™ Ultra™ Two wheelset is now available also in the new Dark Label version.



1310 g



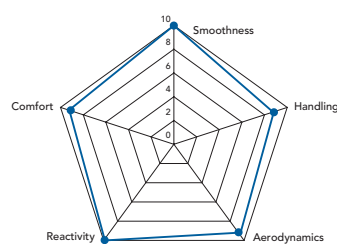
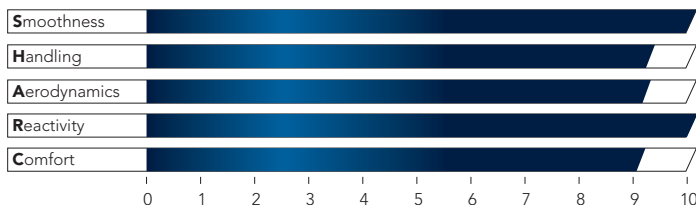
Rear wheel
Dark label



Front Wheel
Bright label

The Bora™ Ultra™ Two wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.



TECHNOLOGY

RIM

Full carbon high profile for 50mm tubular:

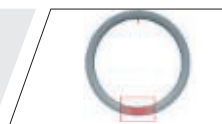
provides the maximum aerodynamic penetration. Extremely limited weight. The highest degree of lateral stiffness and reactivity of the wheel.

**Exclusive rim printing system:**

rim painting no longer required. The weight is greatly reduced and the surface is free from imperfections.

**RDB™ rim dynamic balance:**

exclusive system that assures perfect balancing of the rim even at high speeds. Moulded into the rim itself.

**New brake pads made especially for carbon wheels:**

the new blend increases the brake performance on both dry and wet surfaces without increasing the wear and tear on the pad. For a more modular and more secure stop.

SPOKES

Spokes with aerodynamic profile:

provides the maximum aerodynamic penetration. Reduces aerodynamic drag saving rider energy.

**Exclusive G3™ spoke pattern:**

perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

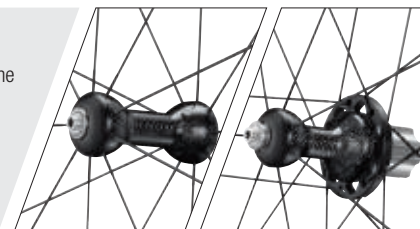
HUB

CULT™:

the combination of the highest quality ceramic balls with races in special Cronitect™ steel. Nine times smoother than the standard system. Eliminates oxidation and maintains performance over time.

**Carbon fibre hub:**

provides a high degree of lateral stiffness and reduces weight to the minimum.

**Oversized flange:**

greater torsional stiffness and greater reactivity.

Cup and cone bearings:

easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.

Aluminium axle:

reduces the weight of the wheel.

QUICK RELEASE

New, completely redesigned and lighter aerodynamic-profile wheel block.

Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.



The legendary Bora is not just for the pros. That's why the Campy Tech Lab™ engineers designed the Bora™ One. The tubular set with full carbon rim that will make you feel like a true champion.

Maximum aerodynamics, extreme speed, incredible handling. The Bora™ One is sure to give you the utmost satisfaction in any situation. Even on the most challenging mountain curves. The Bora™ One wheelset is now available also in the new Dark Label version.



1350 g

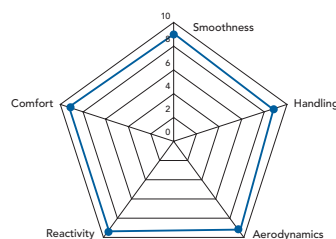
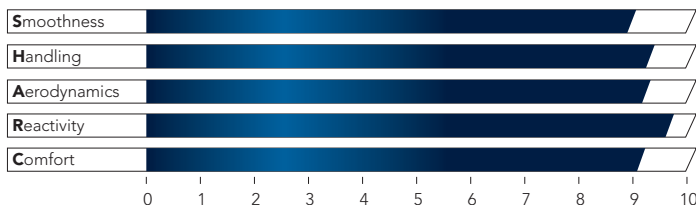


Rear wheel
Dark label



Front wheel
Bright label

The Bora™ One wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**TECHNOLOGY****RIM****Full carbon high profile for 50mm tubular:**

provides the maximum aerodynamic penetration. Extremely limited weight. The highest degree of lateral stiffness and reactivity of the wheel.

**Exclusive rim printing system:**

rim painting no longer required. The weight is greatly reduced and the surface is free from imperfections.

**RDB™ Rim Dynamic Balance:**

the new blend increases the brake performance on both dry and wet surfaces without increasing the wear and tear on the pad. For a more modular and more secure stop.

**New brake pads made especially for carbon wheels:**

the new blend increases the brake performance on both dry and wet surfaces without increasing the wear and tear on the pad. For a more modular and more secure stop.

SPOKES**Exclusive G3™ spoke pattern:**

perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

**Spokes with aerodynamic profile:**

provides the maximum aerodynamic penetration. Reduces aerodynamic drag saving rider energy.

Spokes anti-rotation system™:

allows the spokes to maintain the best aerodynamic position.

HUB**Aluminium hub:**

provides a high degree of lateral stiffness while keeping the weight low.

**Oversized flange:**

greater torsional stiffness and greater reactivity.

**Cup and cone bearings:**

easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.

Aluminium axle:

reduces the weight of the wheel.

QUICK RELEASE**New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die.**

Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.



HYPERON™ ULTRA™ TWO

CLINCHER
TUBULAR

Accelerate on every incline, take off from every hairpin turn.

The Hyperon™ Ultra™ Two are the “low profiles” that let you handle any route with perfect agility.

The bearing/race system with CULT™ technology makes for maximum smoothness while the full carbon rim allows for the combination of extreme lightness and high level of torsional stiffness. This all translates into an explosive responsiveness.

The mountain peak is drawing near – enjoy yourselves!



Tubular: 1231 g
Clincher: 1345 g

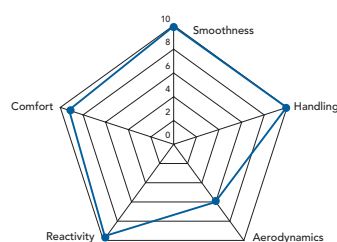
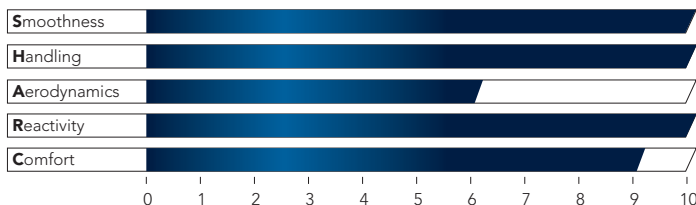


Rear wheel



Front wheel

The Hyperon™ Ultra™ Two wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**TECHNOLOGY****RIM****Full carbon:**

extremely reduced drag. A high lateral rigidity value and responsiveness to the wheel.

**Exclusive rim printing system:**

rim painting no longer required. The weight is greatly reduced and the surface is free from imperfections.

**RDB™ Rim Dynamic Balance:**

exclusive system that assures perfect balancing of the rim even at high speeds. Moulded into the rim itself. (tubular version)

**Spokes Dynamic Balance:**

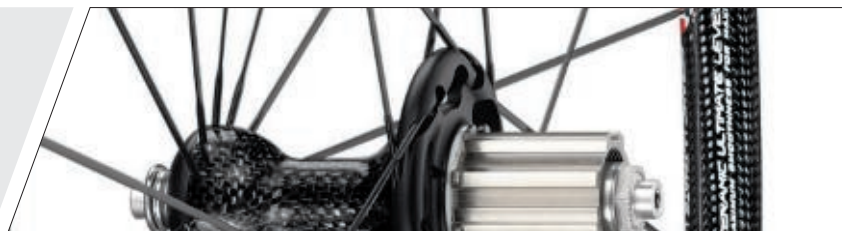
exclusive system that assures perfect balancing of the rim even at high speeds. Moulded into the rim itself. (clincher version)

**New brake pads made especially for carbon wheels:**

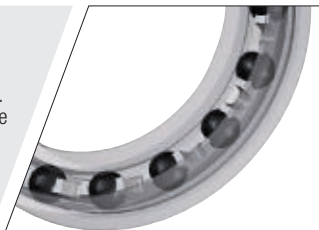
the new blend increases the brake performance on both dry and wet surfaces without increasing the wear and tear on the pad. For a more modular and more secure stop.

SPOKES**Steel, aerodynamic spokes:**

allows for the high degree of air penetration.

**HUB****CULT™:**

The combination of the highest quality ceramic balls with races in special Cronitect™ steel. Nine times smoother than the standard system. Eliminates oxidation and maintains performance over time.

**Carbon fibre hub:**

provides a high degree of lateral stiffness and reduces weight to the minimum.

**Oversized flange:**

greater torsional stiffness and greater reactivity.

Cup and cone bearings:

easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.

Aluminium axle:

reduces the weight of the wheel.

QUICK RELEASE**New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die:**

Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.



HYPERON™ ONE

CLINCHER

Their natural terrain? Steep mountains. Those who have come to love the "classic clincher" can now enjoy each and every climb. Lightweight and solid, Hyperon™ One's carbon rim makes your pedaling effective and responsive. With the "One", Campagnolo® hopes to enhance all the possibilities of enjoying extreme performance situations. Comparable to the Ultra™ Two, the formidable wheels that professionals use for races, including major wins. Try them, and see for yourself.



1380 g

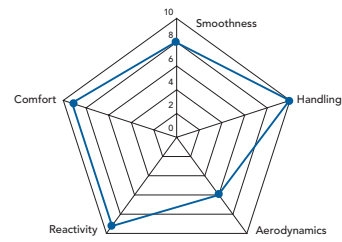
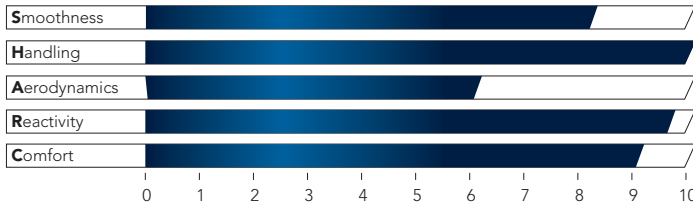


Rear wheel



Front wheel

The Hyperon™ One Two wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**TECHNOLOGY****RIM**

Full carbon:
extremely limited weight. The highest degree of lateral stiffness and reactivity of the wheel.



Exclusive rim printing system:
rim painting no longer required. The weight is greatly reduced and the surface is free from imperfections.



RDB™ Rim Dynamic Balance:
exclusive system that assures perfect balancing of the rim even at high speeds. Moulded into the rim itself.



New brake pads made especially for carbon wheels:
the new blend increases the brake performance on both dry and wet surfaces without increasing the wear and tear on the pad. For a more modular and more secure stop.

**SPOKES**

Spokes anti-rotation system™:
keeps the spokes in the position of maximum aerodynamic penetration.



Steel, aerodynamic spokes:
allows for the high degree of air penetration.

**HUB**

Aluminium hub:
provides a high degree of lateral stiffness while keeping the weight low.



Oversized flange:
greater torsional stiffness and greater reactivity.



Cup and cone bearings:
easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.

Aluminium axle:
reduces the weight of the wheel.

QUICK RELEASE

New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die:
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.



ALUMINIUM / CARBON WHEELS

Versatility, performance and a profile maximising all the energy and power of your cycle.

The **50mm** versions are extraordinary for all types of road, the **80mm** versions are perfect for straight line and for Triathlon facing, while the over the top **105mm** are created to make you fly like the wind in time trials.

The carbon fibre profile is the same as the renowned Bora™ Ultra wheels, while the aluminium braking rim makes for easier real-world use in all weathers.

The Bullet™ family offers a choice of standard or lightened configurations, steel, USB™ or CULT™ bearings, and bright or black graphics.





Ready to win, always.

The Bullet™ Ultra™ are the brand new wheels by Campagnolo® that everyone was waiting for: an attractive design and the performance of a real leader. The special structure of the rim, combined with the oversize hub and the G3™ spoking solution with the DRSC™ (Directional Rim-Spoke Coupling) system, give the wheel and explosive responsiveness combined with great manoeuvrability and steering precision. In turn, the CULT™, the USB™ and the top-quality balls/bearings allow force movements and durability over time beyond that of any other competitor. The Bullet™ Ultra™ wheels are available in the "Dark" and "Bright" versions.

Les roues Bullet™ Ultra™ sont disponibles dans les versions "Dark" et "Bright" Label.



1590 g

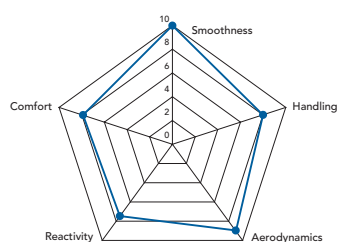
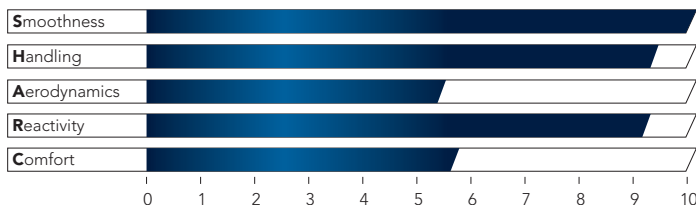


Rear wheel
Bright label

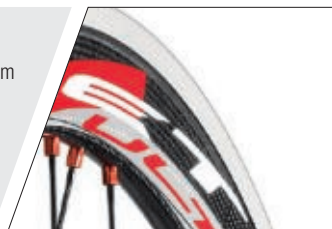


Front wheel
Dark label

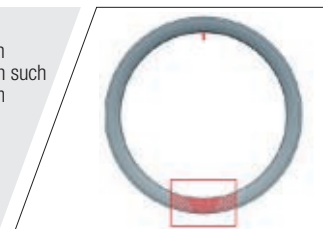
The Bullet™ Ultra™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**TECHNOLOGY****RIM****Integrated aluminium/carbon rim structure:**

the exclusive coupling system of the aluminium rim and carbon structure makes the rim extremely rigid, it allows for excellent responsiveness levels and durability of the wheel.

**Dynamic balancing on the rim:**

thanks to a special operation of the production process, the carbon fiber layup is positioned in such a way as to obtain perfect balancing of the rim even at high speeds.

**Exclusive pressing system for the rim in unpainted carbon:**

enables an extremely limited weight and a smooth surface free from imperfections.

MoMag™:

allows the external profile of the rim to be free of holes – increases structural resistance – makes rim tape unnecessary and reduces the weight of the wheel.

SPOKES**Spokes anti-rotation system:**

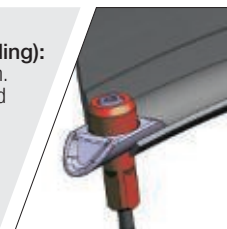
keeps the spokes in the position of maximum aerodynamic penetration.

**G3™ Spoke pattern:**

perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

**DRSCt™**

(directional rim-spoke coupling): exclusive rim/spoke coupling system. It allows the rim, spokes, nipples and hub to align properly with the same tensioning value in all areas.

**Aerodynamic profile in steel:**

ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

Self-locking oversize aluminium nipples:

they reduce the peripheral mass of the wheel to a minimum, thus increasing responsiveness. The nipples' self-locking system provides the correct tension of the spokes and does not require any maintenance.

HUB**3 Different ball/bearings options:**

configure the wheel according to your needs:

1. top quality standard bearings
2. USB™ ceramic balls
3. balls/bearings with CULT™ system.

**Cup and cone bearings:**

easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.

**Aluminium hub body:**

gives the wheel a high degree of lateral stiffness and reduces weight to the minimum.

**Oversized flange on the drive side:**

increases the torsional stiffness, increasing reactivity at each change in rhythm of the pedal stroke.

Aluminium axle:

reduces the overall weight of the wheel.

QUICK RELEASE**New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric lever with drill lightening and aluminum die.**

Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.



Campagnolo enthusiasts have been waiting for this wheel for a long time. Their wait has been rewarded with a product that definitely exceeds all expectations. Indeed Bullet™ is not only an attractive design: Behind their confident and aggressive design and graphics, there is also “top-class” performance. A carbon wheel with all the benefits of the aluminium braking track: responsive and agile when needed, it can also be comfortable and “docile” on every kind of track.



1755 g

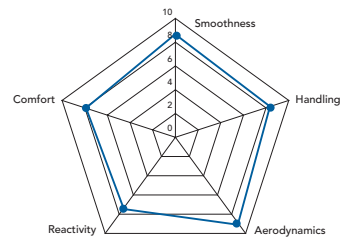
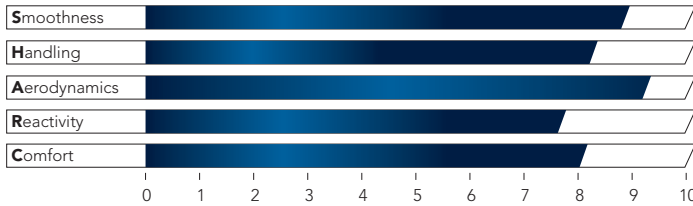


Rear wheel



Front wheel

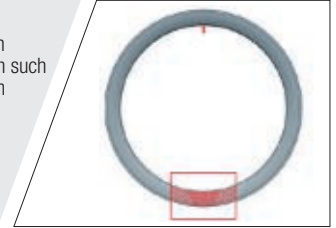
The Bullet™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**TECHNOLOGY****RIM****Integrated aluminium/carbon rim structure:**

the exclusive coupling system of the aluminium rim and carbon structure makes the rim extremely rigid, it allows for excellent responsiveness levels and durability of the wheel.

**Dynamic balancing on the rim:**

thanks to a special operation of the production process, the carbon fiber layup is positioned in such a way as to obtain perfect balancing of the rim even at high speeds.

**Exclusive pressing system for the rim in unpainted carbon:**

enables an extremely limited weight and a smooth surface free from imperfections.

MoMag™:

allows the external profile of the rim to be free of holes – increases structural resistance – makes rim tape unnecessary and reduces the weight of the wheel.

SPOKES**Spokes anti-rotation system:**

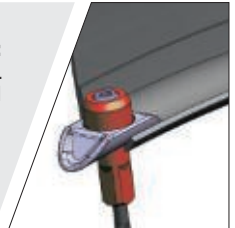
keeps the spokes in the position of maximum aerodynamic penetration.

**G3™ Spoke pattern:**

perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

**DRSC™**

(directional rim-spoke coupling): exclusive rim/spoke coupling system. It allows the rim, spokes, nipples and hub to align properly with the same tensioning value in all areas.

**Aerodynamic profile in steel:**

ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

Self-locking nipples:

it allows to maintain the right tension of the spokes and does not require any maintenance.

HUB**2 different ball/bearings options:**

it allows to configure the wheel according to your needs:
1. top quality standard bearings
2. USB™ ceramic balls

**Aluminium hub body:**

gives the wheel a high degree of lateral stiffness and reduces weight to the minimum.

**Oversized flange on the drive side:**

increases the torsional stiffness, increasing reactivity at each change in rhythm of the pedal stroke.

QUICK RELEASE**New, completely redesigned and lighter wheel block Steel spine and eccentric, lever with drill lightening and aluminum die.**

Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.



BULLET™ ULTRA™ 80_{mm}

CLINCHER

Grab the handlebars, lower your head and push on the pedals: the impressive and equally reactive and smooth 80mm will push you faster to victory. The profile has been optimised in our wind tunnel to obtain the maximum aerodynamic coefficient combined with excellent manoeuvrability even with cross winds: the Ultra™ 80 will impress you with their racing talent in every situation. And now, for the Bullet™ Ultra™, Campagnolo® gives you the chance of configuring the type of profile, the balls/bearings system and the colour of the graphics according to your preferences. Come and discover them.



1770 g

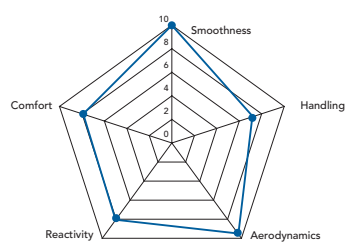
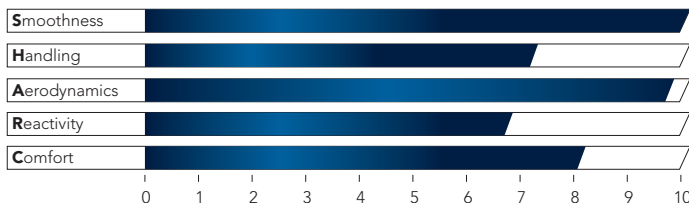


Rear wheel
Bright label

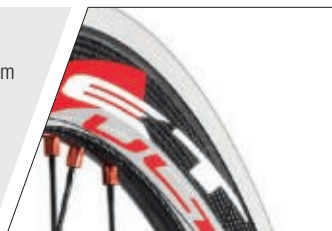


Front wheel
Dark label

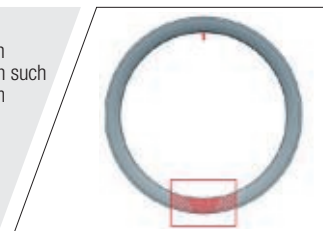
The Bullet™ Ultra™ 80 wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**TECHNOLOGY****RIM****Integrated aluminium/carbon rim structure:**

the exclusive coupling system of the aluminium rim and carbon structure makes the rim extremely rigid, it allows for excellent responsiveness levels and durability of the wheel.

**Dynamic balancing on the rim:**

thanks to a special operation of the production process, the carbon fiber layup is positioned in such a way as to obtain perfect balancing of the rim even at high speeds.

**Exclusive pressing system for the rim in unpainted carbon:**

enables an extremely limited weight and a smooth surface free from imperfections.

MoMag™:

allows the external profile of the rim to be free of holes – increases structural resistance – makes rim tape unnecessary and reduces the weight of the wheel.

SPOKES**Spokes anti-rotation system:**

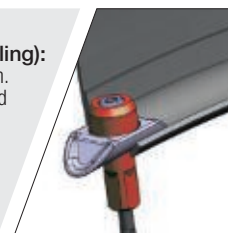
keeps the spokes in the position of maximum aerodynamic penetration.

**Exclusive G3™****Spoke pattern:**

perfect balance of the spoke tensions on both sides of the wheel. Increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

**DRSC™****(directional rim-spoke coupling):**

exclusive rim/spoke coupling system. It allows the rim, spokes, nipples and hub to align properly with the same tensioning value in all areas.

**Aerodynamic profile in steel:**

ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

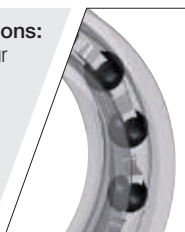
Self-locking oversize aluminium nipples:

they reduce the peripheral mass of the wheel to a minimum, thus increasing responsiveness. The nipples' self-locking system provides the correct tension of the spokes and does not require any maintenance.

HUB**3 different ball/bearings options:**

configure the wheel according to your needs:

1. top quality standard bearings
2. USB™ ceramic balls
3. balls/bearings with CULT™ system.

**Cup and cone bearings:**

eases ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.

**Aluminium hub body:**

gives the wheel a high degree of lateral stiffness and reduces weight to the minimum.

**Oversized flange on the drive side:**

increases the torsional stiffness, increasing reactivity at each change in rhythm of the pedal stroke.

Aluminium axle:

reduces the overall weight of the wheel.

QUICK RELEASE**New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die.**

Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.



BULLET™ 80_{mm}

CLINCHER

Pure speed. The 80 mm rim cuts through the air like a knife and the km/h increase at every pedal stroke. The special structure of the aluminium and carbon rim gives Bullet™ an extreme rigidity that instantly turns into power and responsiveness. With an impressive and distinctive design, thanks to Bullet™ your bike will have a new look, turning into a true machine against time.



1930 g

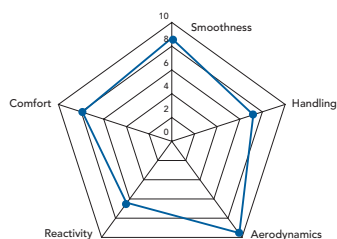
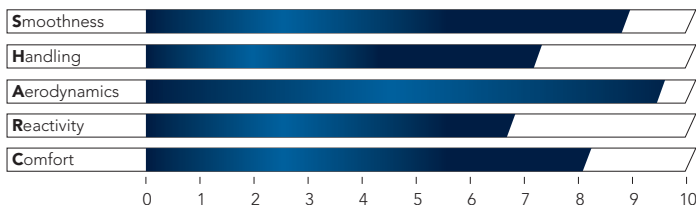


Rear wheel



Front wheel

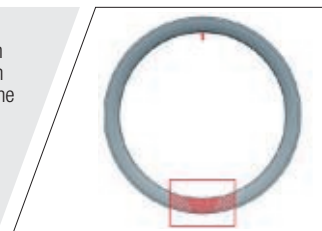
The Bullet™ 80mm wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**TECHNOLOGY****RIM****Integrated aluminium/carbon rim structure:**

the exclusive coupling system of the aluminium rim and carbon structure makes the rim extremely rigid, it allows for excellent responsiveness levels and durability of the wheel.

**Dynamic balancing on the rim:**

thanks to a special operation of the production process, the carbon fiber layup is positioned in such a way as to obtain perfect balancing of the rim even at high speeds.

**Exclusive pressing system for the rim in unpainted carbon:**

enables an extremely limited weight and a smooth surface free from imperfections.

MoMag™:

allows the external profile of the rim to be free of holes – increases structural resistance – makes rim tape unnecessary and reduces the weight of the wheel.

SPOKES**Spokes anti-rotation system:**

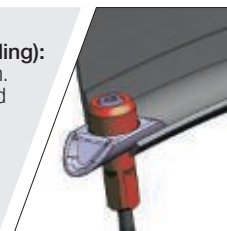
keeps the spokes in the position of maximum aerodynamic penetration.

**G3™ Spoke pattern:**

perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

**DRSC™**

(directional rim-spoke coupling): exclusive rim/spoke coupling system. It allows the rim, spokes, nipples and hub to align properly with the same tensioning value in all areas.

**Aerodynamic profile in steel:**

ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

Self-locking nipples:

it allows to maintain the right tension of the spokes and does not require any maintenance.

HUB**Oversized flange on the drive side:**

increases the torsional stiffness, increasing reactivity at each change in rhythm of the pedal stroke.

**Aluminium hub body:**

gives the wheel a high degree of lateral stiffness and reduces weight to the minimum.

**2 different ball/bearings options:**

it allows to configure the wheel according to your needs:

1. top quality standard bearings
2. USB™ ceramic balls

QUICK RELEASE**New, completely redesigned and lighter wheel block Steel spine and eccentric, lever with drill lightening and aluminum die.**

Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.



BULLET™ ULTRA™ 105_{mm}

CLINCHER

Only for those seeking extreme results.

The Bullet™ Ultra™ with a 105mm profile accepts no compromise: it requires determination, strength, focus, but the extreme performances that the new aluminium/carbon solution can offer you, can be fully appreciated only by using them.

Use them combined with the rear lens profile or even fitted on your bicycles with the 105mm at the back with a fantastic 50 or 80mm at the front. Regardless of your choice, the new high-profile Bullet™ Ultra™ by Campagnolo® will stop the time before your rivals.



1960 g

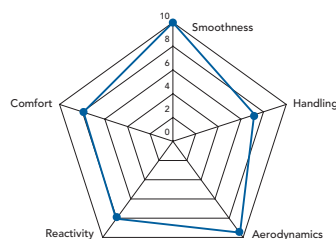
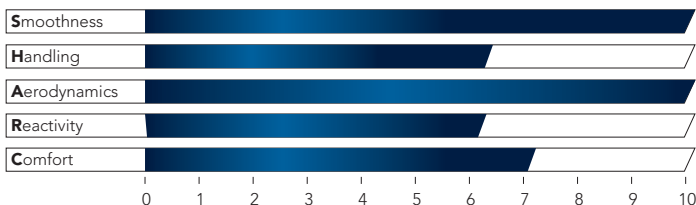


Rear wheel
Bright label



Front wheel
Dark label

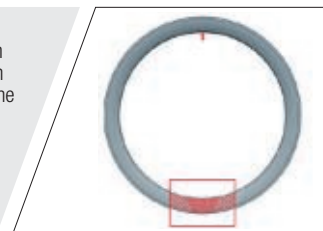
The Bullet™ Ultra™ 105mm wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**TECHNOLOGY****RIM****Integrated aluminium/carbon rim structure:**

the exclusive coupling system of the aluminium rim and carbon structure makes the rim extremely rigid, it allows for excellent responsiveness levels and durability of the wheel.

**Dynamic balancing on the rim:**

thanks to a special operation of the production process, the carbon fiber layup is positioned in such a way as to obtain perfect balancing of the rim even at high speeds.

**Exclusive pressing system for the rim in unpainted carbon:**

enables an extremely limited weight and a smooth surface free from imperfections.

MoMag™:

allows the external profile of the rim to be free of holes – increases structural resistance – makes rim tape unnecessary and reduces the weight of the wheel.

SPOKES**Spokes Anti-Rotation System:**

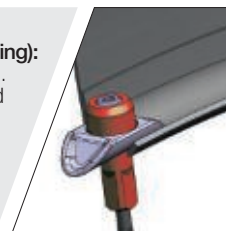
keeps the spokes in the position of maximum aerodynamic penetration.

**G3™ spoke pattern:**

perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

**DRSC™ (Directional Rim-Spoke Coupling):**

exclusive rim/spoke coupling system. It allows the rim, spokes, nipples and hub to align properly with the same tensioning value in all areas.

**Aerodynamic profile in steel:**

ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

Self-locking oversize aluminium nipples:

they reduce the peripheral mass of the wheel to a minimum, thus increasing responsiveness. The nipples' self-locking system provides the correct tension of the spokes and does not require any maintenance.

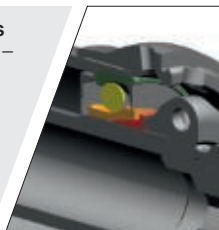
HUB**3 different ball/bearings options:**

configure the wheel according to your needs:

1. top quality standard bearings
2. USB™ ceramic balls
3. balls/bearings with CULT™ system.

**Cup and cone bearings**

easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time

**Aluminium hub body:**

gives the wheel a high degree of lateral stiffness and reduces weight to the minimum.

**Oversized flange on the drive side:**

increases the torsional stiffness, increasing reactivity at each change in rhythm of the pedal stroke

Aluminium axle:

it reduces the weight of the wheel.

QUICK RELEASE**New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric lever with drill lightening and aluminum die.**

Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.



ALUMINIUM WHEELS

When you demand versatility, aluminium wheels are the winning choice.

The low profile Neutron wheels are the choice of the hard-core hill-climber, while the medium profile version rides fast on level terrain and takes mountain roads in its stride.

Setting this range apart are the **exclusive G3™ spoke layout** and the use of a standard tyre, as well as **the innovative 2-Way Fit™ profile for the Shamal™, Eurus™ and Zonda™.**

But the most significant characteristic is the **new 35 mm profile of the Scirocco™ H35** which, like the Zonda, features **the new Mega G3™ oversize flange**, for even greater rear wheel stiffness and reactivity.





SHAMAL™ ULTRA™

2-Way Fit™
CLINCHER
TUBULAR

Always staying ahead of the pack.

As in the 2-Way Fit™ version, the Shamal™ Ultra™ wheels for tubular or clincher, roll to the starting line with the best performance ever. Mega-G3™ and the oversized flange make this wheel extremely quick off the line and reactive, featuring a full 17% increase in reactivity over the previous version! This incredible improvement in performance, along with the extreme smoothness of the ceramic ball bearings, will enable you to transfer all the power of your pedal stroke when accelerating on level ground as well as in explosive sprints or a climb. The Shamal™ Ultra™ clincher is available in the Dark and Bright Label versions.



2-Way Fit: 1440 g
Clincher: 1425 g
Tubular: 1425 g

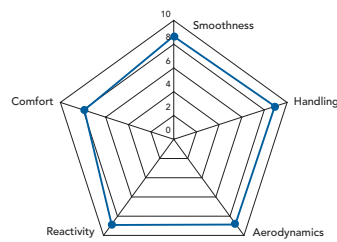
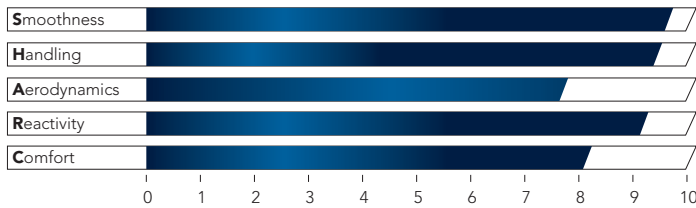


Rear wheel
Dark Label



Front wheel
Bright Label

The Shamal™ Ultra™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**TECHNOLOGY****RIM****Toroidal milling:**

reduces the peripheral weight of the rim – makes the wheel extremely reactive.

**MoMag™:**

allows the external profile of the rim to be free of holes – increases structural resistance – makes rim tape unnecessary and reduces the weight of the wheel.

Dynamic balance™:

every point of the rim is counter-balanced by an equal weight on the opposite side. Maximum stability of the wheel even at high speeds.

2-Way fit™ profile:

allows you to use either the classic clincher or the innovative tubeless tire.

**Ultra-fit™:**

easy tire mounting – maximum safety – less friction – less energy dispersion – improved performance.

Differentiated rim height:

26mm at the front to provide optimal handling; 30mm at the rear for transmitting all your power to the wheel.

SPOKES**Spokes anti-rotation system:**

keeps the spokes in the position of maximum aerodynamic penetration

**Exclusive mega-G3™ spoke pattern:**

perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

**Aero spokes in aluminium:**

maximum aerodynamic penetration - lower weight and greater reactivity.

Aluminium nipples:

reduces the peripheral mass of the wheel - increases reactivity.

HUB**Oversized flange:**

increases the torsional stiffness, increasing reactivity at each change of pace of the cyclist.

**Carbon fibre hub body:**

high degree of lateral stiffness – reduces the weight to the minimum.

**Usb™ ceramic ball bearings:**

reduces friction, provides greater smoothness, and maintains performance over time.

Aluminium axle:

reduces the weight of the wheel.

QUICK RELEASE

New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die.

Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.



Eurus™ wheels are designed to be extremely versatile. Light on climbs and quick to respond to changes of pace, they know how to adapt to any type of ride and any type of course.

And now, thanks to the new oversized flange and the innovative Mega-G3™ system, Eurus™ wheels have made a true leap in quality to become, alongside the Shamal™ Ultra™, the top of the range aluminium wheels to reference on the market.



2-Way Fit: 1500 g
Clincher: 1482 g

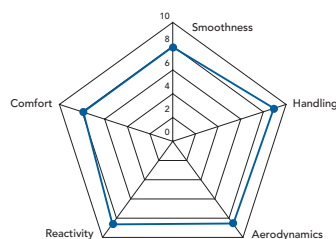
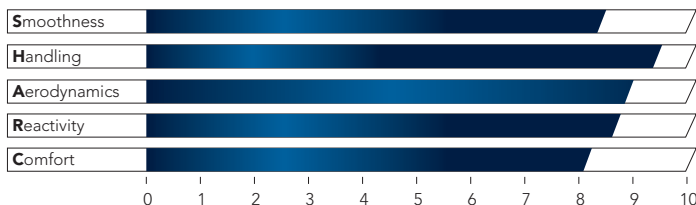


Clincher
Rear wheel



Clincher
Front wheel

The Eurus™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**2-WAY FIT****MEGA G3****2-WAY FIT™**
TUBELESS & CLINGER PROFILE**TECHNOLOGY****RIM****Toroidal milling:**

reduces the peripheral weight of the rim – makes the wheel extremely reactive.

**MoMag™:**

allows the external profile of the rim to be free of holes – increases structural resistance – makes rim tape unnecessary and reduces the weight of the wheel.

Dynamic balance™:

every point of the rim is counter-balanced by an equal weight on the opposite side. Maximum stability of the wheel even at high speeds.

2-Way fit™ profile:

allows you to use either the classic clincher or the innovative tubeless tire.

Ultra-fit™:

easy tire mounting – maximum safety – less friction – less energy dispersion – improved performance.

**Differentiated rim height:**

26mm at the front to provide optimal handling;
30mm at the rear for transmitting all your power to the wheel.

SPOKES**Spokes anti-rotation system:**

keeps the spokes in the position of maximum aerodynamic penetration.

**Exclusive mega-G3™ spoke pattern:**

perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

**Aero spokes in aluminium:**

maximum aerodynamic penetration – lower weight and greater reactivity.

Aluminium nipples:

reduces the peripheral mass of the wheel – increases reactivity.

HUB**Oversized flange:**

increases the torsional stiffness, increasing reactivity at each change of pace of the cyclist.

**Aluminium hub body:**

provides a high degree of lateral stiffness.

Aluminium axle:

reduces the weight of the wheel.

**QUICK RELEASE****Steel spine and eccentric, lever with drill lightening and aluminum die.**

Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.



MEGA G3™ on the rear wheel makes Zonda™ of the 2013 range the benchmark wheel in the market: greater torsional stiffness and greater side stiffness that transform into greater energy transmitted to the wheel.

Zonda™ 2013, in the 2 standard tyre versions and 2-Way Fit™, raises the performance level, boasting greater performance and more aggressiveness.



2-Way Fit 1570 g
Clincher: 1550 g

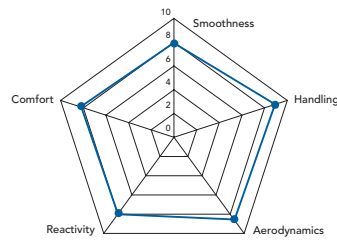
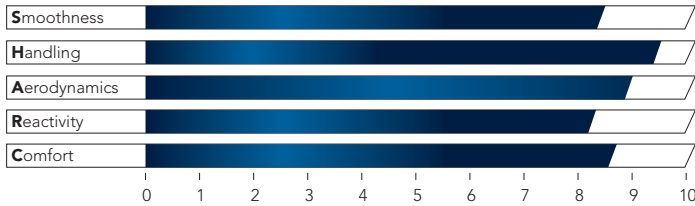


Clincher
Rear wheel



Clincher
Front wheel

The Zonda™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**2-WAY FIT™**

TUBELESS & CLINGER PROFILE

**TECHNOLOGY****RIM****Ultra-fit™:**

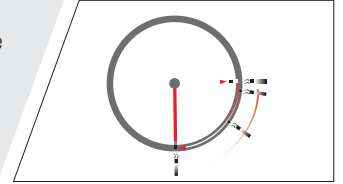
easy tire mounting – maximum safety – less friction – less energy dispersion – improved perform

2-Way fit™ profile:

allows you to use either the classic clincher or the innovative tubeless tire.

**MoMag™:**

allows the external profile of the rim to be free of holes – increases structural resistance – makes rim tape unnecessary and reduces the weight of the wheel.

**Differentiated rim height:**

26mm at the front to provide optimal handling;
30mm at the rear for transmitting all your power to the wheel.

Milled rim:

reduces the peripheral weight of the rim and makes the wheel extremely reactive.

Dynamic balance™:

every point of the rim is counter-balanced by an equal weight on the opposite side. Maximum stability of the wheel even at high speeds.

SPOKES**Spokes anti-rotation system:**

keeps the spokes in the position of maximum aerodynamic penetration.

**Exclusive MEGA-G3™ spoke pattern:**

perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

**Aerodynamic profile in steel:**

ensuring the maximum aerodynamic penetration and, thanks to the material employed, lower weight and greater reactivity.

Front:

16 spoke variable profile Aero radials in stainless steel.

Rear:

21 spoke variable profile Aero in stainless steel with doubling on the cassette side.

HUB**Oversized flange MEGA G3™:**

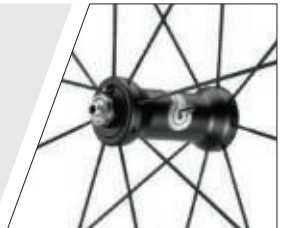
increases the torsional stiffness, increasing reactivity at each change of pace of the cyclist.

**Aluminium hub body:**

provides a high degree of lateral stiffness.

Aluminium axle:

reduces the weight of the wheel.

**QUICK RELEASE**

New, completely redesigned and lighter wheel block steel spine and eccentric, lever with drill lightening and aluminum die.

Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.



SCIROCCO™ H35 mm

CLINCHER

A new 35 mm high profile that makes the new Scirocco™ of the 2013 range unique. Aerodynamic yet easy to handle, reactive and light but with all the advantages of a standard tyre wheel with aluminium braking rim. Suitable for all routes, the new Scirocco™ satisfies the demands of amateurs and great long-distance riders as well as cyclists with a pronounced “racing” spirit. State of the art technology and great performance at the very first click.



1725 g

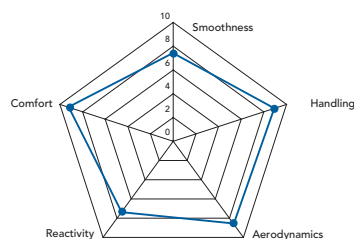
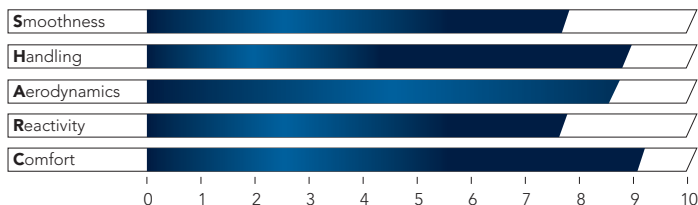


Rear wheel

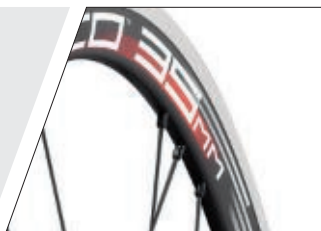


Front Wheel

The Scirocco™ H35™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**MEGA G3****TECHNOLOGY****RIM**

35 mm profile for a standard tyre:
translates into good penetration while being
extremely easy to handle even in a cross wind.



Dynamic balance™:
every point of the rim is counter-balanced by an equal
weight on the opposite side. Maximum stability of the
wheel even at high speeds.

**SPOKES**

Aerodynamic profile in steel:
ensuring the maximum aerodynamic
penetration and, thanks to the material
employed, lower weight and greater
reactivity.



Exclusive MEGA-G3™ spoke pattern:
perfect balance of the spoke tensions on both sides
of the wheel. Reduces stress, increases transversal
rigidity and the transmission of power to the wheel.
G3™ eliminates vibrations even with "heavy"
cyclists.

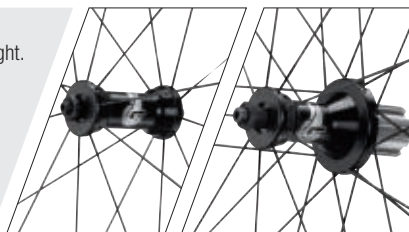


Front:
16 spoke variable profile Aero radials in stainless steel.

Rear:
21 spoke variable profile Aero in stainless steel with doubling on the cassette side.

HUB

Aluminium hub:
high side stiffness yet with low weight.



Oversize flange MEGA G3™ cassette side:
increases torsional stiffness, greater reactivity with
each change in the cyclist's pace



Aluminium pin:
reduces wheel weight

Aluminium nipples:
reduce the peripheral weight of the wheel.

QUICK RELEASE

New, completely redesigned and lighter aerodynamic-profile wheel block. Steel spine and eccentric, lever with drill lightening and aluminum die.
Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.



VENTO™ REACTION™

CLINCHER

Oversized hubs, spokes with differentiated thickness and G3™ geometry, along with aggressive graphics, all make the Vento™ Reaction™ a wheel with an attractive price/performance ratio.

Just the right compromise to be able to take advantage of Campagnolo® technology for everyday training but also, why not in a granfondo?



1827 g

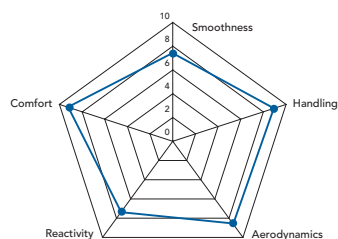
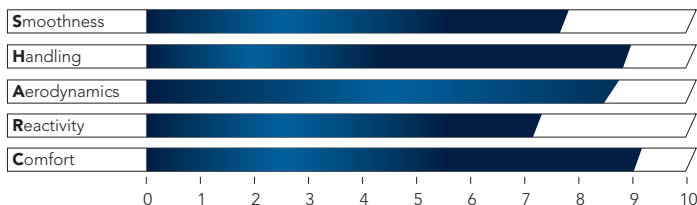


Rear wheel

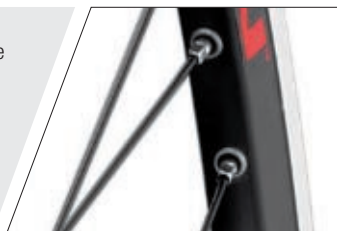


Front Wheel

The Vento™ Reaction™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**TECHNOLOGY****RIM****Rim with eyelets:**

correct nipple/spoke alignment – reduces the noise level, reinforces the spoke seats.

**Spoke Dynamic Balance™:**

the balancing spoke assures the maximum wheel stability even at high speeds.

**SPOKES****Exclusive G3™ spoke pattern:**

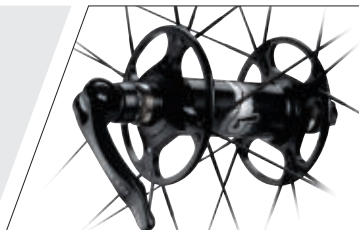
Perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with "heavy" cyclists.

**Steel spokes with variable thickness:**

maximum aerodynamic penetration and stability at high speeds.

HUB**Aluminium hub body:**

provides a high degree of lateral stiffness.

**Oversized flange:**

increases the torsional stiffness, increasing reactivity at each change of pace of the cyclist.

**Sealed bearings:**

maintains performance over time – longer life of the balls/bearings.

QUICK RELEASE**Steel spine and eccentric, aluminum lever and die.**

Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.



The entry level model of the medium profile range, but only the price is entry level.

The Khamsin™ in fact, thanks to its reduced weight (1873 g), straight-head spokes, and the exclusive G3™ spoke pattern, undoubtedly belongs to a category of superior level.

The intense work carried out by the Campy Tech Lab™ engineers has made it possible for all cycling enthusiasts to experience the Campagnolo® brand by enjoying Khamsin™ wheels aggressive and high performance, at an affordable price.

The Khamsin™ wheelset is now also available in the new Black & Red version.



1873 g

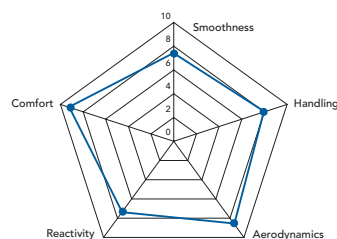
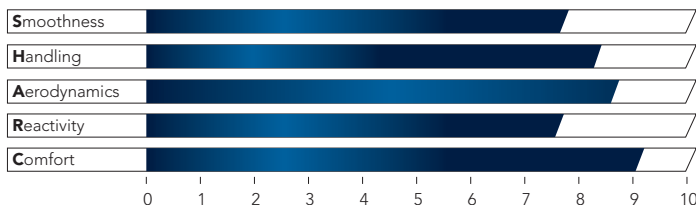


Rear wheel
Black & Red



Front Wheel

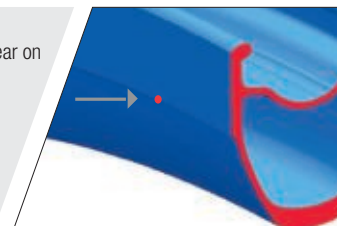
The Khamsin™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**TECHNOLOGY****RIM****Spoke dynamic balance™:**

the balancing spoke assures the maximum wheel stability even at high speeds.

**Wear indicator:**

allows you to check the state of wear and tear on the rim instantaneously.

**SPOKES****Straight-head spokes:**

maximum stiffness of the wheel – maintains the spoke tension and long-lasting performance.

**Exclusive G3™ spoke pattern:**

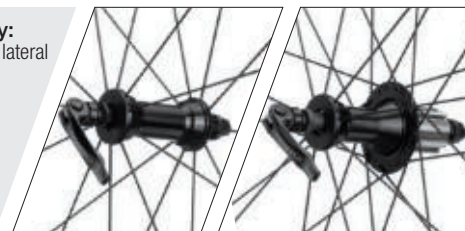
perfect balance of the spoke tensions on both sides of the wheel. Reduces stress, increases transversal rigidity and the transmission of power to the wheel. G3™ eliminates vibrations even with “heavy” cyclists.

**HUB****Oversized flange:**

increases the torsional stiffness, increasing reactivity at each change of pace of the cyclist.

**Aluminium hub body:**

provides a high degree of lateral stiffness.

**Sealed bearings:**

maintains performance over time – longer life of the balls/bearings.

QUICK RELEASE**Steel spine and eccentric, aluminum lever and die.**

Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.

New special quick releases for black & red version.



NEUTRON™ ULTRA™

CLINCHER

Classic. And never skips a beat.

The Neutron™ Ultra™ are now a well-established symbol of success for Campagnolo® wheels.

Sought after by professionals and amateur cyclists alike, its characteristics are inimitable. Super lightweight on inclines and extremely reliable; they can be responsive when called upon, or comfortable against the hard pavement, even after hours on the seat.

The Neutron™ Ultra™ encompasses everything a cyclist requires.



1470 g

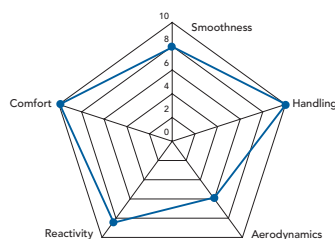
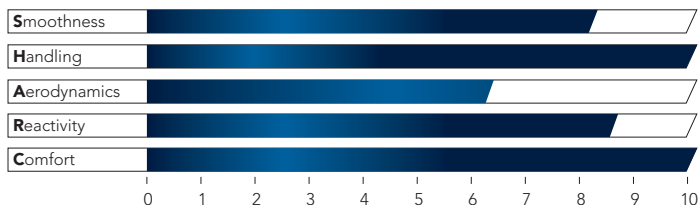


Rear wheel
Black & Red



Front Wheel

The Neutron™ Ultra™ wheel is entirely hand-assembled by a specialised Campagnolo® technician and is checked in every tiny detail with electronic instrumentation. This ensures maximum performance and reliability for all Campagnolo® wheels.

S.H.A.R.C.**TECHNOLOGY****RIM**

The exclusive geometry of the polygonal rim: allows for an elastic rim, which is both comfortable and extremely responsive at the same time.



Rear rim with an asymmetrical drilling: allows for a perfect alignment of the nipples and hub for better spoke tension, leaving no weak points.



Milled, low-profile rim: reduces the peripheral weight of the rim, and makes the wheel responsive and fast, especially in up-hill rides.

SPOKES

Straight-head steel spokes in variable sections: maximum wheel torsional stiffness. Spoke tension is maintained and guaranteed performance with the best aerodynamics. Stability even at high speeds.

**HUB**

Oversized flange: increases the torsional stiffness, increasing reactivity at each change of pace of the cyclist.



Carbon fibre hub body: high degree of lateral stiffness – reduces the weight to the minimum.



Cup and cone bearings: easy ball/bearing adjustment – reduces possible ball/bearing play – precision operation – maintains performance over time.

QUICK RELEASE

Steel spine and eccentric, lever with drill lightening and aluminum die. Eccentric-closure system allows cyclist to modulate the pressure necessary for heightened sensitivity to find the proper closure for the block. Easy to use, with a material resistant to wear and tear, rust, and pressure.





TECH DATA

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GROUPSETS TECHNICAL SPECIFICATIONS

ROAD



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ERGOPOWER™ SUPER RECORD™ EPS™ 11S COMMANDS		for caliper brakes - composite body - lightened carbon brake lever - 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 - front derailleur micro-adjustment possibility - multiple shifting - buttons Switch Mode™	262
EPS™ INTERFACE		Technopolymer, waterproof (IP67)	24
EPS™ POWER UNIT		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12 V rechargeable battery - DTI™ Digital Tech Intelligence Eeprom board - data input/output port and battery charger - system shut-down magnet.	167
SUPER RECORD™ EPS™ STD + CT 11S FRONT DERAILLEUR	Welded with clamp-on kit Ø32, 35mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum 11s fork - titanium bolts - antifriction treatment - body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)	129
SUPER RECORD™ EPS™ 11S REAR DERAILLEUR		upper to lower pulley-axle: 55 mm - composite outer plate - Titanium hanger and pivot bolt - parallelogram with 11s geometry - carbon fiber upper and lower body - metal-carbon cage - lightened special rubber pulleys - bottom pulley with ceramic bearings - on the upper and lower body - high torque ratio motors - Position sensor - Waterproof (IP67)"	198
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™ ULTRA-TORQUE™ TITANIUM 11S CRANKSET	170, 172.5, 175, 177.5, 180 mm, 39-52, 39-53 170, 172.5, 175 mm, 42-54, 42-55	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™ 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 - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axles - requires Super Record ULTRA-TORQUE™ BB cups	625
ULTRA-TORQUE™ CARBON 11S CRANKSET	165 mm 39-52, 39-53, 34-50	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
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, BB right Ø 51	aluminium - integrated cups for oversize shells BB30 and 86,5x41, BB right Ø 51	29

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™ 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	330
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	116
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.

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

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ERGOPOWER™ RECORD™ 11S COMMANDS		for caliper brakes - composite body and levers - 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 - front derailleur micro-adjustment possibility - multiple shifting - buttons Switch Mode™	266
EPSTM™ INTERFACE		Technopolymer, waterproof (IP67)	24
EPSTM™ POWER UNIT		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12 V rechargeable battery - DTI™ Digital Tech Intelligence Eeprom board - data input/output port and battery charger - system shut-down magnet.	167
RECORD™ EPSTM™ STD + CT 11S FRONT DERAILEUR	Welded with clamp-on kit Ø32, 35mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum fork - antifriction treatment - body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)"	133
RECORD™ EPSTM™ 11S REAR DERAILEUR		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- high torque ratio motors - Position sensor - Waterproof (IP67)"	203
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™ ULTRA-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175, 177,5, 180 mm, 39-52, 39-53 170, 172.5, 175 mm, 42-54, 42-55	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, 52-36	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
ULTRA-TORQUE™ CARBON 11S CRANKSET	165 mm, 39-52, 39-53, 34-50	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
RECORD™ ULTRA-TORQUE™ BB OUTBOARD CUPS	ITA, ENG	aluminium	46
ULTRA-TORQUE™ OS-FIT™ INTEGRATED CUPS	BB30 Ø 42, BB30 Ø 46, 86,5x41, BB right Ø 51	aluminium - integrated cups for oversize shells BB30 and 86,5x41, BB right Ø 51	29
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

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
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™ HEADSET		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104
RECORD™ VTHREADLESS™ 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.

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

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ERGOPOWER™ ATHENA™ EPSTM 11S COMMANDS		for caliper brakes - composite body - brake lever in aluminium - 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 - front derailleur micro-adjustment possibility - multiple shifting - buttons Switch Mode™	288
EPSTM INTERFACE		Tecnopolimero, waterproof (IP67) - compatible with Athena EPS	24
EPSTM POWER UNIT		Fireproof technopolymer, waterproof (IP67) - 3 cell Lithium-Ion 12 V rechargeable battery - DTI™ Digital Tech Intelligence Eeprom board - data input/output port and battery charger - system shut-down magnet - compatible with Athena EPS	167
ATHENA™ EPSTM STD + CT 11S FRONT DERAILEUR	Welded with clamp-on kit Ø32, 35mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - chrome-plated nickel fork - anti-friction insert + body in technopolymer and carbon fibre - high torque ratio motors - Position sensor - Waterproof (IP67)	149
ATHENA™ EPSTM 11S REAR DERAILEUR		upper to lower pulley-axe: 55 mm - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys - on the upper and lower body - high torque ratio motors - Position sensor - Waterproof (IP67)	225
CHORUSTM 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 locking, thread 27x1	230
CHORUSTM 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 deep black bright silver	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™ POWER-TORQUE™ 11S CRANKSET	170, 172.5, 175 mm 34-50, 52-36 deep black bright silver	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™ POWER-TORQUE™ CARBON 11S CRANKSET	165, 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	165, 170, 172.5, 175 mm 34-50, 52-36	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

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ATHENA™ SKELETON™ BRAKES	deep black bright silver	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.

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

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
SUPER RECORD™ 11S REAR DERAILEUR		upper to lower pulley-axle: 55 mm - composite outer plate - Titanium hanger and pivot bolt - parallelogram with 11s geometry - carbon fiber upper and lower body - metal-carbon cage - lightened special rubber pulleys - bottom pulley with ceramic bearings	155
SUPER RECORD™ STD + CT™ 11S FRONT DERAILEUR	a saldare / a fascetta: Ø 32, 35 mm	for double standard and CT™ crankset - capacity 16 – max. chainring 55 – min. chainring 34 - composite and aluminum 11s fork - 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
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 locking, 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™ ULTRA-TORQUE™ TITANIUM 11S CRANKSET	170, 172.5, 175, 177.5, 180 mm, 39-52, 39-53 170, 172.5, 175 mm, 42-54, 42-55	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™ TITANIUM 11S CRANKSET	170, 172.5, 175 mm 34-50, 52-36	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
ULTRA-TORQUE™ CARBON 11S CRANKSET	165 mm 39-52, 39-53, 34-50	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
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, BB right Ø 51	aluminium - integrated cups for oversize shells BB30 and 86,5x41, BB right Ø 51	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

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
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™ 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	330
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	116
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.

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

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD



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 55 – min. chainring 34 - composite and aluminum fork - 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™ 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™ ULTRA-TORQUE™ 11S CRANKSET	170, 172.5, 175, 177.5, 180 mm, 39-52, 39-53 170, 172.5, 175 mm, 42-54, 42-55	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-axes - requires ULTRA-TORQUE™ BB cups	627
RECORD™ ULTRA-TORQUE™ CT™ 11S CRANKSET	170, 172.5, 175 mm 34-50, 52-36	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-axes - requires ULTRA-TORQUE™ BB cups	627
ULTRA-TORQUE™ CARBON 11S CRANKSET	165 mm, 39-52, 39-53, 34-50	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-axes - requires ULTRA-TORQUE™ BB cups	667
RECORD™ ULTRA-TORQUE™ BB OUTBOARD CUPS	ITA, ENG	aluminium	46
ULTRA-TORQUE™ OS-FIT™ INTEGRATED CUPS	BB30 Ø 42, BB30 Ø 46, 86,5x41, BB right Ø 51	aluminium - integrated cups for oversize shells BB30 and 86,5x41, BB right Ø 51	29
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™ 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™ FRONT HUB		32 holes - light alloy oversize axle and body – adjustable bearings – quick-release with aluminium lock nuts - O.L.D. 100 mm - Sym-metric Action™ lever on the release	116

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
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™ HEADSET		BC 1"x24tpi - height 36.5 mm - light alloy with steel inserts - cup and cone system	104
RECORD™ VTHREADLESS™ 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.

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

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD



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 55 - min. chainring 34 - light alloy fork with antifriction treatment	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 locking, 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™ ULTRA-TORQUE™ CARBON 11S CRANKSET	170, 172.5, 175 mm 39-52, 39-53, 42-54, 42-55	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, 52-36	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
ULTRA-TORQUE™ CARBON 11S CRANKSET	165 mm 39-52, 39-53, 34-50	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
RECORD™ ULTRA-TORQUE™ BB OUTBOARD CUPS	ITA, ENG	aluminium	46
ULTRA-TORQUE™ OS-FIT™ INTEGRATED CUPS	BB30 Ø 42, BB30 Ø 46, 86,5x41, BB right Ø 51	aluminium - integrated cups for oversize shells BB30 and 86,5x41, BB right Ø 51	29

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
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.

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

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ATHENA™ 11S REAR DERAILLEUR	deep black bright silver	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 deep black bright silver	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - chrome-plated nickel fork - antifriction insert	92
ATHENA™ POWER-SHIFT™ 11S ERGOPOWER™ SHIFTERS	deep black bright silver	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		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 locking, 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 deep black bright silver	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™ POWER-TORQUE™ 11S CRANKSET	170, 172.5, 175 mm 34-50, 52-36 deep black bright silver	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™ POWER-TORQUE™ CARBON 11S CRANKSET	165, 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	165, 170, 172.5, 175 mm 34-50, 52-36	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

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
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	deep black bright silver	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
RECORD™ WATER-BOTTLE CARRIER		monocoque carbon, supplied with water-bottle	18

* Average weight - it refers to the lighter specification among the available options.

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

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
CENTAUR™ 10S REAR DERAILLEUR	black & red deep black	upper to lower pulley-axle: 55 mm - aluminium bodies - rollers on bushings - parallelogram with 11s geometry - lightened special rubber pulleys	220
	medium cage deep black black & red	upper to lower pulley-axle: 72,5 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	250
CENTAUR™ STD + CT™ 9S/10S FRONT DERAILLEUR	braze-on / clip-on: Ø 32, 35 mm black&red deep black	for double standard and CT™ crankset - capacity 16 – max. chainring 55 - min. chainring 34 - chrome-plated nickel fork - antifriction insert	92
CENTAUR™ POWER-SHIFT™ 10S ERGOPOWER™ SHIF- TERS	black & red deep black	for caliper brakes - 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	black & red deep black	for caliper brakes - 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, 12-29, 12-30	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™ POWER-TORQUE™ 10S CRANKSET	170, 172.5, 175 mm 39-52, 39-53, 34-50 black & red deep black	forged aluminium cranks - chainrings with MPST™ (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	165, 170, 172.5, 175 mm 39-52, 39-53, 34-50 black & red deep black	full-carbon unidirectional-multidirectional cranks - chainrings with MPST™ (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
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	black & red deep black	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

* Average weight - it refers to the lighter specification among the available options.

** Example: 2,36 x 108 links = 255 g



COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
VELOCE™ 10S REAR DERAILLEUR	short cage deep black bright silver	upper to lower pulley-axe: 55 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	227
	medium cage deep black bright silver	upper to lower pulley-axe: 72,5 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	260
VELOCE™ QST™ STD + CT™ 9S/10S FRONT DERAILLEUR	braze-on / clip-on: Ø 32, 35 mm black&red deep black	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	deep black bright silver	for caliper brakes - 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 QST™ 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™ chain	2,39/ link **
VELOCE™ POWER-TORQUE™ 10S CRANKSET	170, 172.5, 175 mm 39-53 deep black bright silver	forged aluminium cranks - chainrings MPST™ (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 deep black bright silver	forged aluminium cranks - chainrings MPST™ (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	deep black bright silver	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

* Average weight - it refers to the lighter specification among the available options.

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

GROUPSETS TECHNICAL SPECIFICATIONS

ROAD



11x3



10x3



10x3

COMPONENT	OPTIONS	FEATURES	WEIGHT (G.)*
ATHENA™ 11X3 ERGOPOWER	Deep black Bright Silver Alu/Carbon	Dedicated left control for triple drivetrain for caliper brakes - composite body - 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
ATHENA™ 11X3 FRONT DERAILLEUR	welded/clamp-on (Ø 32 and 35mm)	For triple 11x3 crankset - capacity 16 - chainring max 52 - chainring min. 30 - anti-friction insert - Nickel-chromium fork - surface treatment.	101
ATHENA™ 11S REAR DERAILLEUR	Long rocker Black Silver	upper to lower pulley-axle: 82 mm - aluminium outer plate - parallelogram with 11s geometry - die-cast aluminium upper body - lightened special rubber pulleys	216
ATHENA™ TRIPLE POWER-TORQUE™ 11S CRANKSET	170, 172.5, 175mm 30-39-52 Black Silver Carbon	Hollow aluminium hand crank - forged aluminium 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	904
CENTAUR™ 10X3 ERGOPOWER	Black&Red Deep black	Dedicated left control for triple drivetrain for caliper brakes - 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	376
CENTAUR™ 10X3 FRONT DERAILLEUR	Black&Red - Deep black welded/clamp-on (Ø 32 and 35mm)	For triple 10x3 crankset - capacity 16 - chainring max 52 - chainring min. 30 - anti-friction insert - Nickel-chromium fork - surface treatment.	101
CENTAUR™ 10S REAR DERAILLEUR	Long rocker Black&Red Deep black	upper to lower pulley-axle: 72,5/89 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	238
CENTAUR™ TRIPLE POWER- TORQUE™ 10S CRANKSET	Black&Red Deep black 170, 172.5, 175mm 30-39-52, 30-39-50	Hollow aluminium hand crank - 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.	914
VELOCE™ 10X3 ERGOPOWER	Bright silver Deep black	Dedicated left control for triple drivetrain for caliper brakes - 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	376
VELOCE™ 10X3 FRONT DERAILLEUR	Bright silver Deep black welded/clamp-on (Ø 32 and 35mm)	For triple 10x3 crankset - capacity 16 - chainring max 52 - chainring min. 30 - anti-friction insert - Nickel-chromium fork - surface treatment.	101
VELOCE™ 10S REAR DERAILLEUR	Long rocker	upper to lower pulley-axle: 89 mm - aluminium bodies - rollers on bushings - rollers in special rubber - parallelogram with 11s geometry	238
VELOCE™ TRIPLE POWER-TORQUE™ 10S CRANKSET	Bright silver Deep black 170, 172.5, 175mm 30-39-50	Hollow aluminium hand crank - 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	896

WHEELS TECHNICAL SPECIFICATIONS

	NOMINAL WEIGHT (G)*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH – MM (NOMINAL)	ULTRA-FIT™	ASYMMETRICAL HOLES	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES
ROAD								
CARBON WHEELS								
BORA™ ULTRA™ 80 front tub.	715	carb	80/20				carb	16
BORA™ ULTRA™ 80 rear tub.	825	carb	80/20				carb	18/G3™
BORA™ ULTRA™ 80 rear tub. (HG)	864	carb	80/20				carb	18/G3™
BORA™ ULTRA™ Two front tub.	565	carb	50/20				carb	18
BORA™ ULTRA™ Two rear tub.	745	carb	50/20				carb	21/G3™
BORA™ ULTRA™ Two rear tub. (HG)	784	carb	50/20				carb	21/G3™
BORA™ One front tub.	590	carb	50/20				carb	18
BORA™ One rear tub.	760	carb	50/20				carb	21/G3™
BORA™ One rear tub. (HG)	799	carb	50/20				carb	21/G3™
HYPERON™ ULTRA™ Two front cl.	580	carb	19/20		•	•	carb	22
HYPERON™ ULTRA™ Two rear cl.	765	carb	21/20		•	•	carb	24
HYPERON™ ULTRA™ Two rear cl. (HG)	804	carb	21/20		•	•	carb	24
HYPERON™ ULTRA™ Two front tub.	536	carb	19/20				carb	22
HYPERON™ ULTRA™ Two rear tub.	695	carb	21/20		•		carb	24
HYPERON™ ULTRA™ Two rear tub. (HG)	734	carb	21/20		•		carb	24
HYPERON™ One front cl.	615	carb	21/20,5			•	carb	22
HYPERON™ One rear cl.	765	carb	23/20,5		•	•	carb	24
HYPERON™ One rear cl. (HG)	804	carb	23/20,5		•	•	carb	24

	DYNAMIC BALANCE	SPOKES MATERIAL	SPOKE TYPE	DIFFERENTIAL SPOKES R/L	ULTRALINEAR™/DRSC™ GEOMETRY	NUT/NIPPLE MATERIAL	O.L.D. (MM)	HUB BODY MATERIAL	CUPS & CONES BEARINGS	BEARINGS VERSION	HUB FINISHING	SPOKE ANTI-ROTATION SYSTEM	COMPATIBILITY
	RDB	SS	AE DB		UL	alu	100	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb		
	RDB	SS	AE DB		UL	alu	100	carb	•	C	carb		9/10/11
	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB		UL	alu	130	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB		UL	alu	100	alu	•	S	black	•	9/10/11
	RDB	SS	AE DB		UL	alu	130	alu	•	S	black	•	9/10/11
	RDB	SS	AE DB		UL	alu	130	alu	•	S	black	•	9/10/11
	RDB	SS	AE DB	•	UL	alu	100	carb	•	C	carb		9/10/11
	RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB	•	UL	alu	130	carb	•	C	blk/carb		9/10/11
	RDB	SS	AE DB		UL	alu	100	alu	•	S	black	•	9/10/11
	RDB	SS	AE DB		UL	alu	130	alu	•	S	black	•	9/10/11
	RDB	SS	AE DB		UL	alu	130	alu	•	S	black	•	9/10/11

KEY

DB = Butted

AE = Aero

UAE = Ultra Aero

SS = Stainless steel

BR = Brass

S = steel

U = USB™

C = CULT™

SDB= Spoke Dynamic Balance

RDB= Rim Dynamic Balance

* Average weight - does not include the quick-release and the rim-tape.

WHEELS TECHNICAL SPECIFICATIONS

	NOMINAL WEIGHT (G)*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH - MM (NOMINAL)	ULTRA-FIT™	ASYMMETRICAL HOLES	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES
ROAD								
ALUMINIUM - CARBON WHEELS								
BULLET™ ULTRA™ front cl.	727	alu/carb	50/20,5				carb	18
BULLET™ ULTRA™ rear cl.	863	alu/carb	50/20,5				carb	21/G3™
BULLET™ ULTRA™ rear cl. (HG)	902	alu/carb	50/20,5				carb	21/G3™
BULLET™ ULTRA™ 80mm front cl.	815	alu/carb	80/20,5				carb	16
BULLET™ ULTRA™ 80mm rear cl.	955	alu/carb	80/20,5				carb	18/G3™
BULLET™ ULTRA™ 80mm rear cl. (HG)	994	alu/carb	80/20,5				carb	18/G3™
BULLET™ ULTRA™ 105mm front cl.	910	alu/carb	105/20,5				carb	16
BULLET™ ULTRA™ 105mm rear cl.	1050	alu/carb	105/20,5				carb	18/G3™
BULLET™ ULTRA™ 105mm rear cl. (HG)	1089	alu/carb	105/20,5				carb	18/G3™
BULLET™ front cl.	785	alu/carb	50/20,5				carb	18
BULLET™ rear cl.	970	alu/carb	50/20,5				carb	21/G3™
BULLET™ rear cl. (HG)	1009	alu/carb	50/20,5				carb	21/G3™
BULLET™ 80mm front cl.	865	alu/carb	80/20,5				carb	16
BULLET™ 80mm rear cl.	1065	alu/carb	80/20,5				carb	18/G3™
BULLET™ 80mm rear cl. (HG)	1104	alu/carb	80/20,5				carb	18/G3™

DYNAMIC BALANCE	SPOKES MATERIAL	SPOKE TYPE	DIFFERENTIAL SPOKES R/L	ULTRALINEAR™/DRSC™ GEOMETRY	NUT/NIPPLE MATERIAL	O.L.D. (MM)	HUB BODY MATERIAL	CUPS & CONES BEARINGS	BEARINGS VERSION	HUB FINISHING	SPOKE ANTI-ROTATION SYSTEM	COMPATIBILITY
RDB	SS	AE DB		DRSC™	alu	100	alu	•	S/U/C	black	•	
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	100	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	alu	130	alu	•	S/U/C	black	•	9/10/11
RDB	SS	AE DB		DRSC™	BR	100	alu		S/U	black	•	9/10/11
RDB	SS	AE DB		DRSC™	BR	130	alu		S/U	black	•	9/10/11
RDB	SS	AE DB		DRSC™	BR	130	alu		S/U	black	•	9/10/11
RDB	SS	AE DB		DRSC™	BR	100	alu		S/U	black	•	9/10/11
RDB	SS	AE DB		DRSC™	BR	130	alu		S/U	black	•	9/10/11
RDB	SS	AE DB		DRSC™	BR	130	alu		S/U	black	•	9/10/11

KEY

DB = Butted

AE = Aero

UAE = Ultra Aero

SS = Stainless steel

BR = Brass

S = steel

U = USB™

C = CULT™

SDB= Spoke Dynamic Balance

RDB= Rim Dynamic Balance

* Average weight - does not include the quick-release and the rim-tape.

WHEELS TECHNICAL SPECIFICATIONS

	NOMINAL WEIGHT (G)*	RIM MATERIAL	RIM SECTION: HEIGHT/WIDTH - MM (NOMINAL)	ULTRA-FIT™	ASYMMETRICAL HOLES	REQUIRES RIM TAPE	RIM FINISHING	NUMBER OF SPOKES
ROAD								
ALUMINIUM WHEELS								
SHAMAL™ ULTRA™ front cl.	605	alu	24/20,5		•		black	16
SHAMAL™ ULTRA™ rear cl.	820	alu	30/20,5		•		black	21/MG3™
SHAMAL™ ULTRA™ rear cl. (HG)	859	alu	30/20,5		•		black	21/MG3™
SHAMAL™ ULTRA™ front tub.	612	alu	24,5/20		•		black	16
SHAMAL™ ULTRA™ rear tub.	813	alu	28,5/20		•		black	21/MG3™
SHAMAL™ ULTRA™ rear tub. (HG)	852	alu	28,5/20		•		black	21/MG3™
SHAMAL™ ULTRA™ 2-Way Fit™ front	615	alu	24/20,5	•	•		black	16
SHAMAL™ ULTRA™ 2-Way Fit™ rear	825	alu	28/20,5	•	•		black	21/MG3™
SHAMAL™ ULTRA™ 2-Way Fit™ rear (HG)	864	alu	28/20,5	•	•		black	21/MG3™
EURUS™ front cl.	634	alu	24/20,5		•		black	16
EURUS™ rear cl.	848	alu	30/20,5		•		black	21/G3™
EURUS™ rear cl. (HG)	887	alu	30/20,5		•		black	21/G3™
EURUS™ 2-Way Fit™ front	643	alu	24/20,5	•	•		black	16
EURUS™ 2-Way Fit™ rear	857	alu	28/20,5	•	•		black	21/MG3™
EURUS™ 2-Way Fit™ rear (HG)	896	alu	28/20,5	•	•		black	21/MG3™
ZONDA™ front cl.	670	alu	24/20,5		•		black	16
ZONDA™ rear cl.	880	alu	30/20,5		•		black	21/G3™
ZONDA™ rear cl. (HG)	924	alu	30/20,5		•		black	21/G3™
ZONDA™ 2-Way Fit™ front	680	alu	24/20,5	•	•		black	16
ZONDA™ 2-Way Fit™ rear	890	alu	30/20,5	•	•		black	21/G3™
ZONDA™ 2-Way Fit™ rear (HG)	939	alu	30/20,5	•	•		black	21/G3™
SCIROCCOTM H35mm ant. cop.	788	alu	35/20				black	16
SCIROCCOTM H35mm rear. cop.	937	alu	35/20				black	21/MG3™
SCIROCCOTM H35mm rear. cop. (HG)	1004	alu	35/20				black	21/MG3™
VENTO™ REACTION™ front cl.	825	alu	24/20,5		•		black	24/G3™
VENTO™ REACTION™ rear cl.	1002	alu	24/20,5		•		black	27/G3™
VENTO™ REACTION™ rear cl. (HG)	1041	alu	24/20,5		•		black	27/G3™
KHAMSIN™ front cl.	828	alu	24/20,5		•		black	20
HAMSIN™ rear cl.	1045	alu	24/20,5		•		black	27/G3™
KHAMSIN™ rear cl. (HG)	1084	alu	24/20,5		•		black	27/G3™
NEUTRON™ ULTRA™ front cl.	630	alu	18/20,5		•	•	black	22
NEUTRON™ ULTRA™ rear cl.	840	alu	18/20,5		•	•	black	24
NEUTRON™ ULTRA™ rear cl. (HG)	879	alu	18/20,5		•	•	black	24

	DYNAMIC BALANCE	SPOKES MATERIAL	SPOKE TYPE	DIFFERENTIAL SPOKES R/L	ULTRALINEAR™ / DRSC™ GEOMETRY	NUT/NIPPLE MATERIAL	O.L.D. (MM)	HUB BODY MATERIAL	CUPS & CONES BEARINGS	BEARINGS VERSION	HUB FINISHING	SPOKE ANTI-ROTATION SYSTEM	COMPATIBILITY
	RDB RDB RDB	alu alu alu	AE DB AE DB AE DB		UL UL UL	alu alu alu	100 130 130	alu/carb alu/carb alu/carb	• • •	U U U	blk/carb blk/carb blk/carb		9/10/11 9/10/11
	RDB RDB RDB	alu alu alu	AE DB AE DB AE DB		UL UL UL	alu alu alu	100 130 130	alu/carb alu/carb alu/carb	• • •	U U U	blk/carb blk/carb blk/carb		9/10/11 9/10/11
	RDB RDB RDB	alu alu alu	AE DB AE DB AE DB		UL UL UL	alu alu alu	100 130 130	alu/carb alu/carb alu/carb	• • •	U U U	blk/carb blk/carb blk/carb		9/10/11 9/10/11
	RDB RDB RDB	alu alu alu	AE DB AE DB AE DB		UL UL UL	alu alu alu	100 130 130	alu alu alu	• • •	S S S	slv/blk slv/blk slv/blk		9/10/11 9/10/11
	RDB RDB RDB	alu alu alu	AE DB AE DB AE DB		UL UL UL	alu alu alu	100 130 130	alu alu alu	• • •	S S S	black black black		9/10/11 9/10/11
	RDB RDB RDB	SS SS SS	AE DB AE DB AE DB		UL UL UL	BR BR BR	100 130 130	alu alu alu	• • •	S S S	black black black	• • •	9/10/11 9/10/11
	RDB RDB RDB	SS SS SS	AE DB AE DB AE DB		UL UL UL	BR BR BR	100 130 130	alu alu alu	• • •	S S S	black black black	• • •	9/10/11 9/10/11
	RDB RDB RDB	SS SS SS	AE DB AE DB AE DB			BR BR BR	100 130 130	alu alu alu		S S S	black black black	• • •	9/10/11 9/10/11
	SDB SDB SDB	SS SS SS	DB DB DB			BR BR BR	100 130 130	alu alu alu		S S S	black black black		9/10/11 9/10/11
		SS SS SS				BR BR BR	100 130 130	alu alu alu		S S S	black black black		9/10/11 9/10/11
		SS SS SS	AE DB AE DB AE DB	• •	UL UL UL	alu alu alu	100 130 130	alu/carb alu/carb alu/carb	• • •	S S S	blk/carb blk/carb blk/carb		9/10/11 9/10/11

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SS = Stainless steel

BR = Brass

S = steel

U = USB™

C = CULT™

SDB= Spoke Dynamic Balance

RDB= Rim Dynamic Balance

* Average weight - does not include the quick-release and the rim-tape.

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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