

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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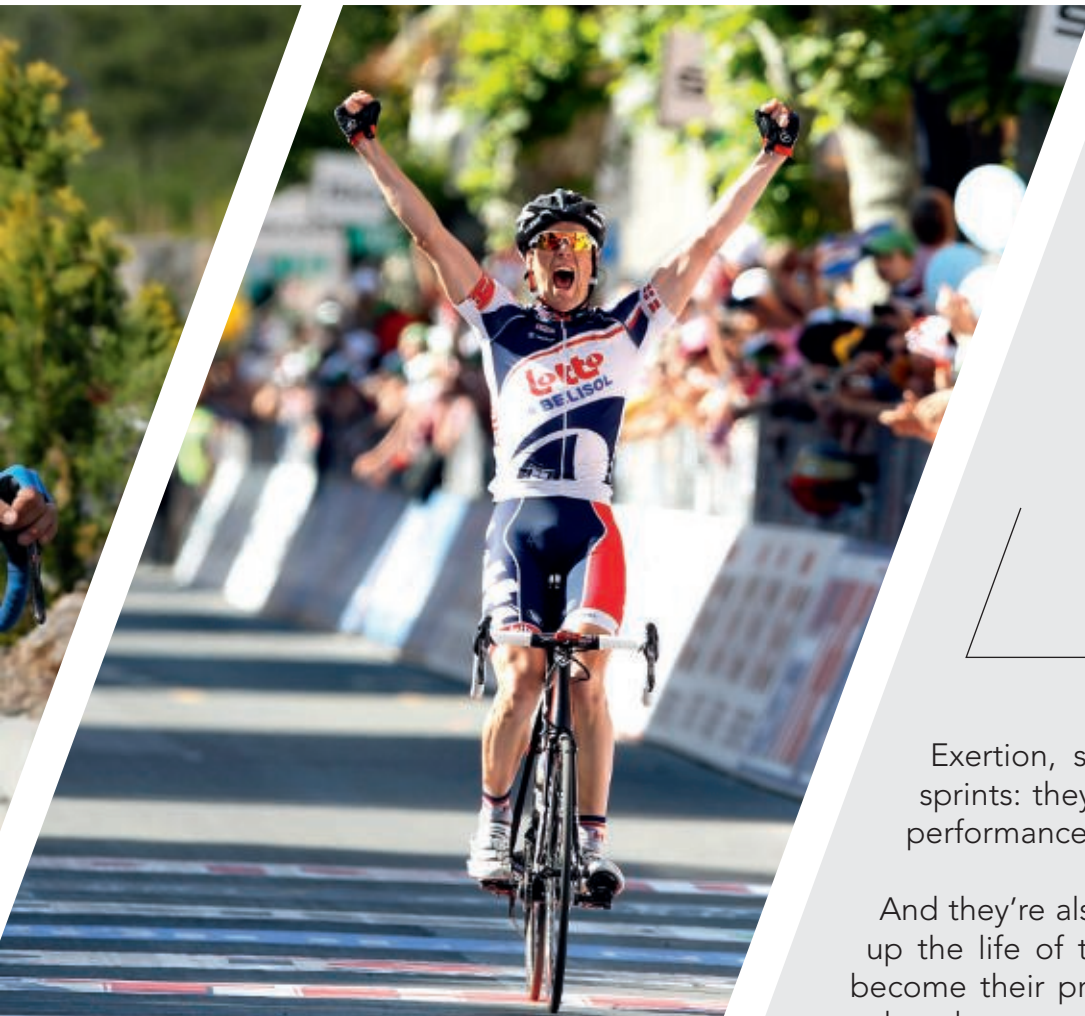
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TEAMS

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.

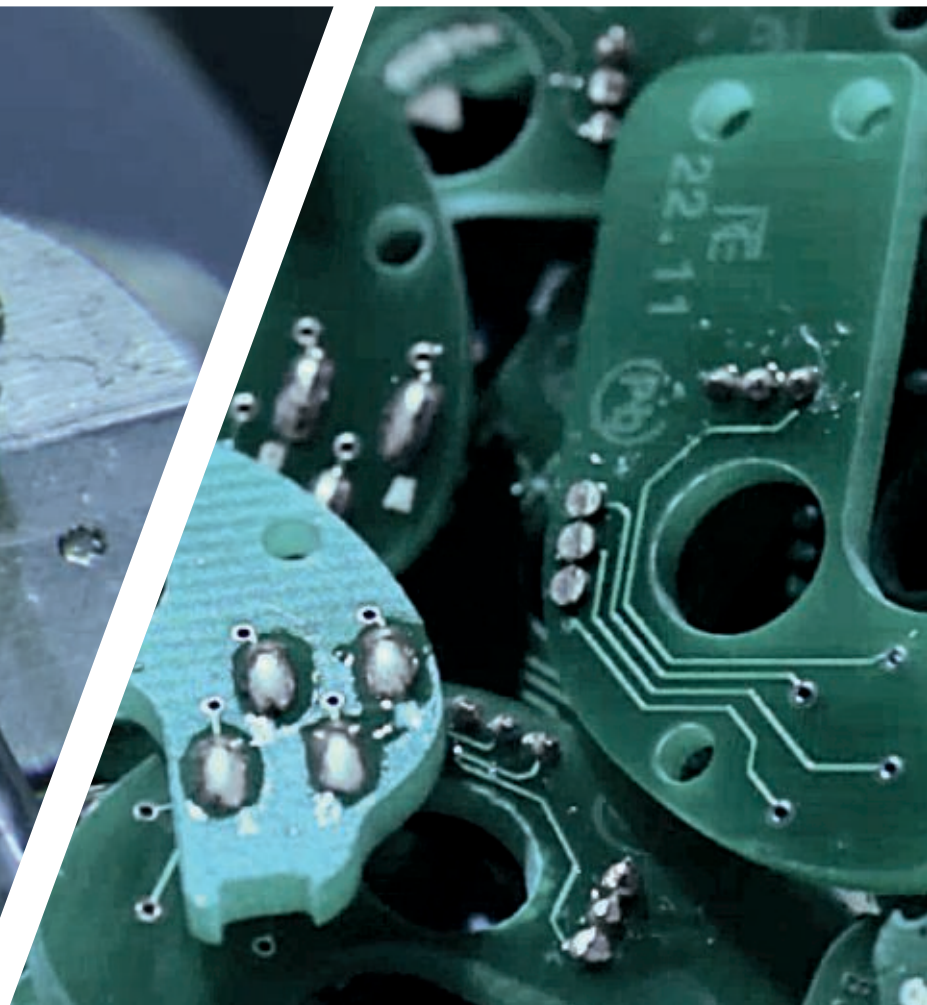
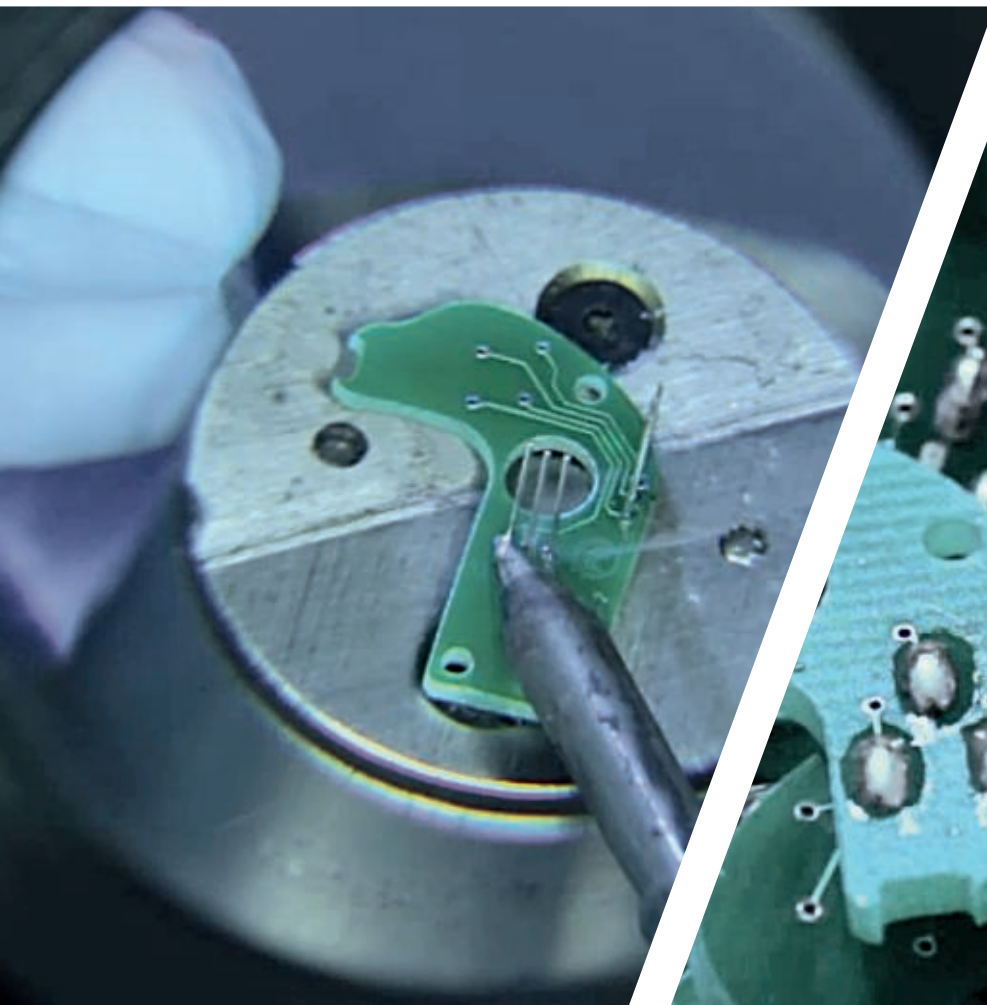
Goals that can be achieved thanks to the commitment, effort, and determination that these champions demand of themselves and of those who supply them with the tools they need in order to compete and win.

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.







TECHNOLOGIES

It's the pride and joy of our company, the beating heart that delivers the innovations and the innumerable patents that over the years have contributed to creating and preserving the Campagnolo® legend.

Inside the Campy Tech Lab™, highly sophisticated products are designed, tested, and developed that embody the DNA of Campagnolo®

The Campy Tech Lab™ is imbued with a culture of thinking projected into the future, constant analysis of what can be improved but above all what we really want to innovate.

Here, designing a drivetrain or a wheel means first and foremost sharing the concept of technology at the service of real people, where the design objective cannot be a single one but has to incorporate the right balance between equally important factors: performance, reliability, quality, design, and safety.

Safety is the common denominator at Campagnolo®: the standards that the Campy Tech Lab™ imposes on the products it develops exceed even up to five times those prescribed by the regulations, because our most indispensable aim is to protect the rider.

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TECHNOLOGIES ELECTRONIC COMPONENTS



The future is already here.

The Campagnolo® EPS™ electronic drivetrain introduces you to a whole new world of cycling, where mechanical parts and state of the art electronic technology come together to create a drivetrain with levels of performance and functionality unlike anything you've ever experienced before.

The exclusive Multi-shifting™ system lets you shift up or down by the number of sprockets you want in a single action, while the front derailleur has an automatic chain positioning system to align the chain correctly with the selected sprocket. The rear derailleur has a manual release system for emergency functionality in the event of a fault, which also detaches to prevent damage to the rear derailleur in a fall.

Through extensive road testing with professional riders and "Multi-Dome" technology, the Campy Tech Lab™ has optimised "click feeling" to prevent any risk of unintentional shifts, while all the components of the system are IP67 certified, guaranteeing that they are 100% waterproof.

Enter the world of electronic drivetrains and discover the technological features they offer.

EPS
ELECTRONIC
POWER SHIFT







EPS™ ERGOPOWER™



EPS™ DTI™ INTERFACE



EPS™ DTI™ POWER UNIT



EPS™ FRONT DERAILLEUR



EPS™ REAR DERAILLEUR

EPS *ELECTRONIC
POWER SHIFT™*

EPS™ DTI™ POWER UNIT

DTI™: Digital Tech Intelligence.

The heart and brain of the EPS drivetrain.

Enclosed and protected in the Power Unit™ and interface, “Digital Tech Intelligence” transmits, receives and processes data thousands of times a second.

An electronic brain which instantaneously synchronises all the functions requested by the rider. With just a simple click of the controls, D.T.I.™ transmits the corresponding signal instantly, accurately and reliably to the rear or front derailleur, for levels of performance and control feel never experienced before with a conventional drivetrain.

But as well as all this, the D.T.I.™ system also monitors the entire drivetrain and each of its components, continuously checking battery level and functionality, and checking that the rear and front derailleur are working correctly.





Battery:

Battery The lithium ion rechargeable battery consists of three cells (12 Volts) in series. Battery charge life depends on usage (shift frequency), temperature and how long the system is left in standby mode.

But as shown in the diagram a full charge of the EPS drivetrain battery never offers a range less than 1500 Km! In real life usage, the maximum number of charge cycles possible means that the battery will far outlive the bicycle itself. Laboratory tests demonstrate that the battery maintains 100% of its power and charge capacity for an incredible 500 charge cycles (which, if the battery is charged once per month, translates to over 40 years!), while total battery lifespan is in fact even greater.

Electronic board:

Housed in a completely waterproof (IP67) casing, the motherboard contains the brain of the system. The D.T.I. interacts with and receives control signals from the interface thousands of times per second, processes these signals and sends the corresponding commands to the front and rear derailleur. In addition to all this, the Power Unit monitors the state of charge and power produced by the battery, and also detects and indicates any malfunctions in the system.



Input/output gates:

The connector at the back of the Power Unit™ has multiple functions:

Battery charging: The complete charge time for the battery is about one hour. Battery range, although it depends on several factors, allows at least 1500 km to be travelled.

System diagnostics via connection to the specific tool: This operation is carried out exclusively by Campagnolo® Service Centres.

Firmware and Eeprom updates: This operation is carried out exclusively by Campagnolo® Service Centres.



The casing:

containing the battery, motherboard and input/output gate is manufactured from a special anti-vibration material. The interior of the casing is specially moulded to protect all the components and ensure total reliability. The casing itself is sealed with an ultrasonic welding process and is completely waterproof even in the most extreme weather conditions.



EPS™ ERGOPOWER™

Keep what was already excellent and maintain the same winning characteristics.

This was the goal set for the project from the beginning. With ergonomics universally acclaimed as the best in the cycle market and the “one lever-one action” system, the controls of the EPS™ drivetrain feel immediately comfortable and familiar. Right from the first shift, everything about the system is incredibly intuitive.

But now, the front and rear derailleurs are controlled with a simple click; reducing strain to an absolute minimum and letting you keep your hands in the perfect position on the bars at all times.

The shape of the brake lever and handgrip is the same as our mechanical drivetrains, while the 3rd lever for dropping the chain onto a lower sprocket or onto the innermost chainring on the crankset is lower than before and more easily reachable in any riding position.



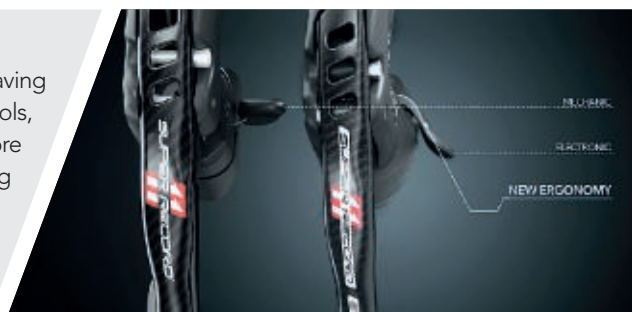


One lever-One action:

The distinguishing detail in Campagnolo® control sets: "One lever-One action". Lever 1 operates the brake while levers 2 (downshift) and 3 (upshift) operate the rear and front derailleurs.

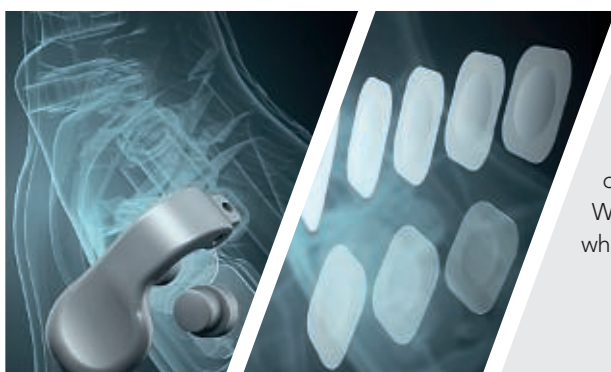
E-Ergonomy™:

Campagnolo® mechanical controls are universally recognised as having the best ergonomics in the bicycle world. And for its EPS™ controls, Campagnolo® has taken this a step further: lever 2 is now lower than before and specifically shaped to be even more easily accessible in any riding position.



Electronic circuit board "Water-proof" (IP67):

The boards and connectors inside the controls are completely waterproof for superior durability in all weather conditions.



Multi-Dome Tech™:

A set of aluminium domes which have been fine tuned through road testing by professional and amateur riders to optimise operating force. Being able to feel the exact instant when they shift with the rear or front derailleur is crucial for a rider. With this technology, Campagnolo® has achieved the perfect "click feeling", which also prevents unintentional shifts.

Switch Mode:

Each control set has a mode button next to lever 2.

The multifunction Switch Mode button is used for initial setup and to adjust the travel of the rear and front derailleur. Pressing the button briefly, on the other hand, displays the battery state.



EPS™ DTI™ INTERFACE

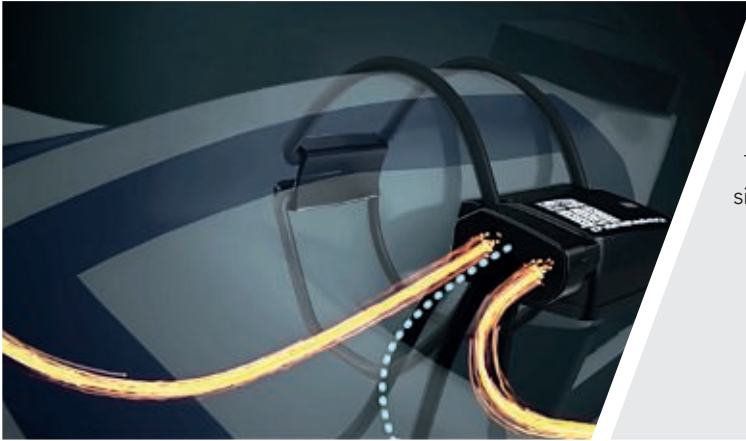
Why do you need an interface?

The EPS™ electronic drivetrain functions with digital signals. Because of this, the electronic drivetrain needs an interface, which performs the vital function of transforming the analogue signal received from the Ergopower™ controls into a digital signal, which is then transmitted to the Power Unit™.

But the interface also has important functions such as:

- displaying the battery charge status.
- processing information coming from the rear and front derailleur through the EPS™ Power Unit.
- registering the initial set-up and allowing micro adjustments of the rear and front derailleur even while riding.





The analogue signal received from the Ergopower™ controls is transformed into a digital which is then sent to the Power Unit™.

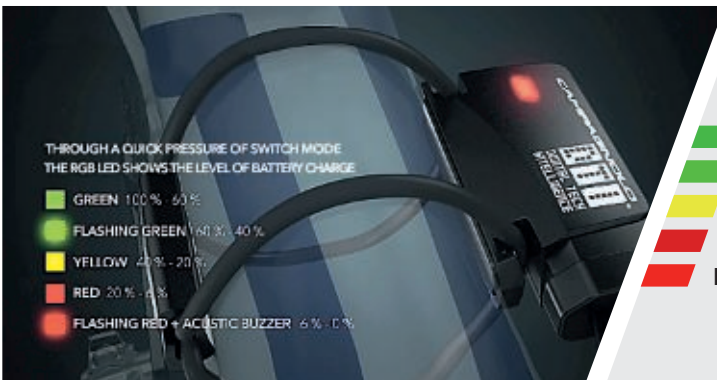
The digital signal allows unique, error-free encoding of the signal transmitted by the Ergopower™ units.

Zero Setting / Ride Setting:

The interface processes the data received during initial setup of the rear/front derailleur (Zero Setting) and during the fine adjustments possible actually during a race (Ride Setting).



The DTI™ interface transmits and receives signals to and from the Power Unit™ thousands of times every second, processing them accordingly to ensure that the drivetrain functions correctly in all situations.



The RGB LED lets the rider view the state of charge of the battery at any time.

- **GREEN** 100% - 60%
- **FLASHING GREEN** 60% - 40%
- **YELLOW** 40% - 20%
- **RED** 20% - 6%
- **FLASHING RED + ACOUSTIC BUZZER** 6% - 0%

The special design of the interface lets the user choose between two different installation solutions: on the brake cable or on the handlebar mount.



EPS™ FRONT DERAILLEUR

A single goal: to achieve the fastest, most precise derailing action in the cycle world.

A difficult objective that challenged the skills of the engineers of the Campy Tech Lab™. But the results have far exceeded all expectations. Unparalleled derailing precision and speed - even under strain - achieved through an innovative project and painstaking attention to detail.

How was the outstanding derailing performance of Campagnolo®'s EPS drivetrains made possible?

Extracting the maximum possible performance from each individual component also depends on the performance of the other components in the drivetrain. On the basis of this precept, Campagnolo® developed a global project encompassing every single component in the drivetrain, and not just those of the new front derailleur.

This design philosophy has always been central in Campagnolo®'s success, and the EPS is yet further proof.





The motors used have been selected from the best units available in the world and ensure superlative levels of performance and reliability. These are fundamental requisites to offer the rider the guarantee of unparalleled performance and durability.

The motors are coupled with reduction gears to deliver very high levels of torque for outstanding derailing performance.

A **"Magnetic Hall Sensor Resolver"** installed inside the front derailleur monitors the position of the derailleur cage to keep it optimally aligned with the chain at all times.



The front derailleur cage has been engineered for maximum stiffness and lightness, to ensure an extremely fast, precise derailing action.



The links actuating the front derailleur cage are sized specifically to eliminate flexing and to transmit movements precisely from the motor to the front derailleur cage itself.



Automatic Front Derailleur Repositioning Technology

D.T.I.[™] technology means that the EPS[™] system knows the rear derailleur position and the selected sprocket at all times. In relation to this information, the system transmits a signal to the front derailleur, which fine-adjusts its position to maintain optimum alignment with the chain.



EPS™ REAR DERAILLEUR

The EPS rear derailleur is a tour de force of micro-technology.

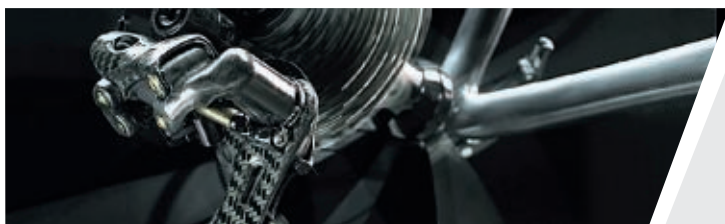
The components used represent the state of the art in technology today in terms of speed and precision. But there's more: the engineering team also focused on maximising the performance and durability of the components themselves, for the lowest possible power consumption and maximum battery charge durability.

Super Record EPS™, Record EPS™, Athena EPS™ A unique project that has further augmented the performance of the EPS rear derailleur by adopting advanced materials such as carbon fibre and titanium, and special treatments to keep all components waterproof and ensure outstanding durability even in extreme conditions.

Combining the most advanced technologies available today with the development work of the Campy Tech Lab™ team has brought incredible results in terms of performance: shift times are now 25% faster than the mechanical rear derailleur (taking just 0.352 seconds to swap sprockets), and precision is excellent in all rear derailleur positions. On top of all this, the EPS rear derailleur also features Multishifting technology, letting the rider shift up or down by up to 11 sprockets at a time!

How easy is setting up the rear derailleur? As the system is entirely electronic, setting it up is extremely simple and intuitive for anyone, even with no experience!





The rear derailleur is constructed from extremely lightweight materials such as carbon fibre and titanium (Super Record EPSTM and Record EPSTM), or aluminium (Athena EPSTM).

The geometry of the parallelogram is specifically designed for maximum stiffness and precision, and to eliminate the possibility of free play between moving parts



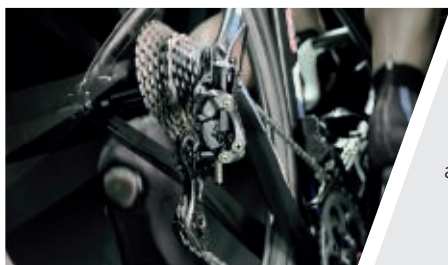
The motors used have been selected from the best units available in the world and ensure superlative levels of performance and reliability. These are fundamental requisites to offer the rider the guarantee of unparalleled performance and durability. The motors are coupled with reduction gears to deliver very high levels of torque for outstanding derailing performance.



A **"Magnetic Hall Sensor Resolver"** installed inside the front derailleur monitors the position of the derailleur cage to keep it optimally aligned with the chain at all times.

Multishifting Technology:

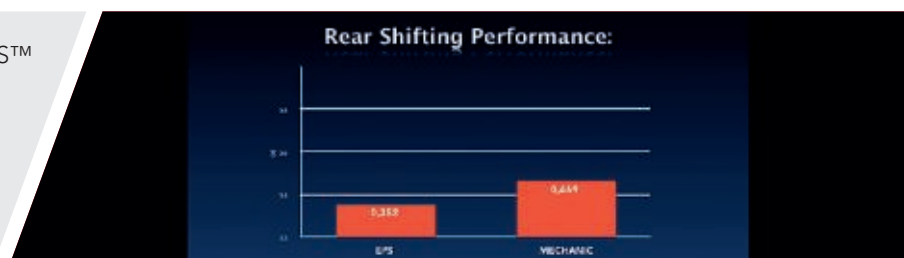
Lets the rider shift up or down by up to 11 sprockets at a time with a single control action (the mechanical set with Ultra-ShiftTM controls can shift up by up to 3 sprockets and down by up to 5 sprockets).



Exclusive UnLock System:

A manual rear derailleur release system makes it possible to move the rear derailleur manually into the desired position in the event of a system malfunction. In addition to this crucial function, this system also releases the rear derailleur in the event of a fall and protects it from impact damage.

Compared average shift times between EPSTM drivetrain and mechanical drivetrain.



MECHANICAL COMPONENT TECHNOLOGIES



The difference is in the detail. This is a concept that Campagnolo® is very familiar with.

It also explains why every component must be manufactured with extreme precision and care to ensure maximum performance. Only by adhering to the most stringent production criteria can Campagnolo® maintain and continue to improve its universally acknowledged quality. Every single component is conceived, engineered and manufactured internally by Campy Tech Lab™, and then subjected to a series of severe laboratory and road tests to ensure nothing less than excellent quality.

10 E 11 SPEED CRANKSETS

Campagnolo® cranksets are the best you could ever want for your bicycle.

From Super Record™ to Veloce, every detail is designed and engineered with the utmost attention to provide the maximum performance.

The carbon fibre cranks incorporate our Ultra-Hollow Structure (UHS™) technology to provide the maximum lightness and strength; the chainrings have been designed and engineered to give the maximum shifting performance (X.P.S.S.™ e MPS™), and thanks to the use of ball/bearing systems like USB™ and CULT™, you can be sure to not lose even one watt of power.

XPSS™

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

This is not just the acronym of eXtreme Performance Shifting System™.

X.P.S.S.™ incorporates a project with a specific goal: giving Campagnolo®'s 11-speed groupsets the best shifting performance possible.

And the Campy Tech Lab™ has hit the mark once again.

The new design of the chains up shifting and downshifting has been analysed to the smallest detail with mathematical functions to simulate possible movements of the chain on the chainrings and design optimal angles. Furthermore, repeated lab tests on the speed and precision of the shifting action have allowed us to complete the product's optimization.

The profile of the chainring teeth is constructed to make their action extremely effective and to be in perfect harmony with the 11-speed chain and with **the cleverly shaped** front derailleur to accompany the movement of the chain with extreme speed and precision, even under load.



The secret of this amazing result is a perfect combination and integration of all the drive train's components. Each one of them is designed to perfectly fit and work with the rest. This is the only way you will be able to enjoy the extraordinary performance of the X.P.S.S.™ system.

MPS™

MPS MICRO PRECISION SHIFTING™ SYSTEM

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

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



Optimised design of the up-shift and down-shift zones and of the profile of the teeth – enables fast and precise shifting in all types of conditions.



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



ULTRA TORQUE™

ULTRA TORQUE™ 

Lightness, rigidity, and easy maintenance: Ultra-Torque™.

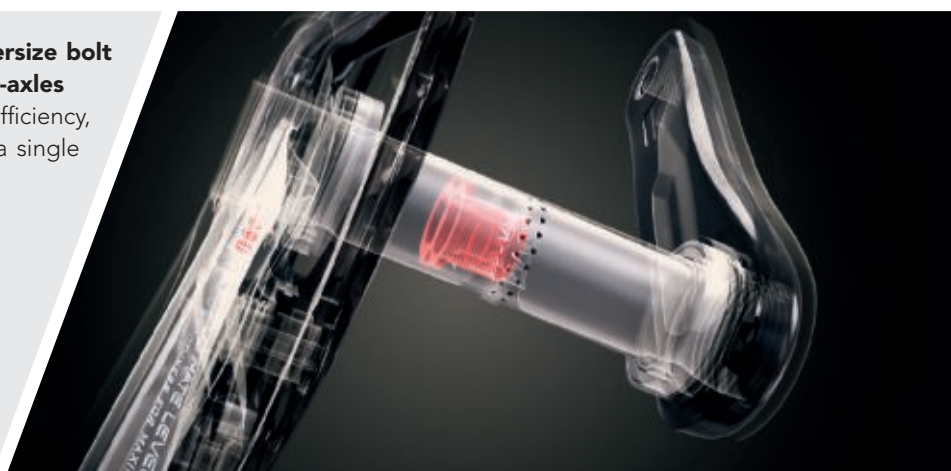
Six years after introducing the Ultra-Torque™ system, it is still considered, the best performing crank-set spindle in terms of stiffness, low weight and efficiency of power transmission.

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



Assembly is simplistic: **one single oversize bolt is enough to integrate the two semi-axes**

With regard to torque transmission efficiency, this system is equally as effective as a single piece axle.



Furthermore, despite the narrow side profile, we have been able to position the bearings outside the bottom bracket shell, resulting in greater axle rigidity from the increased axle diameter. This breakthrough was obtained by using an ingenious mechanical system derived from many years' motoring experience in the rotation axle and engine shaft coupling sector: the **Hirth joint**. In short, this is a joint with self-centring and self-aligning frontal teeth located in the middle of the bottom-bracket axle where the ends of the semi-axes, integrated with the crankset arms, come into contact.



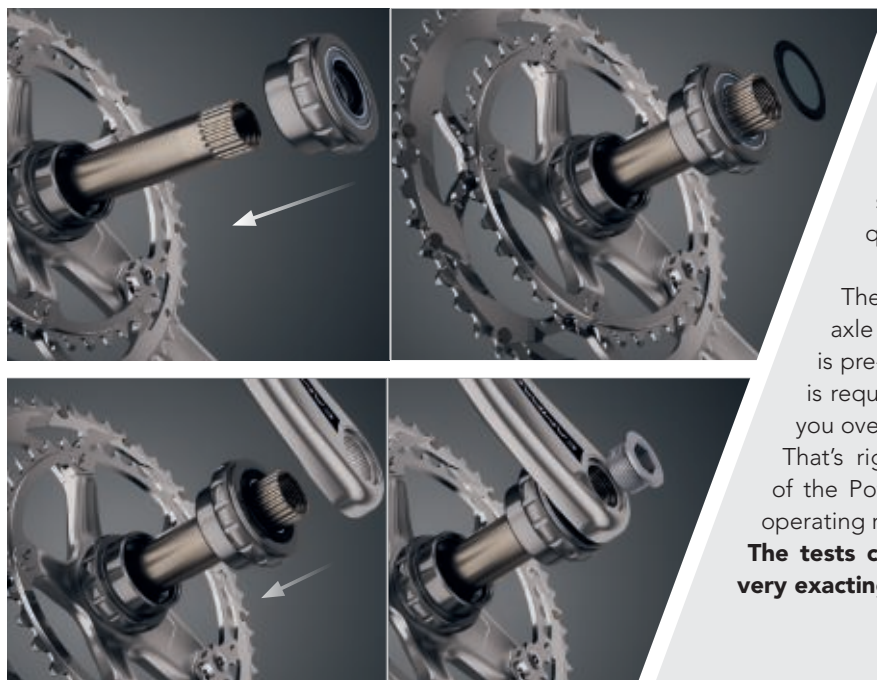
POWER TORQUE SYSTEM™

POWER TORQUE SYSTEM™

Since 2011, the Athena 11s, Centaur, and Veloce groupsets feature the Power Torque™ system. The new solution was immediately applauded and embraced with enthusiasm thanks to the incredibly high level of performance found in these mid-range groupsets, as well as the ease of use and the high reliability

The axle is a single piece firmly fixed to the right crank of the crankset. The perfect coupling between bottom bracket and left crank is assured by the **special geometry of the two components**, a solution that guarantees the maximum reliability.

To make the bottom bracket more efficient, we also worked on the inner part. Thanks to an elaborate sequence of thicknesses, we were able to obtain an incredibly **light axle** while offering an absolute response in terms of rigidity. Thanks to the studies conducted by the Campy Tech Lab™ engineers, material was removed in the zones that could be lightened but at the same time the points of maximum stress were strengthened. Only in this way was it possible to achieve such a high technical value.



The Campagnolo® engineers concentrated on ensuring that installation and servicing would be extremely simple.

The most complicated work has been done, so now it's up to you to carry out four simple steps to fit the Power Torque System™ crankset quickly and with no potential for error.

The right-hand bearing is already locked in the axle in correspondence with the crankset; the other is pre-inserted in the left-hand cup. No special tool is required, and the new crankset is ready to propel you over endless miles.

That's right, because another one of the objectives of the Power Torque System™ project was prolonged operating resistance.

The tests conducted by the Campy Tech Lab™ were very exacting in this regard. Now it's your turn.



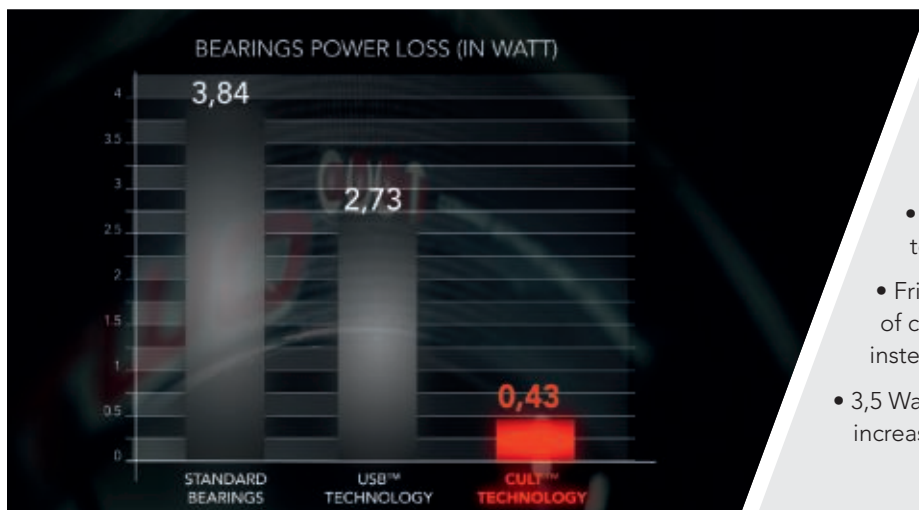
To understand what CULT™ is all about and what advantages it offers in terms of the performance of the wheels and cranksets that apply this technology, there's only one thing to do: try it!

We could describe it, praise its performance features, and give you the technical specifications, but it's impossible to transmit the real sensations and the differences you can perceive right from the first pedal rotation with wheels and cranksets bearing the CULT™ name.

...But in any case, Campagnolo® wants to illustrate the exceptional results shown by the products using CULT™ technology during the tests carried out by the Campy Tech Lab™ engineers.

CULT™ is the combination of the highest quality ceramic ball bearings available on the market and races made of **Cronitect®**, chromium stainless steel, i.e. the technological wonder made by the German company Schaeffler. Ceramic ball bearings make it possible to reduce friction to the minimum and maintain consistent performance over time; bearing races made of Cronitect® with thermochemical surface treatment make the sliding surface of the bearings extremely hard and resistant to wear. But that's not all. Friction of the wheel and crankset is extremely reduced thanks to the minimal lubrication system required by CULT™: only a thin film of oil in the place of the grease traditionally used.

This enables a friction coefficient that is nine times less than the standard and more than 3,5 watts extra power for each pedal stroke.



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

- 9 times smoother than the standard solutions.
- Resistance to corrosion: zero wear and tear on bearings and balls.
- Friction coefficient: the lowest in the world of cranksets thanks to lubrication with oil instead of grease.
- 3,5 Watt more power at each pedal stroke, increasing along with the increase in speed.

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

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

USB™

OSB CERAMIC
ULTRA SMOOTH BEARINGS

Our ceramic USB™ - Ultra Smooth Bearings guarantee extremely high smoothness.

Perfectly smooth surfaces and lower friction to reduce loss of power are the most interesting features.

Add on the reduced weight and resistance to corrosion and you will understand why we can give you the best thanks to USB™. All your power will be transferred onto the road.

USB™ - Ultra Smooth Bearings technology is used for the Record™ cranksets, the Shamal™ Ultra™ wheels and all the wheels in the Bullet Ultra™ and Bullet™ range.



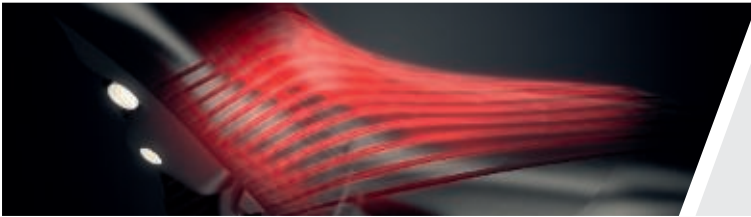
CONTROLS

Comfort for Campagnolo® means safety and performance.

This is because having a secure, comfortable grip in all riding positions means being able to deliver maximum performance at all times - especially in a long distance race.

The control hand grip is therefore ergonomically optimised for the shape of the hand and made from variable density Vari-Cushion™ material. The exclusive "One lever-One action" lever system lets you shift and brake in any riding position, while Multi-shifting technology lets you shift up by up to 3 sprockets and down by an incredible 5 sprockets at a time!

ERGOPOWER™



Multi-density Vari-cushion™ hood:

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



**Ergonomics:**

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

Comfort:

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

The studies conducted on the position of cyclists' hands, showed three different steering positions depending on the course and the steering style. Based on these studies, Campagnolo® created the particular and exclusive form of the Ergopower™ controls that enable you to steer with safety and comfort. In addition, **the special insert for large hands increases the distance of the levers by 8%, creating sufficient space for braking and shifting, always with the maximum safety.**

The Vari-Cushion™ system is the shock absorber that envelops the body of the controls.

The particular geometry of the hoods made of material of variable density, stretchy and hypoallergenic, absorbs vibrations, enabling you to stay in the saddle for many hours without hand fatigue.

**Effective braking:**

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



ERGOPOWER™ ULTRA-SHIFT™



Quickly take the lead and leave your rivals motionless. The Ultra-Shift™ control by Campagnolo® is regarded by everyone as the fastest and most precise. Thanks to the Ultra-Shift™ patented system; **you can move the chain simultaneously up 3 sprockets and then 5 down.** Furthermore, the lever design allows for an ever lighter shifting, whilst maintaining the “click” sound featured on all Campagnolo® controls.

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



ERGOPOWER™ POWER-SHIFT™



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

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

With the Power-Shift™ system designed by Campy Tech Lab™ and featured on our 2011 Athena™ 11 Speed, Centaur™ and Veloce™ 10 Speed groupset ranges, **you can move up 3 sprockets at a time and move down by one.** Controls have been designed to maximize shifting performances: precision and speed will enhance the qualities of your Campagnolo® drivetrain and will allow you to face all kinds of routes with zero concerns.



CAMPAGNOLO® TT BAR-END CONTROLS

The concentration of technology in a space reduced by 33% compared to the traditional Campagnolo® Ergopower™ controls.

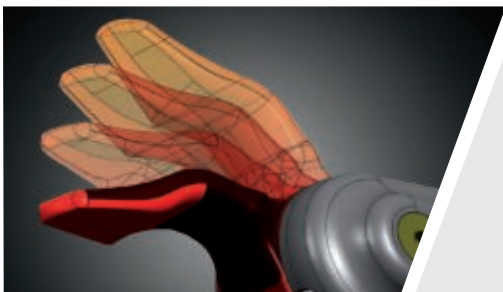
The new bar-end shifters have been developed in collaboration with time-trial racing pros. In terms of ergonomics, the result is highly significant: for the triathlete or time trialist, at the moment in which he needs to shift, these controls reduce the movements of the fingers and the hand to the minimum, without losing the position of maximum aerodynamics and without diverting energies from the fluid motion of the pedal stroke.



The exclusive Return-to-Zero system makes it possible to keep the lever always in the optimal start position (you can choose the best start position depending on the type of handlebar and on the best ergonomics). Thanks to this system, the rider maintains the position of maximum aerodynamic penetration and the best position of the fingers on the controls.

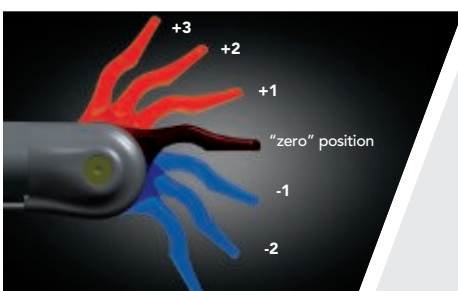
But that's not all: one of the most highly appreciated features of Campagnolo® controls has always been the Multi-Shifting System™ system. So also for the Triathlon and Time Trial disciplines, Campagnolo® wanted to maintain this extremely important technology, which makes it possible to upshift and downshift one, two, or even three cogs, by the rider's choice.

The front derailleur control also features the Micro-Adjustment System™, which makes it possible to keep the front derailleur cage always in the optimal position.



Back-to-Zero™ :

the control lever always returns to the point of optimal ergonomics and maximum aerodynamic penetration.



Multi-shifting :

makes it possible to choose upshifting or downshifting by 1, 2, or 3 cogs with a single shift.

ULTRA-SHIFT™ REAR DERAILLEUR

On the Campagnolo® rear derailleur you immediately notice the **oversized dimensions of the outer plate** that wraps the lower and upper bodies.



This particular feature, along with the parallelogram, creates the Ultra-Shift™ geometry, the technology that assures the excellent performance of the latest generation of 11-speed and 10-speed drivetrains.

The special form, designed and developed entirely in the Campy Tech Lab™, gives the derailleur an extremely high degree of torsional stiffness. But what's more, the form makes shifting **fast, reactive, and precise in any situation**, even under stress. But for the Super Record™ 11-speed rear derailleur, Campagnolo® wanted to enhance the performance features to make it even more unique, using unidirectional carbon fibre for the upper and lower bodies.

The result: **the first rear derailleur made entirely of carbon fibre**, with a Formula 1 aesthetic and a markedly reduced weight compared to the versions in aluminium. And above all, the overall rigidity of the system is considerably increased, which in terms of performance translates into the **best shifting possible to be found on racing bikes**.

Enveloping oversized plate :

makes the rear derailleur extremely rigid – reduces the possibility of play, increasing the life and reliability of the rear derailleur.



ULTRA-SHIFT™ FRONT DERAILLEUR

11 speeds characterised by the Ultra-Shift™ front derailleur that, thanks to the “funnel” design of the derailleur cage, makes **shifting extremely fast and precise** and enables easy adjustment. Furthermore, the anti-friction treatment extends their lifetime.

As simple as it is effective and reliable.

The front derailleurs of the 10-speed groupsets have always represented a guarantee of excellent performance.

For this reason, also for the 2013 range Campagnolo® has maintained the same configuration characterised by the **Z-Shape™** design of the inner cage and the M-Brace™ front derailleur body. This combination, thanks to the new design of the MPS™ chainrings, **elevates shifting to incredibly high levels of precision, speed, and reliability.**



Special inner cage design:

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

SPROCKET

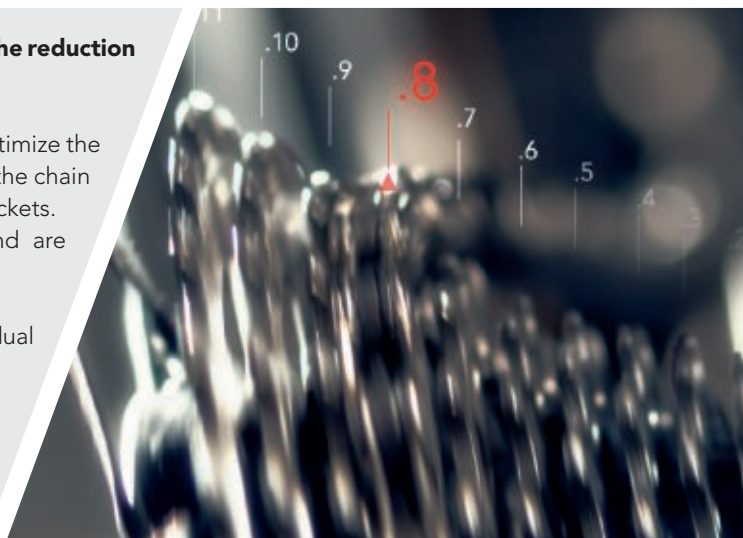
10 or 11 speeds. Whatever your choice of drivetrain, Campagnolo® gives you the best technology available today. Ultra-Shift™ and Ultra-Drive™ feature precision-machined sprocket teeth and synchronisers. The use of exclusive materials and surface treatments make each sprocket incredibly stiff and extend the lifespan of the sprockets themselves. The result: unparalleled shift speed and precision.

ULTRA-SHIFT™ 11 SPEED

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

We have succeeded. The teeth have been designed to optimize the speed and fluidity of shifting. This form reduces stress on the chain which ascends more easily onto the higher diameter sprockets. The large sprockets are divided into sets of three and are mounted on a new aluminium frame.

Thanks to this, rigidity increases 180% and the individual sprockets are 70% more resistant to torsion.



Reinforced mounts for second and third triplets:

Greater sprocket set rigidity
– performance, precision.

Ultra-Shift™ Synchronization:

Sprocket tuning allows for maximum shifting performance without hesitation: fast, accurate, and quiet, even under stress.

ULTRA-DRIVE™ 10 SPEED

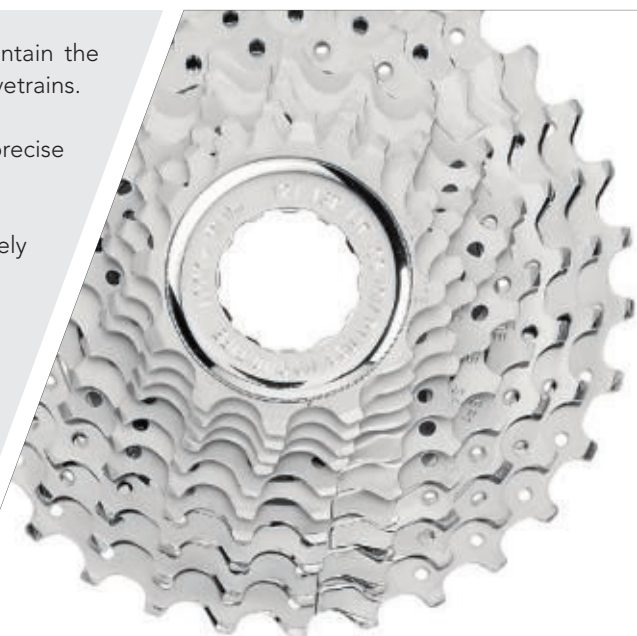
The Centaur™ 10-Speed and Veloce™ 10-Speed groupsets maintain the Ultra-Drive™ system dedicated to and optimised for 10-speed drivetrains.

The maximum synchronisation between the sprockets and precise machining of the teeth achieve first-class shifting performance.

The Nickel-Chrome surface treatment makes the sprockets extremely resistant and durable and prolongs the life of the chain.

Ultra-Drive™ teeth design:

optimized upshifting.



CHAIN

The chain is the component that transmits the power of the pedals to the wheel.

As such, it must be extremely reliable, efficient in transmitting power, able to reduce friction to the minimum, and prove a quick and precise response to the front and rear derailleur controls.

ULTRA-LINK™ 11 SPEED



The exclusive Ultra-Link™ closing system represents the “key to safety” of the chain for 11-speed drivetrains: the locking pin has been created so that once it is closed using the special UT-CN300 tool, it is absolutely resistant and safe.

11-Speed Chain:

Special steel, 20% stronger – special outer link design for faster shifting even under stress.



HD-LINK™ 10 SPEED



For 10-speed groupsets you can choose between two models of chain, both featuring the HD-Link closure system and surface treatment to reduce friction: the CC or the C10, which differ only in the lightening of the outer plates that gives the CC a 2% savings in weight.

The links and pins of the 10-speed chains are designed and optimised to be coupled with the teeth of the Campagnolo® 10-speed gears and sprockets.

10-Speed chain with HD-Link™ chain link fastening system:

High strength link locking – greater safety and longer chain life.



INTEGRATED CUPS

Uniquely compatible with all the frames on the market.

Thanks to an accurate design focused on our clients' needs, Campagnolo®'s crank sets can be mounted on any kind of frame: from Italian frames to English ones, on 86.5x41 press fits or on oversized bottom brackets with BB30, BBRight, BB90 frames.





























































This enables us to maintain celebrated benefits such as rigidity, lightness and performance in keeping with the typical timing results measured by Campagnolo®'s crank sets.

What's more, this solution enables you to switch to a different frame in future without having to change the crank set. This is why Campagnolo® has chosen to maintain the well-tested and efficient geometries designed for the Ultra-Torque™ crank set while offering cups compatible on all frames available, firmly believing in oversized bottom bracket shells.

Campagnolo®'s integrated cups, available for both Ultra-Torque™ crank sets and the Power-Torque System™, have the same function standard cups have, along with the extremely important technical advantage of maintaining bearing seating as wide as possible from each other.

This translates into a **considerable reduction of forces acting** on the bearings; the advantage is **smoothness and a stable performance over time**.

INTEGRATED CUPS

		STANDARD ITA	STANDARD ENG	BB30 68X42	86,5X41	BB30 68X46	BB RIGHT
ULTRA TORQUE™							
							
							
							
							
POWER TORQUE™							
							
							
							
							
							
							

BRAKES

Campagnolo® brakes feature an exclusive technology: **the Dual Pivot system.**

What do we mean by Dual Pivot?

It's the exclusive Campagnolo® system that exploits dual pivot points for actuating the brake arms. In other words, in correspondence to force applied by the cyclist on the brake lever, a greater force is applied on the brake caused precisely by the dual pivots.



DUAL-PIVOT FRONT BRAKE
DUAL-PIVOT REAR BRAKE

MONO-PIVOT REAR BRAKE

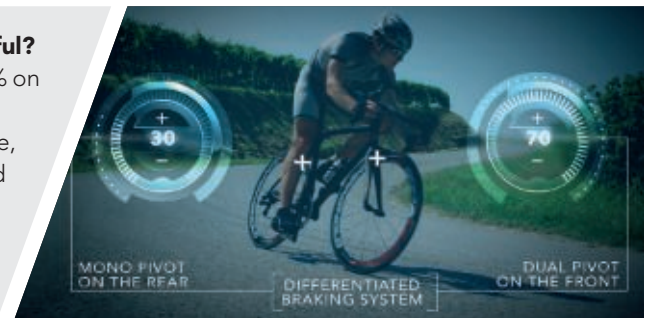
What are the advantages of the Dual Pivot system?

The dual pivoting of the brake arms makes it possible to increase the actuation force of the brake and to modulate braking based on the needs of the moment, making braking consistently safe and controlled.

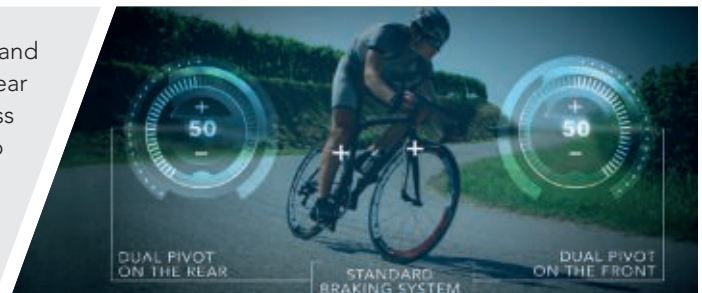
But do cyclists always need braking that is decisive and powerful?

As is well-known, the braking of a road bike is divided into about 70% on the front and 30% on the rear.

The answer, therefore, is certainly positive in the case of the front brake, while for the rear brake, the answer becomes a personal choice and is provided based on the style of riding, weather conditions, and also the material of the braking tracks of the wheels.



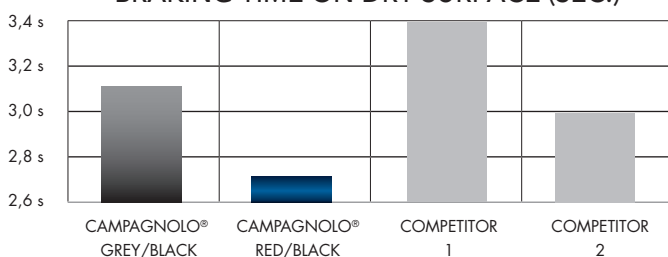
This is why, for the Super Record™, Record™, Chorus™ and Athena™ brakes, Campagnolo® offers the two options for the rear brake: mono pivot for those who prefer a lighter brake with a less powerful braking action, and dual pivot for riders who want to have greater braking power on the rear as well.



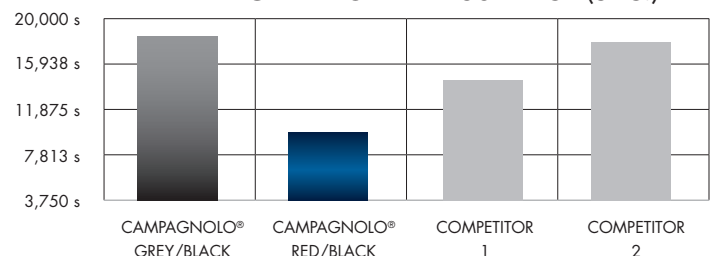
New brake pads made especially for carbon wheels:

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.

BRAKING TIME ON DRY SURFACE (SEC.)



BRAKING TIME ON WET SURFACE (SEC.)



TECHNOLOGY WHEELS CAMPAGNOLO®



The ongoing research for the best performance for Campagnolo® wheels, while maintaining extremely high quality and reliability levels, is the every day objective that engineers at Campy Tech Lab™ pursue to offer Campagnolo® enthusiasts high performance products.

Indeed **the quality of Campagnolo® wheels**, from Khamzin™ to Bora™, **is insured by the entirely manual assembly process and the 100% checks conducted on each wheel.**

Yes, every spoke, every nipple as well as the other components and labels are assembled by a specialised Campagnolo® operator that sees the “birth and growth” of the wheel, step by step.

And there's more: each wheel is carefully checked: **the tension on each spoke must match the project parameters**, as well as the concentricity, the lateral control up to aesthetic checks.

So here is the secret of the quality of Campagnolo® wheels: thorough checks on all the components and materials, manual assembly and thorough checks on all the wheels. A process that requires up to 1h and 40 minutes, which is rewarded by the undoubted reliability and top performance that have always characterised products by Campagnolo®.

S.H.A.R.C INDEX

No two wheels are alike, and no two riders.

This is why Campagnolo®, in collaboration with professional racers as well as amateur enthusiasts, has identified and developed the five most significant indicators that will allow you to choose the best wheel for your riding style and your needs.

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

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

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

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

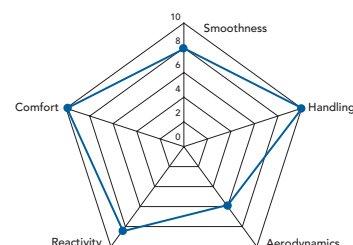
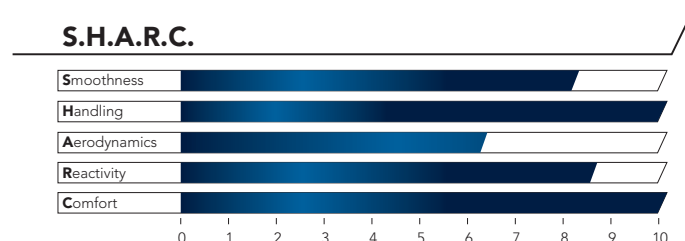
Reactivity: How “ready” and quick is the wheel in response to your change of pace on the pedals? The reactivity index of the wheel refers precisely to this concept.

Reactivity depends on the weight of the rim and of the wheel in its entirety, on the torsional stiffness (i.e. how much the wheel deforms around the hub at the moment in which the cyclist pushes on the pedals), the flexional stiffness (i.e. the extent to which the wheel maintains its shape along its axis when it is shifted, due to the push on the pedal, from the vertical axis), and on inertia.

Comfort: Do you prefer a wheel that can absorb the ruggedness of the terrain or an absolutely rigid wheel with no compromise? It depends on your driving style and your particular needs.

The comfort index aims to help you to understand the behaviour of the wheel in the case of roads that are not perfectly smooth, and in any case to help you understand the extent to which the wheel transmits the vibrations of your bike.

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



IDENTIFICATION CARD CAMPAGNOLO®

Right from its inception Campagnolo® has been marked by feature that continues to this day: that is to design, prototype and industrialise all the wheels displaying trademark of the winged shield. Indeed these take shape inside of the Campy Tech Lab™, the leading-edge department that represents the beating heart of the Italian company.

Every single component of the wheel, the materials chosen and the technologies applied are the tangible result of the effort that Campagnolo® makes every day to give you maximum performance and reliability.

To ensure the top performance and reliability of its products, each project, for the production stage, must undergo a series of very strict tests that validate what has been conceived and designed up to that moment.

- **Fatigue test:** before the manufacturing stage, each wheel and each of its components are subjected to long and very challenging tests that ensure the durability and performance over time.
- **Crash test:** it simulates the impact of the wheels with possible obstacles. The Campagnolo® tests have successfully passed the tests required by UCI standards.
- **Tyre burst test:** all Campagnolo® wheels are tested at inflation pressures well above those indicated on the tyre.
- **Environment test:** exposure to UVA and UVB rays, salt attack and exposure to moisture: these are the tests that all Campagnolo® wheels must pass to ensure maximum performance and reliability over time.



100% Manually assembled and Electronically checked

The pre-emptive tests mentioned above may be sufficient. But not for Campagnolo® who wants to ensure the highest quality of each individual wheel, checking the parameters at the end of the production process. This is why Campagnolo® made a clear and conscious choice: to assemble each wheel manually and submit it to a series of final checks that guarantee their quality.

This is the only way, thanks to the entirely manual assembly by trained and specialised personnel and the final 100% checks carried out by specially designed electronic instruments, it is possible to ensure the quality of the wheel you have purchased.

- **Balancing:** it guarantees the absence of vibrations at fast speed
- **Lateral and radial control:** it guarantees the perfect alignment of the wheel to ensure rolling of the wheel
- **Camber:** it ensures the perfect symmetry of the wheels with the bicycle
- **Spokes tension:** it ensures optimal balance at every point of the wheel
- **Rolling torque of the hub:** it insures a perfect adjustment of the hubs

This is why, from its 2012 range, Campagnolo® wanted to supply each wheel with its own Identity Card (ID) which uniquely identifies the wheel and certifies that it has been manually assembled and has passed all tests required by the strict quality protocol.

ULTRA-FIT™

The design we have employed for our rims using Ultra-Fit™ Tubeless technology allows the sidewalls of the tire to mate perfectly with the shoulders of the rim.

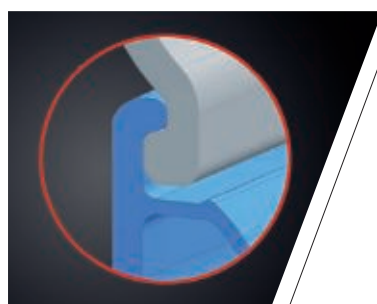
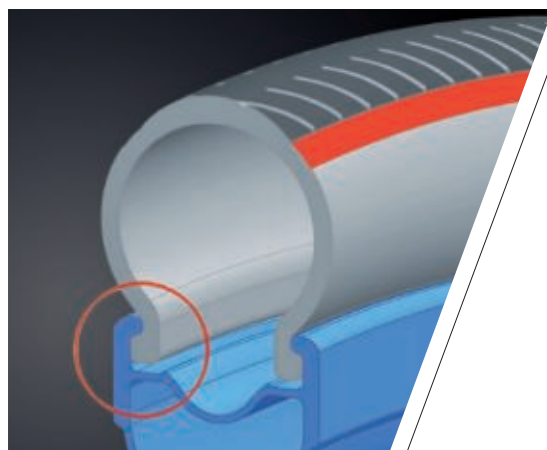
In our tests Ultra-Fit™ Tubeless wheels far surpassed any other wheel fitted with a traditional tire. All energy loss is eliminated by excluding all possible movement between the rim and the tubeless tire. Tubeless tires are exceptionally smooth and have less rolling resistance than traditional clinchers.

Thanks to the rim profile design, **ULTRA-FIT™** allows for perfect adherence between the tubeless tire and the rim.

Thanks to the rim profile design, **ULTRA-FIT™** allows for perfect adherence between the tubeless tire and the rim.

The advantages of ULTRA-FIT™ technologies are:

- easy tire mounting
- maximum safety
- less friction
- less energy dispersion
- improved performance



2-WAY FIT™



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

With 2-Way Fit™, Campagnolo® customers will be able to personally test which of the two solutions suits them best or use the clincher for training and the tubeless tire for the day of the race.

With no doubt tubeless tires are the future of road cycling. Apart from greater comfort, the advantages are many: using a tubeless tire you can exploit the greater smoothness due to the absence of friction between the tire and the tube. There are no risks of sudden deflation when a tubeless tire is punctured, a great advantage in safety terms.

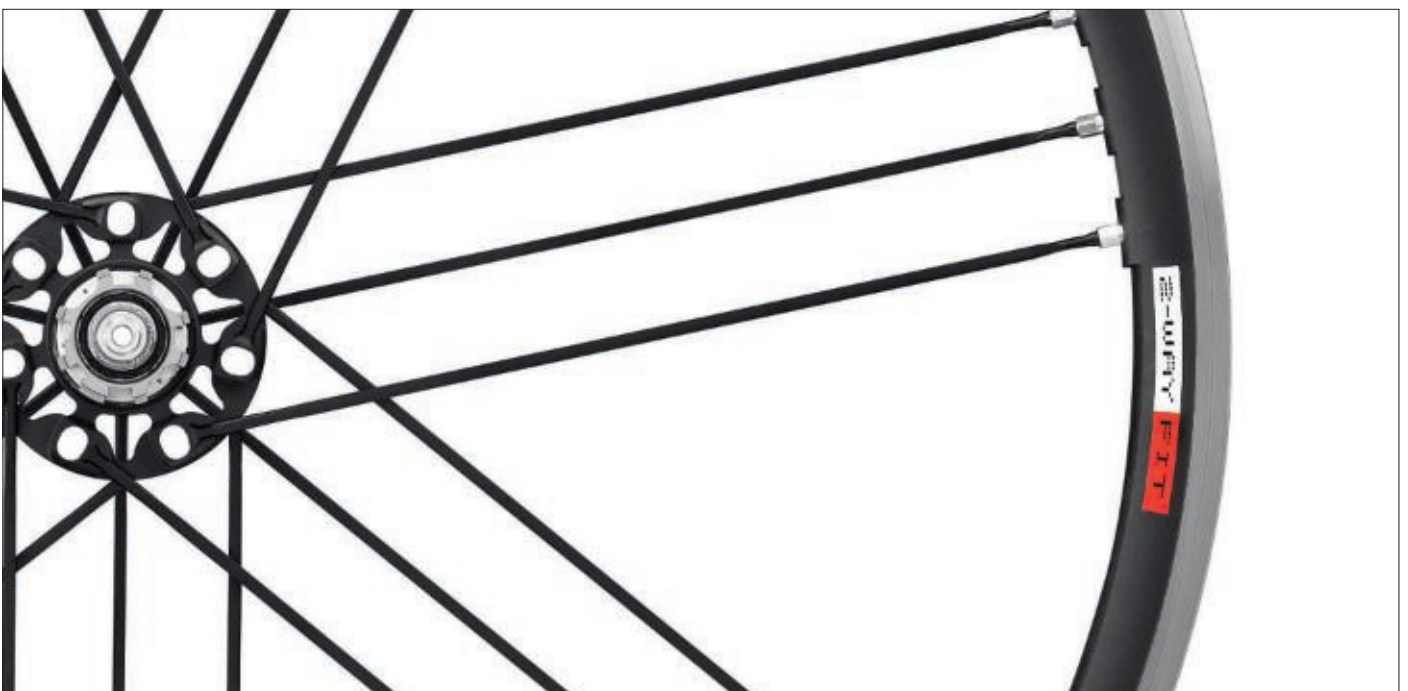
The lack of tubes eliminates puncture risks.

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

The tubeless tire does not have an inner tube and consequently there is no risk of sudden deflation due to punctures.



The tubeless tire rolls more smoothly thanks to the absence of friction between tire and inner tube.



CULT™: Ceramic Ultimate Level Technology™.

Behind this project is the exclusiveness of Cronitect® steel; using "Advanced by FAG" technology by Schaeffler Group employed for the bearing races.

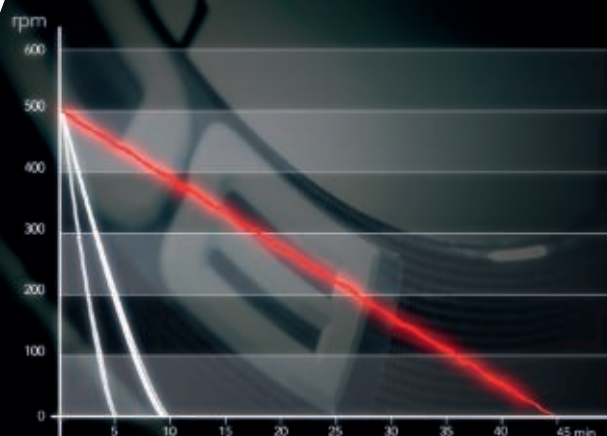
This is steel which takes resistance to corrosion to the highest level; to the point that, no grease is necessary for lubrication, just a small amount of oil.



The top quality ceramic balls, thanks to the absence of lubricating grease and the precision machining of the cup/cone, allow to drastically reduce the friction coefficient and thus increase the smoothness of the wheel by as much as 9 times compared to standard bearings.

An outstanding result achieved by using cutting-edge technologies in the field of materials processing.

The test performed involves spinning the wheel to 500 rpms then letting it decelerate. The test results are amazing: the wheel equipped with CULT™ ball bearings continues its motion for a full 45 minutes, i.e. nine times longer than standard bearings.



USB™

OSB CERAMIC
ULTRA SMOOTH BEARINGS

Campagnolo® has a long-standing reputation for the extremely high performance of its hubs in terms of smoothness and reliability.

In fact, all the projects are entirely developed in our R&D department and we have put obsessive care into taking care of every detail.

The hubs with USB™ ceramic bearings (Ultra Smooth Bearings) further enhance the wheels' smoothness and reduce weight and the need for maintenance.

Comparative tests have shown that **USB™ bearings are 50% smoother than standard bearings.**

Now improving your performance during the race or simply going for a ride with your friends will be easier.



MoMaG™

What is MoMaG™?

This was what led to the patent for the well-tested “**Mounting Magnet**” system, or MoMaG™.

How does it work?

The nipples, once inserted inside the rim via the valve hole, are “guided” to the point of connection with the spoke by means of the magnet.

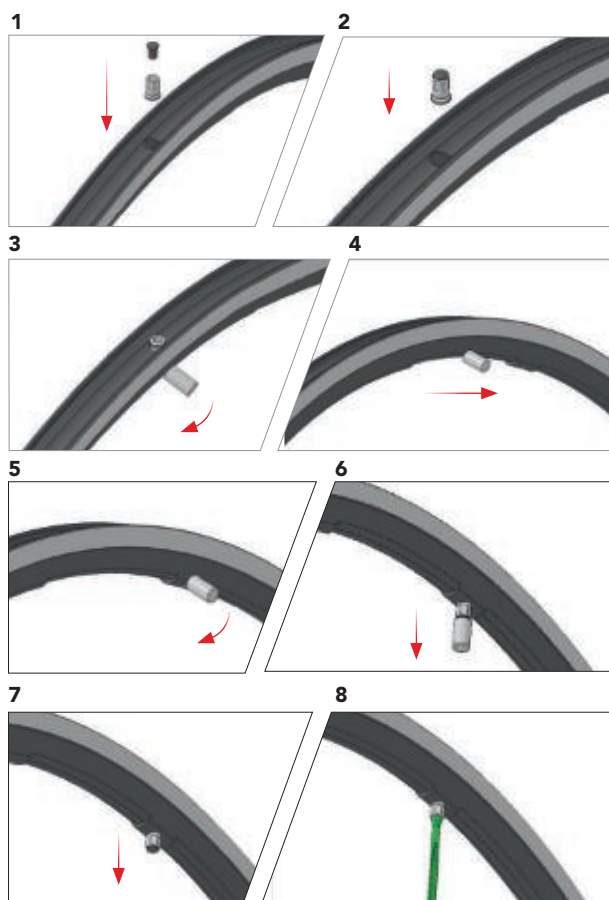
This simple but ingenious system makes it possible to have a wheel without holes on the upper bridge, but with spokes tensioned by traditional nipples!

Advantages

No holes on the rim means that the rim is uniform at every point, free from stress points or zones of weakness and, for the clincher profiles no rim tape is required, to the benefit of weight reduction. The advantages are immediately clear: greater rim lifetime, greater resistance to fatigue, the possibility to give the spokes greater tension, and greater stiffness which, in terms of performance, mean greater reactivity and acceleration.

But that’s not all. The advantages also include extremely quick and simple maintenance and spoke replacement.

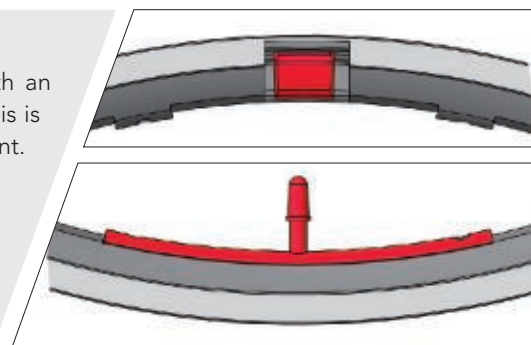
All to the benefit of cyclists who choose Campagnolo®.



DYNAMIC BALANCE™

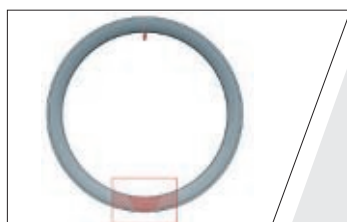
RIM Dynamic Balance™ Aluminium wheels.

The concept is simple and elegant: balance the weight of the gasket, with an item of similar weight placed on the exact opposite side. For top models, this is obtained by a special operation on the section of the rim opposite the rim joint.



SPOKES Dynamic Balance™

For entry-level models, Dynamic Balance™ is obtained by using two oversized spokes in the section opposite the joint. The result is a wheel with perfectly balanced rotational dynamics.



RIM Dynamic Balance™ Carbon wheels.

For carbon wheels the principle is the same, but applied using a different technology. When making carbon rims, the pieces of carbon fabric are aligned in such a manner that the resulting rim is always balanced.

G3 SPOKING™

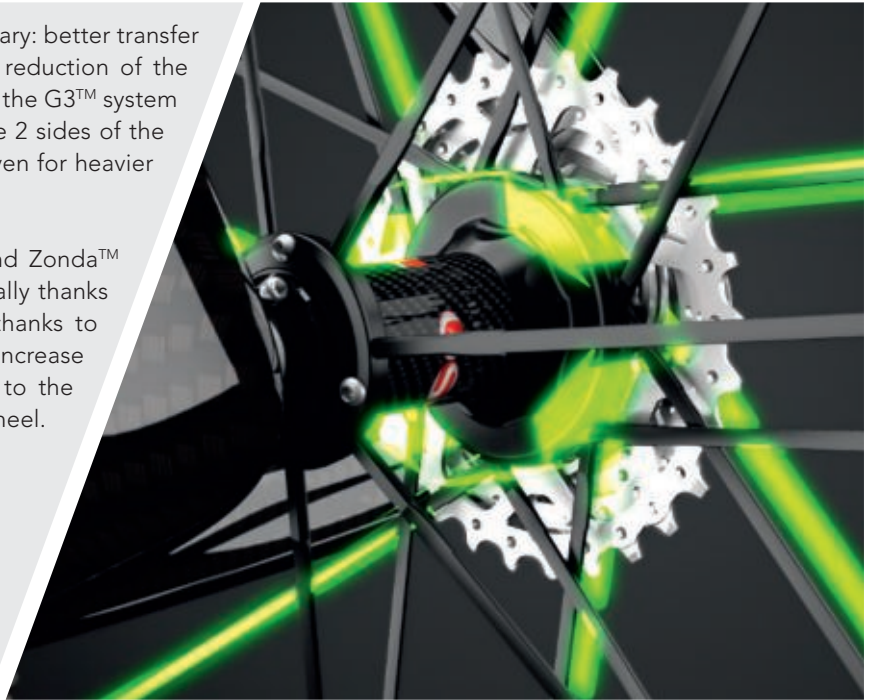


G3™ geometry: we have reinvented the wheel ... not just its look.

Campagnolo® has developed an assembly architecture which, compared with a traditional wheel, makes it possible to improve energy transfer, reduce the stress on the spokes on the right and increase transverse rigidity. This is achieved because in G3™ geometry the right-hand side of the rear wheel is fitted with twice as many spokes as the left.

The results of G3™ system are truly extraordinary: better transfer of the driving torque, better lateral rigidity, reduction of the stress in the rear wheel spokes. And thanks to the G3™ system that compensates for the forces acting on the 2 sides of the wheel, there are no more wheel vibrations, even for heavier people.

In the 2013 range the Scirocco H35mm™ and Zonda™ wheels increase their responsiveness specifically thanks to this system. G3™ becomes **Mega-G3™** thanks to the **oversize flange**. This solution allows the increase of the torsional stiffness values even more, to the benefit of the overall responsiveness of the wheel.



Spoke antirotation system.

The Campagnolo® Hyperon™ One, Zonda™ and Bora™ One wheels feature a spoke antirotation system patented by Campagnolo® that raises spoke performance to an unprecedented level.

The Campagnolo® designers studied the spoke-hub interface from the ground up to create a coupling system that would keep the spokes always in the exact identical position. This means that the spokes of Campagnolo® wheels do not rotate, so there is no loss of tension during use and the aerodynamic penetration is not compromised.



QUICK RELEASE CAMPAGNOLO®

What is the Campagnolo® Quick Release?

The Campagnolo® Quick Release is not simply a wheel locking/release system.

First and foremost, it is the component that guarantees the cyclist's safety, especially at high speeds, such as in road races.

The Campagnolo® Quick Release project started with a very clear objective: the maximum performance in terms of easy assembly/disassembly, weight, smoothness of the wheel, but without compromising safety in any way.

The patented Campagnolo® mechanism is the one that best meets these needs. The lever is positioned centrally with respect to the axis of the hub axle, i.e. in the best position to put both ends of the axle in traction without differences in load between the sides. The axle is in the form of a cam and applies the closure traction on the axis of the quick release.

Starting from the 2012 range, for the Bullet Ultra™ family and for all the high-profile wheels, Campagnolo® presents the brand new aerodynamic quick releases. The mechanics and the design are those of the well-tested Campagnolo® patent, and the lever has been designed for the maximum aerodynamic penetration.





Advantages

Thanks to the cam axle closure, it is simple and intuitive to understand the force to be applied for correctly closing the quick release and, even more importantly, the cam creates a mechanical impediment to the opening of the release, making it extremely safe during road use.

The fork positioned symmetrically with respect to the sides of the lever and centrally with respect to the axis of the skewer, enables an even distribution of the loads and forces at each point of the skewer, thus avoiding critical breakage points and at the same time perfect closure the fork of the frame and the wheel.

The symmetry of the lever and the special shape of the cam make locking and releasing the wheel extremely easy, fluid, and safe.

The new aerodynamic form, moreover, considerably improves the aerodynamic coefficient of the range of wheels dedicated to time trial disciplines.

QUICK RELEASE				
LOW-PROFILE WHEELS				
NEUTRON™ ULTRA™			•	
HYPERON™ One				•
HYPERON™ ULTRA™ Two				•
MEDIUM-PROFILE WHEELS				
KHAMSIN™	•			
VENTO™ REACTION™	•			
SCIROCCO™		•		
ZONDA™		•		
EURUS™			•	
SHAMAL™ ULTRA™			•	
ZONDA™ 2-Way Fit™			•	
EURUS™ 2-Way Fit™			•	
SHAMAL™ ULTRA™ 2-Way Fit™			•	
ALU/CARBON HIGH-PROFILE WHEELS				
BULLET™		•		
BULLET™ ULTRA™				•
CARBON HIGH-PROFILE WHEELS				
BORA™ One				•
BORA™ ULTRA™ Two				•
CX WHEELS				
KHAMSIN™ CX	•			
VENTO™ REACTION™ CX	•			
SCIROCCO™ CX		•		
BULLET™ ULTRA™ CX				•
BORA™ One CX				•

HOLOGRAM CAMPAGNOLO®

Campagnolo® carbon fibre wheels are among the most highly sought-after components of their kind in the racing cycle world, and this inevitably attracts the attention of counterfeiters.

From this year on, to defend its image and quality, and to protect the end customer, Campagnolo® applies a hologram decal to every wheel in its Bora range to certify that it is an original Campagnolo® product.

Demanding proof that you have purchased an original Campagnolo® product is your right as a consumer, and also offers the peace of mind of knowing that you can make full use of the superlative performance these wheels were designed to deliver. Proof of originality also certifies that the wheel was built to Campagnolo®'s stringent standards and has passed all of our quality control tests.

Please note that the manufacturer's guarantee and all the support services offered are only valid for original products.



TRACEABILITY

The keyword for our products is: traceability.

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



CAMPAGNOLO® 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.

ITALY - CENTRAL SERVICE CENTER

CAMPAGNOLO SRL HEADQUARTERS
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