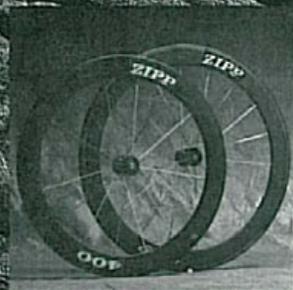


ZIPP®

speed weaponry



ZIPP 400/440



with superior strength and stiffness. Before this design and construction was finalized we spent two years working with top pro and amateur athletes perfecting every detail. We did our research so thoroughly by the time the Zipp 400 and 440 got to the market, we had won numerous championships, finished first in Hawaii twice in a row and set a new world record on the velodrome - that's pretty impressive for a product still in its development stage! We can presume with confidence that

"The 400 wheels are great; light, stiff, durable and fast. Handling and braking is very good."

Brad Beven
Australian Triathlete of the Year
Olympic Distance Champion

"The 400's feel so good, I am running them in both criteriums and biathlons all season."

Bruce Balch
National Biathlete -
Age Group Champion
Cat II Road Racer

"We've run Zipp Discs for years, but this year the team will be riding Zipp 440's in criteriums and road races too."

Ed Arzoulan
Director - Evian Race Team

ZIPP HAS LONG BEEN THE LEADER in advanced composite rim technology. Athletes from all disciplines have longed for these rims combining the best of aerodynamics, strength and performance.

The Zipp 400 (26") and 440 (700c) are the only 100% carbon fiber, deep section rims on the market today! The inherent characteristics of carbon fiber (light weight and strength) when incorporated into our advanced composite manufacturing process, produce a finished wheel not only more aerodynamic but

these wheels are products you have always wanted...but could not get!



MATERIALS

WE UTILIZE T 700s HIGH STRENGTH carbon fiber with a 700 KSI strength rating and a 33.6 MSI modulus rating for stiffness. High impact modified epoxy resin is incorporated into the construction to guarantee extreme strength and durability.

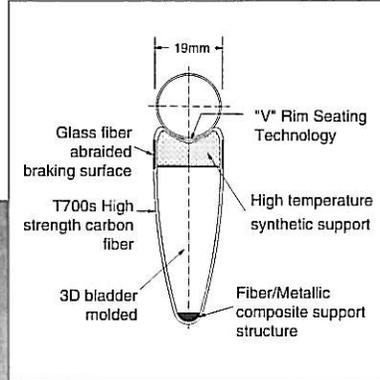
To enhance further rim strength and easy spoking we developed a fiber metallic



composite support structure that is located on the inside diameter of every rim. This feature not only gives superior support to the spoke and nipple, but due to its consistent hoop design allows you to replace individual spokes without tearing down the entire wheel.

Zipp's exclusive V-Rim™

technology provides better tire centering and bonding into the rim, this design not only improves the tire to rim relationship, but affords the rider an opportunity to choose between 18 - 22mm tires.



Another Zipp exclusive feature is the abraded glass braking surface which is an extra step in the production that we feel is extremely important. Your brakes become "super responsive" as a result and will allow you to brake later, harder and stop sooner.

Courses that normally generate extreme brake stress are a lot easier to handle i.e. high speed downhills, criteriums or emergency stops.

Aerodynamically, the Zipp 400 and 440 allows shorter spoke length and greater spoke angle, dramatically reducing frontal area compared to a traditional

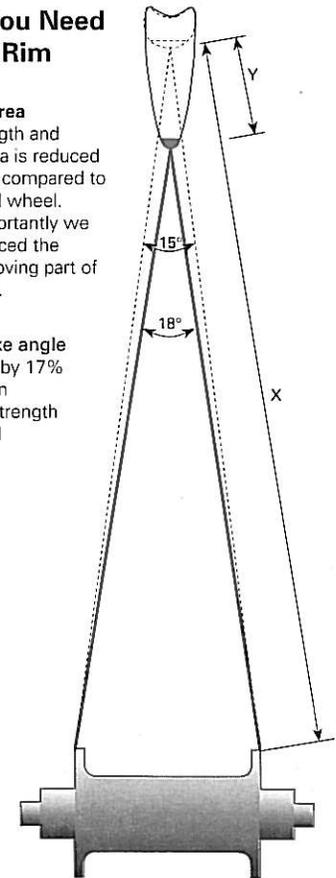
wheel. Equally important is the concept of "Aerodynamic continuity", meaning the transition of air flowing around the tire and the rim is extremely smooth and uninterrupted. There is no "trip area." Air trip is normally created by lack of continuity between two separate surfaces. A good example of this is a race car where the body is made of several components but designed and built to act as one integral air management system. This is exactly what we achieve with these two rims!

Why You Need a Zipp Rim

Frontal Area

Spoke length and frontal area is reduced over 15% compared to a standard wheel. More importantly we have reduced the fastest moving part of the spoke.

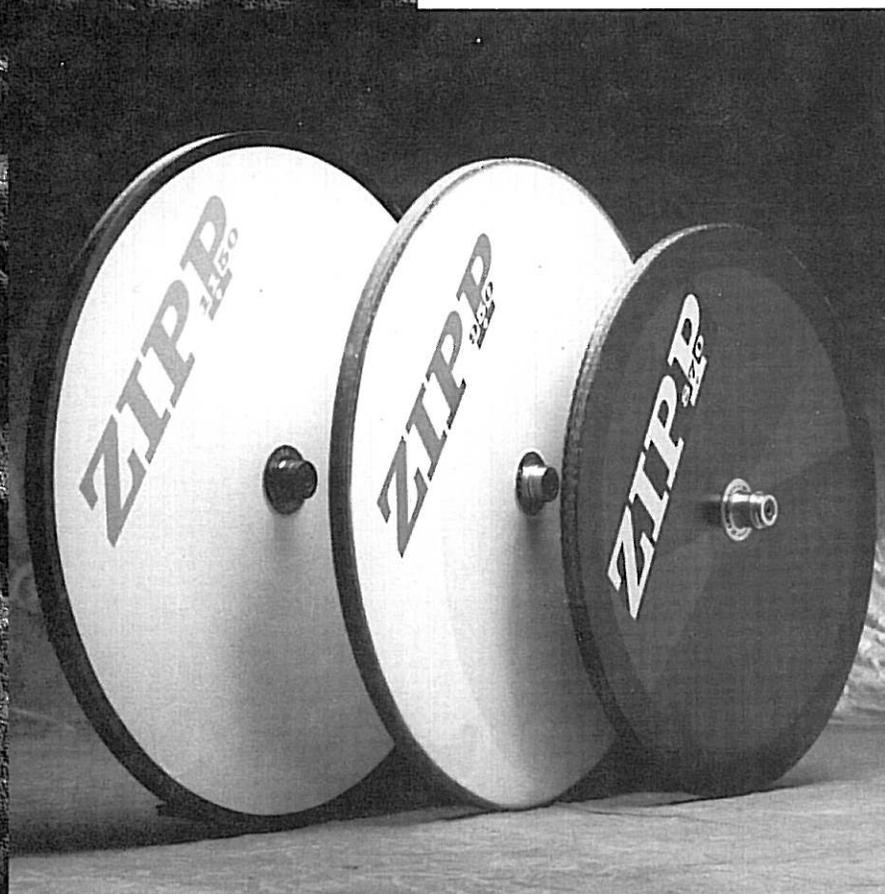
Zipp spoke angle increases by 17% resulting in superior strength and lateral stiffness.



Regardless of your riding style or racing discipline you can lace the Zipp 400 and 440 from 12 - 32 spokes and literally have the... strongest and most aerodynamic wheels on the planet!

Specs	ZIPP 400	ZIPP 440
Size	26"/650c Tubular	27"/700c Tubular
Profile	19mm	19mm
Tire Size	18-22mm	18-22mm
Weight	400gm	440gm
Spoke Count	12-28	16-32
Rim	B.C.I. Molded, T700s Carbon Fiber, 33.6 Modulus Rating, High Impact Epoxy Resin	
Braking Surface	Abraided Fiberglass	
Both the 400/440 can be used as front or rear wheels.		

ZIPP DISCS



"Since riding on Zipp wheels my confidence and speed has definitely improved."

Brad Kearns
All American Tri/Bi-athlete

"I've been riding Zipp wheels for years now and am still impressed by their strength & reliability"

Rob Mackle
Pro-Triathlete

THE WHEEL THAT STARTED IT ALL!
We have worked on and perfected this wheel over the last 5 years and have achieved a truly superior product.

Our design criteria was to build incredibly strong, aerodynamically superior wheels. Aluminum rims were ruled out as impact resistance would suffer dramatically. A true, hollow, continuous carbon fiber composite rim was developed, (the first of its kind), with co-molded

spoke/disc area. This led to a full continuity of fiber reinforcement from hub to tire.

Using the difference in thermal expansion of assorted fibers and resins, we thermally tension our skins, adding strength and stiffness to the wheel. Fiber type

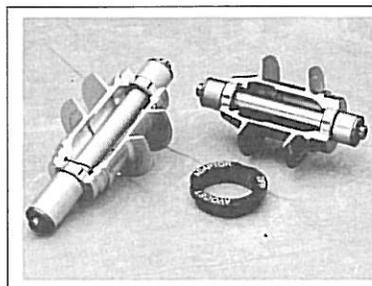
and orientation is selected carefully to obtain maximum performance and we use only aircraft quality materials processed at temperatures up to

300° F. All this adds up to unsurpassed strength, a wheel which is virtually unable to fail even under the most demanding conditions.

Lateral stiffness is of critical importance - lack of stiffness translates directly into a loss of energy! This becomes more apparent as you sprint uphill or during out of the saddle acceleration. Zipp discs are stiffer than a 36 spoke aluminum rim, they are also over 20% stiffer than any other disc available today!

Flat is faster! The single biggest factor in aerodynamic drag is frontal area, (size). The only part we present to the air is the tire. This allows air to flow freely between the frame, stays, gear cluster, chain and wheels, dramatically reducing the drag. Recent acceleration tests have shown that a Zipp 950 (700c) accelerates faster than a top quality aluminum rim and over

20% faster than other discs on the market. This is largely due to an



Zipp wheels feature an exclusive wave spring design.

extremely low perimeter weight allowing the cyclist to bring the wheel up to speed quicker and with less effort!

Specs	ZIPP 870	ZIPP 950	ZIPP 1150
Size	26"/650mm tubular	700c tubular	700c tubular
Weight	natural - 870gm color - 945gm	natural - 950gm color - 1020gm	natural - 1150gm color - 1250gm
Hub	dual sided (road & track) 6061 T6 aluminum		
Bearings	fully sealed NSK 9R-6		
Axle	9.5mm OD Chromium Molybdenum 4130		
Rim	100% Carbon/Kevlar Hybrid	Carbon/Glass Hybrid	
Wheel	Uni-directional carbon fiber/glass, Nomex Honeycomb core, Toughened Epoxy, 300° F. Autoclave Processing		
Braking Surface	Kevlar/Glass	Kevlar/Glass	Glass Reinforced
Lateral Rim Tolerance	± .25mm/± .010"		
	Available in 11 colors		

BASICALLY THIS WHEEL IS COOL!
It looks great, it's light, it's stiff and its fast. The Zipp 3000 easily out performs all other composite spoke wheels and even the best conventional aluminum rims money can buy!

Utilizing the same Zipp exclusive hollow, continuous fiber composite rim as Zipp discs, the 3000 three spokes are built to equal Zipp discs performance with less weight (only 900g) and less side wind resistance.

The 3000 has a very low spoke cant (angle), this enables the spoke to be tucked in behind the tire to slip stream. Being aerofoil in shape and raked forward the spokes allow gradual cutting of the air. The fewer spokes you have the less you pump the air, hence our decision to go with three.

Flex tests show the Zipp 3000 to be more laterally stiff than a 32 spoke aluminum rim and even stiffer than some discs on the market!

Matched against some of the most well known wheels in the business in acceleration tests, the Zipp 3000 came second only to our Zipp 950 disc.

The Zipp 3000 along with all other Zipp Wheels is not a "race only" wheel. These products are exceedingly durable and are designed to be ridden for thousands of miles without fatigue or loss of performance.

Zipp's exclusive V-Rim™,

technology is also found on the Zipp 3000 providing better tire centering and bonding onto the rim. This design not only improves the tire to rim relationship but affords the rider an opportunity to choose between 18-22mm tires.

The 3000 is the ultimate wheel for high performance riding, offering the characteristics of a disc with less weight, great aerodynamics and unmatched lateral stiffness.

Besides.... its cool.



Specs	ZIPP 3000
Size	700c Tubular Tire (18-22mm)
Weight	Front: 900gm, Rear: 945gm
Hub	Front: 6061 T6 aluminum
	Rear: Road - English thread for freewheel Track - English thread L.H. locking thread
Bearings	Fully sealed NSK 9R-6
Axles	9.5mm O.D. Chromium Molybdenum Steel 4130
Rim	100% Carbon/Glass Hybrid
Wheel	Uni-directional carbon fiber / toughened epoxy / Internal bladder molded
Braking Surface	Glass Reinforced
Lateral Rim Tolerance	± .25mm / ± .010"

Available in 11 colors

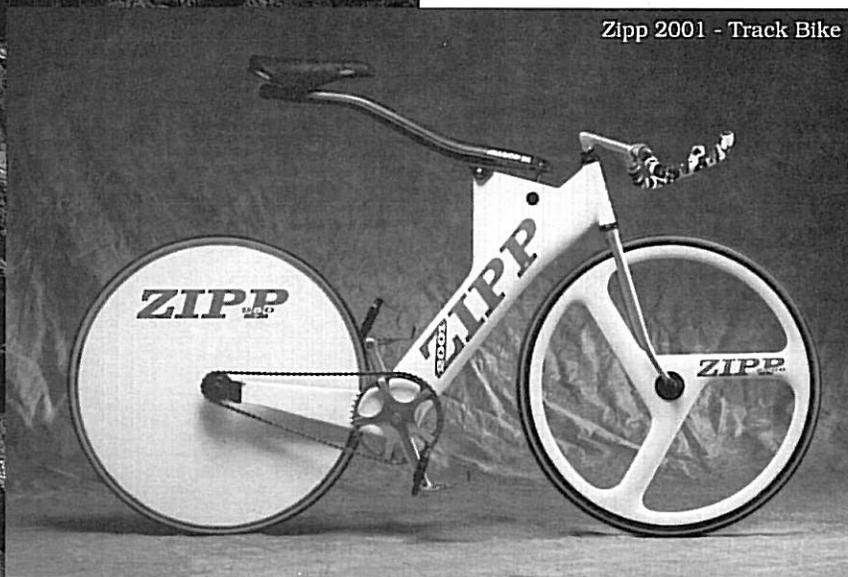
"The Zipp Disc and 3000 are a great combination, fast, responsive and trouble free."

Michael Tobin
Coors Light National Biathlon
Champion

ZIPP 3000

ZIPP 2001

Zipp 2001 - Track Bike



"One lap 330m and I was convinced this bike was faster than anything I had ever ridden before. I have henceforth trashed my conventional bike."

John Kennedy
World 200m Pro Record Holder

"The Zipp bike feels so comfortable and quick that you just don't realize how fast you're moving with less effort than normal."

Brad Beven
Australian
Triathlete of the
Year
Olympic Distance
Champion

"This bike is stiff and fast, it has great potential"

Alex Stieda
Yellow Jersey
7-11 Team

"The Zipp bike handles so well, I can hold my line tighter on the track than ever before."

Gary Allen 1K Champion

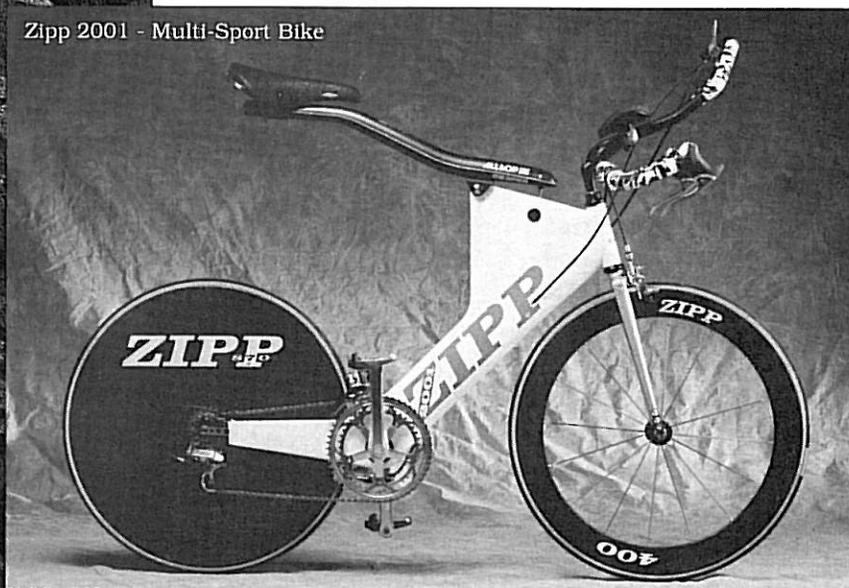
FOR OVER A HUNDRED YEARS bicycle designs have been limited to a double triangle construction. At Zipp we just could not stop thinking that there had to be a better way! Three years of research and development, testing, racing and re-testing resulted in the Zipp 2001.

The 2001 was designed from

technology), incorporating a sandwich construction. This results in an incredibly stiff frame displaying excellent handling characteristics. Normally, stiff bikes will fatigue you -not so with the Zipp 2001 due to its excellent ergonomics and the Softride™ suspension system. Superior frame stiffness relates to very efficient power transfer, suspension reduces fatigue, a combination never before achieved until now. Not only is the Zipp bike totally unique in looks, its actual method of manufacturing is at the leading edge. We have developed our own technology to present to you the most revolutionary development in advanced composites and the cycling industry. Efficient cycling is a marriage of rider and machine working together. It is a delicate balance of power and wind management. Zipp has a

wealth of experience in both. You need not be a rocket scientist to understand how far ahead of the competition we really are, just look closely.

Zipp 2001 - Multi-Sport Bike



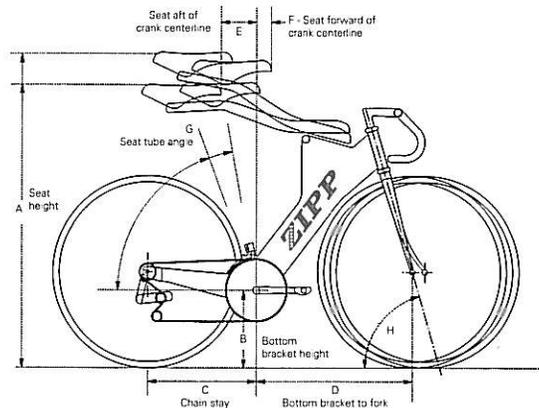
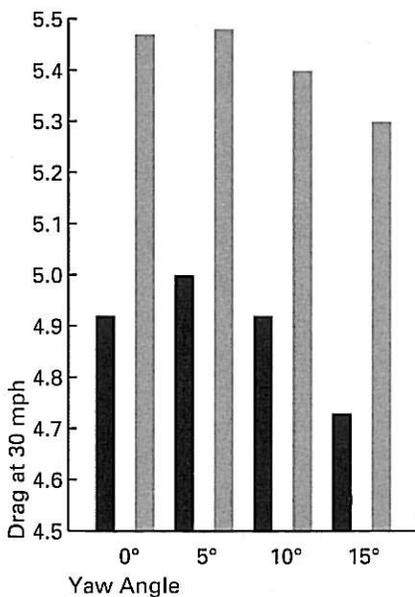
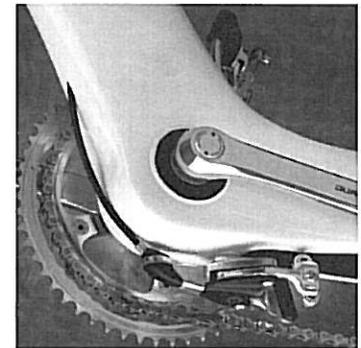
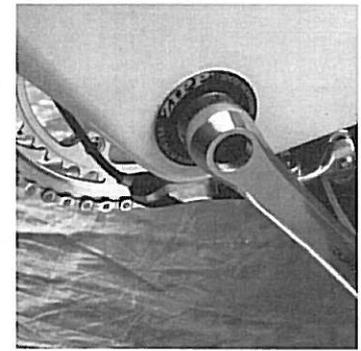
Aerodynamically the Zipp 2001 has proven itself over 15% more aerodynamic than traditional bikes! Due to its "wing" shaped downtube, no seat tube, no seat stays and no

the rider down to be the fastest and best performing bike ever built. Incorporating technology from the 21st century we set about building the first high performance monocoque structure. The 2001 is B.C.I. molded, (proprietary developed

exposed rear brake, the all important "drag factor" is dramatically reduced. The low pressure void behind the rider is not only filled by air flowing over the rider's back and sides, as in a traditional framed bike, but also

from between the legs. Adding an additional fourth avenue of air flow not seen on a triangulated frame. An added bonus of the smooth, straight flow of air is that it allows the rear disc to work at it's optimum performance, especially in less than ideal conditions. The 2001 actually reduces drag in crosswinds, where as a traditional frame increases drag!

The 2001 is the ultimate machine for the cyclist who understands and appreciates the quantum leap in technology that Zipp has to offer, and can use this to their own advantage.



DIMENSIONS		
ZIPP 2001 SMALL		
A.	25"-30"	63.5cm-76.2cm
B.	10 1/2"	26.7cm
C.	14 1/8"	35.8cm
D.	2 1/8"	5.4cm
E.	4"	10.2cm
F.	3"	7.6cm
G.		70° - 80°
H.		74°
ZIPP 2001 MEDIUM		
A.	28"-33"	71.1cm-83.8cm
B.	10 1/2"	26.7cm
C.	14 3/16"	36cm
D.	22 1/2"	57cm
E.	4"	10.2cm
F.	3"	7.6cm
G.		70° - 80°
H.		74°
ZIPP 2001 LARGE		
A.	28"-33"	71.1cm-83.8cm
B.	10 3/4"	27.3cm
C.	15 1/4"	38.7cm
D.	22"	55.9cm
E.	5"	12.7cm
F.	2"	5.1cm
G.		72° - 80°
H.		74°

All measurements reflected are utilizing straight forks. Three fork options are available (in 26" or 700c) with the 2001: 0 Rake for multi sport; 3.0 for road; 2.0 for track.

ZIPP Frame Sizing:	Approximate Rider Heights	Conventional Bike
ZIPP 2001(Small) 26" Wheels	4'11" - 5'7" / 150-170cm	46cm - 51cm
ZIPP 2001(Medium) 26" Wheels	5'5" - 6'0" / 165-183cm	51cm - 57cm
ZIPP 2001(Large) 700c Wheels	5'10" - 6'4" / 178-193cm	57cm - 61cm

Available in 11 colors.

All bikes can be built as a road, multisport, or track bike.

Wind tunnel test - Zipp 2001 vs Traditional Frame

All Zipp wind tunnel tests are done with a rider on the bike. Drag co-efficient is inclusive of rider and bike.

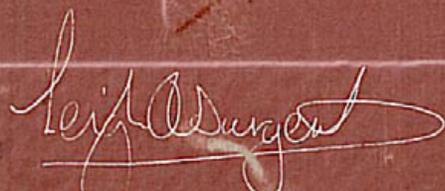
Zipp 2001 frame and traditional frame with Zipp 400 front, 870 disc back. Front not spinning.

Zipp technology is the culmination of over 2000 hours in wind tunnels, materials testing at over 200mph and exhaustive research and development efforts derived from the fastest things on wheels, Formula 1 and Indy 500 race cars. Over the 10 years of our existence we have not only designed and pioneered our own products but more importantly the revolutionary manufacturing methods to produce Zipp products. When we began building our first wheels the technology to build lighter, stronger discs did not exist in the bicycle industry. We have not only perfected that process but have developed totally proprietary technology regarding the Zipp 400 and 440 rims manufacturing process. The Zipp 2001 bicycle represents the absolute first in B.C.I. molding technique. This bike and this process is not only envied and admired in the bicycle industry but throughout the entire composite industry. The Zipp factory has been visited by senior engineers from aerospace, automotive, ceramic, auto racing and mining industries; all of whom are in need of our superior technology.

Accolades of all kinds have been heaped on Zipp over the years including advanced composite awards and design awards; but more important than these is our success at the races! We love to race, we love to win. Our goal is to build the finest and fastest arsenal of speed weaponry on the planet! This will mean continual development of new systems and more new products; we are excited about both!

Start your own personal collection of Zipp Speed Weaponry, put the hammer down and ALWAYS wear a helmet!

GOOD LUCK!



Leigh Sargent
President



Andy Ording
Vice President



705 South Girls School Road • Indianapolis, Indiana 46231

317-243-4230 • 800-447-8372 • FAX 317-243-4235

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