



*"Imagination continually frustrates  
tradition; that is its function."*

*-John Pfeiffer*

**ZIPP**  
SPEED WEAPONRY

# THE B O

## ZIPP 3001 FRAME FACTS

Most carbon fiber bicycle frames are made up of a combination of strong, stiff fiber and matrix material, which holds the fiber in place. The strength, stiffness and weight of the frameset is dependent on the type of carbon fiber used and how it is applied.

For example, carbon fiber is classified on a modulus rating -- the higher the rating, the lesser the weight, the greater the stiffness.

At ZIPP, we successfully combined carbon fiber rated at 43-million-modulus and 57-million-modulus without strength loss and with significant gains in stiffness, particularly in the bottom bracket area.

The result is the ZIPP 3001. The new standard in carbon fiber bicycle frames.



Blade Length	Steerer Length	Weight	Offset
--------------	----------------	--------	--------

700C	175 mm	475 g	43 mm
------	--------	-------	-------

700C	190 mm*	490 g	43 mm
------	---------	-------	-------

26"	180 mm*	455 g	40 mm
-----	---------	-------	-------

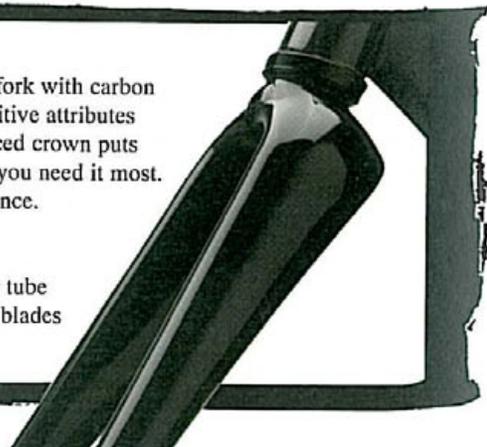
26"	220 mm	475 g	40 mm
-----	--------	-------	-------

\* lengths required to fit ZIPP frames

## Carbon Fork:

Unique, tapered leg, carbon fork with carbon crown maximizes all the positive attributes of carbon. The deep reinforced crown puts strength and stiffness where you need it most. Great looks. Great Performance.

- Thread length 60mm
- Cromoly 1 inch steel steerer tube
- Black crown - Clear carbon blades



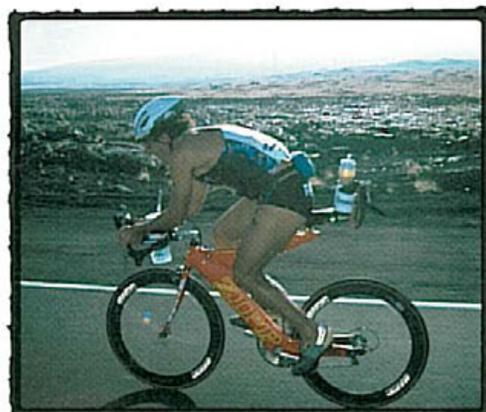
# 3001

## EST F BOTH WORLDS

**Z**IPP products are an unusual combination of old world craftsmanship with cutting-edge technology. In a cycling industry where mass production often leads to sacrifices in overall quality, ZIPP goodies are hand-crafted one-by-one.

Our manufacturing process utilizes tools and technology that have been conceived and created internally, making each product category totally unique. Every ZIPP frame is made up of 130 individual components including 77 precision die cut pieces of carbon fiber. The pieces are then laminated into a custom-built carbon tool for the final curing cycle.

This proprietary process and the handcrafting take a significant amount of time and labor, which increases costs. Our goal at ZIPP is not to build the cheapest carbon product in the marketplace. We just want to build the best.



Cristian Bustos (Photo by John Lillie)

### THE CRÈME de la CRÈME

If you demand the very best, the new ZIPP 3001 is the high-performance machine designed for you. The 3001 embodies our commitment to advancements in materials and aerodynamics. With its patented carbon fiber composition for

unparalleled frame stiffness and a legendary ZIPP airfoil design, the 3001 is built for those that accept no compromises.

Our goal for the 3001 was to build a distinctive frame that was

unmatched in strength and rigidity, with all the comfort and lighter weight of carbon fiber. By using a proprietary process we combined two distinct types of carbon fiber and created a state-of-the-art frame with no sacrifices in

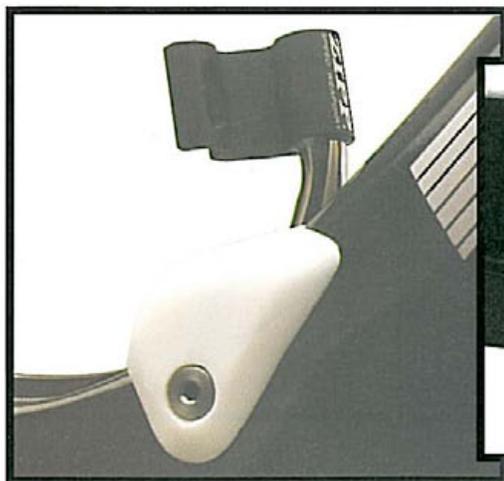
strength and stiffness.

Frameset includes:

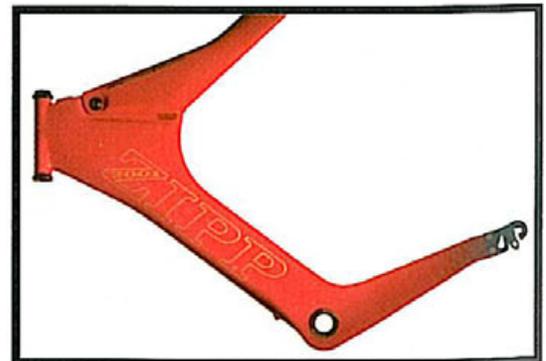
- a specially designed carbon fiber aerofork
- American Classic® sealed-bearing GIS headset (97.5 g)
- front and rear ZIPP carbon brakes (200 g)
- Teflon® cable liners

with Delrin® inner sheath for flawless cable actuation.

- natural carbon finish with charcoal painted chainstays and permanent two-color decal with a durable clear coat.
- 7 year or 70,000 mile warranty

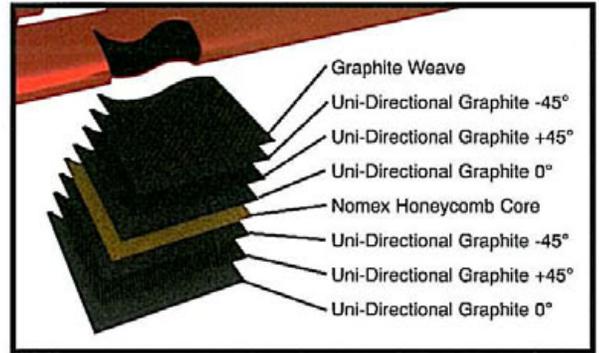


# PROVEN PERF



# 2001

# PERFORMANCE



Since its introduction in 1990, the ZIPP 2001 has made its mark in cycling history. It was the original carbon “beam bike” and it created a new high-performance frame “attitude” within the cycling industry.

As with anything new in the cycling world, the 2001 was initially scoffed at by traditionalists. And, like aero bars, the radical new ZIPP 2001 frame design first proved its mettle among triathletes.

The 2001 is still a favorite among multi-sport athletes and is the 6th most popular bike at the Hawaii Ironman®. But the popularity of the ZIPP bike has crossed over into traditional road and track racing. The 2nd most popular brand at the USA National Time Trials was ZIPP, and where once it might have been unheard of to see a composite aero frame at the Tour de France, this is no longer the case.

Of course, with the success of the 2001, including three world records, many bike manufacturers have jumped on the bandwagon. That’s okay! Our firm commitment to advancements in cycling technology means we never stop innovating. Which will ensure that our superior frames—like the ZIPP 2001—may be widely imitated, but never duplicated.

## PROVEN PERFORMANCE

The ZIPP 2001 is the proven performer for those seeking to elevate their cycling experience. For years, the 2001 has been the standard of excellence for cyclists serious about speed. With several new refinements, the

2001 continues to be at the cutting edge of bicycle aerodynamics and carbon fiber technology.

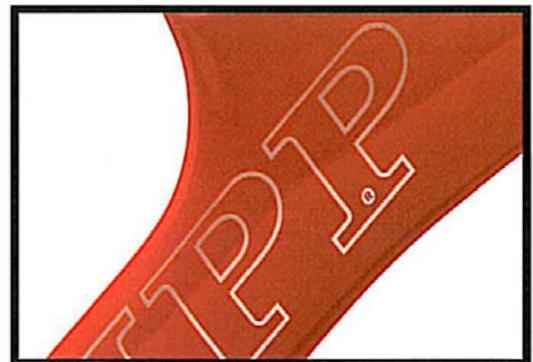
The ZIPP 2001 still delivers such unique features as adjustable suspension, an accommodating geometry, a bottom bracket that is 20 percent stiffer than conventional bikes, and two wheel-size options.

Refinements for 1996 include a core with a combined foam and honeycomb configuration for greater stiffness with less weight and Teflon® cable routing with Delrin® liners. Vertical dropouts have also been added. Frameset includes:

- a raked or straight aluminum Kinesis fork (520 g)

- rear ZIPP carbon brake; extremely stiff with exceptional power (200 g)
- Teflon® cable liners with Delrin® inner sheath for flawless shifting and braking performance.
- available in red, black or primer (for those who wish to custom paint their frame) and die-cut

- pearl white or yellow decal options
- a track bike is available with a higher bottom bracket, no cable routing and two additional carbon laminates
- a carbon fork and American Classic® sealed headset are available as upgrades
- 7 year or 70,000 mile warranty.



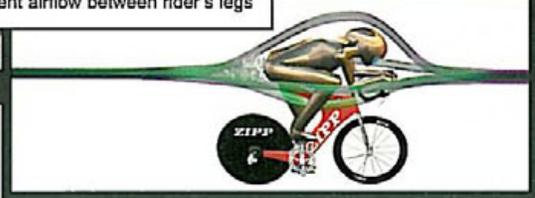
**ZIPP**  
Speed Wind Tunnel



Turbulence on a "normal" bike



Efficient airflow between rider's legs



## The Wheel Facts

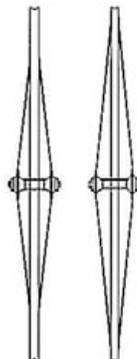
Wheels are secondary only to frame design in factors that effect drag.

Most experts agree that a flat, solid disc wheel is the most aerodynamic. That's because disc wheels don't have spokes that cause turbulence and the resulting drag.

Similarly, deep rim wheels are aerodynamic not only because of their shape, but due to the shorter spoke length. The outer perimeter of the rim is the fastest moving part of the wheel, therefore by shortening spoke length we decreased turbulence resulting in less drag.

Also by using a stiff material like carbon fiber, the number of spokes on a deep rim wheel can be reduced. Thus a cyclist with a pair of "standard" 32-spoked wheels can safely ride a deep rim front wheel with only 18 spokes, and depending on body weight—a deep rim rear wheel with 24, 28 or 32 spokes.

ZIPP's reduction in frontal area



# Aerodynamics

## THE AERODYNAMIC FACTS

Aerodynamically, bicycles without riders are OK; however the rider causes over 80% of the drag. Thus it's the relationship between rider and bicycle that affects aerodynamic efficiency.

### The Aerodynamic Frame

When the "safety bicycle" was invented in 1885 by English bicycle manufacturer J.K. Starley, little thought went into aerodynamics. The focus then was on creating a functional frame for two wheels of equal diameter. Incredibly, most conventional bicycle frames

today are a derivative of the old-fashioned diamond geometry invented over 110 years ago.

Today, advancements in aerodynamics and wind tunnel studies show us that the diamond frame does nothing for aerodynamic efficiency. Drag is generated by increasing turbulence behind the rider. The faster the rider and bike move the more turbulent the air, the more drag produced and the greater the adverse effect on speed.

The shape of an object moving through air also affects the drag

produced. The shape has to gently part the air, then allow air particles to easily reattach. Ideally, an "aero" shape should have a rounded or smooth "leading edge" and a very small and sharp "trailing edge." For example: airplane wings, blimps and solar race cars.

### How Air Moves

There are four basic ways air moves around you on a bicycle...

- air moves over the top of your head
- air moves around your right side

- air moves around your left side
- air moves around the bicycle frame, between your legs, under and behind you.

Drag caused by air traveling over the top and on your sides can be reduced by an aero position, a sleek helmet and aero bars. But a lot of drag, not so easily reduced, is created by the air moving underneath and subsequently behind you. Traditional seatstays and seatposts act as an eggbeater creating air turbulence, slowing speed and sapping energy.

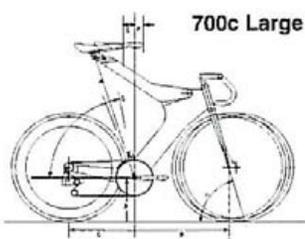
### The ZIPP Difference

ZIPP bicycle frames reduce drag. This is because there is no seat tube, seat stays, or rear brake. Air flows between your legs and reattaches more easily behind you.

Bottom line: you can ride faster without expending more energy. In fact, wind tunnel tests show that at 30 miles per hour, a rider in an aerodynamic position riding a ZIPP bicycle will expend 18 percent less effort than on a traditional diamond frame.

## ZIPP Bike Dimensions

Measurement "A" is from the center of the bottom bracket to the center of the seat rail at the seat clamp



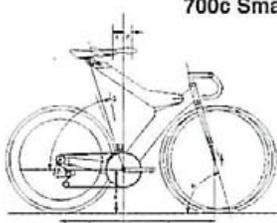
**700c Large**

A.	27.1"-29.38"	69-74cm small beam
A.	29.5"-31.75"	75-80.5cm large beam
B.	10.75"	27.3cm
C.	16"	40.77cm
D.	23.625"	60cm w/raked fork
E.	9"	23cm
F.	4.25"	11cm
G.	73°-80°	
H.	74°	



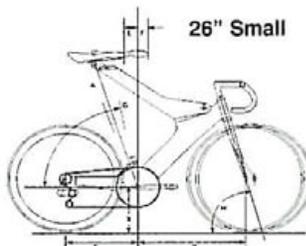
**26" Large**

A.	26.38"-28.5"	67-72.5cm small beam
A.	28.7"-30.8"	73-78.5cm large beam
B.	10.5"	26.7cm
C.	14.75"	37.4cm
D.	24"	61cm w/raked fork
E.	9.625"	24.5cm
F.	5.5"	14cm
G.	70°-80°	
H.	74°	



**700c Small**

A.	23.8"-26"	60.5-66cm small beam
A.	26.25"-28.38"	66.5-72cm large beam
B.	10.75"	27.3cm
C.	16"	40.77cm
D.	24.25"	61.5cm w/raked fork
E.	8.625"	22cm
F.	1.75"	4.5cm
G.	73°-80°	
H.	74°	

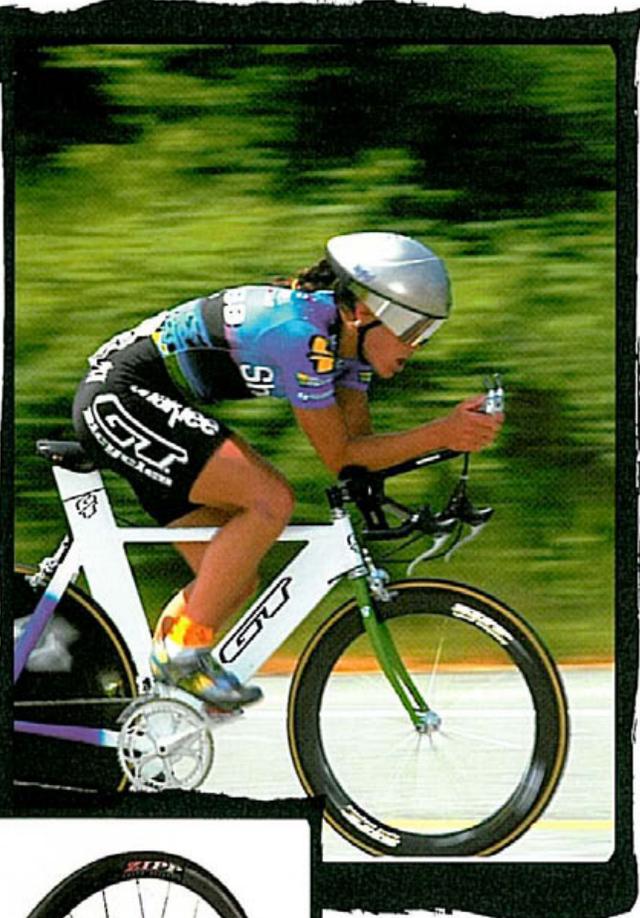


**26" Small**

A.	23"-25.25"	58.5-64cm small beam
A.	25.38"-27.5"	64.5-70cm large beam
B.	10.5"	26.7cm
C.	14.75"	37.4cm
D.	22.5"	57cm w/raked fork
E.	8"	20.5cm
F.	3.5"	9cm
G.	70°-80°	
H.	74°	

Fitting yourself to a ZIPP bike is very straightforward:

1. Measure your existing bike dimension "A"
2. Choose the ZIPP frame with the corresponding dimension in 26" or 700c wheelsize
3. Go to your local ZIPP dealer



# SMALL WHEEL, BIG PERFO

Since the introduction of the trailblazing years of advanced composite experience

For 1996, ZIPP has expanded its line o

## The ZIPP 310 Road Racing Wheel

The nimble, lightweight ZIPP 310 tubulars fill the gap between deep rim and traditional racing wheels. With the road or criterium racer in mind, ZIPP combined the very best in advanced composites with cutting-edge design to create a completely new kind of lightweight wheel.

A new laminate process puts the ZIPP 310 at within 10% of the lateral stiffness of the ZIPP 400, giving you better

energy transfer with each pedal stroke.

## The ZIPP 400 Deep Rim

The tubular ZIPP 400 is the leader in deep rim wheels and is one of the only 100% structural carbon fiber hollow rims on the market. Constructed of T-700S carbon fiber with a modulus rating of 33.6, the ZIPP 400 is extremely stiff, lightweight and strong.

A patented V-rim design allows for optimum tire-centering, an enhanced tire-to-rim bond and a

frontal width of only 19mm. The result: a high performance deep rim wheel with an airfoil shape for minimal drag.

## The New ZIPP 500 Deep Rim

The new ZIPP 500 is a high-performance clincher that delivers all the lightweight, stiffness, strength and aerodynamics of the tubular ZIPP 400, but without the glue. The clincher rim features parallel aluminum braking surfaces and a slightly bowed carbon section. This unique rim shape delivers



Complete Wheel: 525g

**ZIPP**  
speed weaponry

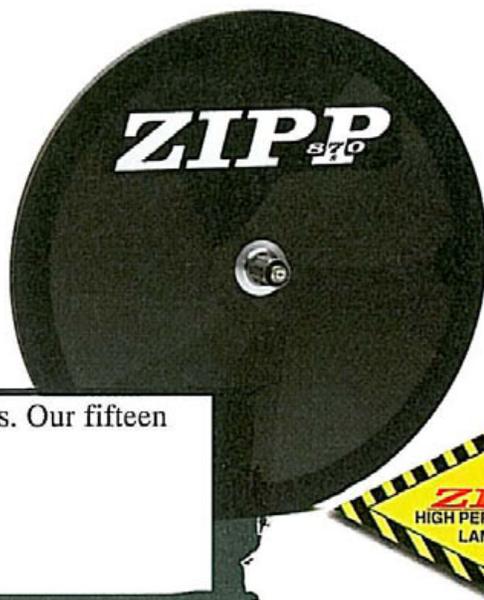
**ZIPP**  
speed weaponry

# 26" Wheels

## PERFORMANCE

Since the first ZIPP disc in 1988, ZIPP has been the pioneer in aerodynamic wheels. Our fifteen years of wind tunnel testing go into the making of every ZIPP wheel.

...of 26" wheel performers...



smooth handling, tight cornering, and high performance you'd normally expect only from tubulars.

The durable ZIPP 500 also has rim walls designed to absorb impact, while duplicating the lateral stiffness of the benchmark ZIPP 400.

### The ZIPP 870 Disc

The ZIPP 870 is the epitome of high-performance. Since the debut of ZIPP discs, others have tried to imitate there unrivaled combination of light weight,

stiffness and flawless aerodynamics. The ZIPP 870 continues to outperform other discs in the wind tunnel and on the road. The ZIPP 870 is built with a Nomex honeycomb core and a high-strength hollow carbon rim for 870 grams of pure cycling power. The surface area features a unique carbon laminate, making it 20% stiffer than any other disc.

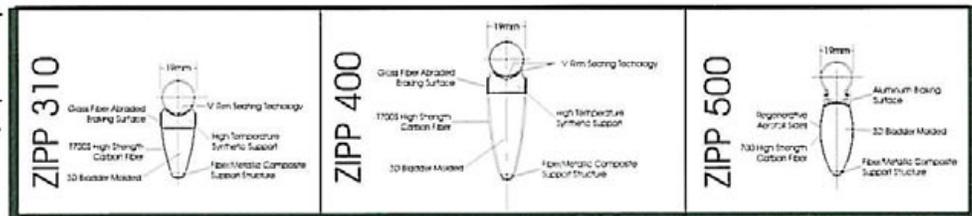
- 19mm frontal area ensures optimum aerodynamic performance
- completely flat disc surface decreases speed-

sapping drag.

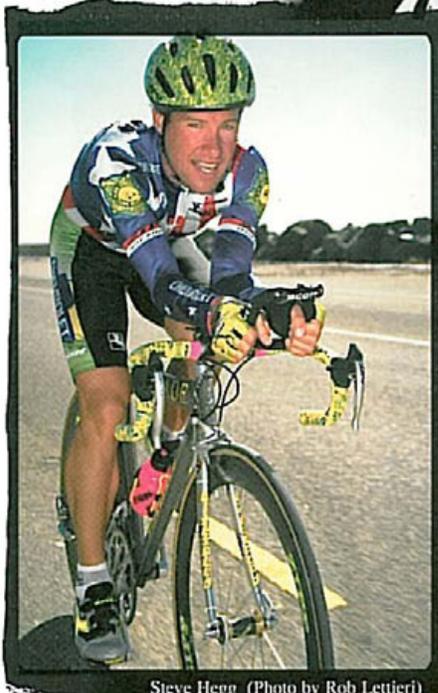
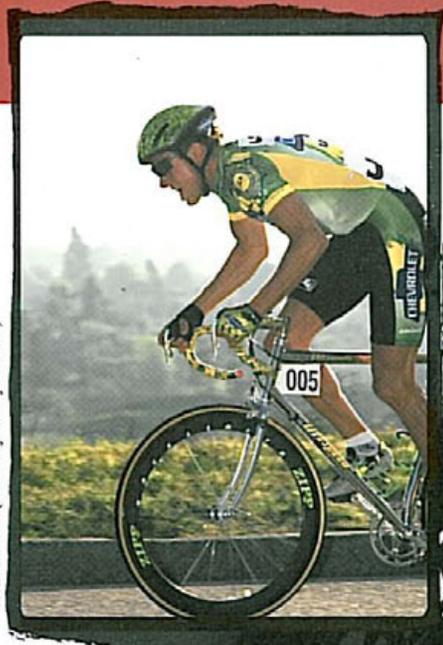
- the ZIPP 870 is track adaptable, and is available with 8-spd free-wheel, 8-spd cassette, or with front hub for use in perfect wind conditions
- exclusive ZIPP 4-pawl 8 spd cassette system is adaptable for 7 spd use.
- wavespring in all hub options (eliminates bearing stress).

### ZIPP 26" Rim Features:

- internal co-molded nipple seats help spread spoke load uniformly around the entire rim.
- abraded glass for excellent adhesion of tire to rim, and superior braking on the ZIPP 310 and 400.
- fiber metallic composite insert provides strong spoke nipple support and allows individual spoke replacement.
- V-rim fits 18mm-22mm tubulars, clincher rims accommodate 19mm- 23mm tires
- available in 16-32 spoke configurations



Trent Klusman (Photo by Casey Gibson)



Steve Hegg (Photo by Rob Lettieri)



# ZIPP

At ZIPP, we're always in search of new products. This ongoing commitment has resulted in 1996, our expanded line of 700C wheels is complete.

### The ZIPP 340 Road Racing Wheel

With the introduction of the 340, ZIPP bridges the gap between high-performance racing wheels and aero technology. It's a completely new type of advanced, lightweight racing wheel with a cutting-edge rim design.

Greater lateral stiffness for less energy loss with every pedal stroke is a trademark of the ZIPP 340 tubular wheel. Thanks to a sophisticated laminate process, the ZIPP 340 is within 10% of the lateral stiffness of the deep rim ZIPP 440.

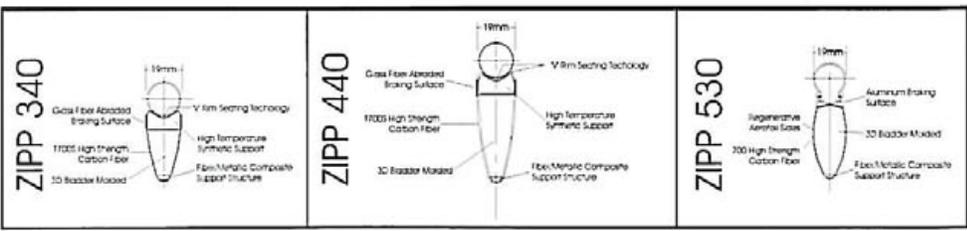
### The ZIPP 440 Deep Rim

No other deep rim takes wheel design to the highest possible level like the ZIPP 440. The ZIPP 440 is the leader in stiffness, light weight, and strength. And is the choice of champions around the world.

An exclusive V-rim design ensures: a frontal width of only 19mm, optimum tire-centering for great handling, and enhanced tire-to-rim bond for exceptional comfort.

### The New ZIPP 530 Deep Rim

The new ZIPP 530



# 700c Wheels

Disc Track Hub



Disc Cassette Hub



Front Disc Hub



## 700C WHEELS

1 of new and innovative ways to improve upon existing products in many refinements to our original speed weapons. For closer to perfection than ever.

brings the performance benefits of tubulars to a clincher wheel. The key is in a slightly bowed carbon section and parallel braking surfaces. This results in improved handling, controlled cornering, and a great ride.

At only 530 grams, the ZIPP 530 gives you a light wheel without sacrificing durability and impact resistance. Testing shows that the ZIPP 530 has the same lateral stiffness as the ZIPP 440 for efficient energy transfer.

### *The ZIPP 950 Disc*

The original ZIPP 950 revolutionized the disc wheel industry, and a continual refinement process has helped make it the premier wheel in its class. The ZIPP 950 has a combination of

three distinct characteristics that separate it from the competition: light weight, stiffness and flawless aerodynamics.

The ZIPP 950 has a Nomex honeycomb core design, which puts material where it's needed and cuts away the fat. The result is a high-strength hollow 100 gram carbon rim. The laminate surface increases lateral stiffness making it 20% percent stiffer than any other disc. Lastly, the ZIPP 950 features a completely flat and smooth surface, creating an effective slipstream to reduce speed-sapping drag.

- 19mm frontal area ensures optimum aerodynamic performance and minimum drag
- the ZIPP 950 is track adaptable, and is available in 8-spd freewheel, 8 spd cassette or with a front hub for use in perfect wind conditions

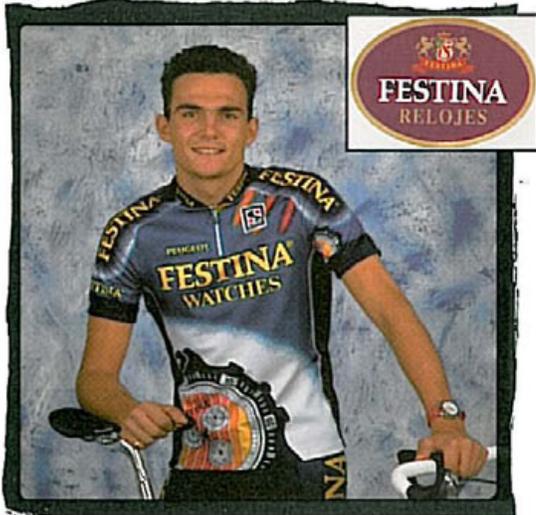
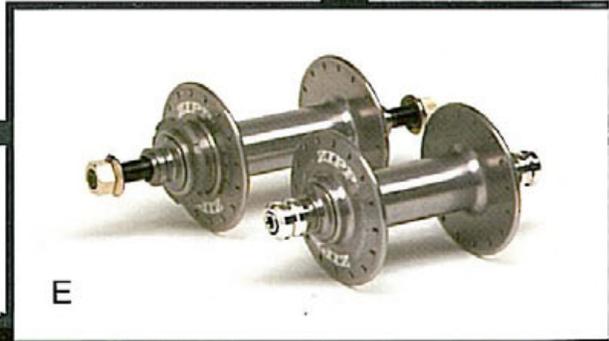
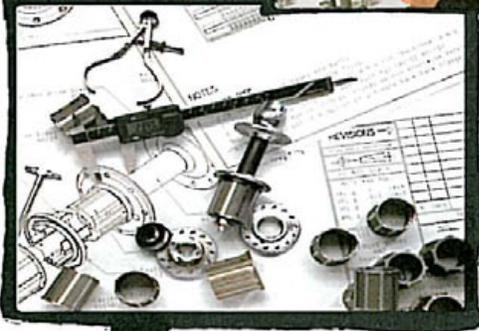
### *ZIPP 700c*

#### *Rim Features:*

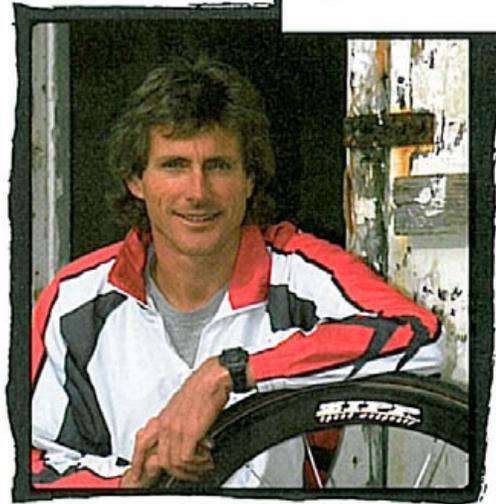
- internal co-molded nipple seats help spread spoke load uniformly around the entire rim.
- abraded glass for superior braking (340 and 440)
- fiber metallic composite insert for strong spoke nipple support and individual spoke replacement.
- V-rim fits 18mm-22mm tubulars, clincher rim accommodates 19mm-23mm tires.
- available in 16-32 spoke configurations

- ZIPP 4-pawl 8 spd cassette system is adaptable for 7 spd use.
- Wavespring in all hub options





Richard Virenque



Mark Allen

## ZIPP HUBS

As pioneers in advanced composite bicycle frames and wheels, a natural extension has been our determination to make high-quality lightweight hubs for both road and mountain applications.

For extra protection from moisture and dirt, all ZIPP rear hubs are built with double seals on the non-drive side and a rubber engaging seal on the drive side. A double-seal system covers both sides of front wheel hubs. Slotted spoke holes on road hubs, smoked anodized flanges, finished off with a sleek, laser-etched logo, will give your wheelset a look of distinction.

### (A) ZIPP 217 Rear Cassette Hub

The ZIPP 217 rear cassette hub is extremely light, smooth and durable, and is our most notable advancement in hub design. The ZIPP 217 is an ingeniously constructed 4-pawl system that uses only two ball bearing cartridges, with the free hub rotating on a double-bushing surface. This allows the use of a structural carbon tube that runs through the length of the hub for an even distribution of load. The result is an exceptional high performance rear hub.

- weighs only 220 grams
- stainless steel cassette body and pawls for added durability
- oversized 2024 aluminum axle for long life
- Shimano® compatible (For Campagnolo® compatibility, check with your dealer)

- Available in slotted holes of 24, 28 or 32.

### (B) ZIPP 185 Rear Freewheel Hub

This classic rear hub has all the quality features you need to get the most out of your freewheel set-up. First introduced in 1992 and refined over the years, this dependable hub still delivers uncompromising performance. The ZIPP 185 continues to be one of the lightest rear freewheel hubs on the market.

- weighs only 185 grams
- features the exclusive ZIPP Wavespring on the non-drive side for long bearing life
- compatible with 7- or 8-spd freewheels
- available in 28 slotted holes

### (C) ZIPP 100 Front Road Hub

The ZIPP 100 is a front road hub with a high-profile center aluminum axle

for great durability and strength. The press fit bearing system results in the elimination of bearing float for completely smooth rotation.

- weighs only 99 grams
- features the exclusive ZIPP Wavespring for long bearing life
- available in 16, 18, 24, 28 and 32 slotted holes
- available with threaded axle for track applications

### (D) ZIPP 145 Front Mountain Hub

For trailblazing performance on a suspension fork mountain bike, the ZIPP 145 front hub delivers. The large 19mm, 3-part hollow axle surrounded by a structural carbon tube is built to handle the intensity of tough terrain. The large axle and the oversized stainless steel knurled endcaps ensure a secure grip on the dropouts, and act as a brace against impact forces. With all

these features, the ZIPP 145 is ideal for suspension fork applications. The ZIPP 145 is also well equipped to handle the challenges of a trail environment. In addition to sealed cartridge bearings, an extra seal on each side of the hub works to keep out mud and moisture. Zerks fitted to the hub flanges help channel grease into the bearings for optimum lubrication and trouble-free operation.

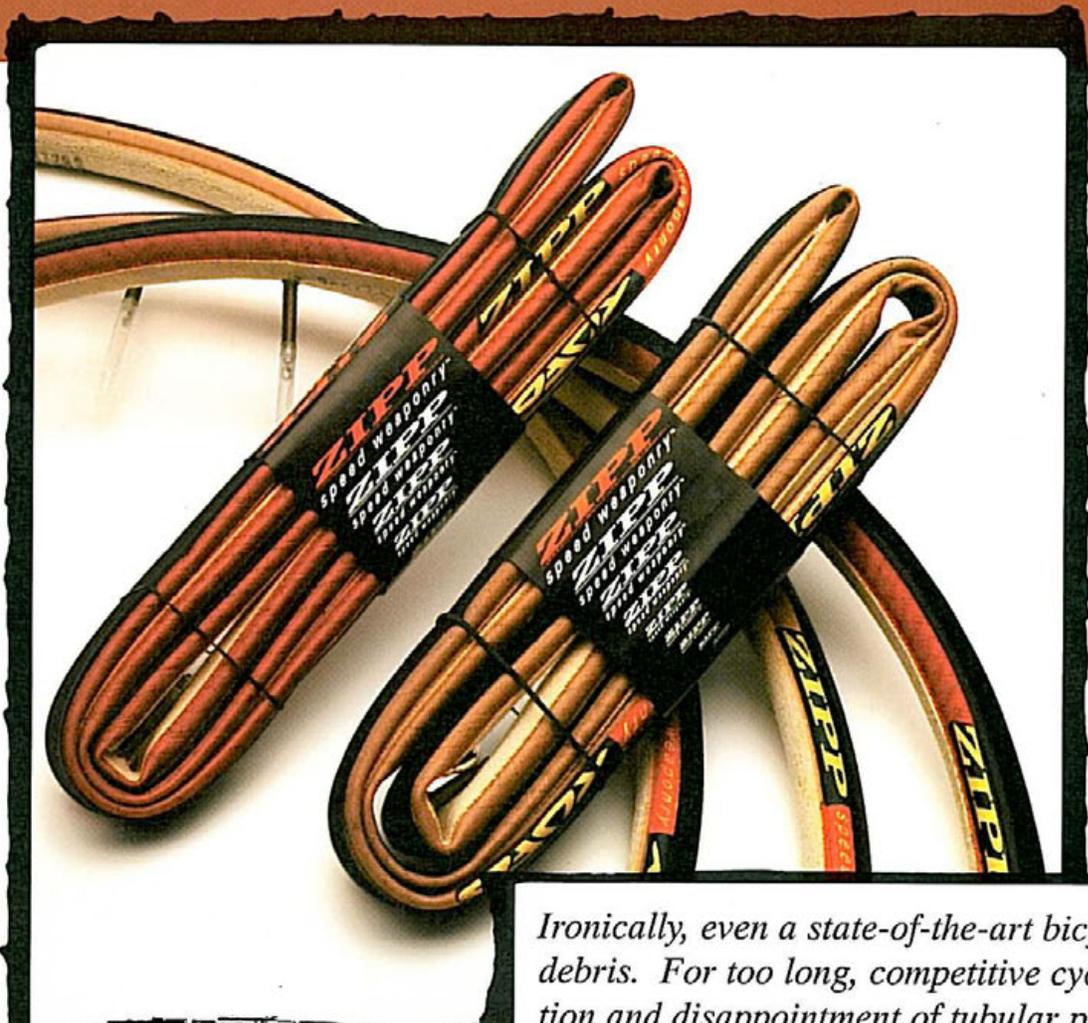
- weighs only 145 grams
- Large diameter 19mm axle
- exclusive ZIPP Wavespring
- available in, 32 and 36 holes
- Oversized 6902 bearings

### (E) ZIPP Track Hubs

Precision machined from a billet of solid 7075 aluminum, these high flange track hubs are built for durability and speed. The laser etched, smoke

anodized finish puts these distinctive hubs at the head of the pack.

- All spoke holes are slotted
- 32 holes front and rear
- Front hub has internally threaded aluminum axle and track caps
- Rear hub complete with aluminum lock ring, gun drilled and threaded steel axle with industrial strength lock nuts
- Front hub 210 g
- Rear hub 335 g



ZIPP/T

*Ironically, even a state-of-the-art bicycle can fall prey to debris. For too long, competitive cyclists have had to endure the frustration and disappointment of tubular punctures and tire leaks any more.*



(Photo by Kab Lertner)



GOOP, flat retardant latex—just put it in your tires and go!

## TUFO TUBULAR TIRES

With so much riding on the line, ZIPP has entered the tire market to guard against the sag wagon and ensure winning performance. With two nylon plies in the tire wall and four plies in the tread region, ZIPP/TUFO tubulars have unsurpassed punc-

Common road  
are the frustra-  
s. Well, not

ture resistance and durability.

The tire interior features an airtight butyl liner vulcanized with tire carcass tread tape. This significant reinforcement of the contact area provides minimal rolling resistance and excellent comfort and riding characteristics.

ZIPP/TUFO tire sealant seals small cuts and lac-  
erations up to 3mm in

length; sealant can also be used as a preventive measure

- high pressure ZIPP/TUFO tubulars can handle 130 PSI (900kPa)
- high-quality materials and tread configuration ensure excellent handling in wet or dry conditions
- available in 19mm or 21mm sizes, for 26" or 700C wheels

### Different Strokes

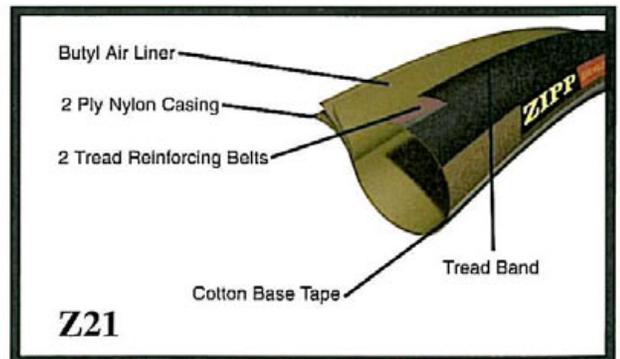
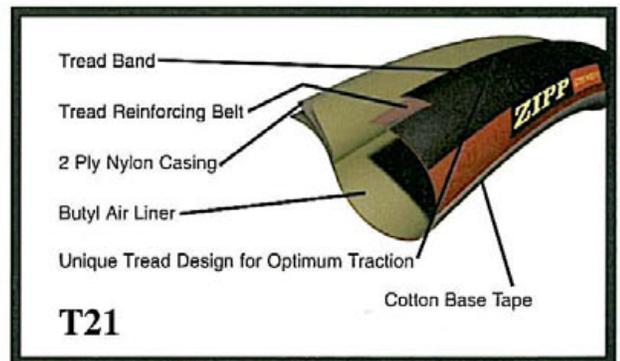
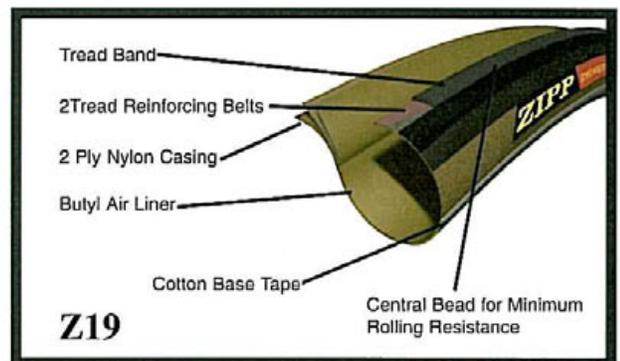
At ZIPP we never take a one-size-fits-all approach to anything. That's why the ZIPP/TUFO comes in three tread configurations to meet the unique demands of different types of competitive riding.

**ZIPP/TUFO Z19:** This tire is designed for the unique needs of the multi-sport or time trialist. This tubular tire features a raised rubber center section that mini-  
mizes contact with the

road giving the ZIPP/TUFO Z19 the lowest possible rolling resistance for an extremely fast tire. Fits 26" and 700c.

**ZIPP/TUFO Z21:** Made for the competitive road racer, the tread pattern facilitates uniform contact with the road. This makes the ZIPP/TUFO Z21 a balanced performer with superb traction and cornering characteristics, as well as low rolling resistance. Fits 26" and 700c.

**ZIPP/TUFO T21:** This 200 gram tire is made for the competitive indoor or outdoor velodrome track racer. Its exceptional low weight, durability and stunning red wall appearance make a winning combination. The ZIPP/TUFO T21 tread surface is configured for the steep angles of track racing, and will hold its own in high speed banking. Fits 700c.



# Accessories

**W**e're as serious about accessories as we are about speed. Like all our ZIPP products, these accessories are of the highest quality.

**(A) Quick Release:**

Made of 6061 T6 aluminum with 6/4 titanium skewers, 73 g for the pair. A unique click detent system.

**(B) Titanium Spokes:**

Titanium spokes and alloy nipples are nearly 45% lighter than traditional equipment. The tensile strength is between 14 and 15-gauge stainless steel bladed spoke.

**(C) Wheel Bag:**

Manufactured exclusively for ZIPP, this durable, lightweight Nylon bag will safeguard your ZIPPs.

**(D) Water Bottles:**

Advanced hydration equipment! ZIPP water bottles have a convenient screw top, 19 and 30 ounce sizes.

**(E) Handlebar Tape:**

Tired of wimpy handlebar tape? Over 3mm thick, ZIPP handlebar tape is designed for both durability and comfort. Red/Black, or Black/Blacker.

**(F) Golf Shirt:**

Relax in this new black 100% pre-shrunk cotton shirt.

Logo embroidered in red and white. Available in S,M,L, XL.

**(G) Sweatshirt:** New

for 1996! Stay warm with this heavy-weight 100% pre-shrunk cotton, fleeced-lined sweatshirt. Screen printed with embroidered logo. M, L, XL.

**(H) Caps:** Popular weathered-look caps include the new stone color and classic ZIPP black with embroidered logo.

**(I) Visor:**

"Aerodynamically correct" fashionable and functional visor.

**(J) Coffee Mug:** Get serious about java with a ZIPP coffee mug, which includes a serious eight-page manual. Warning Label or Rapid Transit designs.

**(K) ZIPP t's:** 100% cotton, printed front and back, pilot or logo design. M, L, XL, XXL.

**(L) CD-Rom:** Experience Zipp Technology with the latest medium available. Pages of info, video clips, and images. Download your own screen saver!

**(M) Jersey & Shorts:** 100% Polyester riding jersey & 8 panel Shorts.



**ZIPP**  
speed weaponry™

ZIPP Worldwide Headquarters • 705 South Girls School Road • Indianapolis, Indiana 46231  
317/243-4230 • 800/447-8372 (In the United States) • FAX: 317/243-4235 • Internet Site: <http://www.zipp.com>  
ZIPP and Speed Weaponry are registered trademarks of Compositech Inc. • Specifications are subject to change without notice.



