

Any bicycle component company can talk about its products.

Back in the mid-90s, new names and logos were sprouting up all over the cycling world. But when we at Cane Creek introduced our brand with a line of components ten years ago, it was no opportunistic grab for fleeting glory. The team of product designers, engineers, and other experienced professionals who founded Cane Creek Cycling Components made a commitment to quality and longevity—for our company and for our products. It's a commitment that has run through everything we have achieved in ten years of providing cyclists with performance-enhancing innovations.

Cane Creek components are honest upgrades—not just different, but different for the right reasons. We take a fresh approach to design, engineering, and material construction, always focused on the objective of serving the rider's needs. Some of our component improvements deliver immediately noticeable technological breakthroughs in ride quality or durability. It's the feeling you get from accelerating a pair of Cane Creek

Crono wheels out of a corner, or from pedaling through the bumps with a Cane Creek Double Barrel coil-over-oil rear shock, AD air shock, or Thudbuster suspension seatpost.

All our components carry subtle refinements that show their mettle in the most demanding conditions or after a couple seasons of hard riding. It's the way a Cane Creek headset quietly stays in perfect alignment long after other headsets have given out, or the

uncommonly secure steering control you get from the our Locking grips and Ergo Control bar ends.

Our commitment extends beyond exceptional technology. It guides us in our relationships with our customers and everyone else in the sport. Year-in and year-out,

we're here to help you get the most out of your Cane Creek components—and your rides.

This combination—make great products, back them up with great service—keeps us true to the vision on which we founded Cane Creek ten years ago. Thanks for your support.



Double Barrel

Newton's Law of off-road riding and racing:

What goes up, must come down. It's what makes freeriding, downhill races, and all-mountain rides so much fun.

Newton also said, "for every action there is an equal and opposite reaction." And anyone who's ridden an inferior suspension bike can tell you what that means: every time the spring compresses, it bounces back just as hard. Compromising your traction, stability and control.

With the new Double Barrel shock by Cane Creek and Öhlins Racing AB, the laws of physics may still apply. We've just bent them a bit, and started a new era in full suspension riding...kind of like outwitting Sir Issac Newton.

**Double Barrel with
titanium spring**

Cane Creek/Öhlins Partnership:

For nearly three decades, Öhlins Racing AB, based in Stockholm, Sweden, has produced high-performance suspension systems for the elite teams in all disciplines of World Class motor sports racing, including motocross, Formula One, and NASCAR. Now, we are teaming up with Öhlins to bring the technology that has netted more than 100 World Championships and other major titles in motor sports to cycling.

The first result of our technology partnership with Öhlins is the Double Barrel coil-over-oil rear shock: the first, and only, shock of this type developed specifically for bicycles. The Double Barrel is designed for superior damping control and offers the broadest adjustment range available in suspension.

Original design: The Double Barrel uses a unique Twin Tube design used in only the highest levels of Öhlins' motorsports racing products. Its speed-sensitive valving delivers independent control over 4 damping regions: high speed compression, high speed rebound, low speed compression, and low speed rebound.

There are three distinct damping features in the Double Barrel for both the compression and rebound strokes. The low speed bleed valves control the flow of oil when the shaft is moving slowly (small bumps/pedaling forces). The high speed poppet style valves open once the pressure from the oil flow is significant enough (larger hits). Finally, the main piston in the shock has both a compression and rebound shim stack which control the high speed damping characteristics for general suspension control (largest forces). Separating all these components are check valves that allow them to operate totally independently.

This unique valving is paired with a high performance coil spring available in two choices: titanium or steel. Both are available in spring rates perfectly matched to your weight, frame design and leverage ratio.



Performance: Maybe you don't want to take our word for it. No problem: the Double Barrel's technology proves itself. Take it down your favorite course. That's when you'll notice your wheels maintaining better contact with the trail, because big hit recovery time is quicker. You'll notice better control jumping off ledges, because the valving handles that too. There are also some things you won't find, like pedal bobbing, bucking, or squirrely handling characteristics.

Adjustability: With multiple external adjustment possibilities, the Double Barrel meets the damping requirements of most long-travel suspension bikes and suits a wide range of riding styles. And during your ride when conditions change, the Double Barrel is willing and able to meet the challenge. Two hex adjusters(High speed compression and rebound) and two bleed screw adjusters(Low speed compression and rebound) provide on-the-trail control.

Availability: Many lengths available for numerous suspension frames.

MATERIALS

DAMPER BODY	ANODIZED ALUMINUM
PISTON ROD	POLISHED HARD CHROME-PLATED STEEL
SPRING	TITANIUM OR STEEL
OIL	HIGH PERFORMANCE SUSPENSION SPECIFIC
WEIGHT	VARIES BY SIZE
FINISH/COLOR	ANODIZED BLACK WITH LASER ETCHED LOGOS

Double Barrel Technology

Impact Technology

Impacts come in all sizes and at all speeds. The Double Barrel's unique technology meets them head-on to give you the best ride possible.

Low Speed & High Speed Inputs

In impact dynamics, two variables are key: low speed inputs and high speed inputs. Low speed inputs come from slow undulations on the trail or movement of the frame caused by pedaling forces. High speed inputs are a result of bigger impacts such as dropping off a ledge or hitting a bump fast and hard. So first, a shock has to be able to absorb the energy of both types of inputs. Then it has to be able to manage the rebound energy stored in the spring. It sounds simple enough, but it's not. Until the Double Barrel, designing and building a shock that can manage both was at best a compromise.

Two Tubes are Better than One

Most shock absorbers are the De Carbon type (figure 1). These shocks separate the gas from the oil with a dividing piston, usually located in a remote (or piggy-back) reservoir.

De Carbon style shocks function well if tuned and adjusted properly. Unfortunately, the external adjusters are limited in their range. The rebound bleed valve works primarily on low speed damping and therefore has little effect on high speed movement. Also, external adjusters on the reservoir have little effect because they dampen only a small percentage of the oil — only the oil displaced by the piston shaft.



**Double Barrel
with steel spring**

De Carbon



Twin Tube



Figure 1 - Shock Design Types

Some designs will try to increase the effect by using larger piston shafts, but this has a negative effect on the pressure balance and performance of the shock overall. So, to achieve the best characteristics, the shock must be disassembled and re-valved for each specific application...not an easy task, and definitely not practical on the trail.

Enter the Double Barrel

The Double Barrel's Twin Tube technology (figure 1) is different. Rather than pumping only displaced oil back and forth to the reservoir, the oil circulates continuously through the valving to achieve highly controllable, independent damping for both compression and rebound strokes. This unique valving has a significant affect due to the fact it is continuously acting on the oil pumped through the circulating system. On the trail, that translates into a performance edge you can feel with increased control and stability.

The Double Barrel uses three distinct damping technologies to manage compression and rebound strokes:

- 1) Low speed damping features needle style bleed valves that control the flow of oil when the shaft is moving slowly. The movement of the piston does not produce enough pressure to open the main shim stack or poppet valves. Therefore, the oil is directed through the precisely metered needle valve orifices (figure 3). This restricted flow damps the movement of the shaft,

COIL/OIL SHOCKS

minimizing the undesired suspension movement.

2) High speed damping is controlled by poppet style valves that open once the pressure from the oil flow is significant enough. When the wheel hits a significant obstacle, the oil pressure builds up in front of the piston as the low speed passages are too small to handle the flow. The oil pushes open the high speed poppet valves allowing the suspension to move while absorbing the energy from the impact (figure 4).

3) The main piston has both a compression and rebound shim stack. These control the highspeed damping characteristics for general suspension control. When the wheel hits a large enough bump, the oil pressure builds up in front of the piston and pushes open the piston shim stack, allowing the suspension to move while absorbing the energy from the impact. The order in which the two high speed valves (poppet valves and shim stacks) open depends on the settings. Either way, this dual path valving enables the greatest control of damping characteristics for the high speed range for both compression and rebound strokes. Separating all these components are check valves that allow them to operate totally independently.

Independent Control • Twin Tubes

What makes the Double Barrel even more unique is its external adjustments paired with the twin tube technology. By simply turning the Double Barrel's adjusters, you can independently control each type of damping. Changing the adjustment of one will not affect the per-

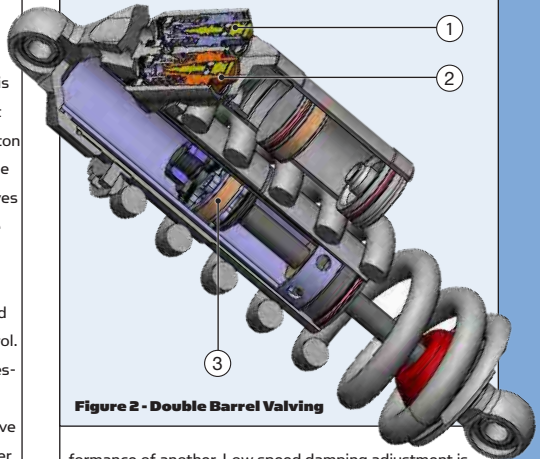
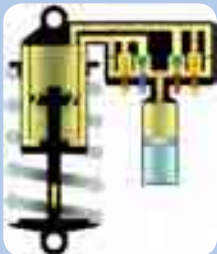


Figure 2 - Double Barrel Valving

formance of another. Low speed damping adjustment is handled by turning the low speed damping slotted screw adjusters. Opening the screw allows more oil flow and, therefore, more suspension movement during slow speed impacts. High speed damping adjustment is attained by turning the high speed damping hex adjusters, which varies the spring preload behind the poppet and determines the opening force. Turning the hex adjusters clockwise increases the high speed damping. With these external adjustment possibilities, you have "on the trail" adjustment and immediate feedback in the field. All these features work together to create the perfect performance for your unique riding style and conditions.

Low Speed Compression

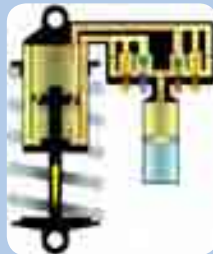


Low Speed Rebound



Figure 3 - Low Speed Oil Flow

High Speed Compression



High Speed Rebound



Figure 4 - High Speed Oil Flow



Photo by Colin Meagher

Double Barrel Performance

When you're flying down a trail, bone-jarring impacts become a blur of adrenaline and pain (you know, the kind that makes you smile). In developing the Double Barrel, we knew that to improve your ride, we had to understand everything that's happening during that blur. That meant breaking down and analyzing the distinct impact forces and dynamics that occur in the bike and suspension. Only then could we harness technology and design to control how these forces are transferred within the bike, into your feet and hands, and back to the trail.

Measuring Impacts A dynamometer is used to test a shock by completing a compression/rebound stroke and measuring the forces it produces. A typical dyno curve (figure 5) shows that as the velocity of the shaft increases the force also increases. (But you knew that already: the faster the impact, the bigger the hit). Shock adjustments will affect the force output at various shaft velocities. Low speed adjustments affect the force seen in the nose region of the graph (figure 6). More low speed damping will increase the amount of force generated for a given velocity. On the trail, this means that the slow shaft movement from small inputs like pedaling forces will be controlled. High speed adjustments affect the force seen in the slope portion of the graph (figure 7). The slope of the curve increases with more damping input. Therefore, more force is generated at a given shaft velocity. On the trail, this translates into the damper being able to absorb bigger hits without bottoming out.

While damping curves can illustrate the performance level (or lack thereof) of a suspension shock, the ultimate performance feedback is seen on the trails. After test riding the Double Barrel in June 2005, VeloNews wrote:

"Once properly adjusted, the ride was smooth, bottomless and confidence inspiring. My rear wheel felt more stuck to the ground than I have ever experienced, and I never felt like I used all of the shock's travel.

The transition from low-speed, pedaling-friendly damping to high-speed damping was seamless, and the pedaling efficiency was impressive. Last year I raced cross-country on an air shock with a platform, and I can say with certainty that the Double Barrel-equipped bike with six inches of travel pedaled better, both on flats and uphill."

"...the Double Barrel will provide you with more options than are currently available and a performance ride that is sure to impress."

Damping Curve Graphs

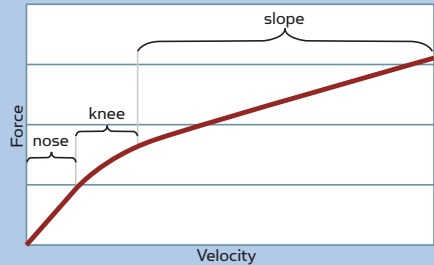


Figure 5 - Basic Damping Curve

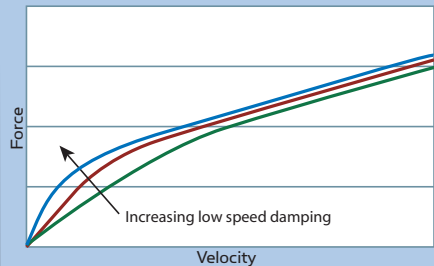


Figure 6 - Low Speed Damping Sweep

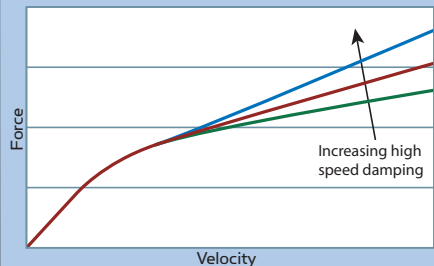


Figure 7 - High Speed Damping Sweep



Cloud Nine

Based on the proven technology (US Patent 5775677) and design qualities of our well-respected AD series of air shocks, the Cloud Nine remains air sprung and air damped. Like the AD shocks, the Cloud Nine uses speed sensitive valving to manipulate the air pressure and flow, which results in progressive compression and rebound damping.



Rapid Compression Adjuster (RCA)

SHAFT AND CYLINDER	CNC- MACHINED 6000-SERIES ALUMINUM WITH HARD-COAT ANODIZATION, NITRILE O-RINGS AND WIPER SEALS
SEAL BUSHING	DELRI [®]
PISTON	CNC-MACHINED WITH BRONZE IMPREGNATED TEFLON [®] GLIDE RING
WEIGHT	209G (140MM LENGTH); WEIGHT VARIES BY SIZE
COLOR	BLACK

Original design: Patented speed-sensitive valving.

Plush travel: Our air negative spring, which negates stiction.

Low weight: They're lighter than other air shocks and half the weight of coil shocks.

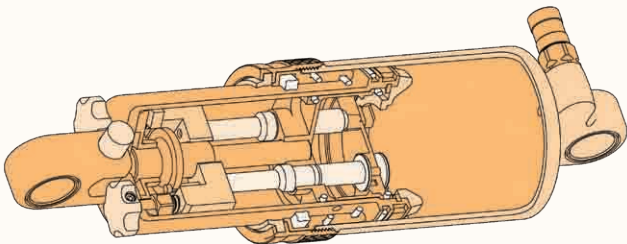
Tunability: The Cloud Nine allows the rider to account accurately for weight, terrain and personal preference. It features easily accessible compression and rebound damping adjusters, as well as the Rapid Compression Adjuster (RCA.) This

allows you to take the shock to the most progressive compression setting with the push of a button for minimal "bobbing."

Maintenance: Low-maintenance, clean and easily serviceable when the time finally comes.

Availability: Fits more bikes than any other shock

Experience: We believed in them before, we believe in them now. No other company has a longer or more committed track record with air shocks for mountain bikes.



AD-12 & 5

The AD-12 has two external adjusters that set damping rates for compression and rebound. On the AD-5, these rates can be tuned via some internal settings. While the internal valving is the same on all models, most riders find that the convenient external adjusters of the AD-12, or even the flagship Cloud Nine are worthwhile.

Construction: The shaft and cylinder are hard-coat anodized, and the shaft is hand-polished, to ensure low stiction. A Delrin® seal bushing and Nitrile o-rings and wiper seals protect the shock from the elements and keep maintenance low. The AD-12 has a new smoother piston and wear ring.

SHAFT AND CYLINDER	COLD-FORGED AND MACHINED 6000-SERIES ALUMINUM WITH HARD-COAT ANODIZATION, NITRILE O-RINGS AND WIPER SEALS
SEAL BUSHING	DELIN®
WEIGHT	AD-12: 207G (135MM) AD-5: 188G (135MM) WEIGHT VARIES BY LENGTH
COLOR	HARD-ANODIZED GRAY AND/OR BLACK



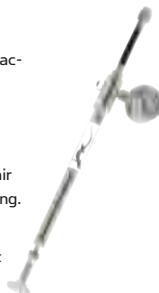
Tunability

Air pressure: Controls the springing and damping characteristics. Use the Canecreek shock pump shown here.

Compression: By changing the stiffness of the compression valve, you can fine-tune the ride response.

Volume-adjustment plate setting: Changes shock air volume and spring curve. More volume = more linear spring. Less volume = more progressive spring.

Rebound tuning: Allows you to fine-tune the speed at which the shock returns to its neutral position.



Maintenance

Even with their low-maintenance design, our shocks, like other suspension components, require you to take good care of them. Here it goes: Maintain proper air pressure—always use the metal cap to prevent long-term valve leakage. Wipe down the shaft and exposed wiper seal after mucky rides. Lubricate the seals after approximately 200 hours of riding. The only tools you'll ever need are a pair of hands, a hex wrench, and a spanner wrench (and the shock manual, just in case.) To simplify ongoing maintenance, we offer a line of replacement parts and helpful tools, including seal kits and our new piston spanner-head tool and seal-bushing assembly..

Fitment

No other shock manufacturer comes close Canecreek for compatibility with bikes, past and present.

Every model has a bike-specific configuration.

www.canecreek.com/fitment

One other note: Because our shocks are exactly bike-specific, you will generally get more travel out of an AD shock than other shocks of equal length. This yields more rear suspension travel by a factor determined by the bike's leverage ratio.



Unique design: Crono defines our proprietary technology (US Patent 5810453) of spoke nipples at the hub, spoke heads at the rim, and high-tension straight pull spokes. No weird, noodle like composite materials or dicey double-threaded spokes. The Crono design is different but highly sensible.

Light weight: Crono's high spoke tension allows the use of fewer spokes. And the reorientation of the spoke nipples at the hub reduces crucial rotating mass, making them the lightest-feeling wheels you can ride.

Acceleration and stability: The high spoke tension and low rotating mass yield instant responsiveness and robust lateral stability. The wheels track beautifully straight and give you eye-opening stiffness and speed into and out of corners.

Durability: The rim is stronger because its drillings for spoke heads are smaller than normal. And the combination of high-tension straight-pull spokes secured by Nylock®-reinforced nipples makes Crono wheels much more resistant to deviating from their original trueness.

Serviceability: As with traditional wire-spoked wheels, truing adjustments are simple and intuitive, and crash damage can be quickly rectified without having to give up on the entire wheel.

Compatibility: Our 3.0 rear hubs can accept the latest Shimano® and Campagnolo® cassettes, allowing the use of your favorite component group. Our disc brake hubs are also compatible with the most popular disc brake mounting standard.

The Truth About Crono Wheels

A wheel's performance depends on a several factors. Excellent wheel designs consider all of them. At Cane Creek, we've taken a serious look at these factors and have developed what we believe is the best mix. We think our wheels are the best, and...We can prove it:

www.canecreek.com/proof

Nipples at the Hub?

Our spoke nipples, weighing 0.27 g, are located only 22 mm from the wheel's rotational axis. If we moved them to the traditional location at the rim, the effect on the wheel's moment of inertia would be the same as using 48.2 g spoke nipples instead.

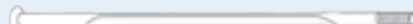


Rims

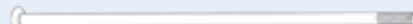
Crono rims are custom-drilled to accommodate the heads of straight-pull spokes. The smaller 2mm drillings improve strength. Each Crono model has a rim selected to match up well with a specific kind of riding. We include rim profiles for every model in this catalog.

Spokes

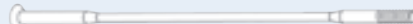
We can build Crono wheels to a high spoke tension because they can take it. One key is straight-pull spokes. Most traditional J-bend spokes will gradually "seat" into the hub drillings (or rim) regardless of the tension, and the elbow is prone to fatigue.



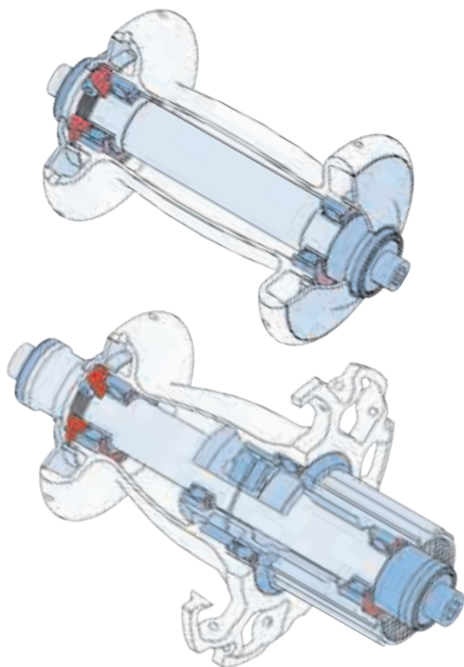
Bladed Titanium



Straight-Gauge Titanium



Double-Butted Stainless Steel



Truing

While Crono wheels stay true for a long time, it eventually becomes necessary to true them. The concept is the same as with a conventional wheel: You turn the nipples to balance the spoke tension. The Crono spoke wrench is easy to manage—it is a 3/16-inch open-end wrench, included with each wheel and common in hardware and auto stores.



3.0 Hubs

We've re-spun our hub technology to yield new levels of durability, adjustability, serviceability, and compatibility.

Durability: Our 3.0 rear hub rides on four sealed cartridge bearings. The design effectively transfers loads to the ends of the alloy axle to minimize bending and maximize lateral stiffness. The drive mechanism is also bracketed by a pair of bearings to eliminate misalignment. The QR clamp pressure is transferred directly through the axle, protecting the bearings from premature wear. The bearings also feature double lip seals and waterproof grease. This means your wheels will roll smoother longer.

Instant responsiveness: For more explosive acceleration, our drive mechanism has more teeth, so it engages more quickly when you put power to the pedals. In fact, the hub has 24% quicker engagement than the competition. Our Torque Transfer Flange harnesses your power with less "wind-up" by shortening the spokes on the drive side and transmitting rotational forces straight to the rim. Because disc braking also transmits force from hub to rim (albeit in reverse), we also include Torque Transfer Flanges on the disc side of our disc wheel hubs. This makes for wheels big on responsiveness, and low on trouble.

Adjustability and serviceability: Adjusting wheel bearing pre-loads is as easy as turning one threaded collar and tightening one 2 mm hex bolt. Unscrewing the axle end caps using two 5 mm hex wrenches allows disassembly of the hub. Wheel truing is easy, too. Popping off the spoke nipple covers exposes our 3/16" nipples. But happily, you'll seldom need to do so, because every Cane Creek wheel is built by hand for high, well-balanced tension, and our oversize nipples include nylon locknut inserts to resist spoke twisting and fading.

Compatibility: Our 3.0 hubs are fully compatible with the latest Shimano® and Campagnolo® cassettes. The rear hub's driver mechanism is interchangeable, allowing the use of either a Shimano or Campagnolo cassette on the same wheel. This not only gives you a free choice going in; it lets you switch component groups down the road without having to switch out your trusty, treasured Cane Creek wheels.



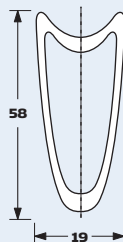
Photos by Andrea Brewer



Aros 58

From its aerodynamic, carbon fiber tubular rim to its elegant hub design, the Aros 58 screams "fast" because it is fast. The multi patented 58mm carbon tubular rim provides exceptional aerodynamic, acceleration and stiffness characteristics. With the Aros 58, you'll not only slip through the wind – you'll blow right past riders saddled with lesser wheels. Alternative decal color kits are available to match your hoops to team colors. **Who rides it:** Triathletes, time-trial rockets, elite racers, and anyone who wants an ultimate deep carbon ride with looks to match.

TUBULAR - FRONT/REAR



	SS	TEAM ISSUE
SPOKES	RACE-BLACK DOUBLE BUTTED STAINLESS STEEL	CX-RAY- BLACK DOUBLE BUTTED BLADED STAINLESS STEEL
WEIGHT (FRONT)	619G	598G
WEIGHT (REAR)	876G	838G
WEIGHT (PAIR)	1495G	1436G
SPOKE COUNT	18 FRONT, 28 REAR	
HUB	CRONO 3.0 ROAD	
RIM	58MM DEEP SECTION CARBON	
AXLE SPACING	100MM FRONT/130MM REAR	
REAR CASSETTE	SHIMANO OR CAMPAGNOLO	

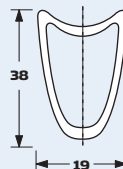
AVAILABLE IN 650C AND 700C



Aros 38

The Aros 38 strikes a perfect balance between light weight and lateral stiffness in a carbon tubular racing wheel. The multi patented mid profile 38mm carbon tubular rim provides exceptional aerodynamic and acceleration characteristics while maintaining solid lateral rigidity when cornering. **Who rides it:** Elite racers and anyone who wants a lightweight carbon tubular ride with looks to match.

TUBULAR - FRONT/REAR



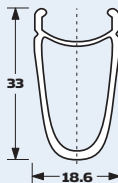
	SS	TEAM ISSUE
SPOKES	RACE-BLACK DOUBLE BUTTED STAINLESS STEEL	CX-RAY- BLACK DOUBLE BUTTED BLADED STAINLESS STEEL
WEIGHT (FRONT)	610G	574G
WEIGHT (REAR)	854G	798G
WEIGHT (PAIR)	1464G	1372G
SPOKE COUNT	18 FRONT, 28 REAR	
HUB	CRONO 3.0 ROAD	
RIM	38MM DEEP SECTION CARBON	
AXLE SPACING	100MM FRONT/130MM REAR	
REAR CASSETTE	SHIMANO OR CAMPAGNOLO	



Aros 33

The Aros 33 provides a great combination of wheel stiffness, low weight, and value for a high level racing clincher wheelset. The 33mm carbon fiber over aluminum skeleton rim provides good lateral stiffness and strength when sprinting, climbing and cornering. The aluminum braking track of the rim's skeleton offers sure braking control in all weather conditions. The Aros 33 is available only as a clincher. **Who rides it:** Elite racers and enthusiasts who need a multi-purpose, premium carbon enhanced clincher racing wheelset for criteriums, road races, and time trials.

CLINCHER - FRONT/REAR



	SS	TEAM ISSUE
SPOKES	RACE-BLACK DOUBLE BUTTED STAINLESS STEEL	CX-RAY- BLACK DOUBLE BUTTED BLADED STAINLESS STEEL
WEIGHT (FRONT)	766G	730G
WEIGHT (REAR)	1026G	970G
WEIGHT (PAIR)	1792G	1700G
SPOKE COUNT	18 OR 24 FRONT, 28 REAR	
HUB	CRONO 3.0 ROAD	
RIM	33MM CARBON FIBER OVER ALUMINUM SKELETON	
AXLE SPACING	100MM FRONT/130MM REAR	
REAR CASSETTE	SHIMANO OR CAMPAGNOLO	



Photo by
www.thebeanteam.com

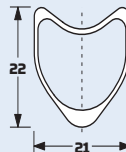


Aros SuperLight

SuperLight means super-quick. Because when you combine Cane Creek Crono Technology with a featherweight (but ultra-strong) carbon fiber tubular rim, you've got what may well be the fastest-accelerating wheel you can ride – and a wheel that is the ideal choice for climbing.

Who rides it: Serious racers and uncompromising enthusiasts. Its quickness is simply addictive.

TUBULAR - FRONT/REAR



	SS	TEAM ISSUE
SPOKES	RACE-BLACK DOUBLE BUTTED STAINLESS STEEL	CX-RAY- BLACK DOUBLE BUTTED BLADED STAINLESS STEEL
WEIGHT (FRONT)	575G	534G
WEIGHT (REAR)	826G	778G
WEIGHT (PAIR)	1401G	1312G
SPOKE COUNT	24 FRONT, 28 REAR	
HUB	CRONO 3.0 ROAD	
RIM	CARBON LOW PROFILE AERO	
AXLE SPACING	100MM FRONT/130MM REAR	
REAR CASSETTE	SHIMANO OR CAMPAGNOLO	

AVAILABLE IN 650C AND 700C

ROAD WHEELS



Volos

With its ultra-premium alloy rims – in both tubular and clincher configurations – Volos gives you raceability with extra durability for rough courses and training. Its asymmetrical rear rim provides better dish and more balanced tension to stay true longer – making it practical, uncompromising, and wicked fast. Volos wheels are available in their original black finish in both 650c and 700c. The Volos Sterling model features the clean, classic look of polished silver components (700c only). **Who rides it:** Everyone from hard-core racers to distance riders and weekend enthusiasts.

	SS	TEAM ISSUE
SPOKES	RACE-BLACK DOUBLE BUTTED STAINLESS STEEL	CX-RAY- BLACK DOUBLE BUTTED BLADED STAINLESS STEEL
WEIGHT (FRONT)	698G	664G
WEIGHT (REAR)	940G	892G
WEIGHT (PAIR)	1638G	1556G
SPOKE COUNT	24 FRONT, 28 REAR	
HUB	CRONO 3.0 ROAD	
RIM	ALUMINUM LOW PROFILE AERO, ASYMMETRICAL REAR, MACHINED BRAKING SURFACE	
AXLE SPACING	100MM FRONT/130MM REAR	
REAR CASSETTE	SHIMANO OR CAMPAGNOLO	

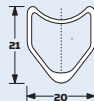
CLINCHER - FRONT



CLINCHER - REAR



TUBULAR - FRONT/REAR



ALL AVAILABLE IN 650c AND 700c

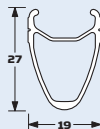


Volos XL

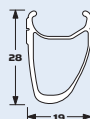
With its ultra-premium deep section alloy rims, Volos XL wheels are the choice for extra durability and aerodynamics. The stout rim makes this our sturdiest road wheel. The Crono edge—light spokes and low spoke count—give the Volos XL's plenty of giddy-up. The asymmetrical rear rim provides better dish and more balanced tension to stay true longer. **Who rides it:** Everyone from racers and triathletes looking for aerodynamic aluminum wheels to high mileage endurance riders and larger riders who require ultra durability, but are tired of spinning heavy wheels.

	SS
SPOKES	RACE-BLACK DOUBLE BUTTED STAINLESS STEEL
WEIGHT (FRONT)	756G
WEIGHT (REAR)	1030G
WEIGHT (PAIR)	1786G
SPOKE COUNT	24 FRONT, 28 REAR
HUB	CRONO 3.0 ROAD
RIM	ALUMINUM DEEP PROFILE AERO, ASYMMETRICAL REAR, MACHINED BRAKING SURFACE
AXLE SPACING	100MM FRONT/130MM REAR
REAR CASSETTE	SHIMANO OR CAMPAGNOLO

FRONT



REAR



ROAD WHEELS

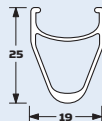


Strados

The Strados wheels deliver the Crono excellence straight-up and give you a pure shot of next-best-thing-to-flying speed. The straight gauge Leader spokes and sturdy 25mm mid-profile rims provide our proven Crono durability.

Who rides it: All kinds of road riders—the ride is contagious.

FRONT/REAR



	SG
SPOKES	LEADER-BLACK STRAIGHT GAUGE STAINLESS STEEL
WEIGHT (FRONT)	796G
WEIGHT (REAR)	1024G
WEIGHT (PAIR)	1820G
SPOKE COUNT	24 FRONT, 28 REAR
HUB	CRONO 2.5 ROAD
RIM	ALUMINUM MID PROFILE AERO, ASYMMETRICAL REAR, MACHINED BRAKING SURFACE
AXLE SPACING	100MM FRONT/130MM REAR
REAR CASSETTE	SHIMANO

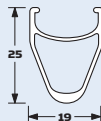


Strados Disc

The Strados Disc wheels deliver the Crono excellence in a disc braking compatible 700c wheelset. The straight gauge Leader spokes and sturdy 25mm mid-profile rims provide our proven Crono durability. The rim's machined braking track also allows usage of traditional rim pinching brakes like road calipers and/or cantilevers.

Who rides it: Road and cyclocross riders looking for solid 700c wheels with disc braking capability and excellent value.

FRONT/REAR



	56
SPOKES	LEADER-BLACK STRAIGHT GAUGE STAINLESS STEEL
WEIGHT (FRONT)	890G
WEIGHT (REAR)	1110G
WEIGHT (PAIR)	2000G
SPOKE COUNT	28 FRONT, 28 REAR
HUB	CRONO 2.5 DISC
RIM	ALUMINUM MID PROFILE AERO, ASYMMETRICAL REAR, MACHINED BRAKING SURFACE
AXLE SPACING	100MM FRONT/135MM REAR
REAR CASSETTE	SHIMANO

TRACK WHEELS



Aros 58 Track

New for 2006, our track wheels take the Crono wheel design into the velodrome. Their nipples at the hub design advantage is a perfect fit for the acceleration needs of track cycling. High spoke tension and high torque transfer flanges yield unparalleled lateral stiffness, giving track racers the utmost confidence when diving into the turns. With its multi patented 58mm carbon fiber rim and elegant hub design, the Aros 58 Track is the ultimate choice for the velodrome and fixed gear experience. **Who rides it:** Elite track racers and anyone seeking exceptional aerodynamics and acceleration with looks to match.

	SS
SPOKES	CX-BLACK BLADED STAINLESS STEEL
WEIGHT (FRONT)	730G
WEIGHT (REAR)	840G
WEIGHT (PAIR)	1570G
SPOKE COUNT	24 FRONT, 28 REAR
HUB	CRONO 1.0 TRACK
RIM	58MM DEEP SECTION CARBON
AXLE SPACING	100MM FRONT/130MM REAR

TUBULAR - FRONT/REAR



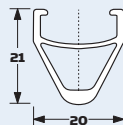


Volos Track

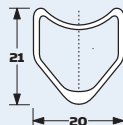
With its premium alloy rims – in both tubular and clincher configurations – the Volos Track gives you raceability with extra durability for training and fixed gear road spinning. Volos Track wheels are practical, uncompromising, and wickedly fast. Also available are the Volos Track Sterlings (clincher only), which bring the traditional look of all silver hubs, spokes, and rims to the design.

Who rides it: Everyone from hard-core track racers to weekend track and fixed gear enthusiasts, because Volos Track wheels are as satisfying as they are swift.

CLINCHER - FRONT/REAR



TUBULAR - FRONT/REAR



	SS
SPOKES	CX-BLACK BLADED STAINLESS STEEL
WEIGHT (FRONT)	832G
WEIGHT (REAR)	934G
WEIGHT (PAIR)	1766G
SPOKE COUNT	24 FRONT, 28 REAR
HUB	CRONO 1.0 TRACK
RIM	ALUMINUM LOW PROFILE AERO
AXLE SPACING	100MM FRONT/120MM REAR



Photo by Sterling Lorence

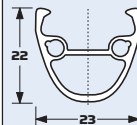


Zonos Disc Carbon

These new wheels combine the proven performance and durability of the Zonos Disc with the added stiffness and light weight advantages of carbon fiber. A significant weight savings is accomplished with the choice of the carbon enhanced rim. A durable skeleton of aluminum provides the backbone for this stiff, lightweight rim.

Who rides it: MTB racers looking for the ultimate lightweight yet durable race wheels.

FRONT/REAR



TEAM ISSUE

SPOKES	CX-RAY- BLACK DOUBLE BUTTED BLADED STAINLESS STEEL
WEIGHT (FRONT)	722G
WEIGHT (REAR)	950G
WEIGHT (PAIR)	1672G
SPOKE COUNT	28 FRONT, 28 REAR
HUB	CRONO 3.0 MOUNTAIN DISC
RIM	CARBON FIBER OVER ALUMINUM SKELETON DISC SPECIFIC
AXLE SPACING	100MM FRONT/135MM REAR
REAR CASSETTE	SHIMANO

MOUNTAIN WHEELS

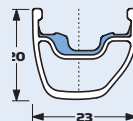


Zonos Disc

This wheel combines the performance and punishment-defying strength of the Zonos with the added control of disc braking. To optimize wheel durability, the rotor-mountable hubs include disc-side Torque Transfer Flanges, front and rear. For the same reason, both front and rear Disc wheels include asymmetrical rims to improve wheel dish and equalize spoke tension.

Who rides it: MTB Speed demons that like to stop as hard as they go.

FRONT/REAR



	SS	TEAM ISSUE
SPOKES	RACE-BLACK DOUBLE BUTTED STAINLESS STEEL	CX-RAY- BLACK DOUBLE BUTTED BLADED STAINLESS STEEL
WEIGHT (FRONT)	782G	732G
WEIGHT (REAR)	1014G	962G
WEIGHT (PAIR)	1796G	1694G
SPOKE COUNT	28 FRONT, 28 REAR	
HUB	CRONO 3.0 MOUNTAIN DISC	
RIM	ALUMINUM DISC SPECIFIC - ASYMMETRICAL FRONT AND REAR, TUBELESS COMPATIBLE (WITH TUBELESS RIM STRIP AND VALVE)	
AXLE SPACING	100MM FRONT/135MM REAR	
REAR CASSETTE	SHIMANO	

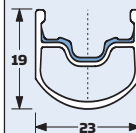


Zonos

It's hard to say what's more shocking: the awesome speed and handling of these wheels, or their ability to take bone-crunching hits and roll on without a wiggle. Their welded, anodized, machined rims work equally well in tube or tubeless applications (with our available tubeless rim strip and valve.) The asymmetrical rear rim optimizes wheel dish and spoke tension balance.

	SS	TEAM ISSUE
SPOKES	RACE-BLACK DOUBLE BUTTED STAINLESS STEEL	CX-RAY- BLACK DOUBLE BUTTED BLADED STAINLESS STEEL
WEIGHT (FRONT)	726G	688G
WEIGHT (REAR)	936G	894G
WEIGHT (PAIR)	1662G	1582G
SPOKE COUNT	24 FRONT, 28 REAR	
HUB	CRONO 3.0 MOUNTAIN	
RIM	BOX SECTION ALUMINUM - ASYMMETRICAL REAR, TUBELESS COMPATIBLE WITH TUBELESS RIM STRIP AND VALVE MACHINED BRAKING SURFACE	
AXLE SPACING	100MM FRONT/135MM REAR	
REAR CASSETTE	SHIMANO	

FRONT



REAR

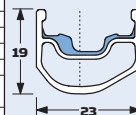




Photo by Bliss Images



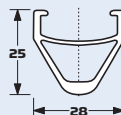
Duros

A durable but quick wheel for all-around mountain/free ride bikes using either disc brakes or rim brakes.

Construction: Strong medium-deep rim, rotor-mountable hub with left-side torque-transfer flange to handle braking force, straight-gauge stainless spokes (28 front/28 rear.)

Who rides it: Dual-suspension riders going aggressive backcountry/all-mountain/whatever they're calling it this week. The Duros wheels are also a great choice for dual slalom bikes.

FRONT/REAR



	SG
SPOKES	LEADER - STRAIGHT GAUGE STAINLESS
WEIGHT (FRONT)	1013G
WEIGHT (REAR)	1260G
WEIGHT (PAIR)	2273G
SPOKE COUNT	28 FRONT, 28 REAR
HUB	CRONO 2.5 MOUNTAIN DISC
RIM	DUROS 6061-T6 ALUMINUM (DUAL COMPATIBLE - DISC OR RIM BRAKES)
AXLE SPACING	100MM FRONT/135MM REAR
REAR CASSETTE	SHIMANO

MOUNTAIN WHEELS



Zonos Disc Carbon 29

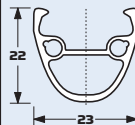
Our new Zonos Disc Carbon wheels in a 29 inch version, these wheels combine the proven performance and durability of the Zonos Disc with the added stiffness and light weight advantages of carbon fiber. A significant weight savings is accomplished with the choice of the carbon enhanced rim. A durable skeleton of aluminum provides the backbone for this stiff, lightweight rim.

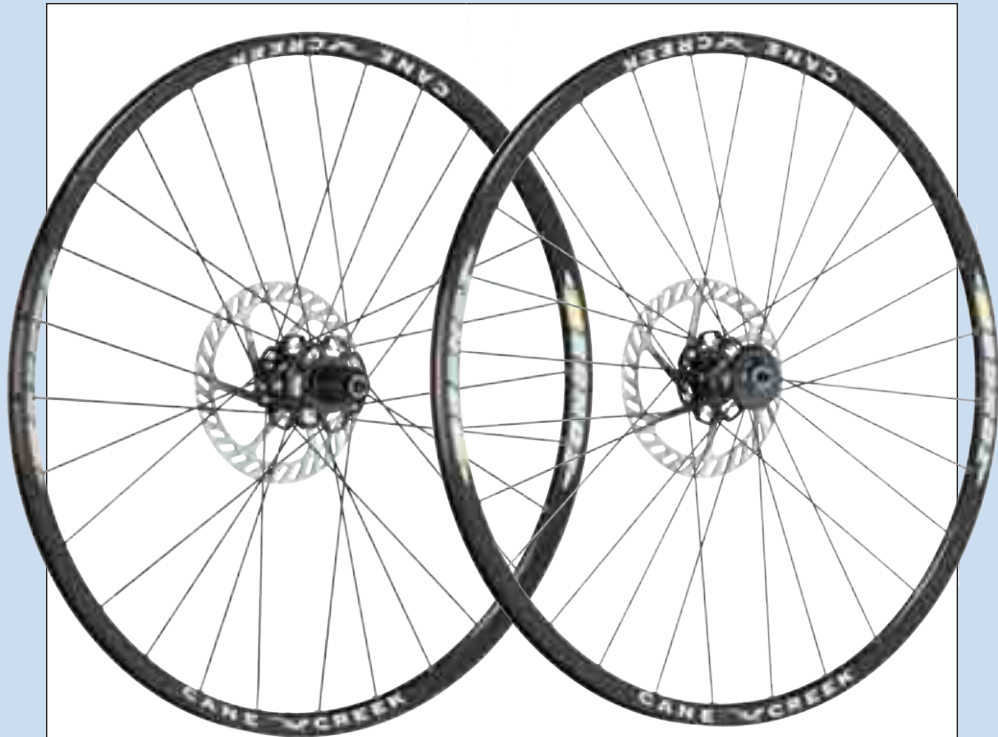
Who rides it: 29'er racers looking for the ultimate lightweight yet durable race wheels for their 29" ride.

TEAM ISSUE

SPOKES	OX-RAY- BLACK DOUBLE BUTTED BLADED STAINLESS STEEL
WEIGHT (FRONT)	790G
WEIGHT (REAR)	1014G
WEIGHT (PAIR)	1804G
SPOKE COUNT	28 FRONT, 28 REAR
HUB	CRONO 3.0 MOUNTAIN
RIM	CARBON FIBER OVER ALUMINUM SKELETON DISC SPECIFIC
AXLE SPACING	100MM FRONT/135MM REAR
REAR CASSETTE	SHIMANO

FRONT/REAR

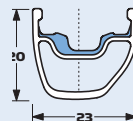




Zonos Disc 29

The Zonos Disc 29 wheels take the proven performance and durability of the Zonos Disc into the realm of the 29'ers. While maintaining the awesome acceleration and handling of their Zonos brethren, these wheels also share the ability to take a beating and remain true. The disc hubs include left-side Torque Transfer flanges both front and rear, optimizing wheel durability and braking control. **Who rides it:** 29'er racers and enthusiasts looking for lightweight yet durable racing, training, and backcountry 29 inch wheels.

FRONT/REAR



SPOKES	SS	TEAM ISSUE
	RACE-BLACK DOUBLE BUTTED STAINLESS STEEL	CX-RAY- BLACK DOUBLE BUTTED BLADED STAINLESS STEEL
WEIGHT (FRONT)	866G	830G
WEIGHT (REAR)	1086G	1030G
WEIGHT (PAIR)	1952G	1860G
SPOKE COUNT	28 FRONT, 28 REAR	
HUB	CRONO 3.0 MOUNTAIN DISC	
RIM	ALUMINUM DISC SPECIFIC	
AXLE SPACING	100MM FRONT/135MM REAR	
REAR CASSETTE	SHIMANO	

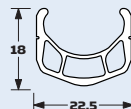
MOUNTAIN WHEELS



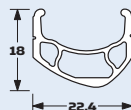
Terros

A good can't-go-wrong choice in Crono mountain wheels, the Terros wheels feature lightweight sturdy rims with a machined braking surface. The asymmetrical rear rim optimizes wheel dish and spoke tension balance. **Who rides it:** All kinds of mountain bike riders—the ride is contagious.

FRONT



REAR



SG

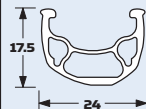
SPOKES	LEADER-BLACK STRAIGHT GAUGE STAINLESS STEEL
WEIGHT (FRONT)	792G
WEIGHT (REAR)	987G
WEIGHT (PAIR)	1779G
SPOKE COUNT	24 FRONT, 28 REAR
HUB	CRONO 2.5 MOUNTAIN
RIM	BOX SECTION ALUMINUM, ASYMMETRICAL REAR, MACHINED BRAKING SURFACE
AXLE SPACING	100MM FRONT/135MM REAR
REAR CASSETTE	SHIMANO



Terros Disc

The Terros disc wheels combine the performance of the Terros wheels with the added control of disc braking. To optimize wheel durability, the rotor-mountable hubs include left-side Torque Transfer Flanges, front and rear. For the same reason, both front and rear Disc wheels include asymmetrical rims to improve wheel dish and equalize spoke tension. **Who rides it:** All kinds of mountain bike riders seeking disc braking Crono compatibility.

FRONT/REAR



	SG
SPOKES	LEADER-BLACK STRAIGHT GAUGE STAINLESS STEEL
WEIGHT (FRONT)	893G
WEIGHT (REAR)	1131G
WEIGHT (PAIR)	2024G
SPOKE COUNT	28 FRONT, 28 REAR
HUB	CRONO 2.5 MOUNTAIN DISC
RIM	DISC SPECIFIC ALUMINUM, ASSYMETRICAL FRONT AND REAR
AXLE SPACING	100MM FRONT/135MM REAR
REAR CASSETTE	SHIMANO

Cane Creek Spokes by Sapim

New for 2005, we are partnering with internationally-recognized spoke designer and manufacturer Sapim, based in Antwerp, Belgium, to produce Cane Creek spokes by Sapim.

Ridden by top bicycle riders and triathletes around the world, Sapim Race spokes are the acknowledged leader in bicycle spoke technology.

In addition to using custom Sapim-made straight-pull spokes on many of our hand built Crono wheel sets, we will also sell the original Sapim-designed J-bend spokes and nipples separately. This new partnership allows us to take our Crono wheel sets to a higher level of quality and performance, and to offer our customers true race and road-tested world-class performance technology.

All of our Cane Creek spokes are produced from high tensile, fatigue resistant 18/8 stainless steel that conforms to our rigorous quality standard specifications. All models of spokes fit easily into all standard hub drillings, and are available in both J-bend and straight-pull versions. Our CX-Ray aero spokes not only provide an aerodynamic advantage, they also make wheels much lighter and stronger. As light as titanium spokes, the CX-Ray spokes still produce the best results in fatigue testing. The special alloy treatment and sophisticated production techniques make this spoke design possible.



Our double butted spokes (Laser and Race models) have the two major benefits of less weight and more strength.

Sapim Forging Technology uses advances in cold forging to stretch the spoke, retaining the linear molecular structure of the material, thereby increasing the strength at the middle of the spoke by at least 48%. As an added bonus, the thin middle sections of the lightweight Laser and Race spokes also provide better shock absorption qualities in the wheel.

Designed for everyday use in high durability wheelsets, our Leader spokes are produced using top quality materials. The straight gauge Leader spokes form the basis for all other spokes in our line.



Photo by Steve Lyons

CX-Ray



MATERIALS	HIGH TENSILE, FATIGUE RESISTANT INOX 18/8 STAINLESS STEEL
USAGE	ROAD, TRIATHLON, MOUNTAIN
WEIGHT	4.35G (260MM)
FATIGUE TEST	3,500,000 (WHEEL REVOLUTIONS)
STRENGTH ON MIDDLE SECTION	1600N/MM ²

Laser



MATERIALS	HIGH TENSILE, FATIGUE RESISTANT INOX 18/8 STAINLESS STEEL
USAGE	ROAD, TRIATHLON, CROSS COUNTRY, MOUNTAIN
WEIGHT	4.35G (260MM)
FATIGUE TEST	1,250,000 (WHEEL REVOLUTIONS)
STRENGTH ON MIDDLE SECTION	1500N/MM ²

Race



MATERIALS	HIGH TENSILE, FATIGUE RESISTANT INOX 18/8 STAINLESS STEEL
USAGE	ROAD, MOUNTAIN, TRIATHLON
WEIGHT	5.62G (260MM)
FATIGUE TEST	980,000 (WHEEL REVOLUTIONS)
STRENGTH ON MIDDLE SECTION	1350N/MM ²

Leader



MATERIALS	HIGH TENSILE, FATIGUE RESISTANT INOX 18/8 STAINLESS STEEL
USAGE	ROAD, MOUNTAIN, TANDEM, DOWNHILL, FREE-RIDING
WEIGHT	6.63G (260MM)
FATIGUE TEST	870,000 (WHEEL REVOLUTIONS)
STRENGTH ON MIDDLE SECTION	1080-1180N/MM ²



Solos Short

Solos

The ultimate in headset performance and durability, the Solos headset is our top of the line headset. Available in both classic and the Cane Creek integrated designs (IS model), the Solos is the best choice for upgrading your bike's headset.



SIZE	1 INCH (25.4MM) & 1 1/8 INCH (28.6MM)	
MATERIAL	CNC-MACHINED ALUMINUM CUPS	
BEARINGS	SEALED STAINLESS STEEL CARTRIDGE BEARINGS WITH LOW DRAG NEOPRENE BEARING SEALS	
	TALL	SHORT
UPPER STACK HEIGHT	25.3 MM	16 MM
LOWER STACK HEIGHT	13.5 MM	13.5 MM
TOTAL STACK HEIGHT	38.8 MM	29.5 MM
WEIGHT*	141G	131G
FINISH/COLOR	ANODIZED BLACK, SILVER, BLUE, RED, PEWTER, OR GOLD WITH LASER ETCHED LOGOS	

Solos IS



Solos IS Tall



Solos IS Short



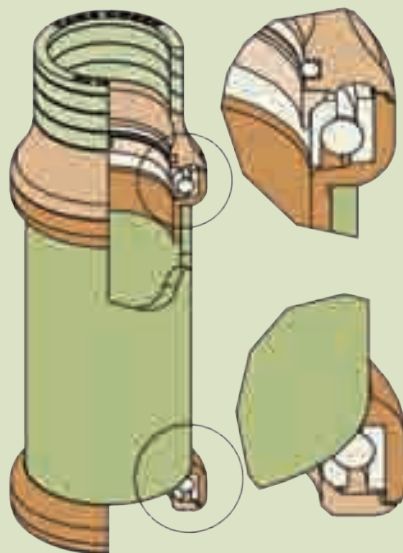
SIZE	1-1/8 INCH (28.6MM)	
BEARINGS	SEALED STAINLESS STEEL CARTRIDGE BEARINGS WITH LOW DRAG NEOPRENE BEARING SEALS	
	TALL	SHORT
UPPER STACK HEIGHT	16 MM	764 MM
LOWER STACK HEIGHT	1.04 MM	1.04 MM
TOTAL STACK HEIGHT	17.04 MM	8.68 MM
WEIGHT*	82G	72G
FINISH/COLOR	ANODIZED BLACK, SILVER, BLUE, RED, PEWTER, OR GOLD WITH LASER ETCHED LOGOS	

The Best Upgrade

Performance: The Solos headset utilizes very low friction bearings for drag free performance. The large diameter balls (5/32") dwarf those of other headset brands and yield reduced rolling resistance. The bearings also incorporate low drag rubber seals and nylon retainer cages for more efficient bearing movement.

Durability: In addition to housing fully sealed stainless steel cartridge bearings, the Solos' overhanging cup/cover design keeps contaminants from reaching the bearings. This overhanging "treacherous path" feature is repeated with the lower cup/crown race.

Serviceability: Though bearing servicing should rarely be necessary, the seals are secured by snap rings, which are removable for easy service.



*ALL WEIGHTS STATED WITH ADJUSTMENT ASSEMBLY

HEADSETS



S-8

The S-8 headset is an updated design of our S-6 headset, featuring replaceable bearings and a lighter, more compact profile.

In addition to its sealed stainless steel cartridge bearings, the S-8's overhanging cup/cover design keeps contaminants from reaching the bearings. This overhanging "treacherous path" feature is repeated with the lower cup/crown race.

All Cane Creek headsets, including the S-8, feature design details such as an undercut transition and stepped insertion for ease of assembly into frames; and are compatible with Cane Creek Interlok spacers. Classic: fits in a traditionally designed head tube and utilizes external bearing cups.

MATERIAL CNC-MACHINED 6061 ALUMINUM CUPS STAINLESS STEEL CROWN RACE WITH INTEGRATED RUBBER SEAL. REPLACEABLE STAINLESS STEEL SEALED CARTRIDGE BEARINGS WITH NEOPRENE BEARING SEALS

	1 1/8" (28.6MM)
LOWER STACK HEIGHT	12.3 MM
UPPER STACK HEIGHT	15.1 MM
TOTAL STACK HEIGHT	27.4 MM
WEIGHT*	112G
FINISH/COLOR	ANODIZED SILVER AND BLACK WITH LASER ETCHED LOGOS

S-6, S-2



	1" (25.4MM)
STACK HEIGHT	27 MM
WEIGHT*	S-6: 102G S-2: 108G
COLOR	SILVER, BLACK
*ALL WEIGHTS STATED WITH ADJUSTMENT ASSEMBLY	

S-3



MATERIAL CNC-MACHINED 6061 ALUMINUM CUPS, STEEL CROWN RACE WITH INTEGRATED RUBBER SEAL, REPLACEABLE SEALED CARTRIDGE BEARINGS, NEOPRENE BEARING SEALS

	1-1/8" (28.6MM)
LOWER STACK HEIGHT	12.3 MM
UPPER STACK HEIGHT	15.1 MM
TOTAL STACK HEIGHT	27.4 MM
WEIGHT*	112G
FINISH/COLOR	ANODIZED SILVER AND BLACK WITH LASER ETCHED LOGOS

S-3 Plus 5



MATERIAL CNC-MACHINED 6061 ALUMINUM CUPS, STEEL CROWN RACE WITH INTEGRATED RUBBER SEAL, REPLACEABLE SEALED CARTRIDGE BEARINGS, NEOPRENE BEARING SEALS

	1-1/8" (28.6MM)
LOWER STACK HEIGHT	17.3 MM
UPPER STACK HEIGHT	15.1 MM
TOTAL STACK HEIGHT	32.4 MM
WEIGHT*	130G
FINISH/COLOR	ANODIZED BLACK WITH LASER ETCHED LOGOS

The S-3 headset uses the same design as the S-8, with only minimal concessions. The S-3 houses precision "bearing steel" cartridge bearings. The S-3 Plus 5 headset is a solution for many suspension fork/frame interface problems where additional clearance is needed to prevent your suspension fork from coming into contact with the down tube of your frame. This can be a common issue with 29'ers. The lower assembly of this headset is manufactured with an additional 5mm of stack height- hence, S-3 "Plus 5". The S-1 utilizes even more affordable, yet ultra durable steel cups. All three models share the overhanging cup/cover design of the S-8, which keeps contaminants from reaching the bearings. This overhanging "treacherous path" feature is repeated with the lower cup/crown race.

S-1

MATERIAL COLD FORGED STEEL CUPS, STEEL CROWN RACE WITH INTEGRATED RUBBER SEAL, REPLACEABLE SEALED CARTRIDGE BEARINGS, NEOPRENE BEARING SEALS

	1 1/8" (28.6MM)
LOWER STACK HEIGHT	12.3 MM
UPPER STACK HEIGHT	15.1 MM
TOTAL STACK HEIGHT	27.4 MM
WEIGHT*	190G
FINISH/COLOR	EDP BLACK WITH SCREENED LOGOS



HEADSETS



IS-8

IS-8i

IS-8, IS-8i

"IS" = "integrated system." The IS design uses no cups. IS bearings rest inside the head tube of the bike's frame, which has been specifically designed to cradle the bearings and manufactured to the Cane Creek IS worldwide standard. The IS headset cannot be retrofitted to an existing bike with traditional headset cups.

The IS-8 uses stainless steel sealed cartridge bearings and a carbon bearing cover.

Also available is the IS-8i, which is designed to be compatible with the Campagnolo integrated standard.

All IS headsets are compatible with Cane Creek Interlok spacers.

MATERIAL	REPLACEABLE STAINLESS STEEL SEALED CARTRIDGE BEARINGS WITH NEOPRENE BEARING SEALS	
	STEEL CROWN RACE WITH INTEGRATED RUBBER SEAL	
	1-1/8" IS-8	1-1/8" IS-8i
UPPER STACK HEIGHT	19.1 MM	19 MM
LOWER STACK HEIGHT	1.2 MM	0.04 MM
TOTAL STACK HEIGHT	20.3 MM	19.04 MM
WEIGHT*	92G	90G
FINISH/COLOR	NATURAL CARBON BEARING COVER WITH SCREENED LOGOS	

**IS-2 Tall****IS-2i Short**

IS-2, IS-2i

Sharing the same integrated design as the IS-8, the IS-2's bearings also rest inside the head tube of the bike's frame, which has been specifically designed to cradle the bearings and manufactured to the Cane Creek IS worldwide standard. The IS-2 uses steel cartridge bearings and an aluminum bearing cover. Also available is the IS-2i, which is designed to be compatible with the Campagnolo integrated standard. All IS headsets are compatible with Cane Creek Interlok spacers.

MATERIAL REPLACEABLE SEALED CARTRIDGE BEARINGS WITH NEOPRENE BEARING SEALS, STEEL CROWN RACE WITH INTEGRATED RUBBER SEAL

	1-1/8"	1"
UPPER STACK HEIGHT (TALL)	15.5 MM	
LOWER STACK HEIGHT (TALL)	4 MM	
TOTAL STACK HEIGHT (TALL)	15.9 MM	
UPPER STACK HEIGHT (SHORT)	8.3 MM	8.3 MM
LOWER STACK HEIGHT (SHORT)	4 MM	4 MM
TOTAL STACK HEIGHT (SHORT)	8.7 MM	8.7 MM
WEIGHT*(TALL)	88G	
WEIGHT*(SHORT)	81G	71G
FINISH/COLOR	ANODIZED SILVER AND BLACK WITH LASER ETCHED LOGOS	



Integrated System (IS): No bearing cups. Requires a carefully machined head tube to specific bearing interface dimensions.

IS-6



	1" (25.4MM)
STACK HEIGHT	8 MM
WEIGHT	71G
COLOR	SILVER, BLACK

*ALL WEIGHTS STATED WITH ADJUSTMENT ASSEMBLY

HEADSETS



ZS-6 Tall



ZS-6 Short

ZS-6

The ZeroStack design uses very low profile aluminum cups that "hide" down in the head tube of the bicycle's frame. The ZeroStack cups are compatible only with specifically machined head tubes and cannot be retrofitted to an existing bike with traditional headset cups. The ZS-6 uses stainless steel sealed cartridge bearings. All 1-1/8" ZS headsets are compatible with Cane Creek Interlok spacers.

MATERIAL	ALUMINUM CUPS, REPLACEABLE STAINLESS STEEL SEALED CARTRIDGE BEARINGS WITH NEOPRENE BEARING SEALS, STEEL CROWN RACE WITH INTEGRATED RUBBER SEAL	
	1-1/8"	1"
UPPER STACK HEIGHT (TALL)	18.4 MM	
LOWER STACK HEIGHT (TALL)	5.6 MM	
TOTAL STACK HEIGHT (TALL)	24 MM	
TOTAL STACK HEIGHT (SHORT)	8 MM	8MM
WEIGHT* (TALL)	135G	
WEIGHT* (SHORT)	113G	105G
FINISH/COLORS	BLACK (SHOWN) OR ANODIZED SILVER WITH LASER ETCHED LOGOS	
*ALL WEIGHTS STATED WITH ADJUSTMENT ASSEMBLY		



ZS-2 Tall

ZS-2 Short

ZS-2

The ZS-2 is of the same ZeroStack design which features very low profile aluminum cups that “hide” down in the head tube of the bicycle’s frame, and are compatible only with specifically machined head tubes. The ZS-2 uses sealed cartridge bearings for solid durability. All 1-1/8” ZS headsets are compatible with Cane Creek Interlok spacers.



Zero Stack (ZS): Offers a low stack height, the security of bearing cups, and utilizes bearing cups that are hidden inside the head tube.

MATERIAL	REPLACEABLE SEALED CARTRIDGE BEARINGS WITH NEOPRENE BEARING SEALS, STEEL CROWN RACE WITH INTEGRATED RUBBER SEAL	
	1-1/8"	1"
UPPER STACK HEIGHT (TALL)	18.4 MM	
LOWER STACK HEIGHT (TALL)	5.6 MM	
TOTAL STACK HEIGHT (TALL)	24 MM	
TOTAL STACK HEIGHT (SHORT)	8 MM	8MM
WEIGHT* (TALL)	135G	
WEIGHT* (SHORT)	113G	105G
FINISH/COLORS	ANODIZED SILVER OR BLACK (SHOWN) WITH LASER ETCHED LOGOS	

Double X

This is our original headset offering within the OnePointFive standard. The Double X is for a 1.5" fork steerer and specially designed frame/head tube. We also offer a Double X-short, which allows the use of a OnePointFive fork with Cannondale HeadShok frames.



Double X Short

SIZE	ONE.POINT.FIVE
STEERER DIAMETER	38.1MM
UPPER STACK HEIGHT	22.0MM
LOWER STACK HEIGHT	16.0MM
TOTAL STACK HEIGHT	38.0MM
CUP MATERIAL	MACHINED 7075-T6 ALUMINUM
BEARING	SEALED CARTRIDGE
WEIGHT*	222G
FINISH/COLOR	ANODIZED BLACK WITH LASER ETCHED LOGOS

*ALL WEIGHTS STATED WITH ADJUSTMENT ASSEMBLY



What is One.Point.Five?

A standard established by industry members who recognized use of oversize diameters based on a 1.5" steerer tube for forks and the interfacing of other front end frame components would provide for a dramatic increase in performance, strength and durability of bicycles built for long travel forks and extreme use. The interface standard is open and freely available for all industry members to follow.

What's the advantage ?

Increasing the steerer tube diameter dramatically increases both stiffness and strength with minimal weight gains. Depending on each fork makers final design, with similar weight steerer tubes it is possible to increased strength by 44% and stiffness by 134%

**Double Xc****Double Xc-Short****Double Xc-Flush****Double XcR-Flush**

Double Xc

The Double Xc (conversion) headset allows the use of a conventional 1-1/8" fork with a 1.5" designed frame. Additionally, we make a Double Xc-short, which allows the use of a 1-1/8" fork with Cannondale HeadShok frames.

SIZE	ONE.POINT.FIVE (CONVERSION)
STEERER DIAMETER	28.6MM
UPPER STACK HEIGHT	22.0MM
LOWER STACK HEIGHT	16.0MM
TOTAL STACK HEIGHT	38.0MM
CUP MATERIAL	MACHINED 7075-T6 ALUMINUM
BEARING	SEALED CARTRIDGE
WEIGHT*	247G
FINISH/COLOR	ANODIZED BLACK WITH LASER ETCHED LOGOS

Double Xc Flush & XcR Flush

For riders looking to minimize the front ride height of their rig while using a 1-1/8" fork, we offer the Double Xc Flush, which uses "hidden" cups and cartridge bearings that ride inside a OnePointFive head tube. The Double XcR-Flush utilizes durable steel cups and retainer-type ball bearings for a more affordable "Flush" choice.

SIZE	ONE.POINT.FIVE (CONVERSION)
STEERER DIAMETER	28.6MM
UPPER STACK HEIGHT	8.3 MM
LOWER STACK HEIGHT	6.4 MM
TOTAL STACK HEIGHT	14.7 MM
CUP MATERIAL	XC: MACHINED 7075-T6 ALUMINUM XCR: STEEL
BEARING	XC: SEALED CARTRIDGE XCR: RETAINER-TYPE BALL BEARING
WEIGHT*	XC: 189 G; XCR: 316G
FINISH/COLOR	XC: ANODIZED BLACK WITH LASER ETCHED LOGOS XCR: EDP BLACK WITH SCREENED LOGOS

***ALL WEIGHTS STATED WITH ADJUSTMENT ASSEMBLY**

HEADSETS



Tank Hit

The Tank Hit is the ultimate in big hit headset performance. Designed for the extreme conditions endured by big hit, downhill, and hucking bikes, the Tank Hit utilizes a heavy duty oversized lower cartridge bearing assembly. The materials used and lower bearing design produce the most durable offering of the Cane Creek headset line.

Construction: The Tank series uses specially designed hardened chromoly steel cups for supreme durability. While the top cup uses our proven ACB cartridge bearing, the bottom cup utilizes an oversized sealed cartridge bearing to handle the extreme impact stresses placed on the lower headset assembly when landing and ripping technical downhill runs.

SIZE	1-1/8" (28.6MM)
MATERIAL	HARDENED CHROMOLY STEEL CUPS
BEARINGS	SEALED CARTRIDGE BEARINGS WITH LOW DRAG NEOPRENE BEARING SEALS, OVERSIZED HEAVY DUTY LOWER BEARING
UPPER STACK HEIGHT	15.6 MM
LOWER STACK HEIGHT	16.0 MM
TOTAL STACK HEIGHT	31.6 MM
WEIGHT*	284G
FINISH/COLOR	NICKEL PLATED WITH SCREENED LOGOS
*ALL WEIGHTS STATED WITH ADJUSTMENT ASSEMBLY	

Tank Jump

The Tank Jump is built to be the premium in headset performance for jumping bikes. Designed to handle the rigors endured by jumping style BMX, freestyle, and mountain bikes, the Tank Jump features upper and lower cartridge bearing assemblies.

Construction: The Tank series uses specially designed hardened chromoly steel cups for supreme durability when landing the perfect jump. Both the top and bottom cups use our proven ACB sealed cartridge bearings.

SIZE:	1-1/8 INCH (28.6MM)
MATERIAL	HARDENED CHROMOLY STEEL CUPS
BEARINGS	SEALED CARTRIDGE BEARINGS WITH LOW DRAG NEOPRENE BEARING SEALS
TOTAL STACK HEIGHT	15.6 MM
TOTAL STACK HEIGHT	12.8 MM
TOTAL STACK HEIGHT	28.4 MM
WEIGHT*	219 G
FINISH/COLOR	NICKEL PLATED WITH SCREENED LOGOS



Tank II

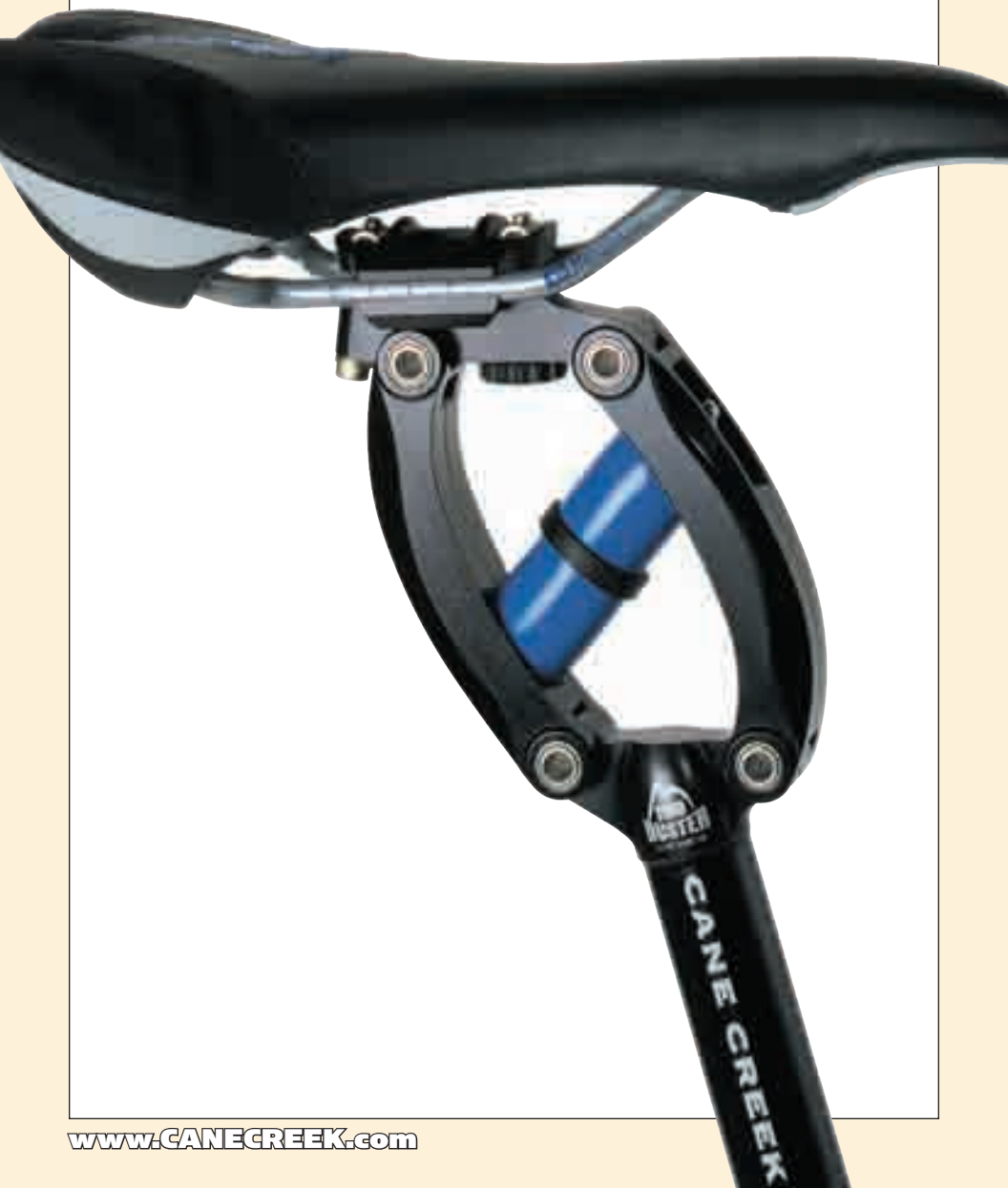
Based on the ever popular Tank model within our AheadSet brand, the Tank II is a cost efficient entry of our new Tank family of headsets. The Tank II is built for durability and the demanding requirements of BMX and freestyle riders who expose the weaknesses of ordinary headsets.

Construction: The Tank series uses specially designed hardened chromoly steel cups for supreme durability. The bottom cup utilizes oversized 1/4" ball bearings to handle the added stress to the lower assembly.

SIZE	1-1/8"(28.6MM)
MATERIAL	HARDENED CHROMOLY STEEL CUPS
BEARINGS	5/32" STANDARD BALL BEARING RETAINER ON TOP ASSEMBLY, OVERSIZED 1/4" STANDARD BALL BEARING RETAINER ON BOTTOM
UPPER STACK HEIGHT	15.1MM
LOWER STACK HEIGHT	13.5MM
TOTAL STACK HEIGHT	28.6 MM
WEIGHT*	234 G
FINISH/COLOR	NICKEL PLATED WITH SCREENED LOGOS



SEATPOSTS



Thudbuster LT

By adding the Thudbuster rear suspension you'll ride faster, longer, and stronger with better traction, more control, and less fatigue. The performance, relative low weight, and simplicity make it the best suspension upgrade you can make to your hardtail. Based on a patented parallel-linkage design, the Thudbuster provides up to 3 inches of active stiction-free travel. Unlike telescoping suspension posts, there is no initial stiction to overcome—the suspension mechanism works in the direct path of the natural travel of the rear wheel. .



POST	FORGED ALUMINUM
LINKAGE	CNC MACHINED ALUMINUM
PIVOTS	STAINLESS STEEL AXLES WITH BRONZE IMPREGNATED, TEFLON® COATED STEEL BUSHINGS
ELASTOMERS	TWIN URETHANE STACK
TRAVEL	3 INCHES (76MM)
LENGTH	400MM (450MM, 272 XL VERSION)
WEIGHT (DEPENDING ON POST DIAMETER)	540-570G (575G, 272 XL VERSION)
EXTENSION (FROM SEAT TUBE EXIT TO CENTER OF SADDLE RAILS)	
MINIMUM	142MM
MAXIMUM	300MM
DIAMETER (DIRECT FIT)	25.4, 26.8, 27.0, 27.2, 27.2XL, 30.9, 31.6 (ADDITIONAL DIAMETERS FROM 26.0 TO 31.8 CAN BE FIT WITH A 25.4 OR 27.2 MM THUDBUSTER POST PLUS THE CORRECT SHIM)
COLORS	SILVER OR BLACK

Elastomers

The elastomer kit is the basis of the Thudbuster's suspension. Each Thudbuster LT comes with three pairs of elastomers that can be mixed and matched for the preload that best suits you:

Black = firm

Cane Creek blue = medium

Gray = soft



Also available separately: Extra-soft elastomers (white) for lightweight riders, and extra-firm elastomers (purple) for larger riders.

Originality: The Thudbuster suspension seatpost uses a patented parallel-linkage design. (U.S. patent 5489139)

Bump response: The design enables the post to respond to all bumps. Unlike telescoping suspension seatposts, there is no initial stiction to overcome

Travel: The Thudbuster provides nearly three inches of plush travel—more than any telescoping seatpost—and continually absorbs impacts big and small.

Durability: The forged linkage rides on widely spaced bushings to increase lateral

stiffness and deliver solid performance.

Serviceability: Split linkage arms enable ease of disassembly in the field, and simple bushing replacement.

Tunability: Match the suspension to your weight and riding style by changing the elastomers. Simple.

Experience: The Thudbuster was one of the first suspension seatposts and has proven itself in the past few years as suspension that works. It's also been confirmed in competition by winning racers like the Trek/VW pro team.

SEATPOSTS



Thudbuster ST

All the benefits of the original Thudbuster design in a smaller package. The Thudbuster ST uses a shorter parallel-linkage mechanism to yield the ideal suspension post for:

- XC riders looking to “take the edge off” with less of a weight penalty
- Road riding enthusiasts
- Smaller riders and tandem stokers (due to the smaller minimum extension)
- Comfort bike owners

The shorter linkage design still provides 1.3 inches of active stiction-free travel. The compression and rebound damping is handled by a single urethane elastomer, which can be changed to fit your size and riding style.

POST	FORGED ALUMINUM
LINKAGE	CNC MACHINED ALUMINUM
PIVOTS	STAINLESS STEEL AXLES WITH BRONZE IMPREGNATED, TEFLON® COATED STEEL BUSHINGS
ELASTOMERS	SINGLE URETHANE UNIT
TRAVEL	1.3 INCHES (33MM)
LENGTH	353MM (403MM, 27.2 XL VERSION)
WEIGHT (DEPENDING ON POST DIAMETER)	454-474G (489G, 27.2 XL VERSION)
EXTENSION (FROM SEAT TUBE EXIT TO CENTER OF SADDLE RAILS)	
MINIMUM	94MM
MAXIMUM	252MM
DIAMETER (DIRECT FIT)	25.4, 26.8, 27.0, 27.2, 27.2XL, 30.9, 31.6 (ADDITIONAL DIAMETERS FROM 26.0 TO 31.8 CAN BE FIT WITH A 25.4 OR 27.2 MM THUDBUSTER POST PLUS THE CORRECT SHIM)
COLORS	SILVER OR BLACK



Shim

The Thudbuster seatpost has its own set of accessory components that extend its performance: The Thudbuster shim, which enables you to fit any 25.4mm or 27.2 seatpost into a larger-diameter seat tube.

MATERIALS	7005 ALUMINUM
WEIGHT	12-48G, DEPENDING ON SIZE
SIZE	INNER DIAMETER OF 25.4 TO FIT OUTER DIAMETER OF 26.0, 26.2, 26.4, 26.6, 26.8, 27.0, 27.2; INNER DIAMETER OF 27.2 TO FIT OUTER DIAMETER OF 28.2, 28.4, 28.6, 29.0, 30.0, 30.2, 30.4, 30.6, 30.8, 30.9, 31.4, 31.6, 31.8
COLOR	BLACK

Elastomers

The elastomer is the basis of the Thudbuster's suspension. Each Thudbuster ST comes with three elastomers that can be selected for the preload that best suits you: Black = firm, Cane Creek blue = medium, gray = soft. Also available separately: Extra-soft elastomer (white) for lightweight riders, and extra-firm elastomer (purple) for larger riders.





SCR-5 Road Brake

A high performance lightweight brake caliper, the SCR-5 utilizes a dual pivot design which provides maximum braking power. The compact dual pivot design minimizes flex and yields more equal force between right and left arms. The SCR-5 uses a sleeved coil return spring that produces smooth response over the complete range of braking, and a micro adjuster allows brake centering fine tuning.

Construction: The SCR-5 arms are cold forged aluminum for strength, and finely polished for great looks. Stainless steel is used wherever possible for maximum durability in the elements.

MATERIALS	COLD-FORGED 6066 ALUMINUM ALLOY ARMS, STAINLESS STEEL HARDWARE, ADJUSTABLE ANGLE SCR CARTRIDGE BRAKE PADS
REACH	39-49MM
WEIGHT	160 G PER CALIPER (320G PAIR)
FINISH/COLORS	HIGH POLISHED ANODIZED PEWTER OR BLACK WITH LASER ETCHED LOGOS



SCR-5S Road Brake

The SCR-5S is the single pivot brother to the SCR-5 dual pivot brake. It utilizes a single pivot design for weight savings, while still mustering plenty of stopping power and precise control. The SCR-5S is the rear brake choice when seeking to use a specific front and rear braking system. A sleeved coil return spring provides smooth response over the complete braking range. **Construction:** The SCR-5S arms are cold forged aluminum for strength, and finely polished for great looks. Stainless steel is used wherever possible for maximum durability in the elements. Adjustable angle cartridge brake pads are used for fine tuning the braking performance.

MATERIALS

COLD-FORGED 6066 ALUMINUM ALLOY ARMS, STAINLESS STEEL
HARDWARE, ADJUSTABLE ANGLE SCR CARTRIDGE BRAKE PADS

REACH

39-49MM

WEIGHT

146 G PER CALIPER (292G PAIR)

FINISH/COLORS

HIGH POLISHED ANODIZED PEWTER OR BLACK WITH LASER ETCHED LOGOS



SCR - 3L

SCR-3 Road Brake

A lightweight brake caliper based on the SCR-5, the SCR-3 utilizes the same dual pivot design which provides maximum braking power. Just like the SCR-5, the SCR-3 uses a sleeved coil return spring which provides smooth response over the complete range of braking. Also available is a long reach version, the SCR-3L, for bikes needing greater tire clearance. **Construction:** The SCR-3 arms are cold forged aluminum for strength. Most hardware is stainless steel for maximum durability in the elements.

	SCR-3	SCR-3L
MATERIALS	COLD-FORGED 6066 ALUMINUM ALLOY ARMS, STAINLESS STEEL HARDWARE, ONE PIECE CONSTRUCTION BRAKE PADS	
REACH	39-49MM	47-57MM
WEIGHT	160G PER CALIPER (320G PAIR)	172G PER CALIPER (344G PAIR)
FINISH/COLORS	ANODIZED SILVER OR BLACK WITH LASER ETCHED LOGOS	



200SL Road Brake

Over the years, the 200SL road brake has established itself as a staple of road bikes on a weight-purging diet. By switching from conventional dual-pivot brakes to a pair of 200SLs, road riders can knock off at least 70 grams—enough of a savings to be a performance upgrade in its own right.

Construction: The 200SL's side-pull design musters plenty of stopping power and precise control, because we've optimized all the ingredients. The brake arms start out strong as cold-forged aluminum and are CNC-machined to relieve weight without sacrificing integrity.

MATERIALS	COLD-FORGED, CNC-MACHINED ALUMINUM CALIPERS, 6V/4AL TITANIUM PIVOT AND FIXING BOLTS AND OTHER HARDWARE
REACH	39-51MM
WEIGHT	125G PER CALIPER (250G PAIR)
FINISH/COLORS	ANODIZED SILVER OR BLACK WITH LASER ETCHED LOGOS

ROAD BRAKES



SCR-5 Road Brake Levers

The SCR-5 levers are lightweight, high performance aero levers designed to be used for special application bicycles—like climbing specific racing bikes where light weight is the goal—and for updating brake levers on classic road bikes. The ergonomically designed lever hood—with raised Cane Creek skinks and logos—is soft and tacky, and conforms to the shape of the hand, yielding increased grip, greater comfort and reduced fatigue.

MATERIALS	COLD-FORGED 6061 ALUMINUM ALLOY LEVERS, HIGH IMPACT RESIN BRACKET, EXCLUSIVE COMPOUND RUBBER LEVER HOOD
WEIGHT	267G PER PAIR
FINISH/COLORS	HIGH POLISHED ANODIZED SILVER OR BLACK WITH BLACK OR GUM HOODS AND LASER ETCHED LOGOS

Brake Accessories





SCR-5c

Road Brake Levers

The SCR-5C levers are a compact version of the SCR-5. Sharing the same design properties, these compact levers have a shorter reach for riders with smaller hands.

MATERIALS	COLD-FORGED 6061 ALUMINUM ALLOY LEVERS, HIGH IMPACT RESIN BRACKET, EXCLUSIVE COMPOUND RUBBER LEVER HOOD
WEIGHT	263G PER PAIR
FINISH/COLORS	HIGH POLISHED ANODIZED SILVER OR BLACK WITH BLACK OR GUM HOODS AND LASER ETCHED LOGOS

Ergo Stoker “Dummy” Levers

The Ergo Stoker “dummy” levers are based on the SCR-5 levers and designed to be used for the rear handlebars on tandems. The ergonomic design of the lever hood conforms to the shape of the hand, yielding greater comfort and reduced fatigue for tandem stokers.



MATERIALS	HIGH IMPACT RESIN BRACKET, EXCLUSIVE COMPOUND RUBBER LEVER HOOD
WEIGHT	230G PER PAIR
FINISH/COLOR	BLACK BRACKET AND HOOD



Photo by Andrea Brewer

200TT Levers

200TT's are the choice for time trial and triathlon bikes—the ideal levers for bikes with a front-end combination of a bullhorn and clip-on aero bar. The internal wedge mount clamps securely to the end of bullhorn-style bars, putting the lever in a natural, easily accessible position. The ergonomic design helps you maintain your natural hand position for enhanced brake control.

Construction: Cold forged aluminum is used for the 200TT lever, while the bracket is die-cast aluminum. An ergonomically designed rubber end plug provides a comfortable hand/thumb position.



MATERIALS	COLD FORGED ALUMINUM LEVER, DIE-CAST ALUMINUM BRACKET, AND RUBBER "ERGO" PLUG.
WEIGHT	162G PER PAIR
FINISH/COLOR	ANODIZED BLACK WITH LASER ETCHED LOGOS

200TT Carbon Levers

The 200TT Carbon's are the ultimate choice for time trial and triathlon reverse levers. Based on the proven design of the 200TT, these levers are upgraded with sleek carbon fiber brake lever handles for even more weight savings. The internal wedge mount clamps securely to the end of bullhorn-style bars, putting the lever in a natural, easily accessible position. The ergonomic design helps you maintain your natural hand position for enhanced brake control.

Construction: Carbon fiber is the material of choice for the 200TT Carbon, and it utilizes a die-cast aluminum bracket. An ergonomically designed rubber end plug provides a comfortable hand/thumb position.



MATERIALS	COLD FORGED ALUMINUM LEVER, DIE-CAST ALUMINUM BRACKET, AND RUBBER "ERGO" PLUG.
WEIGHT	136G PER PAIR
FINISH/COLOR	NATURAL CARBON LEVER, ANODIZED BLACK BRACKET WITH LASER ETCHED LOGOS



SCX-5 Cantilever Brake

A high-performance, lightweight cantilever brake, the SCX-5 utilizes the tried and true canti brake design which provides maximum braking power for Cyclocross bikes, retro mountain bikes, touring bikes—basically any bike that uses cantilever mounts. A linear return spring design provides smooth response over the full braking range, and micro tension adjusters allow brake tension fine tuning.

Construction: The SCX-5's arms are cold forged aluminum for strength, and finely polished for great looks. Stainless steel is used wherever possible for maximum durability in the elements. Cartridge brake pads are used for ease of maintenance.

MATERIALS	COLD-FORGED 6061 ALUMINUM ALLOY ARMS, STAINLESS STEEL HARDWARE CARTRIDGE BRAKE PADS
RIM WIDTH RANGE	20.5-36.5 MM
WEIGHT	160 G PER CALIPER (320G PAIR)
FINISH/COLOR	HIGH POLISHED ANODIZED BLACK WITH LASER ETCHED LOGOS

Crosstop Levers

These bar-top levers are the sensible choice for Cyclocross bikes. They are designed to work in-line with traditional drop bar shifter/levers to provide additional braking control position on the top of handlebars. Crosstops are compatible with caliper or cantilever brakes. They are available in two different sizes to fit 26.0mm and 31.8mm handlebars.

Construction: Carbon fiber is the material choice for the Crosstop Carbon, while machined aluminum is used for the Crosstop lever. Both feature a machined aluminum bracket which is hinged for ease of assembly. A 2.5mm hex bolt takes up tolerances in the pivot, assuring you of no slop in the lever action.

CROSSTOP

MATERIALS	COLD-FORGED ALUMINUM LEVER, DIE-CAST ALUMINUM BRACKET
WEIGHT	96G PAIR
FINISH/COLOR	ANODIZED BLACK WITH LASER ETCHED LOGOS

CROSSTOP CARBON

MATERIALS	CARBON FIBER LEVER, DIE-CAST ALUMINUM BRACKET
WEIGHT	89G PAIR
FINISH/COLOR	NATURAL CARBON WITH SCREENED LOGOS

Crosstop Carbon



MOUNTAIN BRAKES



Direct Curve 5

High-leverage long-arm brakes have raised the performance standard in mountain biking. The Direct Curve brake addresses the few remaining inefficiencies of the long-arm design. A key to the performance of this design is what is *not* present: No noodle at the cable's entry point, and no linkages joining the arms and pads (US Patent 6079523), result in braking action with less drag. Smooth, powerful, direct lever-to-brake-to-rim deceleration.

The Direct Curve 5's other breakthrough is its reversible arms, which allow you to set up the most direct cable routing for your bike. Additional versatility is gained with the movable brake pad mounts, allowing the brake pads to be positioned either fore or aft of the brake arms.

Construction: Machined aluminum arms, cartridge brake pads.

Spring tension and pad position are adjustable, and the pad brackets and arms are reversible.

MATERIALS	MACHINED 6061 ALUMINUM ARMS
PADS	DIRECT CURVE CARTRIDGE BRAKE PADS
WEIGHT	209G PER SET (ONE WHEEL)
FINISH/COLOR	ANODIZED BLACK WITH LASER ETCHED LOGOS



Direct Curve Levers

Direct Curve brakes are compatible with any modern long-pull levers, making it that much easier for you to swap out your brakes for ours. But if you want to experience nirvana at both ends of the braking pipeline, you might want to check out the Cane Creek Direct Curve levers. They're ready to heat up your braking control (no matter what long-arm brakes you run.)

Construction: Cold-forged aluminum lever, die-cast aluminum bracket. A neat 2.5mm hex bolt takes up tolerances in the pivot, assuring you of no slop in the lever action.

MATERIALS	COLD-FORGED ALUMINUM LEVER, DIE-CAST BRACKET
WEIGHT	200G (PAIR)
FINISH/COLOR	ANODIZED BLACK WITH SCREENED LOGOS



Direct Curve 3

The Direct Curve 3 utilizes a sculpted design of cold forged aluminum to yield excellent strength. A more svelte design than that of the Direct Curve 2, it is the lightest model in the Direct Curve line. As with all of the Direct Curve brakes, the curved arms administer reliable stopping power without drag from noodles or linkages.

Construction: Aluminum arms, cartridge brake pads. Spring tension and pad position are adjustable, but unlike the top-of-the-line Direct Curve 5, the pad brackets and arms are not reversible.

MATERIALS	COLD FORGED 6061 ALUMINUM ARMS
PADS	DIRECT CURVE CARTRIDGE GRAY PADS
WEIGHT	181G PER SET (ONE WHEEL)
FINISH/COLOR	ANODIZED BLACK WITH LASER ETCHED LOGOS

Direct Curve 2

The Direct Curve 2 is the most economical edition of the Direct Curve design family, achieved without any major compromises in braking performance. The curved arms produce reliable stopping power without drag from noodles or linkages.

Construction: Aluminum arms, one-piece brake pads. Spring tension and pad position are adjustable, but unlike the top-of-the-line Direct Curve 5, the pad brackets and arms are not reversible.



MATERIALS	COLD FORGED 6061 ALUMINUM ARMS
PADS	ONE PIECE CONSTRUCTION GRAY PADS
WEIGHT	215G PER SET (ONE WHEEL)
FINISH/COLOR	ANODIZED BLACK WITH SCREENED LOGOS





Photo by Sterling Lorence



Ergo Control II Bar Ends

Cane Creek's original Ergo Control took the bar end to an unprecedented level of performance. Its ergonomic profile, extending both fore and aft of the handlebar, gave riders more comfort and control than was previously possible. They fit the rider's hands naturally and aligned his/her weight over the center of the steering. Now Cane Creek offers the Ergo Control II – with even more technology that makes sense.

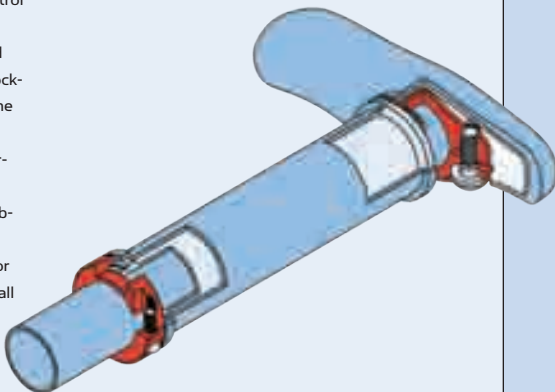
Construction: The optimized shape offers more hand positions for improved comfort and reduced weight. The new aluminum spine clamp is engineered to be even stronger and lighter. The composite skeleton provides better, more uniform support with fewer grams. The outer rubber surface with raised Cane Creek skinks and logos is softer and tackier to improve your grip. And by integrating ODI's® patented Lock-On System technology, Cane Creek has introduced the first bar ends that mate with Lock-On handlebar grips – including the Cane Creek locking grips. Of course, the Ergo II's are also compatible with traditional handlebar grips.

MATERIALS	ALUMINUM SPINE CLAMP, COMPOSITE SUPPORT SKELETON, AND EXCLUSIVE RUBBER GRIP SURFACE
COMPATIBILITY	COMPATIBLE WITH ODI® LOCK-ON SYSTEM GRIPS AND TRADITIONAL GRIPS.
WEIGHT	175G PER PAIR
COLOR	BLACK

Integrated “Lock-On” System: Our new Ergo Control II bar ends and locking grips are designed to be used together to provide the ultimate in steering control and comfort. The Ergo II’s locking clamp mates with the Lock-On system grips, replacing and therefore eliminating one of the Lock-Jaw™ clamps normally used with the grips. This pairing yields a seamless, integrated steering interface for your ride.

Bar end/Grip material: The exclusive compound rubber material used on both the bar ends and the grips is soft and tacky, providing enhanced shock absorption for more comfort, and improved grip for greater control in all types of weather conditions.

Bar Compatibility: The bar ends’ clamp geometry allows the system to be compatible with the majority of MTB handlebar designs including both flat and riser bars made of steel, aluminum, titanium, and carbon fiber.



Locking Grips

Get a grip on your ride!

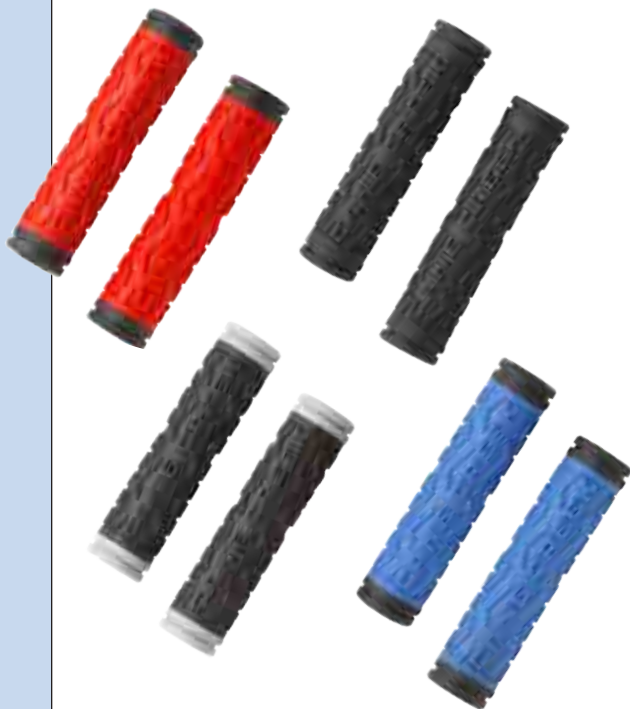
Control: The treaded grips fastened with aluminum clamps are the perfect traction combo. **Comfort:** The soft compound grip surface married to a rigid core offers a soft feel with positive control. **Easy**

installation and replacement: Two precision-machined clamps lock the grip in place with the simple turn of a hex bolt. No glue or cutting, ever. Available in standard and twist shift lengths. ODI® Lock-On System Compatible.



MATERIALS	EXCLUSIVE COMPOUND RUBBER COVERING RIGID RESIN CORE, MACHINED ALUMINUM CLAMPS, AND STAINLESS STEEL HARDWARE
WEIGHT	106G PER PAIR (STANDARD LENGTH) 87G PER PAIR (TWIST SHIFT LENGTH)
COLOR	BLACK

CONTACT POINTS



Dual Ply Grips

Get a grip on your ride!

Control: The treaded surface offers quick grip traction, and the firm inner sleeve resists twisting on handlebars for positive control.

Comfort: Soft compound grip surface and raised 3D graphics yield a comfortable feel.

Security: Safety wire grooves can be utilized when riding in wet or extreme conditions.

MATERIALS	EXCLUSIVE COMPOUND RUBBER COVERING FIRM INNER SLEEVE
WEIGHT	64G PER PAIR (STANDARD LENGTH)
COLORS	BLACK, BLUE, RED, BLACK/GREY



Photo by Sterling Lorence

RACING AND TEAM SPONSORSHIP

Teams racing in the upper echelon of national and world-class road, mountain bike, and cyclocross racing events use Cane Creek components. In 2005, the professional racing teams using Cane Creek components included:

ROAD RACING TEAMS

BMW/BIANCHI WOMEN
BASIS WOMEN
JITTERY JOE'S
TERRY WOMEN
QUARK WOMEN
VICTORY BREWING
WOMEN

MOUNTAIN BIKE RACING TEAMS

3D RACING
ROCKY MOUNTAIN
DEVO
FISHER/SUBARU
HONDA/TURNER
TREK/VOLKSWAGEN

CYCLOCROSS RACING TEAMS

RICHARD SACHS
EASTON/KONA

We also continued our title sponsorship of one of the top amateur road racing squads in the southeast—the Cane Creek Elite racing team. Elite team riders won numerous stage and road races and continued to provide invaluable research and development feedback.



Photo by
www.thebeanteam.com

SpeedBars

Seeing that existing clip-on aero bar designs left much to be desired in control and stability, we realized that SpeedBars are definitely “technology that makes sense.” They give you greater control and are, therefore, much safer than existing “over the top of the handlebar” designs. The lower, controlled position also allows you to ride more aerodynamically and, therefore, faster... and let's face it, riding faster with good control of the bicycle is a good thing.

Compatibility: SpeedBars fit both 26.0mm and 31.8 road bars.

MATERIALS

WELDED 6061-T6 ETCHED/ANODIZED
ALUMINUM WITH LASER ETCHED LOGOS,
AND STAINLESS STEEL HARDWARE.

WEIGHT

209 G

FINISH/COLOR

ANODIZED BLACK WITH
LASER ETCHED LOGOS





Interlok Spacers



Standard Spacers



IS Frame Prepping Tools



Star Nut Tools

"I would like to take this opportunity to thank you for your superb service. It seems that so many businesses have forgotten the meaning of the word. Your responsiveness, concern and speedy response have reassured me that I made the right choice."

We hear this feedback every day, from riders and customers all over the world. Our products have a reason for being—they're original solutions based on technology that makes sense, and they upgrade ride performance and enjoyment. But while we get a lot of raves for our components, invariably the responses take note of another product of which we are equally proud: Our customer service.



Brake Accessories



Elastomers





Cane Creek Accessories

Our team uses them, we use them. We understand that like any cycling component, poorly crafted accessories can affect your ride. Although you are not going to find any of these items being cycle-tested on any of our dynamometers, you will find that we stand behind them just like any Cane Creek product. Ask for them at your local dealer or check out www.canecreek.com for the latest selection.



STUFF

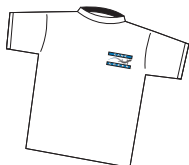


Photo by Steve Lyons

TECHNOLOGY THAT MAKES SENSE

Cane Creek's Intellectual Property.

THREADLESS HEADSETS	AHEADSET	US PATENT 5095770
	INTERLOCK SPACERS	US PATENT 6892604
WHEELS	CRONO	US PATENT 5597242
		US PATENT 5810453
BRAKES	DIRECT CURVE	US PATENT 6079523
SUSPENSION SEAT POSTS	THUD BUSTER	US PATENT 5489139
SUSPENSION AIR SHOCKS	CLOUD NINE/AD	US PATENT 5775677
ROAD BYCYCLE CLIP-ON BARS	SPEEDBAR	US PATENT 6234043

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We're a proud supporter of IMBA, Bikes Belong, and the USA Cycling Development Foundation.



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