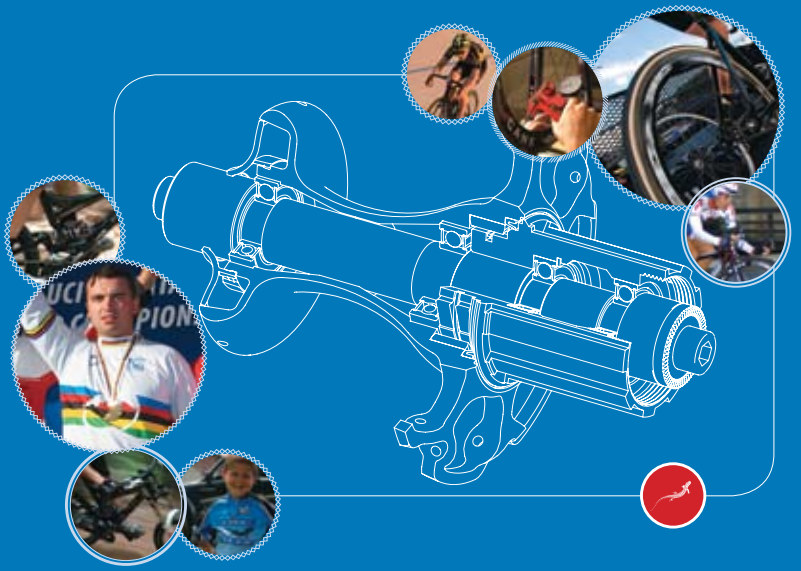
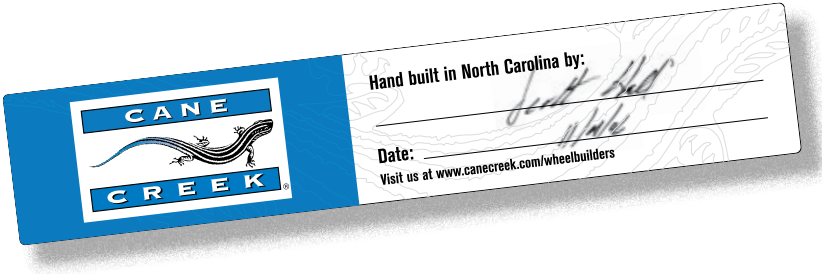
2007



CANE CREEK®

Your Cane Creek wheels are hand-built in North Carolina.

Photo by Keith Wright



Where People Make the Difference

We've grown quite a bit since we started Cane Creek over a decade ago, and so has cycling. Everywhere you look, the sport is evolving in many different directions, big and small, as people like you find new and original ways to enjoy riding a bike. While every kind of riding has its own specific demands, one thing has remained true: It's all cycling. Everybody in this sport shares a foundation of common experiences: building fitness and skills, having fun with friends, appreciating the gifts of nature, and feeling the sense that riding a bike is making us better, happier people. These shared experiences are the spirit of cycling. They're what make you want to ride, and they drive us too.

We come at this sport from an additional angle. We're focused on the means to those desired ends, on creating bicycle components that make a noticeable difference and never let you down. Because we know: When your bike's components are stronger, lighter, and more efficient, your rides can be as good as they should be, and you get more satisfaction and enjoyment.

It's in How We Make It

Cane Creek is about the personal touch—the connection we have to every aspect of our product development, and our relationships with customers and riders everywhere. The hands-on character of our products extends to how we manufacture them. Compared to most other component makers on the market, Cane Creek uses an uncommonly high degree of hand building. For example, our in-house craftspeople manufacture our wheels and shocks every step of the way. Does it matter? You bet. It means every single wheel and shock (not

Photo by Craig Plocica

just a representative production sample) have to be perfect. It means that we can be flexible and make our products in many different models and configurations, allowing us to be more responsive to your needs. And it means that when you call us up with, say, a question about one of your Cane Creek wheels or some feedback on your Double Barrel shock, you might even be speaking to the person who built it.

It's in Who We Are

We take a lot of pride in all our components: Wheels, shocks, headsets, brakes, and seatposts. The reason we can so confidently stand behind them is because we put so much thought and effort into getting them right in the first place. Sure, it takes a passion for cycling, some good ideas, and the technical and manufacturing knowledge to turn them into reality—but there's a little more to the Cane Creek story than all that. It's about our people.

Before a Cane Creek component ever makes it to your bike, it has to make it through an even tougher customer: us. Cane Creek's team of designers and engineers demands uncompromised performance in everything we do. It starts with riding—a lot of riding—and listening to other riders. And asking questions: How could we make this part work better? What if we did it a certain way? Our product designers translate these ideas further, and our engineers weigh in with guidance on how we can harness available technology without sacrificing either the original vision or durability and safety.

When, after all that, we have a component in the prototype/testing stage, there are more questions: Is the component truly different from what else is out there? Does it make the ride easier, faster, and more enjoyable? Is it strong, light, and serviceable? Would we ride it ourselves? Could we stake our reputation, not to mention our motto ("technology that makes sense"), on it? And, crucially, can we assure the highest quality in the manufacturing process? Until we can put a check in all the "yes" boxes, we won't put our name on it.

When you ride with Cane Creek, you can also be assured of getting customer service that makes a difference. From the beginning we set out to give you the kind of helpful, friendly support that seems harder and harder to find these days. Your comments also help us make our components better and keep us focused on delivering performance-improving innovations that bring you closer to the rewards of cycling.

At Cane Creek, we don't just make our components; we live them. You see, when we talk about being personally connected to our products, we mean it. Thanks for your support and inspiration.

It's how we make it, by hand in North Carolina.

Photo by Keith Wright

Double Barrel

When we teamed up with Öhlins Racing to develop the Double Barrel—the first and only twin tube shock developed specifically for bicycles—we knew it would revolutionize downhill racing. Now that some of the best riders around have tested it, we've got company.

"This is a race day product designed to offer superior performance under any conditions."
Dirt Rag

"...it has the ability to take suspension control to a level never seen before in mountain biking."
Decline

Double Barrel with titanium spring

"...Whether you're slamming through rocks, trekking across roots or sending it off huge drops, the Double Barrel can handle it."

Decline

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 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.

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

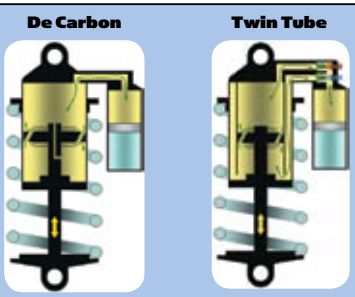


Figure 1 - Shock Design Types

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 with these designs, 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 openings (figure 3). This restricted flow damps the movement of the shaft,

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 high speed 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.

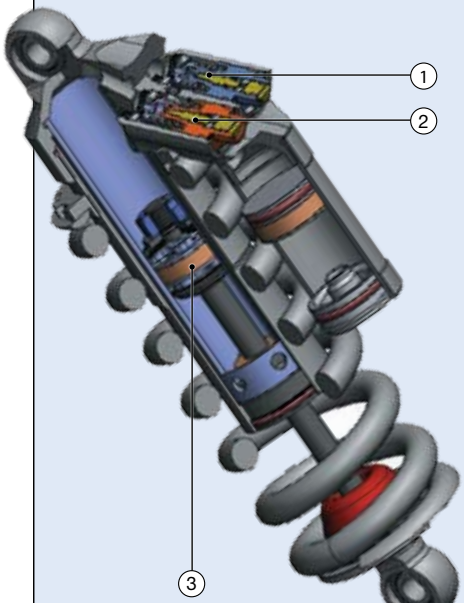


Figure 2 - Double Barrel Valving

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 performance of another. 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.

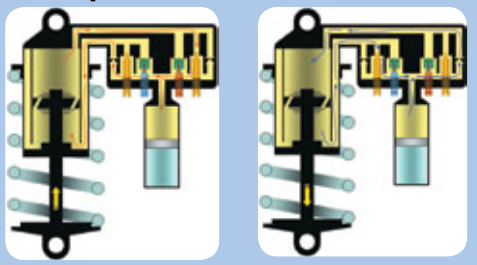


Figure 3 - Low Speed Oil Flow

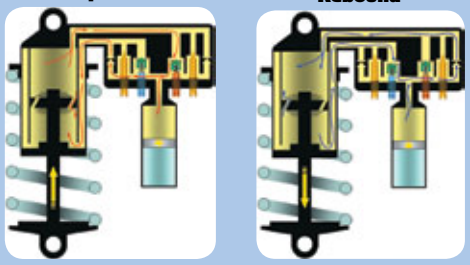


Figure 4 - High Speed Oil Flow

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 is air sprung and air damped. The Cloud Nine uses speed sensitive valving to manipulate the air pressure and flow, which results in progressive compression and rebound damping.

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

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.
Maintenance: Low-maintenance, clean and easily serviceable when the time comes.
Availability: Fits more bikes than any other shock: **www.canecreek.com/fitment**
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.

Tunability

The Cloud Nine allows the rider to account accurately for weight, terrain and personal preference.

Rapid Compression Adjuster (RCA.): Allows you to take the shock to the most progressive compression setting with the push of a button for minimal "bobbing".

Independent Rebound and Compression: By changing the stiffness of the rebound and compression valves, you can fine-tune the ride response.

Air pressure: Controls the springing and damping characteristics.

Rapid Compression Adjuster (RCA)

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	FORGED AND 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, 27.2 XL VERSION)
WEIGHT (DEPENDING ON POST DIAMETER)	540-570G (575G, 27.2 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 AVAILABLE WITH SHIM)
COLOR	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 for few years as suspension that works. It's also been confirmed in competition by winning racers like the Trek/VW pro team.

Our Thudbuster smooths out the ride.

Photo by Craig Plocica

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 a lighter weight package
- 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 elastmer, which can be changed to fit your size and riding style.

POST	FORGED ALUMINUM
LINKAGE	FORGED AND 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 AVAILABLE WITH SHIM)
COLOR	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. EachThudbuster 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.

Nipples at the hub = quicker acceleration

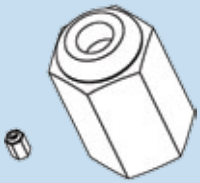
Unique design: Crono defines our proprietary technology (US Patent 5810453) of spoke nipples at the hub, spoke heads at the rim, and high-tension straight pull spokes.
Light weight: Crono's high spoke tension allows the use of fewer spokes. And spoke nipples at the hubs makes them the lightest-feeling wheels you can ride.
Acceleration and stability: The high spoke tension and low rotating mass yield instant responsiveness and robust lateral stability.
Durability: The rim is stronger because its spoke holes are smaller than the norm. And it makes them more resistent to deviating from trueness.
Serviceability: Truing adjustments are simple and intuitive, and crash damage can be quickly rectified.
Compatibility: Our 3.5 rear hubs can accept the latest Shimano® and Campagnolo® cassettes.

The Truth About Crono Wheels

A wheel's performance depends on 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.

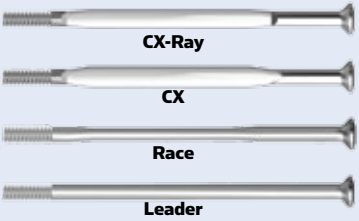


Rims

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.

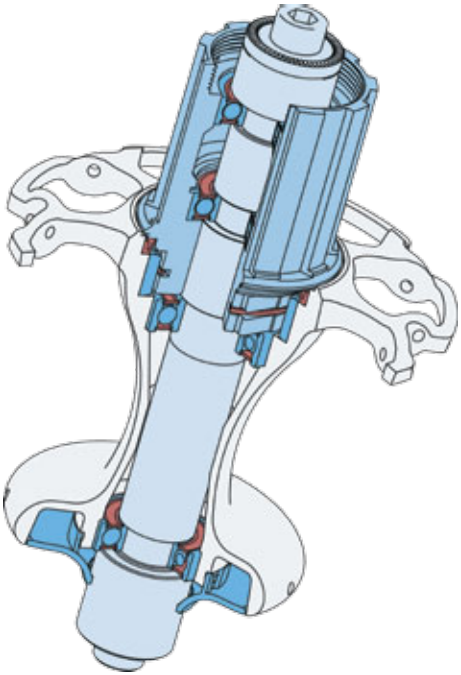
Spokes

We can build Crono wheels to a high spoke tension because they can take it. One key is straight-pull Sapim spokes.



Cane Creek is your source for Sapim spokes

Torque Transfer Flanges = faster, stiffer wheels



Hubs

Hubs always have a demanding job, but with all the technological innovation in the Cane Creek wheel design, it's even more essential for the hubs to be consistent and smooth. We take care of every detail in our hubs—they contribute to the wheel's power and acceleration, they roll smoothly for a good long time, and they're compatible with all modern cassettes.

Stability: Our distinctive Torque Transfer Flange harnesses your power with less "wind-up" by shortening the spokes on the rear drive side and transmitting rotational forces straight to the rim. This direct connection results in more explosive acceleration. We also use Torque Transfer Flanges to add extra stability to other wheels that need it: (1) On the disc side of our disc wheel hubs, to stabilize the braking force traveling from hub to rim, (2) On our track wheels, which call for all-out stiffness, and (3) On our 20mm through-axle Duros XX.

Low weight: The most critical weight consideration in a wheel is the rotational mass, a factor that underscores the merit of our nipples-at-the-hub design. But it's helpful for hubs to avoid unnecessary bulk, and ours fit the bill with their nicely sculpted aluminum shells. What's more, on our newly updated 3.5 road hubs, the splined freehub body is aluminum too, saving weight compared to traditional steel bodies.

Durability: All Cane Creek wheels ride on hubs with sealed cartridge bearings that provide proven long-running performance. The cartridge design helps keep out moisture and other contaminants, so your wheels will roll more smoothly for more miles without needing adjustment or replacement (though the bearings are replaceable when the time comes). In addition, the freehub mechanism now uses three pawls for strength and consistency.

Compatibility: Our wheels are compatible with the latest Shimano® and Campagnolo® cassettes as well as the most popular disc brakes. When you're upgrading to Cane Creek wheels, you don't have to make any special arrangements – just bolt on your cogs (and disc brake, if applicable), put the wheels on your bike, and off you go.

Easy Truing

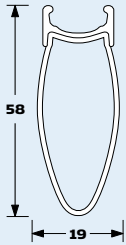
Cane Creek wheels are designed to hold their perfect trueness longer than other wire-spoked wheels. Our wheels stay straight and resist spoke twist because of the straight spokes, high, well-balanced spoke tension, and oversize nipples with nylon locking inserts. When you need to true a Cane Creek wheel, it's a simple job: As with a conventional wheel, you turn the nipples to balance the spoke tension. The 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.

Laura Yoisten slices through the TT course at the International Tour de Toona.

Photo by Phil Marques

Alternative decal color kits are available to match your hoops to team or frame colors.

CLINCHER - FRONT/REAR



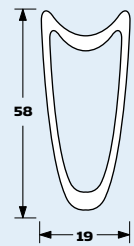
AVAILABLE IN 650C AND 700C

Aros 58

From its aerodynamic, carbon fiber rim to its elegant hub design, the Aros 58 screams "fast" because it is fast. The multi patented 58mm carbon 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 or frame colors.

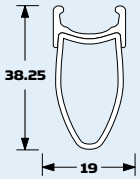
Who rides it: Triathletes, time-trial rockets, elite racers, and anyone who wants an ultimate deep carbon ride with looks to match.

TUBULAR - FRONT/REAR



AVAILABLE IN 650C AND 700C

CLINCHER - FRONT/REAR

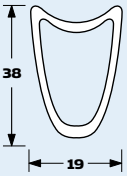


Aros 38

The Aros 38 strikes a perfect balance between light weight and lateral stiffness in a carbon racing wheel. The multi patented mid profile 38mm carbon 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 ride with looks to match.

TUBULAR - FRONT/REAR



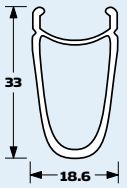
Aros 38

Aros 33

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



CLINCHER - FRONT

Volos SE

CLINCHER - REAR

This is the same Volos you've come to love, but with special, colorized hubs and rims. Only 150 pairs are available, with each pair bearing its own laser etched series number. Available only in clincher.

Each Volos Special Edition pair comes with two Cane Creek wheel bags.

Who rides it: Everyone from hard-core racers to distance riders and weekend enthusiasts seeking an exclusive, unique look.

Volos SE **Volos Sterling**

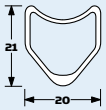
CLINCHER - FRONT

Volos Sterling

CLINCHER - REAR

All of the same high performance features of the Volos wheelset in a sterling silver package. Its asymmetrical rear rim provides better dish and more balanced tension to stay true longer—making it practical, uncompromising, and wickedly fast. **Who Rides it:** Riders wanting the clean, classic look of polished silver components, while maintaining the benefits of the original Volos wheelset.

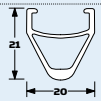
TUBULAR - FRONT/REAR



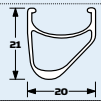
Volos

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 wickedly fast. **Who rides it:** Everyone from hard-core racers to distance riders and weekend enthusiasts, because Volos is as satisfying as it is swift.

CLINCHER - FRONT



CLINCHER - REAR

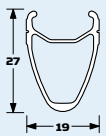


ALL AVAILABLE IN 650c AND 700c

Volos

Volos XL

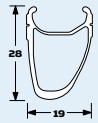
CLINCHER - FRONT



Volos XL

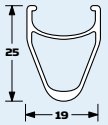
With its deep section alloy rims, Volos XL wheels are the choice for extra durability and aerodynamics. The stout rim makes this our sturdiest road wheel. The Crono edge gives the Volos XL's plenty of acceleration and rigidity. **Who rides it:** Everyone from racers and triathletes looking for aerodynamic aluminum wheels to high mileage endurance riders and those who require ultra durability, but are tired of spinning heavy wheels.

CLINCHER - REAR



Strados

CLINCHER - FRONT/REAR



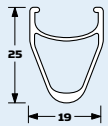
The Strados wheels deliver the Crono excellence straight-up and give you a pure shot of next-best-thing-to-flying speed. The straight gauge Leader spokes and sturdy 25mm mid-profile rims provide our proven Crono durability.

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

Strados **Strados Disc**

Strados Disc

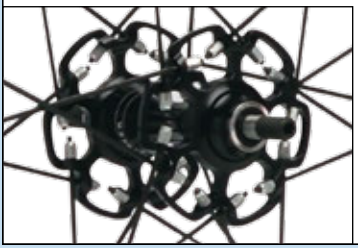
CLINCHER - FRONT/REAR



The Strados Disc wheels deliver the Crono excellence in a disc braking compatible 700c wheel-set. The straight gauge Leader spokes and sturdy 25mm mid-profile rims deliver 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.

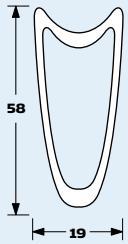
Aros 58 Track

The Aros 58 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 on front and rear plus dual 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.

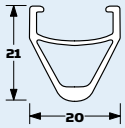


Torque Transfer Flanges = faster, stiffer wheels

TUBULAR - FRONT/REAR



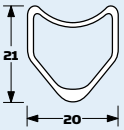
CLINCHER - FRONT/REAR



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. Also available are the Volos Track Sterlings (clincher only.) Both feature dual Torque Transfer Flanges for diving into the turns with the utmost speed and confidence. **Who rides it:** Everyone from hard-core track racers to weekend track and fixed gear enthusiasts.

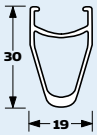
TUBULAR - FRONT/REAR



Volos Track CL **Glykos**

Glykos

TUBULAR - FRONT/REAR



The Glykos brings a fast and stable 30mm deep profile aluminum rim to the track, with a clean look unlike anything else. The Glykos instills hard driving confidence with its high spoke tension on front and rear wheels, and its dual Torque Transfer Flanges yield unparalleled lateral stiffness.

Who rides it: Track racers and fixed-gear enthusiasts looking to distance themselves from the pack.

Katie Compton, 3 time National Cyclocross Champion, powers up her Aros 58s at the 7-11 Velodrome in Colorado Springs, CO.

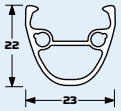
Photo by Mark Legg

2006 World 4X Champion, Michal Prokop, is once again out front on Cane Creek wheels and components.

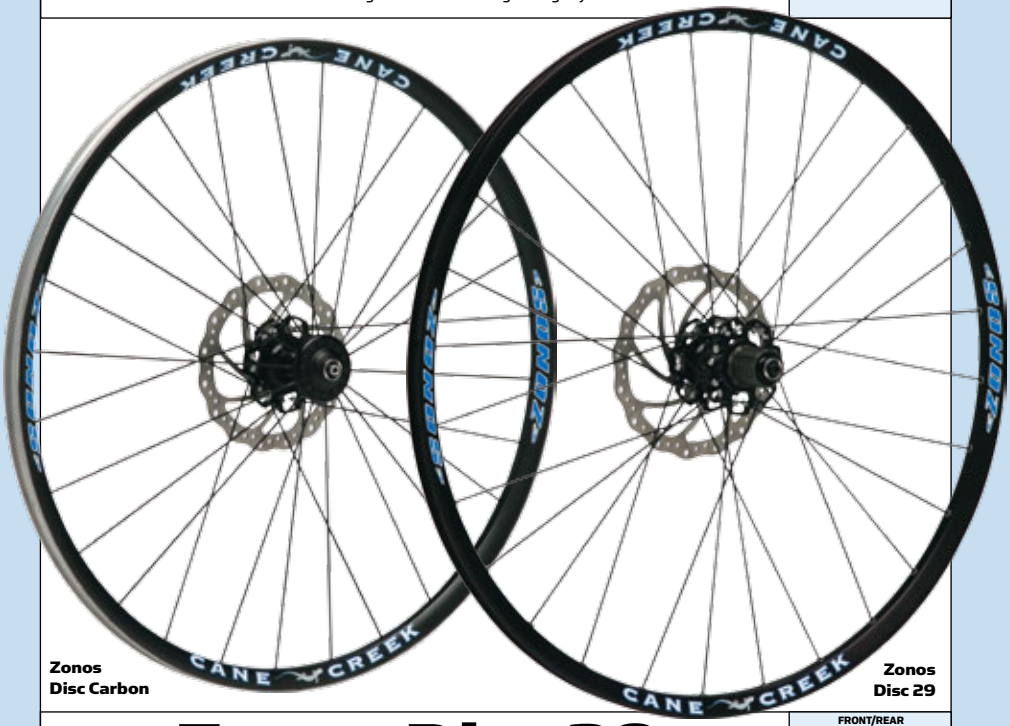
Photo by Colin Meagher

Zonos Disc Carbon

FRONT/REAR



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, light rim. The disc hubs include left-side Torque Transfer Flange on the front wheel and dual flanges on the rear wheel, optimizing wheel durability, stiffness and braking control. **Who rides it:** MTB racers looking for the ultimate lightweight yet durable race wheels.

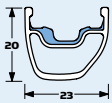


Zonos Disc Carbon

Zonos Disc 29

Zonos Disc 29

FRONT/REAR



TUBELESS COMPATIBLE

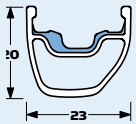
The Zonos Disc 29 wheels take the proven performance and durability of the Zonos Disc into the realm of the 29'ers. While maintaining the awesome acceleration and handling of their Zonos brethren, these wheels also share the ability to take a beating and remain true. The disc hubs include left-side Torque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



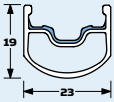
TUBELESS COMPATIBLE

Zonos Disc

Zonos

Zonos

FRONT

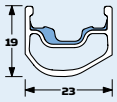


TUBELESS COMPATIBLE

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.

Who rides it: MTB speed demons who love the feeling of rim brakes.

REA R

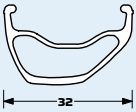


TUBELESS COMPATIBLE

Duros XX Team

The Duros XX Team wheel pairs Crono performance and technology with the more aggressive demands from today's gravity riders. Its 28 spoke count (front and rear) — rare for this type of wheel — delivers better performance. The Team Issue's 32mm footprint and double-butted spokes are the perfect setup for DH riders. (Available as QR) **Who rides it:** Dual-suspension racers looking for lightweight performance on aggressive downhill and all mountain courses.

FRONT/REAR

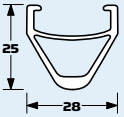


Duros XX Team **Duros XX**

Duros XX

The Duros XX pairs Crono performance and technology with the more aggressive demands from today's gravity riders. This wheel has a 28 spoke count (front and rear) — rare for this type of wheel. This creates a better performing wheel that can still take the hits thanks to the Crono design coupled with dual Torque Transfer Flanges for high spoke tension and wheel strength. (Available as QR) **Who rides it:** Dual-suspension riders on aggressive downhill and all mountain...or whatever they're calling it this week.

FRONT/REAR



Gravity

The Duros XX 20mm thru-axle is new for 2007. This wheel completes Cane Creek's gravity package: Duros XX wheels, Double Barrel shock and Tank or Double X headset. When you're going all out downhill/freeride/all-mountain, don't mess around with anything less.

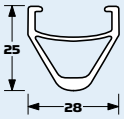
Torque Transfer Flanges allow us to use fewer spokes front and rear

Duros

A durable but quick wheel for all-around mountain/ free ride bikes using either disc brakes or rim brakes. Built with a strong medium-deep rim, rotor-mountable hub with left-side Torque Transfer Flange on the front wheel and dual flanges on the rear to handle braking force.

Who rides it: 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.

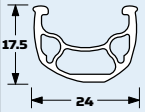
FRONT/REAR



Terros Disc

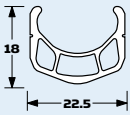
The Terros disc wheels combine the performance of the Terros wheels with the added control of disc braking. To optimize wheel durability, the rotor-mountable hubs include left-side Torque Transfer Flange on the front wheel and dual flanges on the rear wheel. For the same reason, both front and rear Disc 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



Terros Disc **Terros**

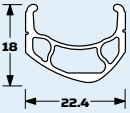
FRONT



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.

REAR



WHEEL SPECS

	SPOKES	FRONT	REAR	PAIR	SPOKES FRONT	SPOKES REAR	HUB	RIM	CASSETTE
ROAD									
AROS 58 TEAM	CX-RAY-BLACK	588	753	1341	18	28	3.5 ROAD	AROS 58MM	SH OR CA
AROS 58 TEAM (650)	CX-RAY-BLACK	556	707	1263	18	28	3.5 ROAD	AROS 58MM	SH OR CA
AROS 58 CLINCHER TEAM	CX-RAY-BLACK	800	975	1775	18	28	3.5 ROAD	AROS 58MM	SH OR CA
AROS 38 TEAM	CX-RAY-BLACK	564	700	1264	24	28	3.5 ROAD	AROS 38MM	SH OR CA
AROS 38 CLINCHER TEAM	CX-RAY-BLACK	782	920	1702	24	28	3.5 ROAD	AROS 38MM	SH OR CA
AROS 33 RACE	RACE-BLACK	756	941	1697	24	28	3.5 ROAD	AROS 33MM	SH OR CA
AROS 33 TEAM	CX-RAY-BLACK	720	885	1605	24	28	3.5 ROAD	AROS 33MM	SH OR CA
VOLOS RACE (CL)	RACE-BLACK	711	866	1577	24	28	3.5 ROAD	VOLOS	SH OR CA
VOLOS TEAM (CL)	CX-RAY-BLACK	680	850	1530	24	28	3.5 ROAD	VOLOS	SH OR CA
VOLOS RACE (650 CL)	RACE-BLACK	661	801	1462	18	28	3.5 ROAD	VOLOS	SH OR CA
VOLOS TEAM (650 CL)	CX-RAY-BLACK	625	758	1383	18	28	3.5 ROAD	VOLOS	SH OR CA
VOLOS STERLING RACE	RACE-SILVER	711	866	1577	24	28	3.5 ROAD	VOLOS	SH OR CA
VOLOS STERLING TEAM	CX-RAY-SILVER	680	850	1530	24	28	3.5 ROAD	VOLOS	SH OR CA
VOLOS SE TEAM	CX-RAY-BLACK	680	850	1530	24	28	3.5 ROAD	VOLOS	SH OR CA
VOLOS XL RACE	RACE-BLACK	746	945	1691	24	28	3.5 ROAD	VOLOS XL	SH OR CA
VOLOS XL TEAM	CX-RAY-BLACK	712	897	1609	24	28	3.5 ROAD	VOLOS XL	SH OR CA
STRADOS RACE	LEADER-BLACK	770	1024	1794	24	28	2.8	STRADOS	SH OR CA
STRADOS DISC RACE	LEADER-BLACK	873	1110	1983	28	28	2.8 DISC	STRADOS	SH
TRACK									
AROS 58 TRACK	CX-RAY BLACK	730	840	1570	24	28	3.5 TRACK	AROS 58MM	
VOLOS TRACK	CX-BLACK	832	934	1766	24	28	3.5 TRACK	VOLOS	
VOLOS TRACK TU	CX-BLACK	800	904	1704	24	28	3.5 TRACK	VOLOS TU	
VOLOS STERLING TRACK	CX-SILVER	832	934	1766	24	28	3.5 TRACK	VOLOS	
GLYKOS	CX-SILVER	982	1084	2066	24	28	3.5 TRACK	DEEP V	
MOUNTAIN									
ZONOS 29 RACE	RACE-BLACK	866	1100	1966	28	28	3.5 MTN. DISC	DISC 29	SH
ZONOS 29 TEAM	CX-RAY-BLACK	830	1045	1875	28	28	3.5 MTN. DISC	DISC 29	SH
ZONOS DISC CARBON	CX-RAY-BLACK	722	965	1687	28	28	3.5 MTN. DISC	ZONOS CARBON DISC	SH
ZONOS DISC RACE	RACE-BLACK	782	1029	1811	28	28	3.5 MTN. DISC	ZONOS ASYM TUBELESS*	SH
ZONOS DISC TEAM	CX-RAY-BLACK	732	977	1709	28	28	3.5 MTN. DISC	ZONOS ASYM TUBELESS*	SH
ZONOS RACE	RACE-BLACK	762	1042	1804	24	28	2.8 MTN	ZONOS BOX TUBELESS*	SH
ZONOS TEAM	CX-RAY-BLACK	688	922	1610	24	28	2.8 MTN	ZONOS BOX TUBELESS*	SH
DUROS RACE	LEADER	1050	1245	2295	28	28	2.8 MTN. DISC	DUROS	SH
DUROS XX RACE	LEADER	1043	1225	2268	28	28	3.5 THRU-AXLE/DISC	DUROS	SH
DUROS XX TEAM	RACE-BLACK	968	1133	2101	28	28	3.5 THRU-AXLE/DISC	DUROS XX	SH
TERROS RACE	LEADER	835	1027	1862	24	28	2.8 MTN	TERROS	SH
TERROS DISC RACE	LEADER	893	1131	2024	28	28	2.8 MTN DISC	TERROS DISC	SH

RIMS	
AROS 58MM	58MM DEEP SECTION CARBON
AROS 38MM	38MM DEEP SECTION CARBON
AROS 33MM	3MM CARBON FIBER OVER ALUMINUM SKELETON
VOLOS	ALUMINUM LOW PROFILE AERO, ASYMMETRICAL REAR, MACHINED BRAKING SURFACE
VOLOS TU	TUBULAR ALUMINUM LOW PROFILE
VOLOS XL	ALUMINUM DEEP PROFILE AERO, ASYMMETRICAL REAR, MACHINED BRAKING SERVICE
STRADOS	ALUMINUM MID-PROFILE AERO, ASYMMETRICAL REAR, MACHINED BRAKING SURFACE
DEEP V	ALUMINUM LOW PROFILE AERO, SILVER
DISC 29*	ALUMINUM DISC SPECIFIC
ZONOS CARBON DISC	CARBON FIBER OVER ALUMINUM SKELETON DISC SPECIFIC
ZONOS ASYMMETRICAL*	ALUMINUM DISC SPECIFIC-ASYMMETRICAL FRONT AND REAR
ZONOS BOX*	BOX SECTION ALUMINUM, AND MACHINED BRAKING SURFACE
DUROS	28 MM WIDE, AERO PROFILE,, 6061-T6 ALUMINUM (DUAL COMPATIBLE-DISC OR RIM BRAKES)
DUROS XX	32 MM WIDE, ASYMMETRICAL, 6061-T6 ALUMINUM
TERROS	BOX SECTION ALUMINUM, ASYMMETRICAL REAR, MACHINED BRAKING SURFACE
TERROS DISC	DISC SPECIFIC ALUMINUM, ASYMMETRICAL FRONT AND REAR
*** TUBELESS COMPATIBLE - COMES WITH TUBELESS RIM STRIP AND VALVE**	

SAPIM SPOKES - ALL OUR SPOKES ARE MADE WITH HIGH TENSILE, FATIGUE RESISTANT INOX 18/8 STAINLESS STEEL			
	WEIGHT	**FATIGUE TEST**	**STRENGTH ON MIDDLE SECTION**
CX-RAY	4.35G (260MM)	3,500,000 (WHEEL REVOLUTIONS)	1160ON/MM2
CX	423G (260MM)	1,220,000 (WHEEL REVOLUTIONS)	1200N/MM2
RACE	5.62G (260MM)	980,000 (WHEEL REVOLUTIONS)	1350N/MM2
LEADER	6.63G (260MM)	870,000 (WHEEL REVOLTIONS)	1080-1180N/MM2

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.

Learn more about which headset is right for your bike at **www.canecreek.com/my_headset**

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.

SIZE	1", 1-1/8", 1-1/4" (BLACK, SHORT ONLY)		
MATERIAL	CNC-MACHINED ALUMINUM CUPS		
BEARINGS	SEALED STAINLESS STEEL CARTRIDGE BEARINGS WITH LOW DRAG NEOPRENE BEARING SEALS		
	TALL	SHORT	SHORT 1-1/4"
UPPER STACK HEIGHT	25.3 MM	16 MM	16.6 MM
LOWER STACK HEIGHT	13.5 MM	13.5 MM	12MM
TOTAL STACK HEIGHT	38.8 MM	29.5 MM	28.6 MM
WEIGHT*	141G	131G	129G
FINISH/COLOR	ANODIZED BLACK, SILVER, BLUE, RED, PEWTER, OR GOLD WITH LASER ETCHED LOGOS		

Solos Short

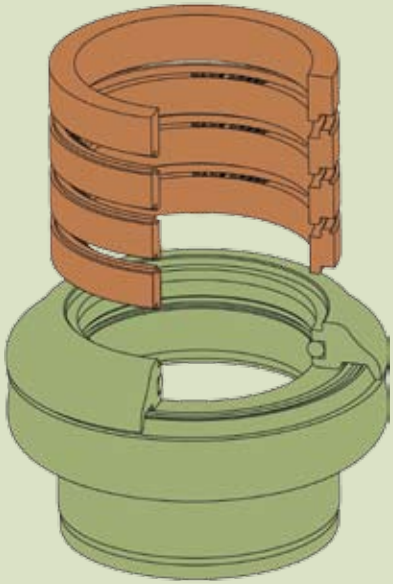
***ALL WEIGHTS STATED FOR 1-1/8" WITH ADJUSTMENT ASSEMBLY UNLESS OTHERWISE NOTED**

Inverted Interlok

Inverted Interlok ensures a more stable, linked system of spacers. This creates additional structure on the "front end" of the bike. Available on headsets where the application calls for it. Look for the symbol.

Inverted Interlok allows for a clean, flush assembly from the top cup to the top spacer. No more gaps. Not available on any 1" headsets.

Spacers are available in composite, aluminum and carbon fiber. Depending on the model you order, we'll ship the appropriate spacers with your headset.

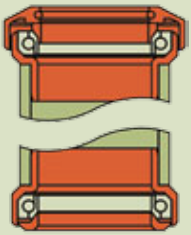


S-8

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.

SIZE	**1-1/8 "**
MATERIAL	CNC-MACHINED 6061 ALU MINUM CUPS STAINLESS STEEL CROWN RACE WITH INTEGRATED RUBBER SEAL REPLACEABLE STAINLESS STEEL SEALED CARTRIDGE BEARINGS WITH NEOPRENE BEARING SEALS
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



Classic: Fits in a traditionally designed head tube and utilizes external bearing cups.

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-3

SIZE	**1-1/8"**
MATERIAL	CNC-MACHINED 6061 ALUMINUM CUPS. STEEL CROWN RACE WITH INTEGRATED RUBBER SEAL. REPLACEABLE SEALED CARTRIDGE BEARINGS. NEOPRENE BEARING SEALSLOWER STACK HEIGHT
LOWER STACK HEIGHT	12.3MM
UPPER STACK HEIGHT	15.1 MM
TOTAL STACK HEIGHT	27.4 MM
WEIGHT*	112G
FINISH	ANODIZED WITH LASER ETCHED LOGOS
FINISH/COLOR	SILVER AND BLACK

S-3 Plus 5

SIZE	**1-1/8" PLUS 5**
MATERIAL	CNC-MACHINED 6061 ALUMINUM CUPS. STEEL CROWN RACE WITH INTEGRATED RUBBER SEAL. REPLACEABLE SEALED CARTRIDGE BEARINGS. NEOPRENE BEARING SEALS
LOWER STACK HEIGHT	17.3 MM
UPPER STACK HEIGHT	15.1 MM
TOTAL STACK HEIGHT	32.4 MM
WEIGHT*	130G
FINISH	ANODIZED WITH LASER ETCHED LOGOS
FINISH/COLOR	BLACK

S-1

SIZE	**1-1/8"**
MATERIAL	COLD FORGED STEEL CUPS. CROWN RACE WITH INTEGRATED RUBBER SEAL. REPLACEABLE SEALED CARTRIDGE BEARINGS NEOPRENE BEARING SEALS
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

***ALL WEIGHTS STATED WITH ADJUSTMENT ASSEMBLY**

Solos IS

Solos IS Tall

Solos IS Short

10 YEAR WARRANTY

The ultimate in headset performance and durability, the Solos IS is our premium IS headset.

SIZE	1-1/8"	1"
BEARINGS	SEALED STAINLESS STEEL CARTRIDGE BEARINGS	WITH LOW DRAG NEOPRENE BEARING SEALS
	TALL	SHORT
UPPER STACK HEIGHT	16 MM	7.64 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	

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.

IS-8i

IS-8

SIZE	1-1/8" IS-8	1-1/8" IS-8I
MATERIAL	REPLACEABLE STAINLESS STEEL SEALED CARTRIDGE BEARINGS WITH NEOPRENE BEARING SEALS STEEL CROWN RACE WITH INTEGRATED RUBBER SEAL	
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

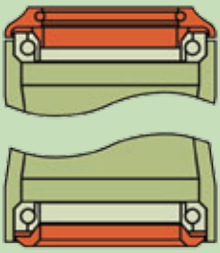
IS-2i Short

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.

The "i" is designed to be compatible with the Campagnolo integrated standard.

SIZE	1-1/8"	1"
MATERIAL	REPLACEABLE SEALED CARTRIDGE BEARINGS WITH NEOPRENE BEARING SEALS STEEL CROWN RACE WITH INTEGRATED RUBBER SEAL	
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

SIZE	1"
STACK HEIGHT	8 MM
WEIGHT	71G
COLOR	SILVER, BLACK

***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 Inverted Interlok spacers.

SIZE	1-1/8"	1"
MATERIAL	REPLACEABLE SEALED CARTRIDGE BEARINGS WITH NEOPRENE BEARING SEALS, STEEL CROWN RACE WITH INTEGRATED RUBBER SEAL	
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	

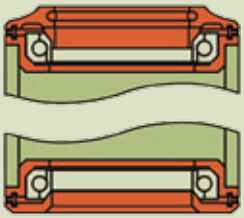
ZS-6 Tall

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 Inverted Interlok spacers.

SIZE	1-1/8"	1"
MATERIAL	ALUMINUM CUPS, REPLACEABLE STAINLESS STEEL SEALED CARTRIDGE BEARINGS WITH NEOPRENE BEARING SEALS, STEEL CROWN RACE WITH INTEGRATED RUBBER SEAL	
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	



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

***ALL WEIGHTS STATED WITH ADJUSTMENT ASSEMBLY**

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.

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

Double X

Double X Short

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 X

Double Xc-Short

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


Double Xc-Flush


Double Xrc-Flush

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, producing 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"**
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

Tank Jump

The Tank Jump is built to be the premium in headset performance for jumping-style BMX, freestyle, and mountain bikes.

Construction: The Tank series uses specially designed hardened chromoly steel cups and our proven ACB sealed cartridge bearings.

SIZE	**1-1/8"**
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

Built for durability and the demanding requirements of BMX and freestyle riders, the Tank II is the cost-efficient entry to our Tank family of headsets.

SIZE	**1-1/8"**
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

***ALL WEIGHTS STATED WITH ADJUSTMENT ASSEMBLY**

Cane Creek's own Christopher Herndon competing in the 2006 World Championships (DH) on Cane Creek's Double Barrel shock, Duros XX wheels, and Tank Hit headset.

Photo by Fraser Britton

SL Road Brake

Our SL road caliper is the latest addition to our superlight braking family. This brake reintroduces to our SL series the braking leverage inherent to a dual-pivot, yet maintains a weight advantage over most traditional dual-pivot brakes with its sleek design and complementary titanium hardware. Features of the SL include Kool-Stop pads with adjustable cartridge and spring tension adjustment. **Construction:** The SL arms are cold forged aluminum for strength, and finely polished for great looks. Don't forget the subtle flair of the blue laser etching on the silver models.

MATERIALS	COLD-FORGED, TT7 ALUMINUM ARMS WITH LIGHT ALUMINUM QUICK RELEASE MECHANISM, 6V/4AL TITANIUM PIVOT AND FIXING BOLTS AND OTHER HARDWARE
REACH	39-49MM
WEIGHT	264G PAIR
FINISH/COLORS	ANODIZED SILVER OR BLACK WITH LASER ETCHED LOGO

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	320G PAIR
FINISH/COLORS	HIGH POLISHED ANODIZED PEWTER OR BLACK WITH LASER ETCHED LOGOS

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, fo r 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 - 3L

	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	320G PAIR	344G PAIR
FINISH/COLORS	ANODIZED SILVER OR BLACK WITH LASER ETCHED LOGOS	

SCR-5

Road Brake Levers

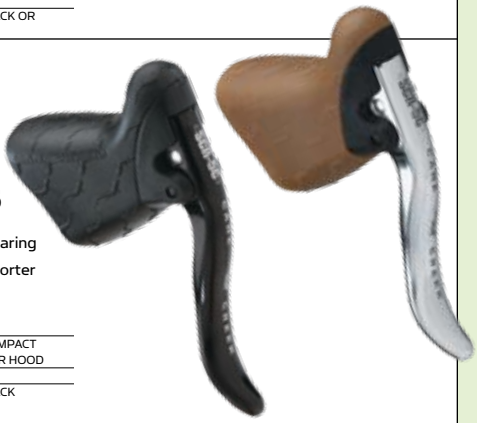
The SCR-5 levers are lightweight, high performance aero levers designed to be used for special application bicycles—like climbing specific racing bikes where light weight is the goal—and for updating brake levers on classic road bikes. The ergonomically designed lever hood—with raised Cane Creek skinks 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 ALUMINUMALLOY LEVERS, HIGH IMPACT RESINBRACKET, 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

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

200TT Carbon Levers

200TT carbon shown, also available in aluminum

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 CARBON FIBER 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

Flat-top Levers

Our Flat-top levers bring sure stop braking to the urban commuting fixed-gear rider and the upright, less aggressive, cruiser alike. Compatible with mechanical disc, caliper and cantilever brakes the Flat-tops are a great addition for any fixed-gear, touring or cruising bike using any flat-top style handlebar around town, out in the countryside or on the trail.

A cable end quick-release is a great added feature to the Flat-top. Maximum cable pull is 17mm.

Construction: The Flat-top levers are cold forged aluminum for strength. Most hardware is stainless steel for maximum durability in the elements.

MATERIALS	FORGED ALUMINUM LEVER/CAST ALUMINUM BRACKET WITH BUILT-IN CABLE QUICK RELEASE MECHANISM
WEIGHT	172G PER PAIR
COLORS	HIGH POLISHED ANODIZED BLACK 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 Carbon shown, also available in alumnium

Crosstop Carbon 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. A machined aluminum bracket 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.

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

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. Spring tension is adjustable.

Construction: Machined aluminum arms, cartridge brake pads.

MATERIALS	MACHINED 6061 ALUMINUM ARMS
PADS	DIRECT CURVE CARTRIDGE BRAKE PADS
WEIGHT	215G PER SET (ONE WHEEL)
FINISH/COLOR	ANODIZED BLACK

Direct Curve 3

The Direct Curve 3 utilizes a sculpted design of cold forged aluminum to yield excellent strength. As with the Direct Curve 5 brakes, the curved arms administer reliable stopping power without drag from noodles or linkages. 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.

Construction: Aluminum arms, cartridge brake pads.

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

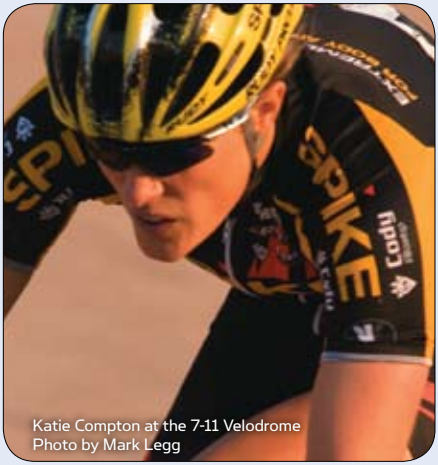
Direct Curve Levers

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

We Couldn't Do It Without You



Katie Compton at the 7-11 Velodrome
Photo by Mark Legg


Michal Prokop, 2006 4X World Champion
Photo by Fraser Britton

At Cane Creek, it all starts with you. Cycling enthusiasts, like those heading out of our parking lot on the Blue Ridge Bicycle Club's 26th annual Hilly Hellacious ride, are the roots of our company.

With that foundation we are able to serve the cycling world and sponsor professional cyclists. Our components are the product of a constant dialog between you, our customer, professional road teams and the likes of Michal Prokop, the 2006 4X World Champion.

Here at Cane Creek, we never forget our roots. Learn more about the teams that ride Cane Creek components at **www.canecreek.com/pro_team_sponsorship**


Over 600 riders rolling out of our parking lot for the "Hilly"
Photo by Craig Plocica

Photo by Craig Plocica

Ergo Control II Bar Ends

A Unique Ergonomic Shape Delivering Control and Comfort

Control: Its design extends both fore and aft of the handlebar, so your natural hand position is centered over the front end's steering, yielding much better control.

Comfort: The grippy rubber exterior over an aluminum skeleton makes the Ergo II comfortable, stiff, and strong.

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.

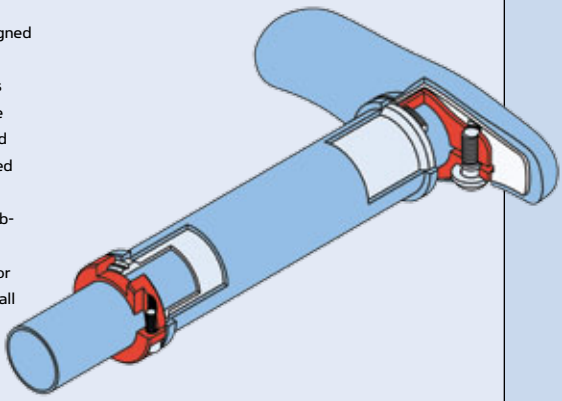
MATERIALS	ALUMINUM SPINE CLAMP, COMPOSITE SUPPORT SKELETON, AND EXCLUSIVE RUBBER GRIP SURFACE
COMPATIBILITY	COMPATIBLE WITH ODI® LOCK-ON SYSTEM GRIPS AND TRADITIONAL GRIPS.
WEIGHT	175G PER PAIR
COLOR	BLACK

Integrated "Lock-On" System:

Our 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

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

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.

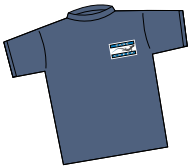
MATERIALS	WELDED 6061-T6 ETCHED/ANODIZED ALUMINUM WITH LASER ETCHED LOGOS, AND STAINLESS STEEL HARDWARE.
WEIGHT	209 G
FINISH/COLOR	ANODIZED BLACK WITH LASER ETCHED LOGOS

Photo by Craig Plocica

Cane Creek Accessories

Accessories: 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 canecreek.com for the latest selection.

Visit WWW.CANECREEK.COM for all of your riding kit, spare parts and other Cane Creek "stuff."



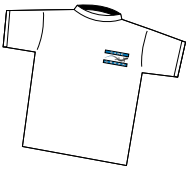


Photo by Steve Lyons

TECHNOLOGY THAT MAKES SENSE

Cane Creek's Intellectual Property.

THREADLESS HEADSETS	**AHEADSET**	US PATENT 5095770
HEADSET SPACERS	**INVERTED INTERLOK**	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

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

CANE CREEK

Cane Creek® Cycling Components
355 Cane Creek Road, Fletcher, NC 28732.
Tel: 800-234-2725, 828-684-3551. Fax: 828-684-1057.
E-mail: info@canecreek.com Web: www.canecreek.com

CANE CREEK

TECHNOLOGY THAT MAKES SENSE

355 CANE CREEK ROAD, FLETCHER, NC 28732
800-234-2725 WWW.CANECREEK.COM