



# ROAD





# Wheels influence the bicycle's behaviour more than any other component.

As they are rotating weight, they are crucial for bike performance: that is why riders are so attentive to their choice of wheels.

Fulcrum® designs and assembles rims, spokes, and hubs to obtain optimum efficiency. Our mission is to implement new technologies to optimize performance, a guarantee of excellence which we pursue every day alongside our riders. Here are some examples of our continuous strive towards innovation:

The Two-to-One™ solution which improves the traction of the spokes on the rear wheel. Dynamic Balance™ balances the wheel compensating the weight in the rim joint area. This year, we are presenting tubeless versions which enhance smoothness and eliminates friction at the tyre level.

Finally, we have adopted the ceramic ball bearing concept and evolved it.

The riders we sponsor have put all our wheels through the toughest tests.

Now this advanced technology is finally available to everyone.

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# PRO-TEAMS 2008



## FULCRUM: SERIAL WINNER

**'05**  
Boonen - 2005



**'06**  
Bettini - 2006



**'07**  
Bettini - 2007



Cofidis



Liquigas



Lampre - Fondital



Fulcrum® works in direct contact with the Pros and the results obtained exceed the highest performance expectations. Since their debut in the professional world, our wheels have conquered three world road titles in only four years racing. Tom Boonen in 2005 and Paolo Bettini's fabulous double in 2006 and 2007 provided Fulcrum® with a thrilling start.

The Fulcrum® wheels range faithfully reflects the different competition types, from in-line races to time trials, climbing the most demanding hills, and tackling the toughest weather conditions. Our riders know that they will be able to count on products that guarantee the best performance possible.

The choice of materials is our greatest strength. We carry out extreme and painstaking tests on each of our products to ensure the excellence of every model and the highest performance in all conditions. No one better than us understands that the difference also depends on little details at certain levels: this is why we treat every single component with personalized care.

The riders are an integrating part of our philosophy: it is for them that we develop products that are extreme in terms of performance and quality. Thanks to us, they can count on the most advanced technologies present on the market. Since we are ahead of the market and by a owning a Fulcrum® product, you are already ahead in the race.

Ourselves and the Fulcrum® Teams: an unbreakable combo in the evolution of perfection.



# TECHNOLOGY:

## RACING TORQ™

On the wave of success obtained by the Racing Torq™ R and Racing Torq™ RS models, this years range is enriched by the Racing Torq™ RRS which uses innovative CULT™ ceramic technology. The Ultra Torque™ axle assembly is inside the bottom bracket shell in order to reduce lateral bulk. Its life over time is increased by the new anodization treatment which also comes with a darker and more aggressive colour. Compatibility with the most common drivetrains is ensured.



Hirth joint

The Fulcrum® Racing Torq™ crankset structure consists of two semi-axes fixed to the respective arms and coupled together by means of a frontal joint of the Hirth type.



CERAMIC ULTIMATE LEVEL TECHNOLOGY

Ceramic Ultimate Level Technology, CULT™. It's the new technical advancement adopted for the most revolutionary crankset in the Fulcrum® range, the Racing Torq™ RRS, an unprecedented system which guarantees performance at the maximum level. As well as using the best ceramic ball bearings on the market, a new treatment for the races and bearings has been developed with Cronitec® steel, using the "Advanced by FAG" technology by Schaeffler Group. This leads to the maximum level of resistance to corrosion so that no grease is needed for lubrication.

RACING TORQ™ **RRS**  
NEW



RRS compact



RRS standard

There are no compromises in the new top of the range crankset in the Fulcrum® series. The use of CULT™ technology and of the High Efficiency Hard-Ox anodization treatment for the chainrings make this model suitable for the toughest and most extreme competitive use. Weight is kept low thanks to Hollow Crank Technology™.

### RACING TORQ™ RRS

MODEL	OPTIONS	DESCRIPTION	WEIGHT (g)*
<b>crankset</b> RACING TORQ™ RRS CARBON 10s	170, 172.5, 175 mm 39-52, 39-53	Fulcrum® Hollow Crank Technology composite crankarms - light alloy fixing bolts and nuts - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axes - requires RACING TORQ™ BB cups	695
<b>crankset</b> RACING TORQ™ RRS CT™ CARBON 10s	170, 172.5, 175 mm 34-50, 36-50	Fulcrum® Hollow Crank Technology composite crankarms - light alloy fixing bolts and nuts - CULT™ bearings (Ceramic Ultimate Level Technology) - integrated ULTRA-TORQUE™ semi-axes - requires RACING TORQ™ BB cups	695
<b>BB outboard cups</b> RACING TORQ™	ITA, ENG	aluminium	49
<b>integrated cups</b> RACING TORQ™ OS-Fit™	86,5x41, BB30	aluminium - integrated cups for oversize shells	29



# RACING TORQ™ RS



RS compact



RS standard

The Racing Torq™ RS has been conceived for competitive racing at the maximum level and uses Fulcrum® Hollow Crank Technology which allows cranksets to be made with arms with an internal cavity and therefore achieve weight while maintaining the structural quality intact.

## RACING TORQ™ RS

MODEL	OPTIONS	DESCRIPTION	WEIGHT (g)*
<b>crankset</b> RACING TORQ™ RS CARBON 10s	170, 172.5, 175 mm 39-52, 39-53	Fulcrum® Hollow Crank Technology composite crankarms - light alloy fixing bolts and nuts - integrated ULTRA-TORQUE™ semi-axles - requires RACING TORQ™ BB cups	699
<b>crankset</b> RACING TORQ™ RS CT™ CARBON 10s	170, 172.5, 175 mm 34-50, 36-50	Fulcrum® Hollow Crank Technology composite crankarms - light alloy fixing bolts and nuts - integrated ULTRA-TORQUE™ semi-axles - requires RACING TORQ™ BB cups	699
<b>BB outboard cups</b> RACING TORQ™	ITA, ENG	aluminium	49
<b>integrated cups</b> RACING TORQ™ OS-Fit™	86,5x41, BB30	aluminium - integrated cups for oversize shells	29

# RACING TORQ™ R



R compact



R standard

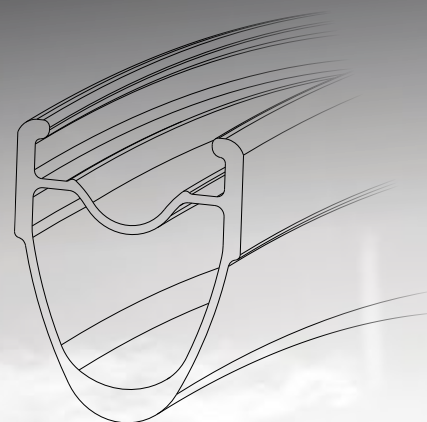
The Racing Torq™ R on the other hand is perfect for intense and persistent use, typical of enthusiasts of high calibre even if not necessarily athletes. Fulcrum® cranksets feature the Campagnolo® Ultra Torque™ system, the only one that can guarantee lightness, rigidity, simple assembly and maintenance.

## RACING TORQ™ R

MODEL	OPTIONS	DESCRIPTION	WEIGHT (g)*
<b>crankset</b> RACING TORQ™ R CARBON 10s	170, 172.5, 175 mm 39-52, 39-53	composite crankarms - integrated ULTRA-TORQUE™ semi-axles - requires RACING TORQ™ BB cups	751
<b>crankset</b> RACING TORQ™ R CT™ CARBON 10s	170, 172.5, 175 mm	34-50 - composite crankarms - integrated ULTRA-TORQUE™ semi-axles - requires RACING TORQ™ BB cups	751
<b>BB outboard cups</b> RACING TORQ™	ITA, ENG	aluminium	49
<b>integrated cups</b> RACING TORQ™ OS-Fit™	86,5x41, BB30	aluminium - integrated cups for oversize shells	29



# TECHNOLOGY: PROFILE

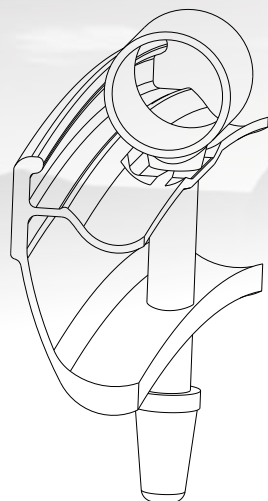


## 2-Way Fit™

Tubeless & Clincher Profile

### 2-Way Fit™

Tubeless technology was first used by the auto industry, then by motorcycles and now has reached the cycling industry. After its debut with mountain bikes the moment has come to "put it on the road", and that's what we propose to do. We have developed our 2-Way Fit™ technology to ensure the perfect compatibility of our tubeless rims with normal clincher types and tubes. 2-Way Fit™ wheels are perfectly multipurpose for tackling every situation. Thanks to a special impression in the valve area, the tubes are fitted with the maximum precision while keeping the tube perfectly stable inside the tyre. Housing the valve for tubeless tyres is also risk-free, with the unquestionable advantage that there are never any air infiltrations caused by non-ideal positioning when fitting. The advantages are indisputable: our tests have highlighted an unique increase in smoothness. Because there is no tube, the friction caused by rubbing against the tyre is eliminated, while the perfect adherence of the tyre to the rim prevents the dispersion of energy. Tubeless tyres do not suffer from sudden deflation when punctured which is a great advantage in safety terms. There is also no risk of snake bites as there is no tube to rupture.



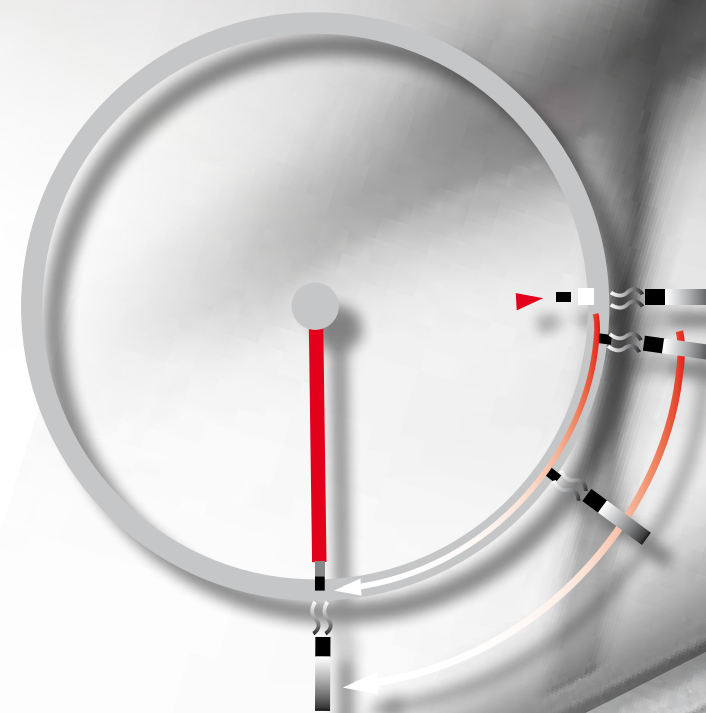
### Ultra-Fit™ Tubeless

Here's the interface between the tubeless tyre and the rim. The form we have studied for our rims with Ultra-Fit™ Tubeless technology means that the sides of the tyre mate perfectly with the shoulders of the rim when it is fitted. The result is exceptionally smooth: for whizzing speedily without tubes!

By eliminating every possible movement between the rim and tubeless tyres, all energy dispersion is also eliminated. The Ultra-Fit™ Tubeless wheels will exceed any other wheel fitted with traditional tyres in our tests. The first installing of the tyre is also made with great ease: two special tracks on the rim groove keep the tyre perfectly in position.

## MoMag™

Top bridge without holes



### MoMag™

Though they have no holes in the rim bed, Racing 3, Racing 1 and Racing Zero rims have spokes tensioned by traditional nipples. This makes tensioning and changing the spokes extraordinarily easy, and does away with questionable anchoring systems on the rim. This solution was made possible thanks to the Fulcrum® MoMag™ patent which exploits magnetic power and a good dose of ingenuity to guide the nipples to the correct rim holes.

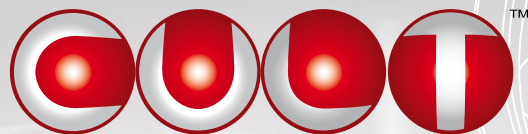




# TECHNOLOGY:

## WHEEL HUBS

# CULT™



CERAMIC ULTIMATE LEVEL TECHNOLOGY

CULT™: get used to this acronym. It stands for Ceramic Ultimate Level Technology. But, above all, it is the technology we have developed, fine-tuned, and then adopted exclusively for the realization of the very latest bearings with ceramic balls.

Behind CULT™ is the exclusiveness of Cronitect® steel, using the "Advanced by FAG" technology by Schaeffler Group., for the bearing races. This is a stainless steel with exceptional hardness and resistance to corrosion, exalted by a thermo-chemical treatment of the surface layer.

Extremely high resistance to corrosion: Cronitect® has achieved exceptional results in the salt spray fog test and stands out on top from the other stainless steels.

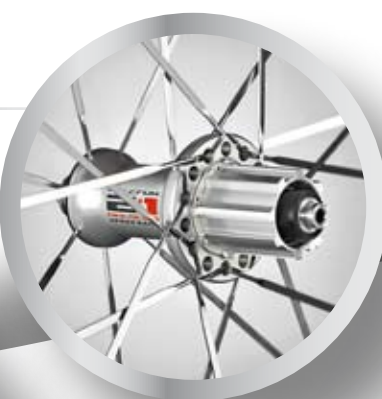
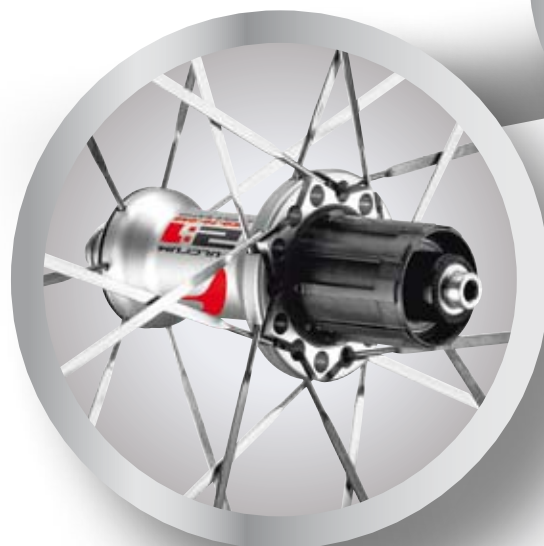
CULT™- Cronitect® synergy guarantees that your Fulcrum® wheels will never encounter any problems with these new bearings.

# Max

## imum Compatibility

### Maximum Compatibility

With the new Fulcrum® freehub body dedicated to non-Campagnolo® drivetrains you will be able to exploit the maximum versatility of your current system. We have developed a freehub body that is perfectly compatible with Shimano Inc. 8, 9 and 10 speed systems and Sram Co. 10 speed ones.



Campagnolo®  
freewheel body

New Fulcrum® freehub  
body HG 8, 9 and 10 by  
Shimano Inc.

# 2:1

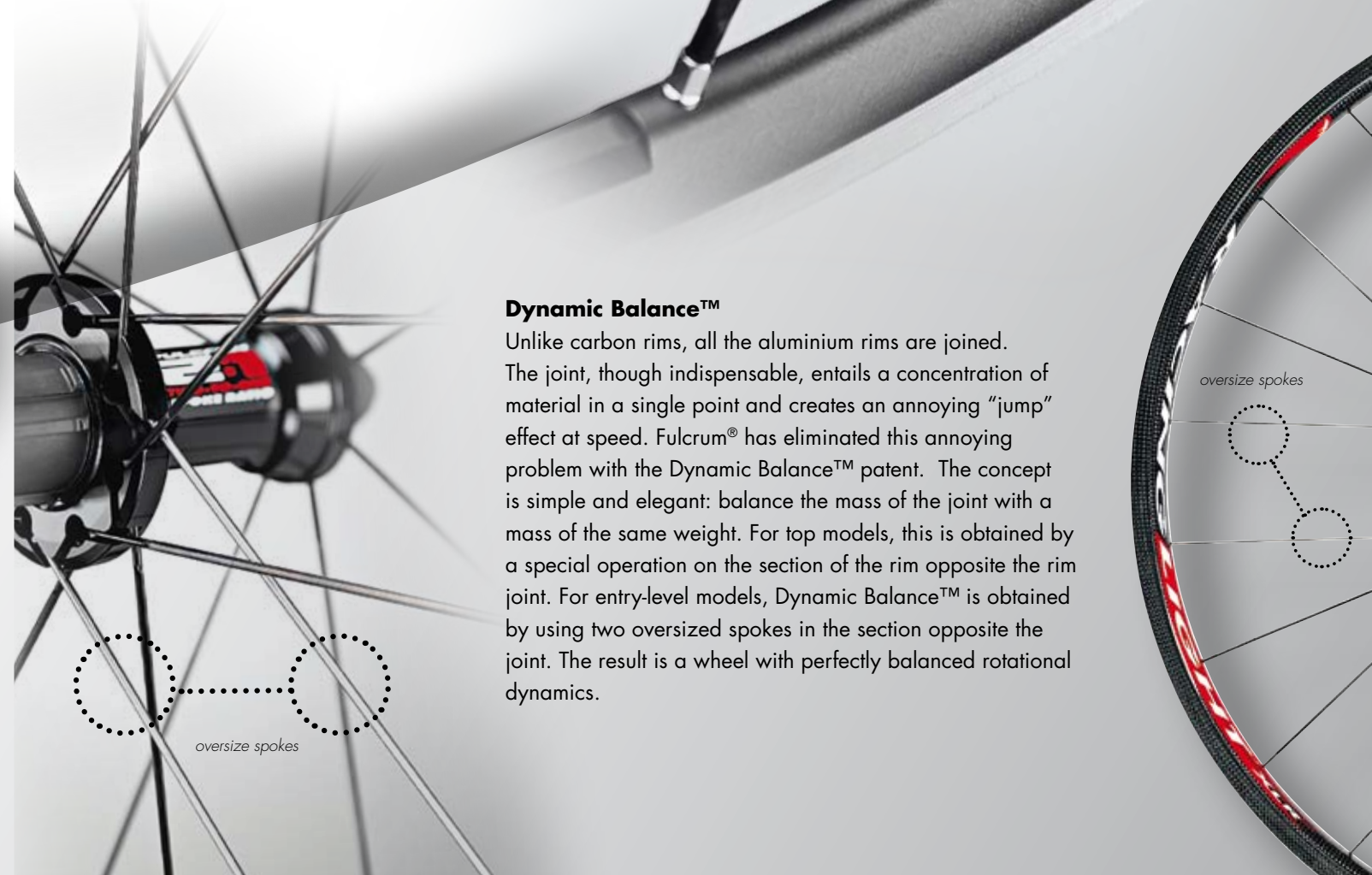
## Two-to-One™ Spoke Ratio



When you push on the pedals, the rotational force on the sprocket induces a slackening of the freewheel spokes with a consequent loss of rim tension. This results in undesirable flex of the whole wheel and an unavoidable loss of energy. Fulcrum® has solved this classic cycling problem with its 2:1 Two-to-One™ Spoke Ratio patent, by doubling the spokes in the critical zones. As a result there are two spokes which carry out the function of one, slackening and torsion are limited and the transfer of the athlete's power is much more effective. Also, thanks to this system, spoke tensions are balanced more evenly between drive and non-drive sides and the fatigue life of the rim, hub and spokes is lengthened.

# D

## ynamic Balance™



### Dynamic Balance™

Unlike carbon rims, all the aluminium rims are joined. The joint, though indispensable, entails a concentration of material in a single point and creates an annoying "jump" effect at speed. Fulcrum® has eliminated this annoying problem with the Dynamic Balance™ patent. The concept is simple and elegant: balance the mass of the joint with a mass of the same weight. For top models, this is obtained by a special operation on the section of the rim opposite the rim joint. For entry-level models, Dynamic Balance™ is obtained by using two oversized spokes in the section opposite the joint. The result is a wheel with perfectly balanced rotational dynamics.

oversize spokes

oversize spokes





**1 wheel, 2 fits**

## Racing Zero 2-Way Fit™

Red spokes, black rims: wheels that are absolutely unmistakable in the middle of the peloton. Two powerful colours and exclusive technology stand out from the crowd and make these wheels unique in terms of performance and personality. Racing Zero wheels are at the top of the Fulcrum® range. The very latest 2-Way Fit™ (Tubeless & Clincher) version is fitted without tubes, mostly to the advantage of safety and comfort but also in terms of performance. This is an advantageous product which offers a double choice, allowing you to choose the benefits of tubeless or the practicality of clincher tyres.



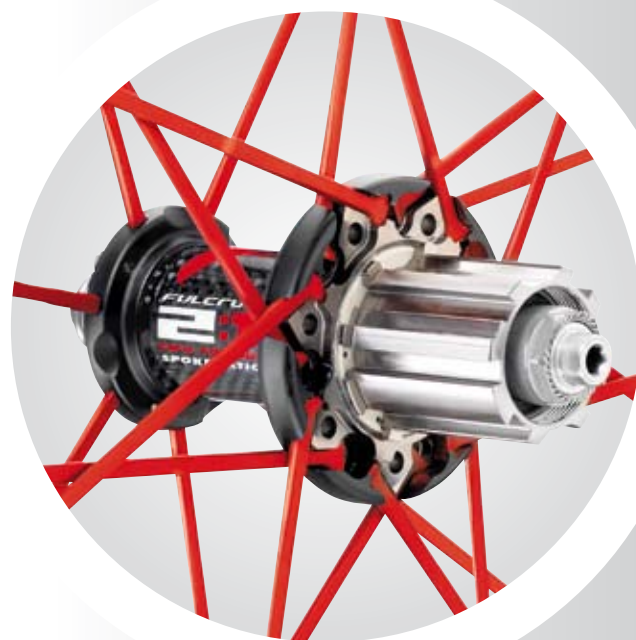




Thanks to **Ultra-Fit™ Tubeless technology**, the use of the tubeless tyres drastically improves smoothness and reduces the risk of snake biting on rough roads. The release of air is also gradual in the event of puncturing: there is no risk of sudden deflation. The rim is made using a **special extrusion procedure which thins the walls**. At the same time, the 26 millimetre thickness is a guarantee of strength.



The hubs have carbon axles and alloy bodies and run on adjustable high-precision bearings.



2-Way Fit™

Black &amp; Red

2-Way Fit™

A rim of this type is excellent in terms of resistance and weight. Further lightening has been obtained by milling the material between the spoke anchoring points while the rim is perfectly balanced thanks to Dynamic Balance™ technology. The spokes are made of aluminium with an aerodynamic profile. There are 16 in the front wheel, radially laced; 21 in the rear: 7 on the left and 14 on the right, in accordance with Two-to-One™ technology. Racing Zero 2-Way Fit™ wheels are compatible with Campagnolo®, Shimano Inc. and Sram Co. drivetrains.





## Racing 1 2-Way Fit™

These are top of the range wheels which are also suitable for everyday use. Even if Racing 1 2-Way Fit™ wheels have been conceived for racing, it is also ideal for everyday training. Ultra-Fit™ Tubeless technology ensures perfect tightness between the tyre and rim and the inflation pressure remains constant over time. Thanks to 2-Way Fit™ it is also possible to fit traditional clincher tyres with tubes.

**1 wheel, 2 fits**





The application of tubeless technology guarantees excellent smoothness. The aluminium rims have a 24 millimetre profile for the front and 28 for the rear and are lightened by milling between the spoke coupling points.

There are 16 aluminium spokes for the front wheel and 21 for the rear. They are fitted in accordance with a well-tried Fulcrum® solution, which has now been upgraded to enhance their performance on rims differentiating front and rear profiles. The arrangement is radial on the front and with doubling spokes on the freehub side on the rear (Two-to-One™).



2-Way Fit™

Black

2-Way Fit™

The spokes have an aerodynamic and tapered profile but are strengthened close to the hub and nipples.

The oversize hubs contribute to the rigidity of the wheel, both the hub and axle are made of aluminium and take straight-head spokes. They are enhanced by the double-grip Fulcrum® quick release. The diameter of the right-hand flange on the rear hub is oversized. The freehub body that houses the sprockets can be selected from Campagnolo®, Shimano Inc., or Sram Co. versions.





RACING ZERO

Clincher & Tubular



**Racing Zero** wheels are made to be stars - the revolutionary anodized red colour immediately confirms it. Impossible not to note them in the group. Racing Zero wheels stand out but do so with style.



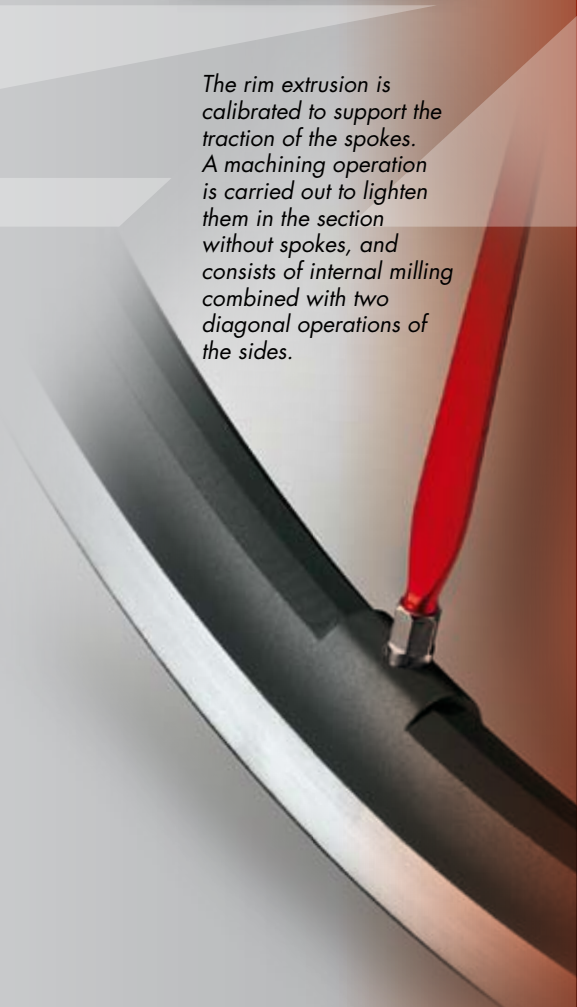


Racing Zero wheels are positioned at the top of the Fulcrum® aluminium range. The rims with a height of 26 mm are made by a special extrusion process which considerably thins the walls, giving a notable reduction of the overall weight, but without compromising strength. Further lightening has been carried out between the spoke anchoring points – where there are no stresses – thanks to the exclusive Fulcrum® triple milling system. The rim bed has no holes, and this translates into higher torsional rigidity and vertical elasticity for the wheel.



Oversize aluminium hub with adjustable bearings for the maximum smoothness

*The rim extrusion is calibrated to support the traction of the spokes. A machining operation is carried out to lighten them in the section without spokes, and consists of internal milling combined with two diagonal operations of the sides.*



Red



**Hubs** are oversized with aluminium body and axle and with adjustable high-precision bearings. Like the entire Fulcrum® range, Racing Zero wheels incorporate the patented Dynamic Balance™: the wheel's rotation dynamics are balanced thanks to the astute distribution of the peripheral masses which counters the joint section with a special rim design. Racing Zero wheels are available in clincher and tubular tyre versions and are compatible with both Campagnolo®, Shimano Inc. and Sram Co. drivetrains.

versions:

Black &amp; Red



Oversize flange for the maximum torsional strength

**The spokes** – 16 on the front wheel and 21 on the rear – are in aluminium with a variable-section aerodynamic profile and tensioned by special Ergal nipples. Rear spoking are laced by doubling the spokes on the drive side, in accordance with the Fulcrum® 2:1 Two-to-One™ spoking system. This allows a more effective transmission of the drive torque and a more appropriate distribution of the wheel stresses. The front wheel spoking, on the other hand, is radial to obtain better aerodynamics.

Racing Zero Black & Red Tubular  
**New**





**RACING 1**

**Clincher**



**Racing 1** They feature an aggressive look, high technology, and light weight. Racing1 wheels have a lively temperament for instant response in every competitive environment.





Oversize flange for the maximum torsional strength

**Their aluminium rims**, with a height of 26 mm, are lightened by the exclusive Fulcrum® triple milling system. There are no holes in the rim bed; this means that there is no need for rim tape and that the wheels are more torsionally rigid and vertically more elastic.

Variable-section aluminium spokes for the maximum aerodynamics



**The spokes** – 16 on the front wheel and 21 on the rear – are forged in aluminium with a variable section and have a special aerodynamic design which broadens the spoke the nearer it is to the rim. The result is improved aerodynamic penetration and a reduction in the formation of dangerous vortices. The drive side of the rear wheel features Fulcrum®'s patented Two-to-One™ spoke lacing system. This means that the stresses are reduced while maintaining the same rear wheel rigidity and the life of the components increases.

Dynamic Balance™ thanks to a special machining operation on the rim section opposite the joint

Triple patented milling to reduce the peripheral mass



**Hubs** are oversized with aluminium body and axle and with adjustable high-precision bearings. Racing 1 wheels feature perfectly balanced rotational dynamic thanks to the exclusive Fulcrum® Dynamic Balance™ technology. Racing 1 wheels are compatible with Campagnolo®, Shimano Inc. and Sram Co. drivetrains.





**RACING 3****Clincher**

**Racing 3** wheels are ideal for both racing and for everyday training. Aesthetically aggressive, Racing 3 wheels offer the same technical advantages as the more titled Racing 1 and Racing Zero wheels, but at a lower price.



**The oversize hubs**, with an aluminium body and axle, feature adjustable high-precision bearings to achieve the best performance every time.

**The 2 mm steel spokes** have an aerodynamic profile which enhances aerodynamic penetration and reduces the formation of vortices. There are 16 spokes for the front and 21 for the rear wheel. The spoking is of the radial type for the front wheel and of the crossed type with doubling of the right-hand spokes for the rear. Racing 3 wheels incorporate an exclusive Fulcrum® feature: Dynamic Balance™. The wheel is balanced during rotation thanks to a special rim design that counterbalances the joint section. Racing 3 wheels are available in two black and silver colour versions and are compatible with Campagnolo®, Shimano Inc. and Sram Co. drivetrains.

*Fulcrum® quick release with two pivots for easier and more secure clamping*

*Lightening of the rim to reduce the peripheral mass*

*Aero spokes for enhanced aerodynamic penetration*

Black



**The aluminium rim**, with a height of 26 mm, features special milling for lightness, an exclusive Fulcrum® patent. The rim bed is not drilled. Therefore, in addition to the weight advantage provided by the elimination of the need for rim tape, the undrilled rim bed also features a mechanical advantage: greater torsional rigidity and greater vertical elasticity for the wheel.

versions:

Silver







## Racing 5 Evolution

After the highly appreciated improvement of the 2008 model, Racing 5 Evolution wheels remain the benchmark for the mid range. This is especially due to two fundamental factors: weight – just 1,755 g – and a highly competitive price. These wheels are designed for everyday use and training. An optimum proposal from Fulcrum® which guarantees excellent quality.





Hammer-head  
spokes of the  
Aero type, with  
differentiated  
thickness

**The hubs** are oversized and provided with flanges for blade hammer-head spokes. Smoothness is ensured by sealed high-quality bearings and they have a new single-piece body which incorporates the freewheel body and pawl carrier in a single component with a considerable reduction of weight.

There is a lower number of **spokes**, and they now have blade hammer-heads of the Aero type and differentiated thickness, 2-1,5-2. Instead of 24 in the front wheel and 27 in the rear wheel in the old Racing 5, there are now only 20 spokes in the Racing 5 Evolution front wheel and 24 in the rear. There is radial spoking for the front wheel and the patented Fulcrum® 2:1 Two-to-One™ Spoke Ratio for the rear wheel. Also unchanged is the presence of Dynamic Balance™ which, thanks to two oversized spokes, balances the concentration of the rim joint material during wheel rotation.

**The rim** is a medium-sectioned one with a height of 24 mm with reinforcing eyelets for the spokes and turned braking surfaces. Racing 5 Evolution wheels are compatible with Campagnolo®, Shimano Inc. und Sram Co. drivetrains.



New Fulcrum®  
quick release  
for Racing 5







**Racing 7** The Fulcrum® range takes on a red tinge with the Racing 7 entry-level wheelset - high-quality wheels at an affordable price. With Racing 7, Fulcrum® offers light, high-performance wheels which are reliable over time.





Racing 7 wheels have an aluminium rim with a height of 24 mm and aerodynamic profile and machined braking surfaces with wear indicator. Hubs are oversize, flanged, and turning on sealed cylindrical bearings. Twenty 2 mm spokes are radially laced on the front wheel to improve the bike's aerodynamics.



New  
Fulcrum®  
quick release  
for Racing 7



The rear wheel, on the other hand, has 24 spokes laced according to Fulcrum's renowned 2:1 Two-to-One™ geometry to improve transmission of the athlete's power. Racing 7 wheels are available in black or red colour versions and are compatible with Campagnolo®, Shimano Inc. and Sram Co. drivetrains.

2:1 Two-to-One™ for  
Racing 7 too

Clincher

Black



versions:



Red



# Racing Light™ XLR

Racing Light™ XLR wheels are ideal for climbers and others too. In the new version they are enhanced by carbon fibre hub bodies which act on Cronitect®\* stainless steel bearing races with CULT™ ceramic ball bearing technology.



CERAMIC ULTIMATE LEVEL TECHNOLOGY

Oversize flange for the maximum torsional resistance

RACING LIGHT™ XLR TUBULAR

Full-carbon rim for clincher tyre.



The carbon hub is strong and makes it possible to save weight compared with the aluminium version.

Exemplary results: they improve the lightness, the rotation fluidity of the hubs and their life over time.

The low profile rim is available for tubular or clincher tyres. It is fitted with 22 radial spokes on the front wheel and 24 on the rear with doubling of the spokes on the freehub side (Two-to-One™ technology) to obtain a snappy response during sprints and uphill. Compatibility with Campagnolo®, Shimano Inc., or Sram Co. drivetrain systems.



# Racing Speed™ XLR

Racing Speed™ wheels are much loved by professional cyclists. Their widespread diffusion is due to the wheel's many features: the high rim profile combined with lightness make this model particularly suitable for the most varied racing situations.

The Racing Speed™ XLR **version of the wheel has been completely renewed**. The body is made of **carbon**. The balls of the bearings implement CULT™ technology with its super-high strength and smoothness thanks to Cronitect®\* stainless steel with thermo-chemically treated surface layer.



CERAMIC ULTIMATE LEVEL TECHNOLOGY



The rim has a 50 millimetre profile and is supported by 18 radially-laced spokes in the front wheel and 21 in the rear with doubling on the freehub side using Two-to-One™ technology. The use of pads for special brakes is necessary.

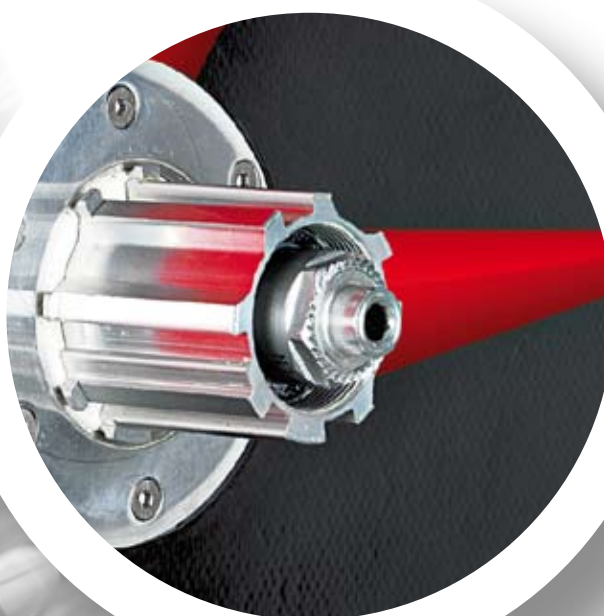




# Racing Chrono™

The Racing Chrono™ wheel accepts no compromises: it is dedicated to the most demanding riders, the time trial specialists. The aerodynamic surface is a tensile structure made of polyaramide, a composite which ensures structural strength and aerodynamic penetration.

 CERAMIC ULTIMATE LEVEL TECHNOLOGY



Special oversize hub,  
designed exclusively for  
disc wheels



The 2009 upgrades regards the use of ceramic ball bearings using CULT™ technology which exploits Cronitect®\* steel to improve the wheel's smoothness and performance. Furthermore, the ceramic ball bearings are much more resistant to wear. The braking tracks are made of aluminium. The graphic appearance has been renewed for the new Racing Chrono™ wheels in order to keep in step with the times and even anticipate them aggressively.







	Zero 2-Way Fit™			1 2-Way Fit™			Zero					1			3			5			7	
	RACING ZERO 2-Way Fit™ front	RACING ZERO 2-Way Fit™ rear		RACING 1 2-Way Fit™ front	RACING 1 2-Way Fit™ rear		RACING ZERO clincher front	RACING ZERO clincher rear.	RACING ZERO tubular front	RACING ZERO tubular rear		RACING 1 clincher front	RACING 1 clincher rear		RACING 3 clincher front	RACING 3 clincher rear		RACING 5 Ev. clincher front	RACING 5 Ev. clincher rear		RACING 7 tubular front	RACING 7 tubular rear
nominal weight*	625	800		695	855		625	800	625	800		695	855		710	895		776	980		832	1026
welded rim joint	yes	yes		yes	yes		yes	yes	yes	yes		yes	yes		yes	yes		no	no		no	no
dynamically balanced	yes	yes		yes	yes		yes	yes	yes	yes		yes	yes		yes	yes		yes	yes		no	no
RIM TAPE	not needed	not needed		not needed	not needed		not needed	not needed	tubular	ttubular		not needed	not needed		not needed	not needed		yes	yes		yes	yes
machining	3	3		3	3		3	3	3	3		3	3		1	1		no	no		no	no
nominal and ETRTO width	20,5/15	20,5/15		20,5/15	20,5/15		20,5/15	20,5/15	20/-	20/-		20,5/15	20,5/15		20,5/15	20,5/15		20,5/15	20,5/15		20,5/15	20,5/15
spoke material	aluminium	aluminium		aluminium	aluminium		aluminium	aluminium	aluminium	aluminium		aluminium	aluminium		stainless steel	stainless steel		stainless steel	stainless steel		stainless steel	stainless steel
number of spokes	16 radial	7 left 14 right		16 radial	7 left 14 right		16 radial	7 left 14 right	16 radial	7 left 14 right		16 radial	7 left 14 right		16 radial	7 left 14 right		20 radial	8 left 16 right		20 radial	8 left 16 right
type of spokes	ultra aero with variable section	ultra aero with variable section		aero with variable section	aero with variable section		aero with variable section	aero with variable section	aero with variable section	aero with variable section		aero with variable section	aero with variable section		aero	aero		aero with variable section	aero with variable section		standard 2mm	standard 2mm
HUB material (body/axle)	Alu/ Alu	Alu/ Alu		Alu/ Alu	Alu/ Alu		Alu/ Alu	Alu/ Alu	Alu/ Alu	Alu/ Alu		Alu/ Alu	Alu/ Alu		Alu/ Alu	Alu/ Alu		Alu/ Steel	Alu/ Steel		Alu/ Steel	Alu/ Steel
compatibility	100mm	130mm CAMPA 9/10/11 HG 8/9/10		100mm	130mm CAMPA 9/10/11 HG 8/9/10		100mm	130mm CAMPA 9/10/11 HG 8/9/10	100mm	130mm CAMPA 9/10/11 HG 8/9/10		100mm	130mm CAMPA 9/10/11 HG 8/9/10		100mm	130mm CAMPA 9/10/11 HG 8/9/10		100mm	130mm CAMPA 9/10/11 HG 8/9/10		100mm	130mm CAMPA 9/10/11 HG 8/9/10

\* The weight of the wheels does not include the quick release, and it refers to the lightest configuration.





	LIGHT™ XLR					SPEED™ XLR			CHRONO™	
	RACING LIGHT™ XLR clincher front	RACING LIGHT™ XLR clincher rear	RACING LIGHT™ XLR tubular front	RACING LIGHT™ XLR tubular rear		RACING SPEED™ XLR tubular front	RACING SPEED™ XLR tubular rear		RACING CHRONO™ tub. post.	
nominal weight*	585	785	560	720		575	750		990	
welded rim joint	carbon	carbon	carbon	carbon		carbon	carbon		Alu/ Aramide	
dynamically balanced	yes	yes	yes	yes		no	no		no	
RIM TAPE	yes	yes	tubular	tubular		tubular	tubular		tubular	
machining	no	no	no	no		no	no		no	
nominal and ETRTO width	20,5/13	20,5/13	20/-	20/-		20/-	20/-		19/-	
spoke material	stainless steel	stainless steel	stainless steel	stainless steel		stainless steel	stainless steel		-	
number of spokes	22 radial	8 left 16 right	22 radial	8 left 16 right		18 radial	7 left 14 right		-	
type of spokes	aero with variable section	aero with variable section	aero with variable section	aero with variable section		aero with variable section	aero with variable section		disc	
HUB material (body/axle)	carb-alu/ Alu	carb-alu/ Alu	carb-alu/ Alu	carb-alu/ Alu		carb-alu/ Alu	carb-alu/ Alu		Alu/ Alu	
compatibility	100mm	130mm CAMP 9/10/11 HG 8/9/10	100mm	130mm CAMP 9/10/11 HG 8/9/10		100mm	130mm CAMP 9/10/11 HG 8/9/10		132mm CAMP 9V	

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