ROAD

— 2017 —

FULCRUM


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MISSION

Since 2004 the Fulcrum® brand is dedicated to develop the best performing wheels that modern technology can produce. A great deal of this work is done by the Fulcrum® engineers in the italian headquarters. However, in order to design and produce a faster wheel they must rely not only on laboratory results but also on feedback from the strongest athletes and the cycling enthusiasts around the world. And this is what we do: we ride our bicycles, we test our wheels, we put them on world champions' bikes, we listen to suggestions and comments coming from our athletes as well as our customers. In this way we imagine and develop our new projects trying to give a definite character to every new wheel we make.
Choosing the best materials, refining details, technical solutions keep us at the top. From the professional level road wheels to the mtb ones, the Fulcrum® range offers a complete selection.


SUOMY
LAMITAL
LAMFER
Lampre
Prerivestite
lamiere
MERIDA

OUR TEAMS

OUR TEAMS. OUR INSPIRATION. OUR TESTING GROUND.

TECHNOLOGIES

Our R&D department is the pride and joy of our company. Inside this unit, highly sophisticated products are designed, tested, and developed to embody the Fulcrum® dna.

Inside the R&D department the objective is to continuously innovate in order to improve the cycling experience by finding the right balance between equally important factors: performance, reliability, quality, design and safety.

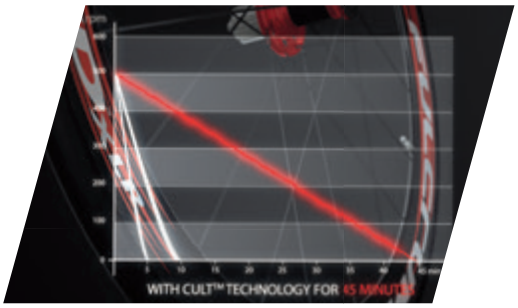
CULT™

CERAMIC ULTIMATE LEVEL TECHNOLOGY
MAXIMUM SMOOTHNESS FOR MAXIMUM PERFORMANCE

Ceramic Ultimate Level Technology™

There are wheels and there are wheels made with CULT™ technology. Wheels will get you to where you are going with varying levels of fatigue depending on the make and model. Wheels made with CULT™ technology will get you to the finish line faster, with less fatigue and will last considerably longer. Those looking for the fastest, most efficient and durable wheels need look no further as they may simply choose the technology that even the best pro-tour riders have come to demand: CULT™.

You can rest assured that if your wheels are made with CULT™ technology you are sitting on the fastest and most efficient wheels available. So superior is the CULT™ bearing technology that laboratory tests prove that hubs equipped with CULT™ technology run 9 times longer than standard bearings. Other tests involve spinning the wheel equipped with CULT™ technology at 500RPM and then allowing it to decelerate. The CULT™ equipped wheel continues to spin for a full 45 minutes.



Being able to roll as friction free as possible is of utmost importance as it is one key element in reducing fatigue and increasing efficiency. In other words, smoother and more efficient bearings allow you to ride faster using less energy. CULT™ technology allows the rider to spend less energy on overcoming friction and enabling him or her to be fresher at critical points in the race. At similar power output, CULT™ bearings allow the rider to maintain higher average speeds, thus translating into crucial time savings.

USB™

CERAMIC ULTRA SMOOTH BEARINGS™

Ultra Smooth Bearings™

Fulcrum® has a long-standing reputation for the extremely high performance of its hubs in terms of smoothness and reliability. In fact, we develop each and every hub in house and place obsessive care into the most minute detail. With this work ethic and attention to detail in mind we choose to emply USB™ ceramic bearings to further reduce our wheels' rolling resistance, weight and need for maintenance.

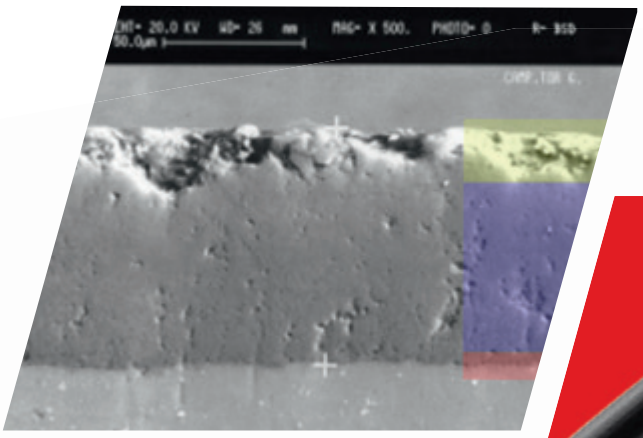
Comparative tests have shown that USB™ bearings are 50% smoother than standard bearings. Now improving your performance during the race or simply going for a ride with your friends will be easier.

Plasma Electrolytic Oxidation

The Plasma Electrolytic Oxidation treatment is a process made thanks to electrical discharges that take advantage of heavy materials - free electrolytes. This process is an advanced oxidation process of light alloys of aluminum, magnesium and titanium. This special project was developed a few decades ago in the Russian laboratories to improve characteristics of the lightweight materials used in the field of space and military.

The Plasma Electrolytic Oxidation process gives the alloy surface very special characteristics regarding hardness and wear resistance.

This is possible thanks to a very fine and compact matrix of alpha and microcrystalline gamma alumina and amorphous alumina embedded on the surface. Wheels treated with Plasma Electrolytic Oxidations take a new really engaging total black look, also interesting for the excellent wear resistance thanks to the high hardness of the layer. Fulcrum® R&D department has chosen to use this treatment also on the aluminum braking surface, developing a new design created by turning that allows superior braking efficiency. Specified Brake pads should be used with this special finishing.



2-WAY FIT™

2-Way Fit™ profile for tubeless and clincher

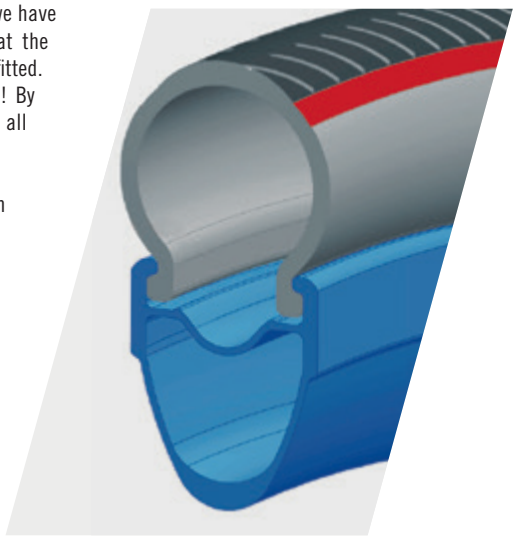
Tubeless technology was first used by the auto industry, then by motorcycles and now has reached the cycling industry. After its debut with mountain bikes the moment has come to “put it on the road”, and that’s what we propose to do. We have developed our 2-Way Fit™ technology to ensure the perfect compatibility 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. You may ask, “what do I do if I get a flat with a tubeless tire?” Not to worry! With Fulcrum® 2-way Fit™ you must simply remove the tubeless valve and use a standard inner tube to get you back home.

ULTRA FIT™

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.



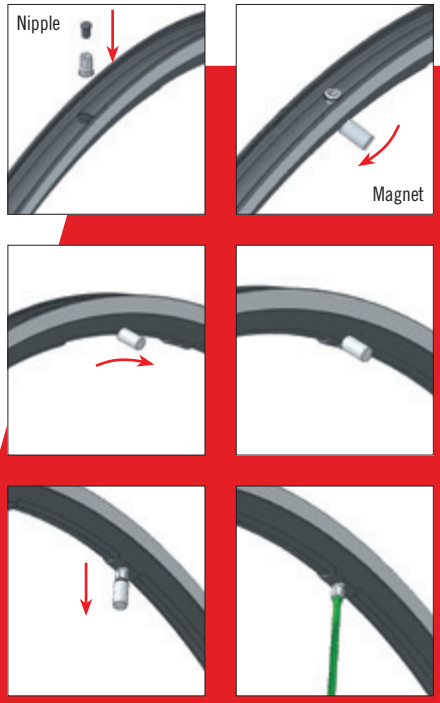
The Ultra-Fit™ Tubeless wheels well exceed any other wheel fitted with traditional tyres in our tests. Installing a tubeless tire with the Ultra-Fit™ Tubeless system is as easy as with traditional tires. Two special grooves on the inside of the rim keep the tire perfectly in position. The exclusive shape of the rim was developed in the Fulcrum® Research & Development department. The rim profile coincides exactly with the negative of the tubeless profile. Thanks to this feature, rims with the Ultra-Fit™ profile have some important advantages:

- Less friction between rim and tubeless tyre
- Lower rolling resistance
- Easy mounting of the tubeless tyre
- Maximum safety in case of flat tyre

Mo-Mag™

Mounting Magnet

What is MoMag™? A magnet and lots of genius. This was what led to the patent for the well-tested "Mounting Magnet" system, or MoMag™. How does it work? The nipples, once inserted inside the rim via the valve hole, are "guided" to the point of connection with the spoke by means of the magnet. This simple but ingenious system makes it possible to have a wheel without holes on the upper bridge, but with spokes tensioned by traditional nipples!



Advantages

A rim with no spoke holes on the tire side means that the rim is completely uniform and thus eliminating high stress areas or weaker points. It also eliminates the need for rim tape as the sharp edges of the spoke hole are no longer a threat. No rim tape also means less weight.

The advantages are immediately clear:

- longer rim lifetime
- greater resistance to fatigue
- the possibility to give the spokes greater tension
- greater/higher stiffness

There are countless performance advantages associated with this technology but not to be overlooked are also the ease of maintenance and spoke replacement.

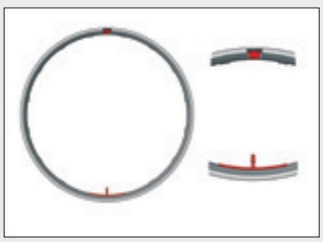
RDB™ Rim Dynamic Balance

Dynamic Balance™ aluminium rims

The concept is simple and elegant: balance the weight of the gasket, with an item of similar weight placed on the exact opposite side. 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.

Rim Dynamic Balance™ carbon wheels

For carbon wheels the principle is the same, but applied using a different technology. When making carbon rims, the pieces of carbon fabric are aligned in such a manner that the resulting rim is always balanced.



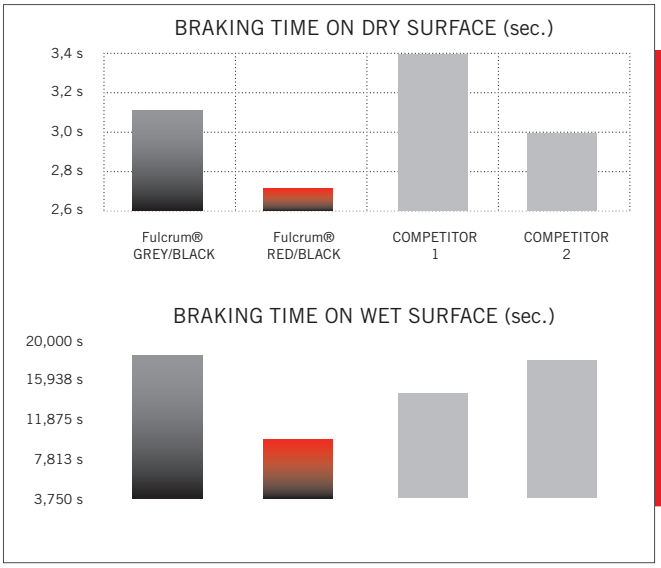
The weight of the rim joint is balanced at the opposed end by the unfilled valve seat. The weight is thereby balanced and the rim is stable and balanced even at high speeds.

The principle is always the same: balance the weight at every point of the rim. In this case the rim joint is balanced by 2 spokes with a different weight than the rest.

Thanks to a particular study on the positioning of the carbon skins, the rim is balanced at every point.

BRAKE PADS

Our engineers dedicate countless hours working on improving every last detail of our wheels and a large part of wheel performance is measured by its stopping distance. To maximize braking performance the Fulcrum® R&D department has developed internally brake pads made specifically for our carbon wheels. The special blend that resulted from seemingly unending rounds of testing increases brake performance on both dry and wet surfaces without increasing the wear and tear on the pad or the braking surface of the rim.



Anti-Rotation System

This new system raises the concept of spoking to new heights of performance. The Fulcrum® engineers have redesigned the spokes and the hub housings to create a solid and firm assembly. The result is such the spokes:

a) will never lose their initial tension, thus keeping the wheel perfectly reactive and centred
b) will remain in the position that was found in wind tunnel tests to ensure the best aerodynamic penetration possible.

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.

OVERSIZE AXLE™

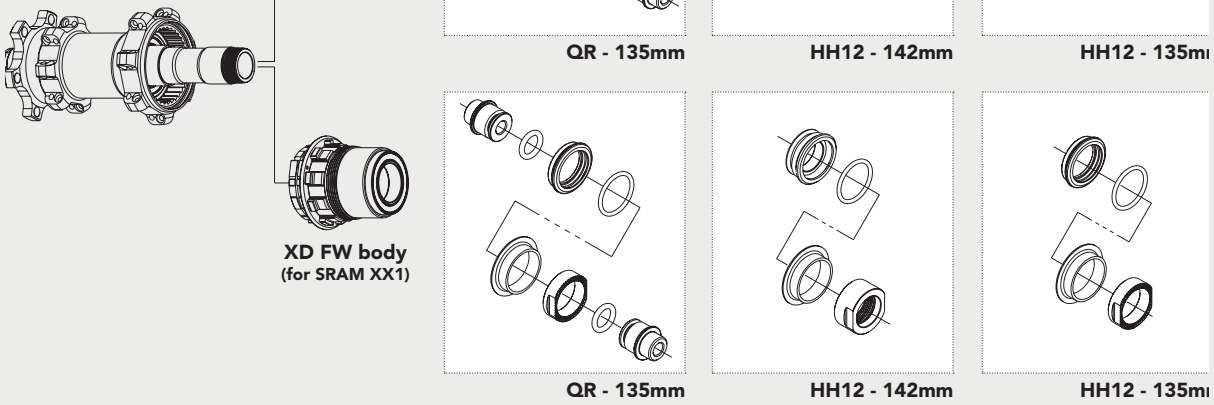
The hubs designed for Fulcrum® wheels employ a generously dimensioned design for both the central body and for the rotation axis. The diameter of the latter, 20 mm for all the models with disc brakes, guarantees high resistance to transverse and torsional stresses. A contribution is also made to this result by the mechanical architecture of the hub which, in the AFS™ version, is provided with bearings with a double ball-bearing race positioned outside the flange, so that it is aligned with the disc on the respective side.

AFS AXLE SYSTEM™

The Axial Fixing System™ is the solution developed by Fulcrum® to fix the disc brake to the hub.
The constraint granted by the butt area of the release mechanism, greater than in familiar standard ones, makes it possible to obtain greater structural rigidity and therefore more precise and powerful braking.
The availability of the International Standard option ensures full compatibility of Fulcrum® wheels even with the most widespread braking systems that use this assembly plan.

ONE HUB FITS ALL STANDARDS

A solution that allows the wheels to adapt to different standards on the market in a fast and simple way. Different adapters can be fitted in a few easy steps to allow the wheel to be fitted to any frame standard.



QUICK RELEASE

What is the Fulcrum® Quick Release?

The Fulcrum® Quick Release is not simply a wheel locking/release system. First and foremost, it is the component that guarantees the cyclist's safety, especially at high speeds, such as in road races. The Fulcrum® Quick Release project started with a very clear objective: the maximum performance in terms of easy assembly/disassembly, weight, smoothness of the wheel, but without compromising safety in any way. The patented Fulcrum® mechanism is the one that best meets these needs. The lever is positioned centrally with respect to the axis of the hub axle, i.e. in the best position to put both ends of the axle in traction without differences in load between the sides. The axle is in the form of a cam and applies the closure traction on the axis of the quick release.

Advantages

Thanks to the cam axle closure, it is simple and intuitive to understand the force to be applied for correctly closing the quick release and, even more importantly, the cam creates a mechanical impediment to the opening of the release, making it extremely safe during road use. The fork positioned symmetrically with respect to the sides of the lever and centrally with respect to the axis of the skewer, enables an even distribution of the loads and forces at each point of the skewer, thus avoiding critical breakage points and at the same perfect closure the fork of the frame and the wheel. The symmetry of the lever and the special shape of the cam make locking and releasing the Fulcrum® wheel extremely easy, fluid, and safe. The new aerodynamic form, moreover, considerably improves the aerodynamic coefficient of the range of wheels dedicated to time trial disciplines.

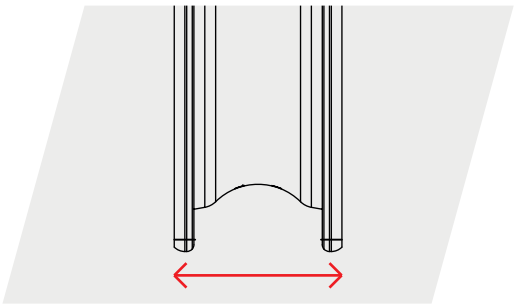
Rim Full Carbon technology

Full carbon Fulcrum® rims are built using combinations, developed in the laboratory, of different types of fibre, including UD and the famous 90-degree 3K of models at the top of our range.
To build them we developed a special HTG (high transition grade) resin, whose glass transition point is at a higher temperature than any other fibre used in the bicycle industry. This gives incomparable performance when braking.
Fulcrum® carbon products are also recognisable for their sophisticated workmanship: The rims are moulded with ready-made nipple holes, so no further hole-making is needed. Nor is polishing necessary to give them an impeccable appearance or make them technically ready for mounting.

Wide Rim Tech

Fulcrum®'s R&D department, following requests from the competition circuit, has worked to create rims that are wider than before, about 4 mm or more than previously. This technical choice provides an ideal basis for 25/28mm tyres, the sizes currently popular.
This ensures stability, excellent handling and superior comfort. And everyone agrees that a more comfortable bicycle means less physical and mental fatigue, generating better performance and results.

The contact made by the wider tyre creates a better, more stable support, while the shape of the tyre and rim together creates regular, stable air flow, in short, more aerodynamics, less attrition.

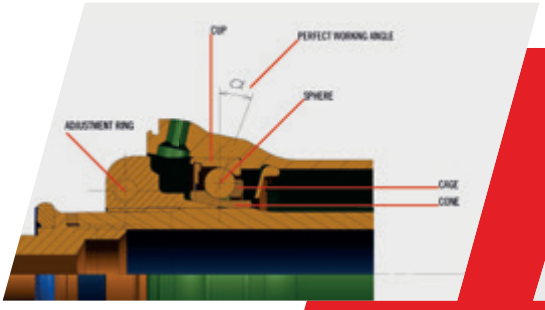


Unrilled Rim bed

No holes on the bridge connector means that the rim is uniform at every point, free from critical areas subject to stress. The advantages are immediately clear: less weight, longer lasting rims, greater resistance to fatigue, the possibility of giving the spokes more tension and more stiffness which, in terms of performance, means improved responsiveness and acceleration.

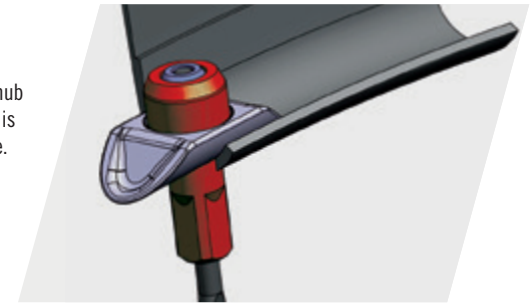
Cup&Cone

The cup-and-cone bearing differs from the classic cartridge bearing because it works in perfect alignment with the forces involved, weight and thrust from the frame, as the bearings run in a race positioned directly opposing these forces. The adjusting ring lets you pre-load the bearing, so you can eliminate side-to-side play and have optimum adjustment once the wheel is mounted on the frame.



DSRC™

Exclusive rim/spoke coupling system. It allows the rim, spokes, nipples and hub to align properly with the same tensioning value in all areas. The nipple base is optimised to prevent spoke tensile force from directly impacting the carbon fibre. This force is instead transferred to a special polymer insert, which is also self-locking, thereby requiring less frequent maintenance and drastically reducing stress on the rim.



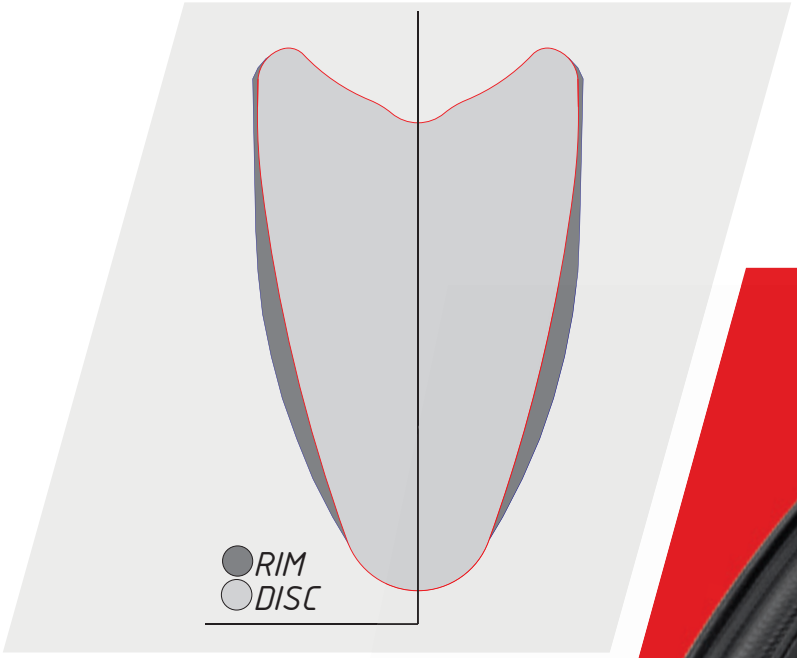
Square Milling

For the new Racing Zero's aluminium rim, we decided to keep the triple-milled structure throughout the profile to minimise aluminium thicknesses. Next, our technicians added 3D milling at the base of the spokes. This means less material but the same reliability since, in this particular design, the forces are well distributed over the rim.
Triple and "Square" milling enable maximum weight reduction on the rim periphery, producing an extremely responsive wheel.

Disc Specific Rim

Fulcrum® is one of the first wheel manufacturers on the market to offer two completely different rim profiles from disc to conventional brake. So, no adaptation, but a rim conceived based on years of design experience.

Not requiring a braking track, Fulcrum®'s R&D department designed a completely new profile, aimed at saving every single gram of weight and at improving aerodynamic efficiency. Its greater width makes it a perfect fit for tyres of 25/28mm upwards.



2:1 Two-to-one™/ Disc specific

On braking, the front wheel must deal with torques directed towards the rim, thence to the ground, in the best possible way. This means that the hub and the spokes must be ready to carry out two main tasks: to transmit the strongest possible braking force directly to the ground and to balance torque coming from the disc on the axis. The Oversize Flange improves spoke dishing. Along with the double spokes on the disc side, this allows the system to reach an optimum torque level, enabling optimum transmission of power to the ground.

The 2:1 Two-to-one™ system also reduces the load on each spoke, decreasing the stress they undergo while racing. This unique solution keeps radial spoking on one side (for the front wheel, the side opposite the disc). No loss of stiffness, but a considerable saving in weight.

Differentiated Rim Height

Two different heights for front and back. A bigger challenge in construction, but necessary to achieve the very best. The lower front wheel improves handling, limiting weight to a maximum and also mass involved when turning and relaunching. The rear rim is higher and more solid, to transmit all the power to the wheel and increase stability.

High strenght Aluminum

Special aluminium - the best aluminium wheels require carefully chosen materials. For Racing Zero, Fulcrum® R&D uses only the best aluminium alloy 6082, with artificial ageing T6 temper that stabilises the alloy and gives it maximum life and reliability.
Aluminium 6082 has the highest strength of the 6000 series and has replaced 6061 in many applications. It is generally used for high-stress applications.

Carbon Hubs

In line with their aim to save every possible gram of weight and to choose the most advanced technological solutions, the R&D department has developed a seamless carbon hub. The fibre selected is woven at 90 degrees, for enhanced balance of torque when pedalling.

Asymmetric Rim

This aluminium rim has an asymmetric, machined profile to keep peripheral weight to a minimum, making the wheel extremely responsive on relaunches. This specific shape also guarantees excellent shock resistance. The asymmetry is designed to improve rim tension, balancing the forces from brakes and sprocket cassette.

Plasma Freehub

The Plasma treatment makes the aluminium especially hard and resistant to surface abrasion and wear. This has allowed thickness of materials to be reduced to a minimum, achieving advantages of lighter weight, while maintaining lifespan and reliability.

3Diamant™

To optimise performance under all conditions, an improved friction surface was studied and developed to work in tandem with the brake pads specially formulated for Fulcrum® carbon wheels.

This research resulted in a new formula for braking surfaces. Thanks to an advanced process using diamond-point precision tools, it eliminates imperfections caused by any non-homogenous resin deposits and allows the brake pad to act directly on the specially-designed woven carbon fibres.

Oversize flange

The Oversize Flange was developed from the need to create a system to transmit every watt to the ground without dispersion, stiffening the wheel system where necessary, without having to add spokes or superstructures that increase weight. The oversize flange uses physics to solve the problem. It increases dishing and enables spokes to be shortened. Doubling the spokes creates a balanced system that is excellent at transmitting torque.

Tubeless Ready

Tubeless, over time, has become the solution of choice for high-end MTB wheelsets, because it guarantees better rideability and protection against punctures. Fulcrum®'s "Tubeless Ready" products are ready for this changeover, with tape already in place. The specially formed and reinforced bead fits more easily to the tyre, for simple, safe changeover.

UST™ tubeless

Our UST™ tubeless wheelset complies with the Universal Standard for Tubeless and creates the ideal interface between tubeless tyre and rim.
Fulcrum® rims with Tubeless technology are shaped so that the tyre sides match the side-walls of the rim perfectly, for easy mounting with no loss of pressure.
By eliminating all play between rim and tyre, there is no dispersion of energy and smoothness is even better.

Monoblock hub for Disc

The rear hub of a top-quality disc brake wheel is a technical problem to be solved. Fulcrum®'s R&D department found itself facing a fundamental choice: on which side to put the oversize flange of the Two-to-one™ system? Disc or sprocket side? Without question - must stay on the sprocket side.
To combat the loss of braking power from flex and torque of the connector between the two sides of the hub, a special one-piece system has been devised with internal stiffening ribs. The end result is maximum torque transmission while pedalling and forces coming from the disc on the opposite side when braking. In this way the system works both accelerating and braking, when spokes that are more numerous and with more dishing are involved. At the same time, the other side confirms the spokes' radial layout, saving precious weight.

F.I.C. Fulcrum® IDENTIFICATION CARD

Ceramic Ultimate Level Technology™

Since its inception Fulcrum® has been dedicated to researching, developing, designing, testing, producing and perfecting wheels that live up to the prestigious red "F" that symbolizes the quality standard required of all products that leave our factory. With an extensive R&D department, Fulcrum® takes pride in producing the most advanced, reliable and highest performing products possible. The studies and development behind all of our products is extensive in order to ensure the maximum in performance and product integrity. To guarantee the same quality and performance in each and every product that leaves the factory a meticulous quality control system has been put in place. Every single product must undergo a series of intense and strict testing at every stage in the production process as well as a post production test in order to confirm that every wheel, spoke and quick release is in line with our stringent quality standards.

FATIGUE TEST - Before the manufacturing stage, each wheel and each of its components are subjected to long and very challenging tests that ensure the durability and performance over time.
CRASH TEST - Simulates the impact of the wheels with possible obstacles. The Fulcrum® tests have successfully passed the tests required by UCI standards.
ENVIROMENT TEST - Exposure to UVA and UVB rays, salt attack and exposure to moisture: these are the tests that all Fulcrum® wheels must pass to ensure maximum performance and reliability over time.
100% MANUALLY ASSEMBLED AND ELECTRONICALLY CHECKED - The pre-emptive tests mentioned above may be sufficient. But not for Fulcrum® who wants to ensure the highest quality of each individual wheel, checking the parameters at the end of the production process. This is why Fulcrum® made a clear and conscious choice: to assemble each wheel manually and submit it to a series of final checks that guarantee their quality. The only way to ensure that each and every wheel that bears the Fulcrum® name lives up to our quality standards is by using a completely manual assembly process by trained and specialized personnel. Once every product is produced it must then pass through both manual and digital inspections carried out by qualified Fulcrum® staff.

- Balancing: guarantees the absence of vibrations at fast speed.
- Lateral and radial control: guarantees the perfect alignment of the wheel to ensure the wheel is true from all angles.
- Camber: ensures the perfect symmetry of the wheels with the bicycle.
- Spokes tension: ensures optimal balance at every point of the wheel.
- Rolling torque of the hub: ensures a perfect adjustment of the hubs.

We must be sure that every wheel we produce is up to our standards, but you, the cyclist and consumer must also be sure. To further ensure the quality and integrity of each and every product we produce Fulcrum® implemented a program that began in 2012 which assigns every single wheel its own Identity Card. This identity card uniquely identifies each wheel and certifies that it has been manually assembled and has passes all tests and controls required by our strict protocol.

HOLOGRAM & TRACEABILITY

Fulcrum® carbon fibre wheels are among the most highly sought-after components of their kind in the racing cycle world, and this inevitably attracts the attention of counterfeiters. To defend its image and quality, and to protect the end customer, Fulcrum® applies a hologram decal to every wheel in its Racing Speed range to certify that it is an original Fulcrum® product. Demanding proof that you have purchased an original Fulcrum® product is your right as a consumer, and also offers the peace of mind of knowing that you can make full use of the superlative performance these wheels were designed to deliver. Proof of originality also certifies that the wheel was built to Fulcrum®'s stringent standards and has passed all of our quality control tests. Please note that the manufacturer's guarantee and all the support services offered are only valid for original products. One key factor behind Fulcrum® quality is the fact that each and every product that bears our name and leaves the factory is completely traceable. The traceablility program gives advantages all around. First and foremost to our consumers as it prrooves to them that they have acquired an original product. Secondly it is also a quality control measure for after-sale issues. Should you have any problem whatsoever with your wheel Fulcrum® can immediately identify the exact time at which any given product was produced in order to take measures to rectify any problem that may emerge. Fulcrum® demands absolute perfection in order to pass it along to cycling consumers.

CERTILOGO

FULCRUM® AND CERTILOGO® AGAINST COUNTERFEITING: A TANGIBLE ANSWER THAT PROTECTS OUR CLIENTS' SAFETY AND PURCHASES.

Top-end Fulcrum® wheels are considered by the market and by aficionados to be reference products and as such are highly desirable. They have therefore also become appetizing to counterfeiters who have cloned some of our models (especially those in carbon fiber) releasing considerable numbers onto the international markets.
The wheel is a performance product, but also a safety component. This aspect means that those who purchase a fake product, while saving money on something that clearly costs much less than the going market price, puts their personal safety at great risk. The materials and production processes that together help to achieve a safe performing product are obviously not the same.
With the aim of fighting and combating these counterfeiters, Fulcrum® is the first in the cycling sector to have put in place, thanks to the support of Certilogo®, a control system that enables our clients to authenticate the product simply and immediately.
Starting with the products in the 2015 catalogue, each pair of Fulcrum® wheels in the SPEED and RACING SPEED lines (see details) comes with an individual ID code (the Certilogo® Code or CLG Code) on a swing tag attached to a spoke on the wheel.

The tag will comprise a Certilogo® Code (in both numerical and QR code) that allows anyone, before or after purchase to check that the product is authentic. To authenticate Fulcrum® wheels, just visit www.certilogo.com, insert the CLG Code given on the tag or download the Certilogo APP free from Apple Store.
The tag will also have a Security Code covered by a silver stripe (technology similar to that used on mobile top-up cards). In certain circumstances, the end user (and only the end user) may be required to enter this code by Certilogo®. This countercheck may be useful, for example, in the case of online sales (when the client has no guarantee that the product viewed is the same one supplied). We suggest you keep the Fulcrum® Original Wheels tag even after product authentication for possible future use and, if necessary, to confirm ownership of the product.

PRODUCTS COVERED BY THE AUTHENTICATION SERVICE

The Fulcrum® Original Wheels tag is present on a spoke of the following wheels starting from the 2015 range: SPEED and RACING SPEED.
Should you not find a Fulcrum® Original Wheels tag on the above listed wheels, immediately notify your nearest Pro-Shop™ store or Fulcrum® Srl directly (addresses at www.fulcrumwheels.com)

ROAD

Every enthusiast will be able to find the wheel that is best suited for his or her characteristics. The Fulcrum® road range offers solutions for every condition course, discipline and budget. From the professional level full carbon wheels to the high performance aluminium line, the Fulcrum® range offers a complete selection with two common denominators: quality and performance.
Discover their characteristics.

SPEED 55T

TECHNOLOGIES

Full Rim Carbon Technology / RDB - Dynamic balance™ / Wide Road Rim Technology / 3Diamant™ / Mo-Mag™ / Undrilled carbon rim bed / DSRC™ / Anti Rotation System™ / CULT™ / Cup&Cone / Two-to-One™ / Carbon hub / Plasma Freehub / Oversize Flange

FEATURES

TYRE TYPE	tubular
TYRE SIZE	28”
DISCIPLINE	Road/Triathlon
WEIGHT	1280 g.
RIM MATERIAL	Carbon
RIM MATERIAL DETAILS	Full carbon, 3K - carbon fiber finishing
PROFILE HEIGHT CATEGORY	High
RIM HEIGHT	Front and rear 55 mm
RIM WIDTH	24,2 mm
INNER RIM WIDTH (CHANNEL)	/
TYRE WIDTH (SUGGESTED)	From 25 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	3K carbon fiber braking surface. 3Diamant treatment on braking surface
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	18 - Left 9 - Right 9
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Carbon, Aluminum flanges
REAR HUB	Carbon, Aluminum oversize flange
BEARINGS	CULT ceramic bearings. Adjustable Cup & Cones bearing system
OTHERS	Plasma treated HG freewheel. Aluminum Axle
XD COMPATIBILITY	Yes

SPEED 40T

TECHNOLOGIES

Full Rim Carbon Technology / RDB - Dynamic balance™ / Wide Road Rim Technology / 3Diamant™ / Mo-Mag™ / Undrilled carbon rim bed / DSRC™ / Anti Rotation System™ / CULT™ / Cup&Cone / Two-to-One™ / Carbon hub / Plasma Freehub / Oversize Flange

FEATURES

TYRE TYPE	tubular
TYRE SIZE	28”
DISCIPLINE	Road/Triathlon
WEIGHT	1213 g.
RIM MATERIAL	Carbon
RIM MATERIAL DETAILS	Full carbon, 3K - carbon fiber finishing
PROFILE HEIGHT CATEGORY	Medium
RIM HEIGHT	Front and rear 40 mm
RIM WIDTH	24,2 mm
INNER RIM WIDTH (CHANNEL)	/
TYRE WIDTH (SUGGESTED)	From 25 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	3K carbon fiber braking surface. 3Diamant treatment on braking surface
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	18 - Left 9 - Right 9
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Carbon, Aluminum flanges
REAR HUB	Carbon, Aluminum oversize flange
BEARINGS	CULT ceramic bearings. Adjustable Cup & Cones bearing system
OTHERS	Plasma treated HG freewheel. Aluminum Axle
XD COMPATIBILITY	Yes

SPEED 40T DB

TECHNOLOGIES

Full Rim Carbon Technology / RDB - Dynamic balance™ / Wide Road Rim Technology / Mo-Mag™ / Undrilled carbon rim bed / DSRC™ / Disc Specific Rim / Anti Rotation System™ / CULT™ / Cup&Cone / Two-to-One™ / DB 2:1 Two-to-One™ / Monoblock hub for Disc / Carbon hub / Plasma Freehub / Oversize Flange / AFS™

FEATURES

TYRE TYPE	tubular
TYRE SIZE	28”
DISCIPLINE	Road/Triathlon
WEIGHT	1340 g.
RIM MATERIAL	Carbon
RIM MATERIAL DETAILS	Full carbon, 3K - carbon fiber finishing
PROFILE HEIGHT CATEGORY	Medium
RIM HEIGHT	Front and rear 40 mm
RIM WIDTH	23,5 mm
INNER RIM WIDTH (CHANNEL)	/
TYRE WIDTH (SUGGESTED)	From 25 mm to 32 mm
BRAKING SYSTEM	Disc brake
BRAKING SURFACE/ BRAKES OPTIONS	6 bolts or AFS
FRONT AXLE COMPATIBILITY	HH12
REAR AXLE COMPATIBILITY	HH12
FRONT WHEEL SPOKES	21, Two to one - Left 14 - Right 7
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Carbon, Aluminum oversize flange
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	CULT ceramic bearings. Adjustable Cup & Cones bearing system
OTHERS	Plasma treated HG freewheel. Aluminum Axle
XD COMPATIBILITY	Yes

SPEED 40C

TECHNOLOGIES

Full Rim Carbon Technology / RDB - Dynamic balance™ / Wide Road Rim Technology / 3Diamant™ / Mo-Mag™ / Undrilled carbon rim bed / DSRC™ / Anti Rotation System™ / USB™ / Cup&Cone / Two-to-One™ / Carbon hub / Plasma Freehub / Oversize Flange

FEATURES

TYRE TYPE	clincher
TYRE SIZE	28”
DISCIPLINE	Road/Triathlon
WEIGHT	1420 g.
RIM MATERIAL	Carbon
RIM MATERIAL DETAILS	Full carbon, 3K - carbon fiber finishing
PROFILE HEIGHT CATEGORY	Medium
RIM HEIGHT	Front and rear 40 mm
RIM WIDTH	24,2 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 17C
TYRE WIDTH (SUGGESTED)	From 25 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	3K carbon fiber braking surface. 3Diamant treatment on braking surface
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	18 - Left 9 - Right 9
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Carbon, Aluminum flanges
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	USB ceramic bearings. Adjustable Cup & Cones bearing system
OTHERS	Plasma treated HG freewheel. Aluminum Axle
XD COMPATIBILITY	Yes

*Dark version

RACING LIGHT XLR

TECHNOLOGIES

Full Rim Carbon Technology / RDB - Dynamic balance™ / DSRC™ / Anti Rotation System™ / CULT™ / Cup&Cone / Two-to-One™ / Carbon hub / Oversize Flange

FEATURES

TYRE TYPE	tubular
TYRE SIZE	28”
DISCIPLINE	Road
WEIGHT	1226 g
RIM MATERIAL	Carbon
RIM MATERIAL DETAILS	Full Carbon, 3K fiber
PROFILE HEIGHT CATEGORY	Low
RIM HEIGHT	Front 19 mm - Rear 21 mm
RIM WIDTH	20,5 mm
INNER RIM WIDTH (CHANNEL)	/
TYRE WIDTH (SUGGESTED)	From 21 mm to 28 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	3K carbon fiber braking surface
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	22 - Left 11 - Right 11
REAR WHEEL SPOKES	24, Two to one - Left 8 - Right 16
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Carbon, Aluminum flanges
REAR HUB	Carbon, Aluminum oversize flange
BEARINGS	CULT ceramic bearings, Adjustable Cup & Cones bearing system
OTHERS	Aluminum Axle
XD COMPATIBILITY	Yes

RACING SPEED XLR H80

TECHNOLOGIES

Full Rim Carbon Technology / RDB - Dynamic balance™ / Mo-Mag™ / Undrilled carbon rim bed / DSRC™ / Anti Rotation System™ / CULT™ / Cup&Cone / Two-to-One™ / Carbon hub / Oversize Flange

FEATURES

TYRE TYPE	tubular
TYRE SIZE	28”
DISCIPLINE	Road/Triathlon
WEIGHT	1540 g
RIM MATERIAL	Carbon
RIM MATERIAL DETAILS	Full Carbon, 3K fiber
PROFILE HEIGHT CATEGORY	High
RIM HEIGHT	Front and Rear 80 mm
RIM WIDTH	20 mm
INNER RIM WIDTH (CHANNEL)	/
TYRE WIDTH (SUGGESTED)	From 23 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	3K carbon fiber braking surface
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	16 - Left 8 - Right 8
REAR WHEEL SPOKES	18, Two to one - Left 6 - Right 12
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Carbon, Aluminum flanges
REAR HUB	Carbon, Aluminum oversize flange
BEARINGS	CULT ceramic bearings, Adjustable Cup & Cones bearing system
OTHERS	Aluminum Axle
XD COMPATIBILITY	Yes

*Dark version

SPEED 360T

TECHNOLOGIES

Full Rim Carbon Technology / RDB - Dynamic balance™ / Anti Rotation System™ / CULT™ / Cup&Cone / Plasma Freehub

FEATURES

TYRE TYPE	tubular
TYRE SIZE	28”
DISCIPLINE	Road/Triathlon
WEIGHT	865 g
RIM MATERIAL	Carbon
RIM MATERIAL DETAILS	Full Carbon, 3K fiber
PROFILE HEIGHT CATEGORY	High
RIM HEIGHT	/
RIM WIDTH	20 mm
INNER RIM WIDTH (CHANNEL)	/
TYRE WIDTH (SUGGESTED)	From 23 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	3K carbon fiber braking surface
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	/
REAR WHEEL SPOKES	/
SPOKES MATERIAL	/
SPOKES PROFILE TECHNOLOGY	/
NIPPLES	/
FRONT HUB	/
REAR HUB	/
BEARINGS	CULT ceramic bearings, Adjustable Cup & Cones bearing system
OTHERS	Aluminum Axle
XD COMPATIBILITY	Yes

RACING SPEED 50

TECHNOLOGIES

Full Rim Carbon Technology / RDB - Dynamic balance™ / DSRC™ / Anti Rotation System™ / Cup&Cone / Two-to-One™ / Oversize Flange

FEATURES

TYRE TYPE	tubular
TYRE SIZE	28”
DISCIPLINE	Road/Triathlon
WEIGHT	1360 g
RIM MATERIAL	Carbon
RIM MATERIAL DETAILS	Full Carbon, 3K fiber
PROFILE HEIGHT CATEGORY	High
RIM HEIGHT	Front and Rear 50 mm
RIM WIDTH	20 mm
INNER RIM WIDTH (CHANNEL)	/
TYRE WIDTH (SUGGESTED)	From 23 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	3K carbon fiber braking surface
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	18 - Left 9 - Right 9
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Aluminum, Aluminum flanges
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	Cup & Cone bearing system, Adjustable
OTHERS	Aluminum Axle
XD COMPATIBILITY	Yes

RACING SPEED 35

TECHNOLOGIES

Full Rim Carbon Technology / RDB - Dynamic balance™ / 3Diamant™ / Mo-Mag™ / Undrilled carbon rim bed / DSRC™ / Anti Rotation System™ / Cup&Cone / Two-to-One™ / Oversize Flange

FEATURES

TYRE TYPE	tubular
TYRE SIZE	28"
DISCIPLINE	Road
WEIGHT	1260 g
RIM MATERIAL	Carbon
RIM MATERIAL DETAILS	Full Carbon, 3K fiber
PROFILE HEIGHT CATEGORY	Medium
RIM HEIGHT	Front and Rear 35 mm
RIM WIDTH	20 mm
INNER RIM WIDTH (CHANNEL)	/
TYRE WIDTH (SUGGESTED)	From 23 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	3K carbon fiber braking surface. 3Diamant treatment on braking surface
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	18 - Left 9 - Right 9
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Aluminum, Aluminum flanges
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	Cup & Cones bearing system, Adjustable
OTHERS	Aluminum Axle
XD COMPATIBILITY	Yes

RED WIND XLR 80

TECHNOLOGIES

RDB - Dynamic balance™ / Mo-Mag™ / Undrilled carbon rim bed / DSRC™ / Anti Rotation System™ / CULT™ / Cup&Cone / Two-to-One™ / Oversize Flange

FEATURES

TYRE TYPE	clincher
TYRE SIZE	28”
DISCIPLINE	Road/Triathlon
WEIGHT	1770 g
RIM MATERIAL	Aluminum/Carbon
RIM MATERIAL DETAILS	Aluminum and Carbon, 3K fiber
PROFILE HEIGHT CATEGORY	High
RIM HEIGHT	Front and Rear 80 mm
RIM WIDTH	20,5 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 15C
TYRE WIDTH (SUGGESTED)	From 23 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	Aluminum braking surface, turned
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	16 - Left 8 - Right 8
REAR WHEEL SPOKES	18, Two to one - Left 6 - Right 12
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Aluminum, Aluminum flanges
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	CULT ceramic bearings, Adjustable Cup & Cones bearing system
OTHERS	Aluminum Axle
XD COMPATIBILITY	No

RED WIND XLR 50

TECHNOLOGIES

RDB - Dynamic balance™ / Mo-Mag™ / Undrilled carbon rim bed / DSRC™ / Anti Rotation System™ / CULT™ / Cup&Cone / Two-to-One™ / Oversize Flange

FEATURES

TYRE TYPE	clincher
TYRE SIZE	28"
DISCIPLINE	Road/Triathlon
WEIGHT	1590 g
RIM MATERIAL	Aluminum/Carbon
RIM MATERIAL DETAILS	Aluminum and Carbon, 3K fiber
PROFILE HEIGHT CATEGORY	High
RIM HEIGHT	Front and Rear 50 mm
RIM WIDTH	20,5 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 15C
TYRE WIDTH (SUGGESTED)	From 23 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	Aluminum braking surface, turned
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	18 - Left 9 - Right 9
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Aluminum, Aluminum flanges
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	CULT ceramic bearings, Adjustable Cup & Cones bearing system
OTHERS	Aluminum Axle
XD COMPATIBILITY	No

RED WIND 50

TECHNOLOGIES

RDB - Dynamic balance™ / Mo-Mag™ / Undrilled carbon rim bed / DSRC™ / Anti Rotation System™ / Cup&Cone / Two-to-One™ / Oversize Flange

FEATURES

TYRE TYPE	clincher
TYRE SIZE	28”
DISCIPLINE	Road/Triathlon
WEIGHT	1755 g
RIM MATERIAL	Aluminum/Carbon
RIM MATERIAL DETAILS	Aluminum and Carbon, 3K fiber
PROFILE HEIGHT CATEGORY	High
RIM HEIGHT	Front and Rear 50 mm
RIM WIDTH	20,5 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 15C
TYRE WIDTH (SUGGESTED)	From 23 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	Aluminum braking surface, turned
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	18 - Left 9 - Right 9
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Aluminum, Aluminum flanges
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	Cup & Cone bearing system, Adjustable, USB version available
OTHERS	Aluminum Axle
XD COMPATIBILITY	No

RACING ZERO CARBON

TECHNOLOGIES

Full Rim Carbon Technology / RDB - Dynamic balance™ / Wide Road Rim Technology / 3Diamant™ / Mo-Mag™ / DSRC™ / Anti Rotation System™ / Cup&Cone / Two-to-One™ / Carbon hub / Plasma Freehub / Oversize Flange / USB™

FEATURES

TYRE TYPE	clincher
TYRE SIZE	28”
DISCIPLINE	Road
WEIGHT	1358 g.
RIM MATERIAL	Carbon
RIM MATERIAL DETAILS	Full Carbon, UD - Unidirectional fiber
PROFILE HEIGHT CATEGORY	Low
RIM HEIGHT	Front and rear 30 mm
RIM WIDTH	24,5 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 17C
TYRE WIDTH (SUGGESTED)	From 25 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	3K carbon fiber braking surface. 3Diamant treatment on braking surface
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	16 - Left 8 - Right 8
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Aluminum
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Carbon, Aluminum flanges
REAR HUB	Carbon, Aluminum oversize flange
BEARINGS	USB ceramic bearings. Adjustable Cup & Cones bearing system
OTHERS	Plasma treated HG freewheel. Aluminum Axle
XD COMPATIBILITY	Yes

RACING ZERO COMPETIZIONE

TECHNOLOGIES

RDB - Dynamic balance™ / Wide Road Rim Technology / Mo-Mag™ / Square Milling / High strenght Aluminum / Anti Rotation System™ / Differentiated rim height / CULT™ / Cup&Cone / Two-to-One™ / Carbon hub / Plasma Freehub / Oversize Flange / 2-Way Fit™

FEATURES

TYRE TYPE	2-Way-Fit
TYRE SIZE	28”
DISCIPLINE	Road
WEIGHT	1510 g.
RIM MATERIAL	Aluminum
RIM MATERIAL DETAILS	Aluminium (6082, T6 Pre-Aging) triple milling, Square Milling
PROFILE HEIGHT CATEGORY	Low
RIM HEIGHT	Front 27 mm - Rear 30 mm
RIM WIDTH	22,5 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 17C
TYRE WIDTH (SUGGESTED)	From 25 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	Aluminum braking surface, turned
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	16 - Left 8 - Right 8
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Aluminum
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Carbon, Aluminum flanges
REAR HUB	Carbon, Aluminum oversize flange
BEARINGS	CULT ceramic bearings. Adjustable Cup & Cones bearing system
OTHERS	Plasma treated HG freewheel. Aluminum Axle
XD COMPATIBILITY	Yes

RACING ZERO NITE

TECHNOLOGIES

RDB - Dynamic balance™ / Wide Road Rim Technology / Mo-Mag™ / Plasma Electrolytic Oxidation / Square Milling / High strenght Aluminum / Anti Rotation System™ / Differentiated rim height / USB™ / Cup&Cone / Two-to-One™ / Carbon hub / Plasma Freehub / Oversize Flange

FEATURES

TYRE TYPE	clincher
TYRE SIZE	28”
DISCIPLINE	Road
WEIGHT	1506 g.
RIM MATERIAL	Aluminum
RIM MATERIAL DETAILS	Aluminium (6082, T6 Pre-Aging), triple milling, Plasma Electrolytic Oxidation treatment, Square Milling
PROFILE HEIGHT CATEGORY	Low
RIM HEIGHT	Front 27 mm - Rear 30 mm
RIM WIDTH	22,5 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 17C
TYRE WIDTH (SUGGESTED)	From 25 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	Aluminum braking surface, Plasma Electrolytic Oxidation treatment, milled
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	16 - Left 8 - Right 8
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Aluminum
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Carbon, Aluminum flanges
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	USB ceramic bearings. Adjustable Cup & Cones bearing system
OTHERS	Plasma treated HG freewheel. Aluminum Axle
XD COMPATIBILITY	Yes

RACING ZERO

TECHNOLOGIES

RDB - Dynamic balance™ / Wide Road Rim Technology / Mo-Mag™ / Square Milling / High strenght Aluminum / Anti Rotation System™ / Differentiated rim height / USB™ / Cup&Cone / Two-to-One™ / Carbon hub / Plasma Freehub / Oversize Flange

FEATURES

TYRE TYPE	clincher
TYRE SIZE	28”
DISCIPLINE	Road
WEIGHT	1518 g.
RIM MATERIAL	Aluminum
RIM MATERIAL DETAILS	Aluminium (6082, T6 Pre-Aging), triple milling, Square Milling
PROFILE HEIGHT CATEGORY	Low
RIM HEIGHT	Front 27 mm - Rear 30 mm
RIM WIDTH	22,5 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 17C
TYRE WIDTH (SUGGESTED)	From 25 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	Aluminum braking surface, turned
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	16 - Left 8 - Right 8
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Aluminum
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Carbon, Aluminum flanges
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	USB ceramic bearings. Adjustable Cup & Cones bearing system
OTHERS	Plasma treated HG freewheel. Aluminum Axle
XD COMPATIBILITY	Yes

RACING ZERO DB

TECHNOLOGIES

RDB - Dynamic balance™ / Wide Road Rim Technology / Mo-Mag™ / Disc Specific Rim / Square Milling / High strenght Aluminum / Anti Rotation System™ / USB™ / Cup&Cone / Two-to-One™ / DB 2:1 Two-to-One™ / Monoblock hub for Disc / Carbon hub / Plasma Freehub / Oversize Flange / One hub Fits All / 2-Way Fit™

FEATURES

TYRE TYPE	2-Way-Fit
TYRE SIZE	28"
DISCIPLINE	Road / Gravel
WEIGHT	1590 g.
RIM MATERIAL	Aluminum
RIM MATERIAL DETAILS	Aluminium (6082, T6 Pre-Aging), triple milling, Square Milling
PROFILE HEIGHT CATEGORY	Low
RIM HEIGHT	Front and rear 30 mm
RIM WIDTH	23,8 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 19C
TYRE WIDTH (SUGGESTED)	From 28 mm to 40 mm
BRAKING SYSTEM	Disc brake
BRAKING SURFACE/ BRAKES OPTIONS	6 bolts or AFS
FRONT AXLE COMPATIBILITY	QR/HH15/HH12
REAR AXLE COMPATIBILITY	QR/HH12
FRONT WHEEL SPOKES	21, Two to one - Left 14 - Right 7
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Aluminum
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Carbon, Aluminum oversize flange
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	USB ceramic bearings. Adjustable Cup & Cones bearing system
OTHERS	Plasma treated HG freewheel. Aluminum Axle
XD COMPATIBILITY	Yes

RACING QUATTRO CARBON

TECHNOLOGIES

Full Rim Carbon Technology / RDB - Dynamic balance™ / Wide Road Rim Technology / 3Diamant™ / Mo-Mag™ / Undrilled carbon rim bed / DSRC™ / Anti Rotation System™ / Two-to-One™ / Plasma Freehub / Oversize Flange

FEATURES

TYRE TYPE	clincher
TYRE SIZE	28”
DISCIPLINE	Road/Triathlon
WEIGHT	1555 g.
RIM MATERIAL	Carbon
RIM MATERIAL DETAILS	Full Carbon, UD - Unidirectional finishing
PROFILE HEIGHT CATEGORY	Medium
RIM HEIGHT	Front and rear 40 mm
RIM WIDTH	24,2 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 17C
TYRE WIDTH (SUGGESTED)	From 25 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	3K carbon fiber braking surface. 3Diamant treatment on braking surface
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	18 - Left 9 - Right 9
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Aluminum, Aluminum flanges
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	Industrial bearings system, adjustable
OTHERS	Plasma treated HG freewheel. Aluminum Axle
XD COMPATIBILITY	Yes

RACING QUATTRO CARBON DB

TECHNOLOGIES

Full Rim Carbon Technology / RDB - Dynamic balance™ / Wide Road Rim Technology / Mo-Mag™ / Undrilled carbon rim bed / DSRC™ / Disc Specific Rim / Anti Rotation System™ / Two-to-One™ / DB 2:1 Two-to-One™ / Monoblock hub for Disc / Plasma Freehub / Oversize Flange / One hub Fits All / AFS™

FEATURES

TYRE TYPE	clincher
TYRE SIZE	28”
DISCIPLINE	Road/Triathlon
WEIGHT	1605 g.
RIM MATERIAL	Carbon
RIM MATERIAL DETAILS	Full Carbon, UD - Unidirectional finishing
PROFILE HEIGHT CATEGORY	Medium
RIM HEIGHT	Front and rear 40 mm
RIM WIDTH	23,5 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 17C
TYRE WIDTH (SUGGESTED)	From 25 mm to 40 mm
BRAKING SYSTEM	Disc brake
BRAKING SURFACE/ BRAKES OPTIONS	6 bolts or AFS
FRONT AXLE COMPATIBILITY	QR/HH15/HH12
REAR AXLE COMPATIBILITY	QR/HH12
FRONT WHEEL SPOKES	21, Two to one - Left 14 - Right 7
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Aluminum, Aluminum oversize flange
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	Industrial bearings system, adjustable
OTHERS	Plasma treated HG freewheel. Aluminum Axle
XD COMPATIBILITY	Yes

RACING QUATTRO LG

TECHNOLOGIES

RDB - Dynamic balance™ / Wide Road Rim Technology / Anti Rotation System™ / Two-to-One™ / Plasma Freehub / Oversize Flange

FEATURES

TYRE TYPE	clincher
TYRE SIZE	28”
DISCIPLINE	Road/Triathlon
WEIGHT	1725 g.
RIM MATERIAL	Aluminum
RIM MATERIAL DETAILS	Aluminum
PROFILE HEIGHT CATEGORY	Medium
RIM HEIGHT	Front and rear 35 mm
RIM WIDTH	23,2 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 17C
TYRE WIDTH (SUGGESTED)	From 25 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	Aluminum braking surface, turned
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	16 - Left 8 - Right 8
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Aluminum, Aluminum flanges
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	Industrial bearings system, adjustable
OTHERS	Plasma treated HG freewheel. Aluminum Axle
XD COMPATIBILITY	Yes

RACING 3 clincher / 2-Way Fit™

TECHNOLOGIES

RDB - Dynamic balance™ / Mo-Mag™ / High strenght Aluminum / Anti Rotation System™ / Differentiated rim height / Cup&Cone / Two-to-One™ / Oversize Flange / 2-Way Fit™

FEATURES

TYRE TYPE	clincher or 2-Way-Fit
TYRE SIZE	28”
DISCIPLINE	Road
WEIGHT	1550 g (2WF 1565 g)
RIM MATERIAL	Aluminium
RIM MATERIAL DETAILS	Aluminium
PROFILE HEIGHT CATEGORY	Low
RIM HEIGHT	Front 25 mm - Rear 30 mm
RIM WIDTH	20,5 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 15C
TYRE WIDTH (SUGGESTED)	From 25 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	Aluminum braking surface, turned
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	16 - Left 8 - Right 8
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Aluminum, Aluminum flanges
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	Cup & Cone bearing system, Adjustable
OTHERS	Aluminum Axle
XD COMPATIBILITY	Yes

RACING 5 LG

TECHNOLOGIES

Asymmetric-rim / Mo-Mag™ / Anti Rotation System™ / Differentiated rim height / Oversize Flange

FEATURES

TYRE TYPE	clincher
TYRE SIZE	28”
DISCIPLINE	Road
WEIGHT	1658 g
RIM MATERIAL	Aluminium
RIM MATERIAL DETAILS	Aluminium
PROFILE HEIGHT CATEGORY	Low
RIM HEIGHT	Front 24,5 mm - Rear 27,5 mm
RIM WIDTH	23 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 17C
TYRE WIDTH (SUGGESTED)	From 25 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	Aluminum braking surface, turned
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	18 - Left 9 - Right 9
REAR WHEEL SPOKES	20 - Left 10 - Right 10
SPOKES MATERIAL	Stainless steel
SPOKES PROFILE TECHNOLOGY	Aero, straight pull
NIPPLES	Aluminum
FRONT HUB	Aluminum, Aluminum flanges
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	Industrial bearings system
OTHERS	Aluminum Axle
XD COMPATIBILITY	Yes

RACING 5 DB

TECHNOLOGIES

Asymmetric-rim / Mo-Mag™ / Anti Rotation System™ / DB 2:1 Two-to-One™ / Monoblock hub for Disc / Oversize Flange / One hub Fits All

FEATURES

TYRE TYPE	clincher
TYRE SIZE	28”
DISCIPLINE	Road
WEIGHT	1715 g
RIM MATERIAL	Aluminum
RIM MATERIAL DETAILS	Aluminum
PROFILE HEIGHT CATEGORY	Low
RIM HEIGHT	Front and Rear 27,5 mm
RIM WIDTH	23 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 17C
TYRE WIDTH (SUGGESTED)	From 25 mm to 40 mm
BRAKING SYSTEM	Disc brake
BRAKING SURFACE/ BRAKES OPTIONS	6 bolts or AFS
FRONT AXLE COMPATIBILITY	QR/HH15/HH12
REAR AXLE COMPATIBILITY	QR/HH12
FRONT WHEEL SPOKES	21, Two to one - Left 14 - Right 7
REAR WHEEL SPOKES	21, Two to one - Left 7 - Right 14
SPOKES MATERIAL	Stainless steel, double butted
SPOKES PROFILE TECHNOLOGY	Rounded, straight pull
NIPPLES	Aluminum
FRONT HUB	Aluminum, Aluminum oversize flange
REAR HUB	Aluminum, Aluminum oversize flange
BEARINGS	Industrial bearings system
OTHERS	Plasma treated HG freewheel. Aluminum Axle
XD COMPATIBILITY	Yes

RACING 7 LG

TECHNOLOGIES

Asymmetric-rim / Anti Rotation System™ / Differentiated rim height

FEATURES

TYRE TYPE	clincher
TYRE SIZE	28”
DISCIPLINE	Road
WEIGHT	1763 g
RIM MATERIAL	Aluminum
RIM MATERIAL DETAILS	Aluminum
PROFILE HEIGHT CATEGORY	Low
RIM HEIGHT	Front 24,5 mm - Rear 27,5 mm
RIM WIDTH	23 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 17C
TYRE WIDTH (SUGGESTED)	From 25 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	Aluminum braking surface, turned
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	18 - Left 9 - Right 9
REAR WHEEL SPOKES	20 - Left 10 - Right 10
SPOKES MATERIAL	Stainless steel
SPOKES PROFILE TECHNOLOGY	Rounded, J-pull
NIPPLES	Aluminum
FRONT HUB	Aluminum, Aluminum flanges
REAR HUB	Aluminum, Aluminum flange
BEARINGS	Industrial bearings system
OTHERS	/
XD COMPATIBILITY	Yes

RACING SPORT

TECHNOLOGIES

Anti Rotation System™

FEATURES

TYRE TYPE	clincher
TYRE SIZE	28”
DISCIPLINE	Road
WEIGHT	1892 g
RIM MATERIAL	Aluminum
RIM MATERIAL DETAILS	Aluminum
PROFILE HEIGHT CATEGORY	Low
RIM HEIGHT	Front and Rear 24 mm
RIM WIDTH	20,5 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 15C
TYRE WIDTH (SUGGESTED)	From 23 mm to 32 mm
BRAKING SYSTEM	Caliper
BRAKING SURFACE/ BRAKES OPTIONS	Aluminum braking surface, turned
FRONT AXLE COMPATIBILITY	QR
REAR AXLE COMPATIBILITY	QR
FRONT WHEEL SPOKES	18 - Left 9 - Right 9
REAR WHEEL SPOKES	24 - Left 8 - Right 16
SPOKES MATERIAL	Stainless steel
SPOKES PROFILE TECHNOLOGY	Rounded, J-pull
NIPPLES	Brass
FRONT HUB	Aluminum, Aluminum flanges
REAR HUB	Aluminum, Aluminum flanges
BEARINGS	Industrial bearings system
OTHERS	/
XD COMPATIBILITY	No

RACING SPORT DB

TECHNOLOGIES

Wide Road Rim Technology / Asymmetric-rim / Anti Rotation System™ / AFS™

FEATURES

TYRE TYPE	clincher
TYRE SIZE	28”
DISCIPLINE	Road
WEIGHT	1860 g 6b-QR-QR, 1800 g 6b-HH-HH, 1835 g AFS-HH-HH
RIM MATERIAL	Aluminum
RIM MATERIAL DETAILS	Aluminum
PROFILE HEIGHT CATEGORY	Low
RIM HEIGHT	Front and Rear 27,5 mm
RIM WIDTH	23 mm
INNER RIM WIDTH (CHANNEL)	ETRTO 17C
TYRE WIDTH (SUGGESTED)	From 25 mm to 32 mm
BRAKING SYSTEM	Disc brake
BRAKING SURFACE/ BRAKES OPTIONS	6 bolts or AFS
FRONT AXLE COMPATIBILITY	QR/HH15/HH12
REAR AXLE COMPATIBILITY	QR/HH12
FRONT WHEEL SPOKES	21 - Left 14 - Right 7
REAR WHEEL SPOKES	27 - Left 7 - Right 14
SPOKES MATERIAL	Stainless steel
SPOKES PROFILE TECHNOLOGY	Rounded, straight pull
NIPPLES	Brass
FRONT HUB	Aluminum, Aluminum flanges
REAR HUB	Aluminum, Aluminum flanges
BEARINGS	Industrial bearings system
OTHERS	/
XD COMPATIBILITY	Yes (QR No)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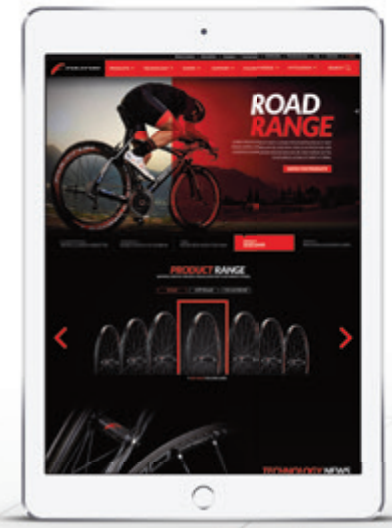

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