

# Record News

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## THE INDUSTRY SHIFTS TO SYNCRO

In answer to the demands of American bicycling consumers, Campagnolo has developed and introduced Syncro, an indexing shift lever for rear derailleurs.

Research on the Syncro began in April 1986, with the system's debut at the Cologne Bicycle Show that October. The fully developed production version was first exhibited at the BDS Expo in Long Beach in January 1987 and then again next month in New York.

Syncro is not an automatic shifting system but a means to facilitate gear selection. Like other indexing systems, it uses a detent arrangement, located in the lever, to align the derailleur in an exact position for the gear desired. The concept, of course, is not new. Sturmey-Archer has featured three, five and nine speed versions for many years. But the Syncro is a "guidance system" designed for the champion cyclist -- in performance, in durability, in serviceability and yet easily mastered by the beginner.

Most indexing systems use a highly audible and tactile signal to give a racer confirmation of a completed shift. But they also give his competitors a warning. That loud click -- many refer to it as a "clunk" -- is like holding up a sign that tells the rest of the field how many gears a rider changed and what his strategy is. That distinctive noise is the primary reason the majority of professional racers have chosen to stay with conventional shifting systems.

In contrast, the cyclist using Syncro works with quiet precision. Its shifting is virtually inaudible on the road -- a planned part of its design. The throw needed to shift the Syncro is also far lighter than required by other systems. Syncro relies on subtle touch and performs beautifully.

Conventional friction levers contain between 6 and 8 parts. Indexing systems, to produce the desired lever action, have double that number and, consequently, a greater chance of malfunction because of wear on the cable, chain, derailleur or lever. Any one of these could be enough to cripple the system.

Campagnolo tries to guard against that in many ways. The Syncro cables are counter-wound and pre-stretched, and their finer strands facilitate smoother action than do standard cables. We have introduced an augmentative cable tension barrel adjuster to bring the cables to their proper operating tension. It can be added to any of our derailleurs.

To keep chains properly oiled, we also have introduced 08-TH spray lubricant. With its water repellent and self-adhering qualities, this synthetic polymer lubricant substantially increases the service life of the chain.

The derailleur is an area of particular stress. Normal wear from use is controlled with specially forged Avional aluminum alloys in the body and cage. Stainless steel and bronze bushings in the pivots keep wear at a minimum.

But one of the most important points of Syncro is its auxiliary, lockout lever. Should the dropout or the derailleur become bent or twisted -- a common occurrence in a crash -- the chain is forced out of line and the Syncro out of action. Or say the racer gets a flat tire and is given a wheel with a different freewheel and index alignment, which also would put Syncro out of commission. Neither circumstance would do for a stranded rider watching the pack pull away.

So, Syncro's auxiliary lever allows him to lock out the indexing system. This is accomplished by pushing that lever 45 degrees forward of the main lever, disengaging an internal indexing spring. Syncro returns to friction-controlled action, enabling the rider to compensate for the damage to the system.

The key to the Syncro shifting operation is a notched insert -- a thick, grooved spacer boss, if you will -- inside the primary lever. It is a precision-cut piece of hardened steel that has been further tempered with chromium to maximize life. It is engaged by a toothed, five-layer circular spring that is pinned to the lever body. The profile of the insert's contour provides the shift and alignment guide points.

Average life of the notched insert is around 500,000 shifts, in cold load test. The notched insert has two separate sets of cutouts. When one side is worn, all you need to do is turn it around and use the other set of notches for another 500,000 or so shifts. Shifts done by hand produce a load with a different intensity and the life of the notched insert will increase. The life expectancy of the lever, as a complete unit, is more than 1,000,000 (one million) shifts.

The lever can accept a new pattern should you want to change your gear ratios. The toothed insert is an easily serviced part designed to work with various freewheel-chain combinations. It can quickly be changed from standard to narrow, or vice versa, making the modification necessary for a new freewheel inexpensive and simple.

The Syncro comes as a complete system ready for use with Campagnolo derailleurs. The shape of its levers resembles that of the Record C. The left (front) lever is of conventional friction

design. The right (rear) lever is larger at the boss area to accommodate the secondary lever as well as the indexing mechanism.

Campagnolo considered three factors when determining the lever's design. First, it has to perform. Second, it has to be extremely durable. Third, it has to be serviceable. Racers don't want components that can't be checked before the race.

While creating Syncro we took a panoramic look at the world of cycling and designed a dependable, self-contained system that works in the wide variety of situations that racers encounter. Syncro is not standard with any of our gruppos but works with all of them. The Syncro lever set comes with a conventional left lever, the indexed right lever, front cable, rear cable, rear cable housing (with ferrules), cable tension barrel adjuster and instruction booklet.

## Syncro Installation

1. The dropout, derailleurs, cables, cable casings and cable guides should be Campagnolo.
2. The derailleur, chain and freewheel must be in proper working order. None of them can have excessive play. Use the supplied guide to find the proper combination of chain and freewheel.
3. The chain and freewheel must be a workable combination. See the Campagnolo chart for acceptable combinations.
4. The Syncro lever must have the proper notched Syncro boss collar for the chain and freewheel combination. See the Campagnolo chart for workable combinations.
5. The chain should be the proper length. The chain should be cut at the maximum length possible with the derailleur, chainring and cog size combination. Cut the chain with it on the small chainring and cog.
6. The frame, the dropouts and derailleur hanger must be in proper alignment.
7. The crankset should be in the proper chainline.



1. 1100790 660 Frame Boss (not shown)
2. 1202006 Syncro Shift Lever D-Ring Friction Adjusting Screw (not shown)
3. 7203046 Syncro Shift Lever Threaded Knurled Compression Ring
4. 7260098 Syncro Shift Lever Auxiliary Lever Concave Washer
5. 7116087 Syncro Shift Lever Auxiliary Lever Rotation Support Washer
6. 7241074 Syncro Shift Lever Auxiliary Lever
7. 7350194 Syncro Shift Lever Threaded Thrust Washer Stud
8. 7300181 Syncro Shift Lever Thrust Washer
9. 7260097 Syncro Shift Lever Friction Concave Washer
10. 7320038 Syncro Shift Lever Stop Plate
11. 7300182 Syncro Shift Lever Brass Washer
12. 7116086 Syncro Shift Lever Alignment Prong Boss
13. 7222064 Syncro Shift Lever Toothed Boss Collar 6SPD
13. 7222063 Syncro Shift Lever Toothed Boss Collar 7SPD
13. 7222062 Syncro Shift Lever Toothed Boss Collar 7SPD Suntour
14. 1100001 Syncro Shift Lever Flat Wound Leaf Spring
15. 7300179 Syncro Shift Lever Oriented Concave Friction Washer (not shown)
16. 7319063 Syncro Shift Lever Right Hand
17. 7200018 Syncro Shift Lever Auxiliary Leverset Screw

- W 1350011 Syncro Tension Adjusting Barrel  
Z 7260103 Syncro Tension Spring for D-Ring Adjusting Screw.  
606 Syncro Rear Der. Cable

8. All metal to metal contact points must be lubricated with Campagnolo grease.

All part numbers can be found on the exploded view diagram of the Syncro lever included.

The Syncro lever comes assembled on a dummy boss. Lay these parts out in the order of disassembly.

Disassemble the right side lever by unscrewing the D-ring screw (**no.2**) and remove parts **no. 3,4,5** and **6**. There will be a small spring (**Z**) attached at the end of the threads on the D-ring screw. There is no reason to remove the spring.

Unscrew the threaded thrust washer stud (**no.7**). You can use a 6mm or an adjustable wrench. Remove the stud, the thrust washer (**no.8**), and the friction washer (**no.9**).

Do not remove the notched insert (**no.13**) or the alignment prong boss (**no.12**) from the lever body. Remove

the entire lever, with the alignment prong boss (**no.12**) and the notched Syncro boss collar (**no.13**) still in place. The oriented concave friction washer (**no.15**) will be under the 12-13 pair and should be left there.

Remove the washer (**no.11**) and the stop plate (**no.10**) from the dummy boss. Leave the auxiliary lever set screw (**no.17**) in place.

1. Remove all the paint from the cylindrical section of the right hand boss. Do not use a file or sandpaper to do so. They can cut the metal and will make the alignment prong boss (**no.12**) fit loosely. The square section of the boss, where it is mounted against the frame, need not be bare metal.
2. Place the aluminum stop plate (**no.10**) on the frame boss. The stop tab should be pointed toward the down-tube head, head-tube lug.



3. Lubricate the frame boss with Campagnolo grease (02-ZPT is best). Lubricate the cylindrical section, the parallel flats and the threads. Place the brass washer (**no.11**) on the frame boss against the stop plate (**no.10**).
4. With parts 12 and 13 still in place, put the lever on the frame boss. Make sure the alignment prong boss (**no.12**) is fully inserted into the notched boss collar (**no.13**). The top of the pronged alignment boss tabs, and the top surface of the notched collar should all be flush. To make sure the pronged alignment boss is on the frame boss fully and properly you may have to tap it down lightly. Place an 11 or 12mm socket over the 12-13 pair when they are on the frame boss and strike the socket lightly with a small hammer. Pack the Campagnolo grease into the open areas inside the lever body. Leave a thin layer of grease over the top of the 12-13 pair.
5. Grease the threaded thrust washer stud, with Campagnolo grease. Place the thrust washer (**no.8**) on the thrust washer stud (**no.7**). Put (**no.8**)

- on from the small end to the large end. The washer section will be stopped by the stud body and the thrust arms will stick out past the study body.
6. Place the spring washer (**no.9**) on the thrust washer stud behind the thrust washer. The concave face of the spring will be facing the 12-13 pair, toward the frame. Grease all metal to metal contact surfaces.
7. Screw the threaded thrust washer stud (**no.7**) into the frame boss with the washer in place. Tighten the stud into place. The thrust washer stud can be tightened with a 6mm or an adjustable wrench. Do not over-tighten the thrust washer stud.
8. Fit the auxiliary lever onto the side of the main lever. Place the auxiliary lever rotation support washer (**no.5**) over the protruding section of the thrust washer. Place the auxiliary concave washer (**no.4**) with the concave side facing the rotation washer (**no.5**). Grease all metal to metal surfaces.
9. Now thread the threaded knurled compression ring (**no.3**) onto the thrust washer stud. Thread it on

- enough to insure that the auxiliary lever is not loose and that the auxiliary lever can still be rotated to disengage the Syncro mode. The auxiliary lever setscrew should be protruding from the main lever, no more than 1mm. Grease all metal to metal contact surfaces.
10. Make sure that the tension spring (**Z**) is in place on the end of the D-ring screw (**no.2**). If it will not stay on the end of the screw put it into the frame boss where the D-ring will thread. Screw the D-ring into the boss. Screw it on until it is tight. Do Not Overtighten The D-Ring Screw. Grease all metal to metal contact surfaces.
11. Install the left lever onto the left boss in the same order it was disassembled from the dummy boss. **USE NO GREASE IN THE INSTALLATION OF THIS LEVER.** Nylon washers require no lubrication.
12. Install the cables in the normal way. Trim the cable casing for the rear derailleur cable in a way that will produce the mildest bend possible. If the casing is too short

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or too long there can be a bend in the cable that causes undue friction. Use Campagnolo grease to lubricate the cables where they run across a metal surface. Do not use nylon lined cable casing for the rear cable. The softness of this kind of liner will have a detrimental effect on the Syncro system.

## Adjusting the Syncro:

The toothed insert is the key to Syncro index shifting operations. It is a precision cut piece of hardened steel which has been hard chromed to provide maximum life. By altering the tooth contour and number, it is possible to have different inserts for various freewheel cog spacing and freewheel configurations (six or seven speed, standard or narrow). This is a readily serviced part which can be changed in a couple of minutes providing a relatively inexpensive changeover from one freewheel configuration to another. Switching from index shifting to friction is accomplished by the means of an auxiliary or secondary lever co-axial with the main lever. This lever when pushed approximately forty-five degrees forward of the main lever, locks out the index mechanism by disengaging the tooth of the spring from the detents on the insert. This lock out lever is retained by a thrust plate, cupped spring washer and knurled ring nut. There is a small allen set screw in the main lever which should be adjusted to protrude about 1/2mm to provide an engagement with the lock out lever sufficient to retain it in the index position without requiring undue force to shift to the friction mode.

Friction shifting mode lever adjustment is accomplished with the familiar wing nut. The knurled ring nut is to be used for adjusting the auxiliary lever tension only. Too tight an adjustment of the ring nut will impede functioning in the index mode.

Once the levers are installed, the cables are fitted in a normal manner. You will notice a difference in diameter and finish of the cables supplied with Syncro. The cables are of a new material that has a smoother surface than the traditional Campagnolo gear cables. While of a smaller diameter, the new material also has a more supple quality which allows it to conform to the contour of the lever and cable guides more easily than the old cables.

The cable housing supplied with the kit is the same part 617 that has been standard for years. This cable housing should be cut

to length for each installation. It is not necessary nor desirable to leave the housing the supplied length.

Absolutely necessary to any index system is a means to adjust the gear cable tension. This is accomplished by a barrel adjuster that is simply inserted into the cable housing stop on the rear derailleur. The Syncro barrel adjuster is not screwed into the derailleur as no Campagnolo derailleur is threaded in that area. This means that any Campagnolo derailleur can accept the barrel adjuster and be adapted to the Syncro system.

After all parts are in place, initial rough adjustment of the derailleur should be made to insure there is no overshift off of the freewheel on either the high or low limits. The derailleur should be shifted onto the smallest freewheel cog with the lever fully forward and all cable slack removed.

Adjustment of the index mechanism is accomplished by proper tightening of the ring nut, friction wing nut and adjustment of the barrel adjuster at the rear derailleur. All of these must be properly set to insure consistent index shifting. First is the auxiliary lever to insure it remains in the index position with the small allen screw adjusted to protrude about 1/2mm or a bit more. There will be some play in the auxiliary lever which is normal.

The wing nut controls the friction action on the main lever. Tightening the wing nut excessively will impede the index action. Proper adjustment of the wing nut would be to screw it in until resistance is felt and to continue a bit further until it becomes snug but not extremely tight. Then back it off one half turn. It should feel slightly loose at this point. To check for proper adjustment, shift the lock out lever to the forward position after tightening the wing nut one half turn. Proceed to shift, in the friction mode, through the entire range and determine if the friction tension is adequate. If the tension is adequate, shift the lock out lever to the index position and back off one half turn on the wing nut.

Adjustment of the barrel adjuster is accomplished by screwing the two parts together to slacken the cable and screwing them apart to tighten the cable. Start by placing the chain on the large front chainring. Shift the rear derailleur up the freewheel. Adjust the barrel adjuster as required to obtain clean shifting. It will usually be easier to adjust if the chain is on the next to smallest cog on the freewheel. Shift up and down from this cog to make the initial adjustments and fine tune as needed for the lower gears. Now is when too much tension on either the ring nut for the auxiliary

lever or the wing nut will become apparent. If there is too much tension on either of them the lever will not be able to center in the index detents with sluggish shifting as a result. Properly adjusted, Syncro will find the gear for you.

While more complex than a friction type shift lever, Syncro is made of relatively few parts that are very robust, in comparison to other index shift lever systems on the market. The mechanism is easily serviced, with a minimum of tools required.

If service of the index mechanism is required, it will probably be just cleaning and lubrication. Wear should be minimal, due to the quality of the materials used. If the toothed insert does happen to wear, it may be removed and turned 180 degrees to present a fresh set of teeth to be engaged.

A major advantage of Syncro is that it will work with a wide variety of freewheels and chains. Although a narrow chain is recommended, satisfactory performance with standard width freewheel and chains is possible. Some of the possible combinations are listed in the instruction booklet.

Campagnolo offers Syncro as an option on any group. It is not a standard part of any group and must be specified, just like seat post diameter and hub drilling.

## Getting The Most From Your Syncro Shifting System

Congratulations for investing in better performance for your bicycle with Syncro from Campagnolo.

In order to achieve the maximum from your new Syncro shifting system remember the following:

1. A misaligned frameset will impair the performance of your Syncro.
2. Check the derailleur hanger for proper alignment. This is critical to the performance of any index shift system.
3. The proper relationship between front chainwheels and rear freewheel sprockets (chain line) is necessary.
4. Your rear derailleur should be in good working order and within specifications.
5. Your Syncro shifting system is designed to work best when used with Campagnolo derailleurs, cables and dropouts.
6. Use as long a chain as possible in order to keep the derailleurs jockey wheels close to the freewheel cogs. This will insure less friction in the drivetrain and more precise shifts.
7. When mounting your Syncro shift lever (right side) all metal to metal contact



areas should be lubed with Campagnolo grease to insure smooth, silent, long lasting performance.

8. The fit of the Syncro shift lever (right side) and toothed insert assemble on the frames brazed on boss is critical. The lever itself should be able to rotate freely without binding at all. The toothed insert assembly (part no. 12 & 13 on assembly insert) should fit on the flats of the brazed on boss snugly, a loose fit here can impair the performance of your Syncro. All paint on the boss should be removed prior to fitting the Syncro on the braze on boss.
9. After installing your Syncro you will notice that the unit will become smoother and more precise as the cables and internal mechanisms "wear in" together. Allow a short time for this before final adjustments are made.
10. Remember not to overtighten the knurled nut (part no. 3 on assembly instructions) which controls tension on the auxiliary lever.
11. Use only enough tension to keep the auxiliary lever from being too loose. Too much friction will impair the self-centering action of the primary lever when in the indexing mode.
12. Do not overtighten the D-ring bolt (part no. 2) in the indexing mode. This bolt controls the friction on the primary lever. Too much friction will impair the self-centering action of the primary lever. This is a critical adjustment. To properly adjust the friction tighten the D-ring fully and then back it off approximately 1/2 turn. This will reduce the overall friction enough to allow the primary lever to self-center the derailleur after a shift has been completed. In order to obtain enough friction (when in the Friction Mode) to hold the derailleur in the gear selected tighten the D-ring up to 1/2 turn. The Campagnolo Syncro lever is one of the only index shifting mechanisms which allows the user to adjust the amount of friction on the lever. All others have a pre-set friction which can become too loose to properly hold the derailleur in place.
13. Your Syncro system will work with a large variety of different chain and freewheel combinations. The best combination will vary from bicycle to bicycle due to different frame geometry. Use the chain and freewheel chart included with your Syncro lever set to select recommended combinations and

then experiment to find which combination works best for your bicycle. Some chain/freewheel factors to consider are:

- a. chain flexibility
- b. freewheel tooth profile
- c. wheel position in drop-out
- d. chain stay length
- e. drop-out type
- f. overall chain length

FREEWHEEL, CHAIN AND SYNCRO COMPATIBILITY CHART				
FREEWHEEL	REAR DERAILLEUR			
	C RECORD	SUPER RECORD	VICTORY	TRIOMPHE
CAMPAGNOLO 6 SPD	A ■●◆▲	A ■●◆▲	A ■●◆▲	A ■◆▲
CAMPAGNOLO 7 SPD	B ■●◆▲	B ■●◆▲	B ■●◆▲	B ■●◆▲
MAILLARD CORSA 6 SPD	A ■●▲	A ■●▲	A ■●◆▲	A ■◆▲
MAILLARD CORSA 7 SPD	B ■●◆▲	B ■●◆▲	B ■●◆▲	B ■●◆▲
REGINA AMERICA	A ■●◆▲	A ■●◆▲	A ■●◆▲	A ■◆▲
REGINA ORO	A ■●◆▲	A ■◆▲	A ■●◆▲	A ■◆▲
REGINA CXS 7 SPD	B ■●◆▲	B ■●◆▲	B ■●◆▲	B ■◆▲
SUNTOUR 6 SPD WP 6000	A ▲	A ▲	A ■▲	A ■▲
SUNTOUR 7 SPD ULTRA	C ▲	C ▲	C ▲	C ▲
SUNTOUR 7 SPD WP 7000	B ◆▲	B ◆▲	B ■●◆▲	B ■●◆▲
SHIMANO 105 6 SPD	A ■●◆▲	A ■●◆▲	A ■●◆▲	A ■●◆▲
SHIMANO DURA ACE 6 SPD	A ■●◆▲	A ■●◆▲	A ■●◆▲	A ■●◆▲
SHIMANO DURA ACE 7 SPD	B ■●▲	B ■●▲	B ■●▲	B ■◆▲
GIPIEMME ALLOY 6 SPD	A ■●▲	A ■●◆▲	A ■●◆▲	A ■◆▲

#### CHAIN USED

- SEDISPORT
- ◆ SHIMANO 600 UNIGLIDE (NARROW)
- ▲ REGINA CXS
- ◆ SUNTOUR SUPERBE SP6000

#### SYNCRO TOOTHED INSERT USED:

- A - SHIFT LEVER 6 SPEED 0118084 BRAZE-ON WITH TOOTHED INSERT 7222064  
SHIFT LEVER 6 SPEED 0118086 TOP-TUBE BRAZE-ON WITH TOOTHED INSERT 7222064  
SHIFT LEVER 6 SPEED 0118087 CLAMP-ON WITH TOOTHED INSERT 7222064
- B - SHIFT LEVER 7 SPEED 0118088 BRAZE-ON WITH TOOTHED INSERT 7222063  
SHIFT LEVER 7 SPEED 0118089 TOP-TUBE BRAZE-ON WITH TOOTHED INSERT 7222063  
SHIFT LEVER 7 SPEED 0118090 CLAMP-ON WITH TOOTHED INSERT 7222063
- C - SHIFT LEVER 7 SPEED 0118094 BRAZE-ON WITH TOOTHED INSERT 7222069  
SHIFT LEVER 7 SPEED 0118095 TOP-TUBE BRAZE-ON WITH TOOTHED INSERT 7222069  
SHIFT LEVER 7 SPEED 0118096 CLAMP-ON WITH TOOTHED INSERT 7222069

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