

Record News

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GETTING A HEADSTART ON HEADSETS!

Installation & Service: Campagnolo Headsets

The headset supports the fork in the bicycle frame. It also allows the fork to rotate, thus steering the bicycle. The more precise the seating and alignment of the headset, the closer the frame and fork come to matching the frame builder's specifications and intended performance goals. This is not to imply that a headset can compensate for poor frame design.

It should be noted that a Campagnolo headset must be installed correctly with Campagnolo tools to ensure that it will function properly. If it is not, it will crack or become pitted quickly. If the headset has been improperly installed or maintained, Campagnolo does not accept any responsibility for its condition or performance.

The Headset Components

Campagnolo headsets consist of seven (7) components:

- 1) The locknut
- 2) The lockwasher
- 3) The adjusting cup
- 4) The fixed top race
- 5) The fixed bottom cup
- 6) The fork crown race, crown cone race
- 7) The bearings

The Ball Bearings

All Campagnolo bearing sets use ball bearings selected to be within .001 mm (1 micron) tolerances. Do not take these bearings out of the cages and mix them with other bearings. Using these

matched sets will ensure the best possible performance.

Campagnolo "Super Record Headset"



Headset Threads

Campagnolo headsets are available in these threads:

| | | |
|---------|--------------------|--------------------|
| French | 25 mm x 1.0 mm | (.984" x 25.4 TPI) |
| English | 25.4 mm x 1.058 mm | (1" x 24 TPI) |
| Italian | 25.4 mm x 24 TPI | (1" x 1.058 mm) |

The English and Italian headsets require the same steering column diameter and have the same number of threads per inch. However, the profile of the threads is different. Mixing the threads, such as an English headset on an Italian fork, results in an inferior fit. Although the result is workable and will not diminish the component's performance appreciably, it can affect the threads on the steerer.

Caution:

1) Switching back and forth on the headset threading (from English to Italian or vice versa) with overhauls will damage the threads enough to make obtaining and maintaining precise adjustment virtually impossible. It is recommended that threads be mixed only in an emergency. Once mixed, they should be kept mixed.

2) French threaded forks require a French headset. No substitution is possible.

3) Do not file the tab off the English/Italian lockwasher or the flat from the French lockwasher. Once filed, it will fit loosely and will make proper adjustment difficult to set and maintain.

Installing the Headset

Before installing a Campagnolo headset, make sure the frame and fork will accept one.

1) Check each end of the head tube to make sure the opening is no larger than 30.2 mm. This can be checked with the Campagnolo 731 Pass/No Pass gauge. If it is too small neither the lower cup nor the upper race will fit, and the head tube will have to be reamed with the Campagnolo 733 tool.

2) Check the fork crown race seat, at the base of the steering column. The outside diameter of the crown race seat must be

at least 26.3 mm. You can check it with the Campagnolo 732 Pass/No Pass gauge. If the seat is too large, the race cannot be seated properly and will have to be cut with the Campagnolo 718 tool.

3) Check the length of the steering column. The steerer tube must be longer than the head tube of the frame. See the listings below for the headset you are installing.

Add the length listed below to the length of the head tube for the proper steerer length. If the fork steering tube is too long, it should be marked and cut. An extra lockwasher between the locknut and the adjustable race also can help compensate for extra length.

Head tube length plus these figures for correct steerer length.

| | |
|------------------------|---------|
| Gran Sport (old style) | 33.1 mm |
| Gran Sport (new style) | 39.1 mm |
| Triomphe | 39.1 mm |
| Victory | 39.1 mm |
| Nuovo Record | 39.1 mm |
| Super Record Road | 39.1 mm |
| C-Record Road | 37.9 mm |
| Nuovo Record Track | 33.7 mm |
| Super Record Track | 36.0 mm |
| C-Record Track | 37.5 mm |
| Chorus | 37.9 mm |
| Croce D'aune | 37.9 mm |

The head tube will be approximately .5 mm shorter after being properly faced.

Fork Steerer Too Short for Intended Frame & Campagnolo Headset

If the steerer is only a millimeter or two short, the problem can be solved by shortening the head tube with the Campagnolo 733 Facing and Reaming tool. Only the top of the head tube should be faced when shortening is the primary goal. Unless proper seating of the lower cup is your goal, never face or ream the bottom end of the head tube. Doing so can adversely affect your bicycle's handling.

Frame and Fork Preparation

The following Campagnolo tools are necessary to properly prepare the frame and fork for a Campagnolo Headset:

- 1) 714; fork column threading tool
- 2) 718; fork crown race cutting tool
- 3) 733; head tube reaming and facing tool

The Fork Crown Seat

The fork crown seat for the fork crown race must be the correct diameter and milled flat to ensure the proper seating and alignment of the lower headset cone. The 718 will prepare both surfaces in one action.

The crown race tool lockring (718/6) must be the correct thread for your fork. All the other 718 components are the same for any thread Campagnolo headset.

If the fork is chrome plated, the race area must be free of chrome for the cutter to work properly.

- 1) Lubricate the fork race seating area with cutting oil. Slide the 718 tool all the way down the steerer tube.
- 2) Slide on the compression spring (718/5) and thread on the lockring (718/6). Thread the lockring to compress the spring at least halfway.
- 3) Begin turning the cutter handles clockwise. **Never turn the cutter counterclockwise.** As the cutter progresses, tighten the lockring to maintain the pressure of the compression spring
- 4) Once the seat has been cut, remove the lockring and the spring. Continue turning the cutter clockwise and lift to remove.

It is best to keep the fork vertical when using the 718 tool.

Preparing the Steerer Threads

Almost all forks come with suitable threads on the steerer tube. To check these threads spin the adjustable cup all the way down the steerer threads. If it goes down without binding and the threads go down far enough, there is no need to re-cut them.

Cutting Steerer Threads

- 1) Lubricate the threads of the steering tube with cutting oil.
- 2) With the proper thread cutting die (Italian, English, French) installed correctly and carefully on the 714 tool, thread the fork die onto the steering tube,

making sure the die is aligned with the central axis of the original threads.

Thread the 714 on 1 to 1½ turns. Then begin threading the die on one half turn and backing up a quarter turn until you have reached the end of the threads or as far down on the steerer as is needed. If the new threads are being cut into bar metal, back the die completely off the steerer after three full cutting turns and brush the metal chips off the steerer and the die.

The thread length should be the stack height of the headset minus 1 mm to 10 mm. The part of the steerer that is unthreaded should be longer than the head tube.

Once you have gone down the steerer as far as needed, lubricate your new threads and back the cutter off.

- 3) Clean the new threads of any remaining metal shavings and check them by threading the screwed race or a 718/6 lockring all the way down.
- 4) If there is no notch in the steerer for the lockwasher, it must be cut.
- 5) Clean the 714 tool in solvent to remove all oil and thread cuttings that have collected. Once clean, re-lubricate the tool with oil to protect the cutters.
- 6) If the steerer is still a little too long, add an extra lockwasher or lockwashers to make up for the extra length.

The Head Tube

The head tube holds two pieces, the top race and bottom head cup. The seats for the race and the cup must be parallel and concentric for proper alignment. The Campagnolo 733 tool does the reaming and facing simultaneously. The upper and lower surfaces are done separately.

- 1) Put the frame in a bicycle stand.
- 2) Disassemble the 733 facing tool. Lubricate all the threaded areas and any tool surfaces that will rub against each other in cutting with Campagnolo 08-TH lubricant.
- 3) From the top, insert the cutter (733/3 with 733/1 attached) into the frame and allow the cutter's leading edge to settle into the head tube. From the bottom, slide on centralizer sleeve 733/14 and insert it into the head tube. Next slide on washer 733/5, compression spring 733/6, toothed

washer 725/8 and then thread on the locking stirrup 733/8. Thread the locking stirrup on enough to compress the tension spring. Lubricate the cutter head and head tube with cutting oil.

4) Begin turning the T-handle clockwise. The compression spring should pull the cutter into the frame, reaming the head tube and at some point facing the top of the head tube. Once the cutter is completely down and has faced an adequate edge, loosen the compression spring. Continue turning the cutter clockwise while extracting it at the same time.

Some points to remember:

a. Always use adequate amounts of cutting oil. This will ease cutting and extend the life of the mill. It also makes the cut smoother, allowing the races to be inserted more easily.

b. Never turn the reaming/facing mill counterclockwise. It will ruin the mills.

c. The facing of the head tube does not have to be three perfect surfaces. The angle's surface joining the top and the inner wall does not have to be smooth, it need only be free of any protruding ridges.

d. Be sure the head tube is at a right angle to the floor when reaming and milling. The further the 733 and head tube are off of the 90 degree angle, the more eccentric the cutting.

5) Clean and re-lubricate the cutter before milling the bottom head race seat. For the bottom head race seat, repeat the above operation going in from the bottom of the frame.

6) Once the cutter has been used on the top and the bottom of the frame, the cutter should be cleaned and coated with oil to protect the metal. The head tube should be cleaned to remove any cuttings that might bind the headset upon its insertion. Use a 719 brush to clean the head tube.

Installing the Headset Components

For the installation of the headset components, it will be assumed that the frame and fork have been properly prepared. If they have not been, see the sections above for the proper procedure. Installing a Campagnolo headset in an

improperly prepared frame can ruin the headset.

1) With Campagnolo 10-N grease, lightly coat the area where the race will sit on the fork. Slide the fork crown race over the steerer to the base.

Use the slide punch 722 to set the crown race. If you use a hammer to set the fork crown race, remember to brace the fork on the underside of the fork crown. If the hammered load is carried by the fork tips, it may damage the tips. Make sure the crown race is securely and fully seated against the fork crown.

If any light is visible between the race and the fork crown, the race is not fully seated. If for some reason the race gets cocked sideways or cannot be fully seated, remove it with the 729 tool. Re-mill and re-face the crown, if necessary, and reset the race. Sometimes all that got in the way was a small metal shaving. If this is the case, remove the shaving chip and reinstall the race.

2) To install the top head race and the bottom race cup, use the 733 tool. Disassemble the 733 tool. Slide the 728 head race sleeve over the central shaft of the 733 tool, with the larger end butted against the cutter mill. Slide the top head race over the central shaft of the 733 tool and seat it on the 728 sleeve with the bearing race facing the sleeve. Coat the inner surfaces of the top head race and the head tube with Campagnolo 10-N grease and slide the whole assembly in with the top of the head tube.

3) Coat the inner surface of the lower head cup and the inside of the head tube with Campagnolo 10-N grease. Set the lower head cup onto the second 728 head race sleeve with the bearing race closest to the sleeve. Slide the sleeve and the race onto the central shaft with the cup fitting straight into the frame. If the cup is cocked, it can get stuck as you try to press it in.

Slide on the 733/5 washer, the 725/8 toothed washer and then thread on the 733/8 locking stirrup. The 733/6 compression spring is not necessary. You may need to add the 733/14 between the 733/5 and the 733/8 for small frames.

The stirrup is designed to straddle the down tube to keep it from spinning as you turn the T-handle, but be careful since some paints chip easily.

Someone else may need to hold the stirrup as you turn the T-handle. Be sure the headset pieces are going in straight as you press them in.

Important Note: If you are installing the head tube pieces one at a time, they may appear to be completely seated when they are not. If this happens, they can pit or crack easily from misalignment.

When installing the lower head cup, be sure to watch for shavings that can pile up between the horizontal cup section and the lower face of the head tube and prevent the head cup from seating fully. When a head cup can't seat fully, the point it reaches will be out of line with the center axis of the head tube. If these shavings are detected remove the fixed cup, brush off the shavings and re-insert the cup using grease on both surfaces.

All of this applies to the upper race as well.

Once the upper race, lower cup and the fork crown race have been installed, lubricate the fork crown race, the bottom head cup race, the top head race and the screwed race with Campagnolo 02-ZPT grease. The steerer threads and the steerer tube can be lubricated with Campagnolo 10-N grease.

Put one set of the caged bearings on the fork crown race. If they are original bearings that have been cleaned, lubricate them with 02-ZPT grease.

Take the second set and put them on the upper race. Slide the fork steerer into the head tube and screw the adjusting cup on.

Screw the adjustable cup all the way down and stop when contact with the bearings is made by all four bearing surfaces. **Do not overtighten.** Slide on the lockwasher and thread on the locknut.

The final adjustments should be made with the 712 and 712/1 tools. A 712/3 spacing spring should be used to keep the 712 and 712/1 properly aligned and spaced during the adjustment.

The final adjustments **must** be made with the stem installed and tightened the way it would be for use. The wedge in the stem causes the steerer to become slightly shorter because it pushes the sides of the tubing out. If the steerer becomes shorter after the headset is fully adjusted, it causes the races to be pitted.

With the stem in place, slowly make the headset adjustment. Make a small adjustment and check for looseness. Make further adjustments until the headset is properly set.

Do not overtighten and then loosen the headset. Do not make the final adjustments without the stem installed.

These instructions apply to both new and used headsets.

Removing a Campagnolo Headset

These steps are not necessary for a simple overhaul since the upper race, lower cup and the fork crown race will be kept on the frame and fork.

If you want to remove your headset, you will need the Campagnolo 729 fork crown race remover and the 723 headset cup remover.

After the headset has been disassembled, the 723 is used to remove the upper head race and lower head cup. While supporting the frame, slide the closed end of the 723 into the head tube until the flared ends seat themselves inside the frame behind the internal edge of the cup or cone. Once seated, the top of the cone remover is struck with a hammer to press the cup or cone out of the frame.

To remove the fork crown race, the 729 tool is necessary. It is placed so that the two arms slide over the front and back of the fork crown, with the ends of the arms seated against the underside of the fork crown race.

Once seated, place the top of the steerer tube against a rigid surface with a locknut or adjusting cup in place to protect the fork thread. Do not clamp the steerer for support. Use a hammer to hit the top of the 729 tool and free the fork crown.

The 729 fork crown tool is designed to fit Campagnolo headsets. Using it to remove other headsets can damage the tool.

Campagnolo C-Record Rear Derailleur

All Campagnolo components go through a series of evolutionary changes as a result of the progressive needs of cyclists and the successful developments made in our Research and Development Division.

These production modifications have made the C-Record rear derailleur even more suited to the extended demands of both cyclists and their environment. The most obvious change is that the spring in the upper pivot bolt has been removed, making that bolt the same basic design as the one in Super and Nuovo Record. The C-Record's shifting qualities remain the same.

On the upper body, behind and above the upper pivot bolt, there is now an angle-adjusting screw to allow the forward angle of the derailleur to be critically set. This screw is especially handy with the Syncro shift levers and the multitude of dropouts used today (especially aluminum ones) that don't have the angles and dimensions of Campagnolo dropouts.

Due to the wide variety of dropouts, the upper pivot bolt of the C-Record comes with shims. These shims fit over the threads and against the shoulder of the pivot bolt, in order to give the upper body adequate clearance to rotate properly.

Proper rotation is especially needed when removing a wheel. Too many shims can be as detrimental as too few. Without the proper number of shims, there will be excessive lateral play. Exorbitant play will make the derailleur shift slowly and mis-shift more often.

One thing to remember about these shims: There is no golden rule about how many and when they should be used. You will have to test each dropout to find which, if any, of the shims are necessary for the derailleur to rotate without excessive binding or side play.

Another minor change in the derailleur is in the front plate of the pulley cage. Inside the cage plate collar, where it slides over the lower derailleur body and pivot bolt, are three holes for the adjustment of the cage plate rotation spring. The early C-Record derailleurs, like the Nuovo and Super Records, had only two holes.

*Campy
Bike*

The last modification is the new stainless steel, Teflon-treated pivot pins, which make maintenance easier. These don't require lubrication as often as bare steel, and they also extend the duration of the body's smooth action by making the pivots less susceptible to contamination. The C-Record pivot pins are the same as those found in the new Chorus rear derailleur.

Campagnolo Hubs: More on the System

Racing champions and serious cycling enthusiasts around the world use Campagnolo hubs. The reason is simple: there is nothing stronger, smoother, more reliable, more serviceable or more predictable.

No matter what marketing fads suggest, Campagnolo will never produce anything less than top performance equipment. For example, in the days of super BMX competition, Campagnolo received many requests to produce a BMX hub. Most people expected a product suitable only for children. But the BMX hub we released was a standard Campagnolo road hub with the shell anodized in the popular colors and a track axle with locknuts instead of quick release. Those hubs continue to work, usually appearing on ATBs or touring bikes. Even though BMX racing has faded from the limelight, Campagnolo BMX hubs are still considered the best ever built.

The Campagnolo Hub Design

Campagnolo hubs are equipped with special "matched sets" of ball bearings. These bearings are sent in sets, whether they are part of a replacement package or in a new hub, with the individual bearings all within one micron (.001 mm) of each other.

The bearings ride on two races, one fixed and the other rotating. The rotating race is mounted in the shell and is known as the cup. The fixed races, which ride on the axles, are the cones.

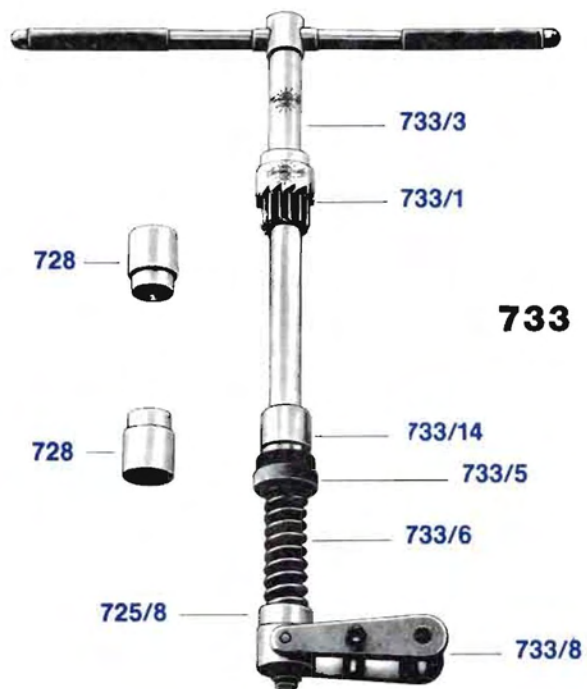
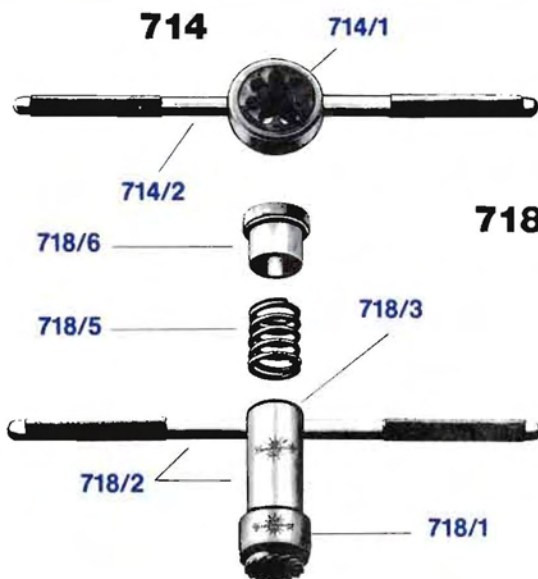
Campagnolo races are "rotary polished" once they have been mounted in the

(CONTINUES ON PAGE 6)

Campagnolo Tools for Preparation and Installation of the Headset



712/1



shell. The cones are threaded onto a high-strength, axially aligned steel axle and can be locked in the proper position relative to the cup. Both the cone and the cup can be replaced.

The space between the shell and the axle is masked with the dust cover. A small gap is left between the dust cap (a rotating fixture) and the stationary cone. This dust cap protects the bearings from contamination without any contact between the races.

A direct juncture, which is usually called a seal, causes superfluous rolling resistance that tires and slows the rider. At Campagnolo we don't see any reason for the racer to be penalized for something that benefits the team mechanics.

The adjustable system used on Campagnolo hubs allows conventional mechanical limits to be overcome. First, the bearings can be installed dry and lubricated with oil through the oil hole in either the center of the shell or the dust cap. This makes the hub an ideal choice for record time-trial attempts, which require equipment to be set as perfectly as possible. The hub then may be put back into regular service after being packed with grease (injected through the dust cap) to reduce the possible contamination through the gap between the cone and the dust cap.

In addition to this, Campagnolo hubs do not have to be disassembled for cleaning and relubricating. There are service holes in the hub shell, between the flanges, and one in each dust cap.

To remove the old grease, the new grease (02-ZPT) is injected through the center shell hole until the old grease is flushed through the gap between the dust cap and the cone.

Now filled with new grease, from the center out, the last bit of grease should be added through the injection holes in the dust caps. The grease is injected here to be sure the bearings are completely surrounded with grease.

Relative to the axle, the lines through the contact points of all the bearings are 45 degrees from horizontal and vertical. These lines intersect at the same point in the axle and produce what is called a conical bearing field. When properly adjusted, this field makes the hub spin

easily, smoothly and with more stability in all riding situations, from tight corners to straightaway sprints.

Another advantage to Campagnolo's adjustable hubs is that they overcome the inherent problems of the quick release, which subjects an axle to compression. A quick release presses the cones closer to one another. This causes them to press against the cup with a load exceeding the combined pressure of rider weight and angular momentum, thus increasing rolling resistance. You can compensate for this by setting the cones so they are slightly loose when not being compressed by the quick-release. When properly installed they will be smooth and stable on the bike.

Furthermore, the cones on Campagnolo hubs can be adjusted for the compression needed to hold the wheel in either steel or aluminum dropouts. With this the wheel will not have the lateral play that allows the rim to "float" and move off center, making the bicycle "hop" in corners and general handling more difficult.

By the same token, Campagnolo hubs can be adjusted when used as track hubs. Using a solid axle with nuts, rather than the hollow axle with a quick release mechanism, requires that the adjustments be exactly the opposite since axle nuts decompress, making the hub feel loose, instead of compressing. Low rolling resistance and lateral stability will be maintained if the hubs are adjusted so they feel just a little bit tight before they are installed.

For these reasons, Campagnolo leaves the final bearing adjustment to its customers. Only they know what kind of rider they are. Campagnolo hubs allow adjustment, which lets the rolling resistance to be set extremely low. Lateral stability is maintained, so that the only bearing system that can out-roll it, so to speak, is a magnetic suspension system.

In addition to the tangential bearing races, the Campagnolo C-Record hubs have a new protection system. The new dust covers are non-contact Labrynth shields that make it difficult for anything to get in and contaminate the bearings. The shields do not affect rolling resistance or lateral stability and permit standard service and adjustment.

The Campagnolo hub design and composition was created with care and thorough testing. The final product gives the rider a wheel that performs with consistency and predictability. Time has proven it a winner.

The Campagnolo Limited Warranty

All Campagnolo products are warranted against manufacturing defects in materials and workmanship in normal use during the manufacturer's expected life of the product.

This does not imply that Campagnolo products will not wear out. The life of the product is determined by the severity of use, the environment, as well as the quality and frequency of service.

It is the consumer's responsibility to regularly examine the product to determine the need for normal service or replacement.

What Is Not Covered

- 1) Campagnolo products that have been modified, crashed, poorly maintained, abused, misused, or neglected carry no warranty implied or honored.
- 2) Damage occurring during shipment of the products must be presented to the carrier.
- 3) Damage resulting from repair or attempted repair by someone other than Campagnolo or authorized Campagnolo service is not covered by this warranty.
- 4) Damage otherwise resulting from causes other than the product's defect, including lack of technical skill, competence, or experience of the user is not covered by this warranty.
- 5) Damage or deterioration to the surface finish, the aesthetics or appearance, of the product is not covered by this warranty.
- 6) The labor required to re-fit or re-adjust the product in question is not covered by Campagnolo.
- 7) Threadings on used products are not covered.

Limits of the Warranty

This warranty will remain in effect for the life of the product as determined by Campagnolo reviewing the severity of use, environment, the quality and the frequency of service. The consumer must regularly examine the product to determine the need for service or replacement.

Campagnolo's liability, for any defective product, is limited to repair or replacement of the product, at our option. Campagnolo shall not be liable for:

- 1) Damages based upon the inconvenience, loss of use of the product, loss of time, interrupted operation or commercial loss; or
- 2) Any other damages, whether incidental, consequential or otherwise, because of product defects.

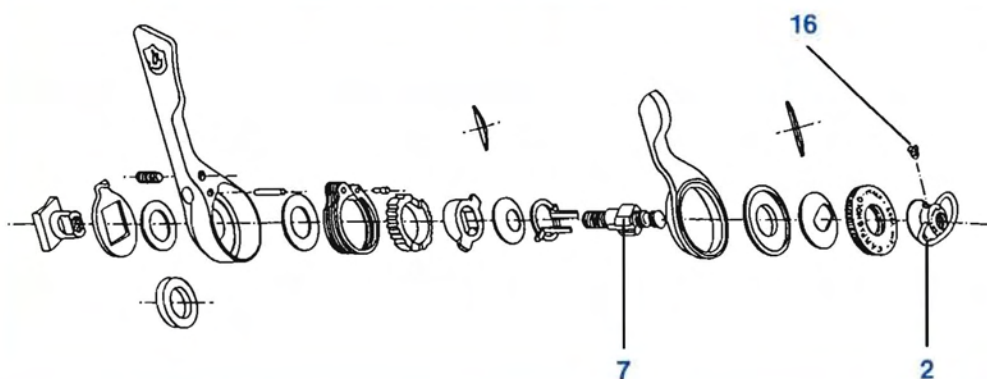
Limitation of Implied Warranties

Any implied warranties, including warranties of merchantability and fitness for a particular purpose, are limited in duration to the length of the warranty.

Warranty Procedure

- 1) Consumers and dealers should not send the products directly to Campagnolo. This route creates large volumes of paperwork and may take longer than using the proper channels. There will also be a problem if we are out of stock on the item. The customer will have to wait until we receive the item from Italy.
- 2) Customer takes the part in question to the dealer.
- 3) The dealer makes the initial inspection, and parts that are obviously non-warranties should be returned to the consumer. Possible warranties should be sent to a Campagnolo Distributor following that distributor's return policy. The distributor should be contacted for proper authorization to return any product to them.

Campagnolo Syncro Shift Lever Assembly



- 4) The distributor will examine the part. The non-warrantable items will be returned to the dealer. The warrantable items will be replaced to the dealer. Possible warrantable items will be sent to Campagnolo for examination and by the decision of Campagnolo they will be replaced or returned.
- 5) For authorized returns, replacement will be made by Campagnolo Corp. only after our inspection of the part, provided a manufacturing defect is found.
- 6) Any part found to bear a manufacturing defect will be replaced free of charge.
- 7) Any product found not to have a manufacturing defect will be returned to the customer, freight collect.
- 8) Every product being returned should have the customer's name and phone number included.
- 9) The history of the component, including the conditions of failure, should also be included.

Modification of the wing nut on Syncro shift levers:

The Syncro shift levers supplied with Chorus groups and Syncros currently being shipped by Campagnolo have undergone a production change. This modification prevents accidental loss of the wing nut. Modifications have been made on two components of the lever:

- 1) Screw #7 for attaching the toothed insert to the braze on boss no longer has a threaded hole for the wing bolt but instead has a threaded extension with a circular groove cut on it where a set screw #16 will rest.
- 2) The wing bolt has now become a wing nut #2. This wing nut has been threaded to accept the set screw #16. There is no longer a spring used to retain the old wing bolt.

Assembly: In order to disassemble the Syncro right hand lever for installation onto the frame the set screw #16 must be unscrewed, allowing the wing nut #2 to be removed. The new Syncro is then assembled onto the frame exactly like the old unit except for the wing nut which is screwed onto #7 without fully tightening it. At this point the set screw #16 is tightened. Once assembled in this way the wing nut may then be used to control the amount of friction placed on the lever, but because of the set screw resting in the groove of #7 the wing nut will never be able to unscrew itself and be lost.

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2:00 p.m. - 4:00 p.m. E.S.T.

