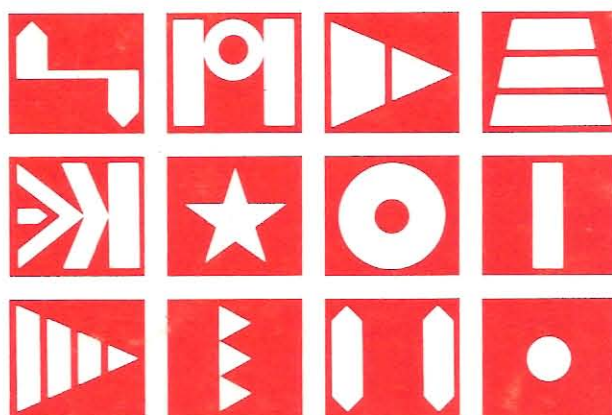


Campagnolo[®]

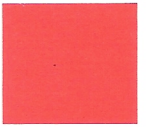
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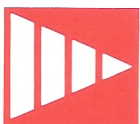
EUCLID[®]



EUCLID®







"All Terrain Bicycle": high performance machines for use in both normal conditions and in the most demanding off road conditions as well. These bicycles are where Campagnolo's renowned component reliability is seen to its best advantage: When the rider is alone in the midst of nature, where his sport becomes his lifestyle, and where he has to be able to trust every component of his bike. Finally there is a component group that he can truly rely upon: the Campagnolo EUCLID group for "All Terrain Bicycles".

FRONT AND REAR DERAILLEURS

Three gears are available for specific requirements: Euclid LG, MD and SM.



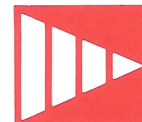
Due to the characteristics of the long cage plate, the Euclid LG gear allows high change capacity and is therefore suitable for any kind of terrain.

The Euclid MD has a change capacity that can arrive up to 38 teeth and is therefore suitable for excursions of a certain level of difficulty.

The third gear, Euclid SM with a compact cage plate, is designed for riders engaged in severe competitive cycling where a precise, reliable and light-weight gear is indispensable.

However from a technical point of view the three gears, based on the highly appreciated design of the Chorus gear, have identical features.

The jockey wheel cage is shaped to eliminate possible interference



with the spokes of the rear wheel and is provided with two tabs to prevent the chain from coming off the cage.

The upper body of the rear derailleur contains a tension spring that can be preloaded either by adjusting the original position of the spring or with an adjusting screw that works against the derailleur hanger.

The inner arm is of aluminium alloy for each solution: a further advantage in terms of lightness.

DOUBLE ADJUSTMENT FOR SAFE, EFFICIENT CHANGING

The hardened steel adjusting screw presses on a mobile steel bracket which varies the preload of the tension spring. The less the spring is preloaded, the tighter the chain wraps the freewheel, thus promoting quicker more accurate shifts. Between the mobile steel bracket and the body of the rear derailleur is a special anti-friction bushing which

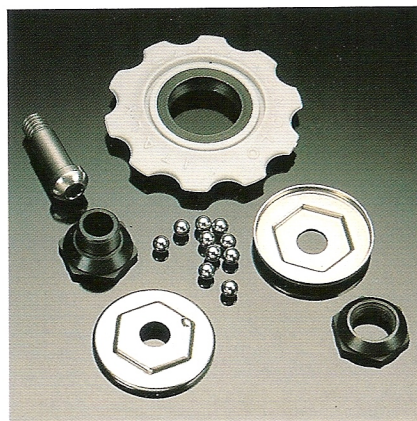


significantly reduces pivot friction and ensures the precise, flowing movement of the rear derailleur.

There is also an adjustment that varies chain tension to further increase shifting precision. In fact, it is possible to vary the preload of the jockey wheel cage spring either by varying the original position of the spring inside the derailleur body or by a fine adjustment screw located in the lower body of the parallelogram.

All pivot pins of the parallelogram have undergone an anti-friction treatment.

The jockey wheels on which the chain runs have a new thinner profile



and run on adjustable ball bearing surfaces. These new jockey wheels not only run quieter but also shift the chain with greater accuracy and provide a friction-free environment for the drive train.

The distance between the two conical surfaces and, therefore, the friction and play of the roller may be adjusted by means of the dust caps. The play of the roller can thus be adjusted, varying with the tension of the chain, to ensure smooth running of the chain on every occasion.

The equipment of the gears with such high technology mechanisms

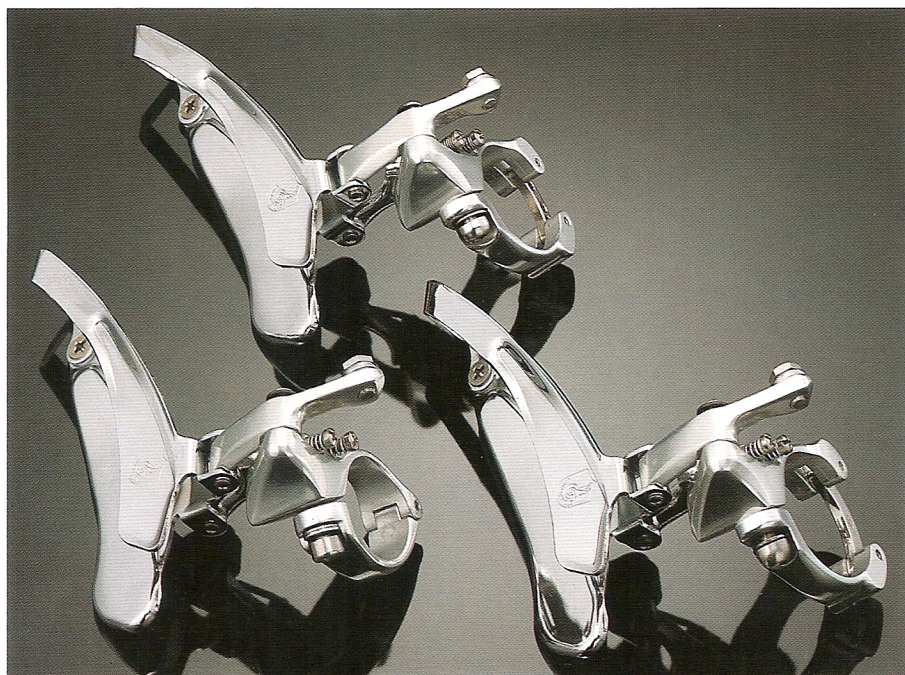
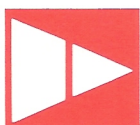


allows the possibility to change with the usual "Campagnolo smoothness"

Two different gear guards are available, in conformity with the choice of the gear type (LG, or MD and SM).

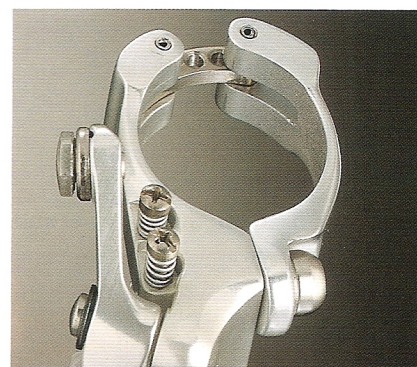
Such gear guards are necessary to shield the gears from accidental strokes which might damage the precise mechanisms for the gear adjustments.

Both gear guards will be supplied as optional.



The shape of the front derailleur cage is particularly suited for use in difficult environmental conditions allowing the changer to shift easily from the outermost to the innermost chainring, even under stress.

The front derailleur is compatible with chainrings from 24 to 50 teeth.



Derailleur adjustment is very easy and extremely reliable thanks to a system of screw and retaining springs which ensure that the connect adjustment is maintained even when rough conditions subject the bike to knocks and jolts.

Three front derailleurs are available: with a fixed clip for tubes with diameter of 28.5, and from 35 to 36 mm and with an adjustable clip for tubes with diameter from 28 to 33 mm.

EUCLID

SPROCKETS

A _____

 B —

CHAINRINGS

C _____
 D _____
 E _____

EUCLID LG

EUCLID MD

EUCLID SM

Gear change capacity = $(E + A) - (C + B) =$

44

38

32

Biggest sprocket utilizable = A =

34

34

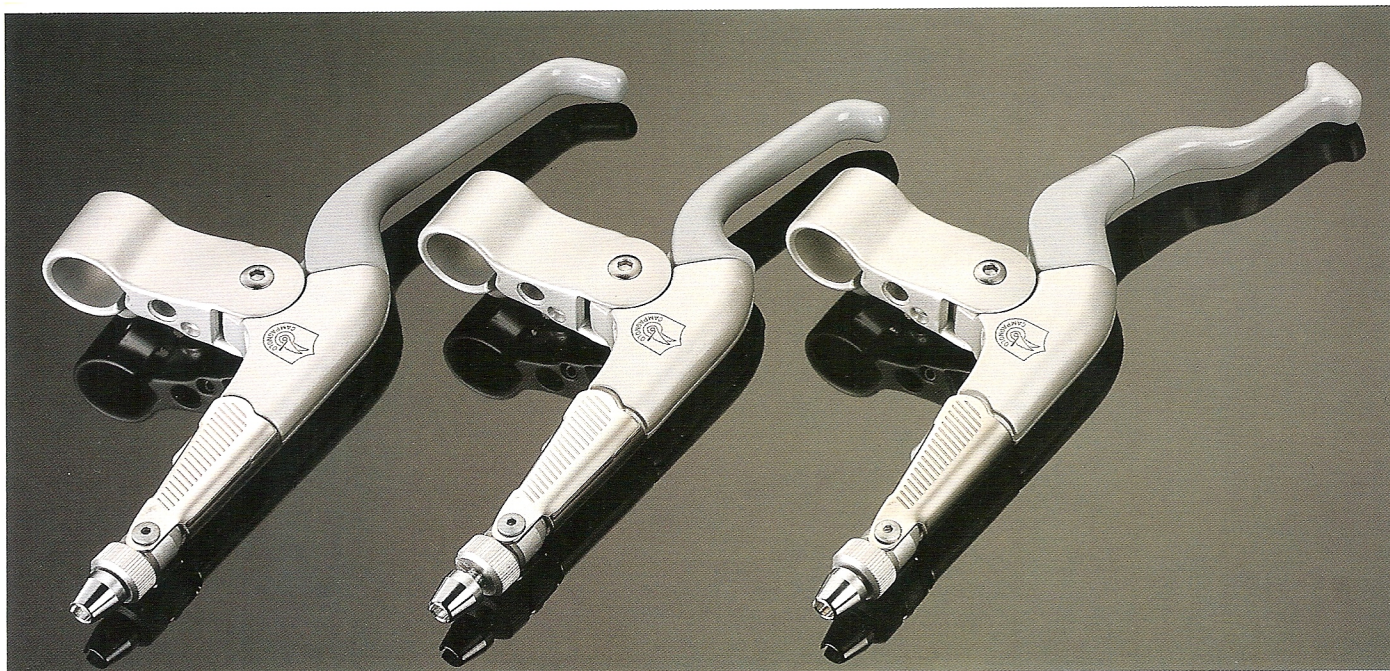
30

Front changer capacity = $(E - C) =$

26

26

26

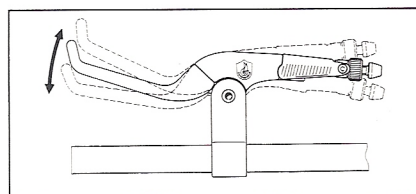
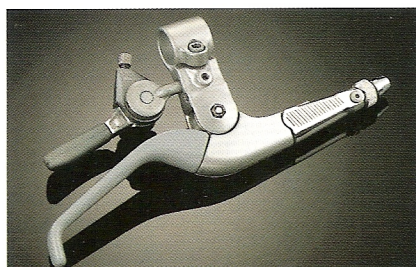


A MORE VERSATILE AND SECURE BRAKING SYSTEM

Brake levers made of high ductility aluminium alloy complete Euclid set of controls. They are available in four versions: Standard, BIOFITTING, COMPACT, and for the use with double rear brakes.

STANDARD LEVERS

These are composed of three pieces: the lever itself, the handlebar mount and the adjusting barrel assembly for the brake cable and casing. Their semi-cylindrical cross-section add strength and make them very practical to use. The distance between the lever and the handlebar grip can be varied by means of a patented adjustment system. This is composed of a dual set of allen head set screws which move the lever backward or forward in an adjustment space of 35 mm measured at the end of the lever.



BIOFITTING LEVERS

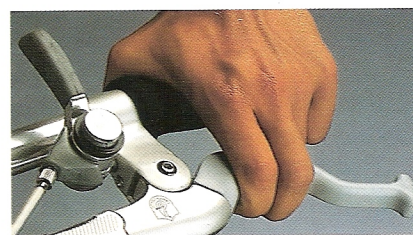
In harsh conditions it is essential for a mountain bike rider to be able to squeeze the brake lever while gripping both the lever and the handlebar simultaneously.

BIOFITTING levers use a patented system which allows the end of the lever to be rotated 180° so as to alter its geometric arrangement completely.

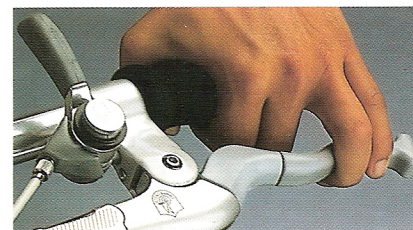
For the cyclist who prefers to brake with the forefinger and mid-

dle finger then we advise the position which places the end farthest away from the bar.

Rotating the lever end 180° so it's closer to the handlebar makes it ideal for braking with the ring finger and little finger.



The T-shape end of the lever considerably cuts down the risk of injury in the event of a fall.



BIOFITTING levers can be adjusted for reach just like the standard levers with the same system of allen



head set screws.

COMPACT LEVERS

With the same integral mechanism, Euclid COMPACT levers are also available in the versions with and without quick release. Both versions can not be equipped with the kit for fitting the third brake.

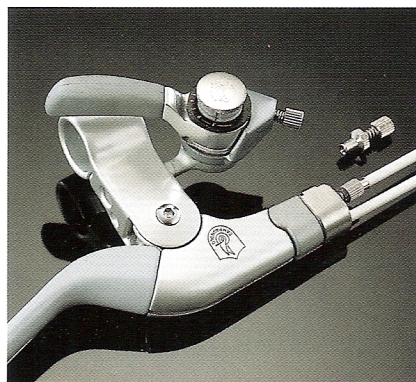
Euclid COMPACT levers, suitable for competitive use, are ideal for small compact handlebars as they are easy and handy to use.



The transmissions fitted on Euclid COMPACT levers maintain all their elasticity without interfering with the braking system.

BRAKE LEVERS FOR DUAL REAR BRAKES

Both standard and BIOFITTING levers are designed in such a way that they can be fitted for dual cables and calipers for the rear wheels.



The system includes an extra brake complete with two adapters to be fitted in place of the quick release device.

While the cables for front and one of the rear brakes have a T-shaped end, the third brake uses a cable with traditional drop-shaped end.

This also makes it possible to use cables with either a T-shaped end or a drop-shaped end as the levers are made with attachments for both types.

The brake levers are available also without quick release.

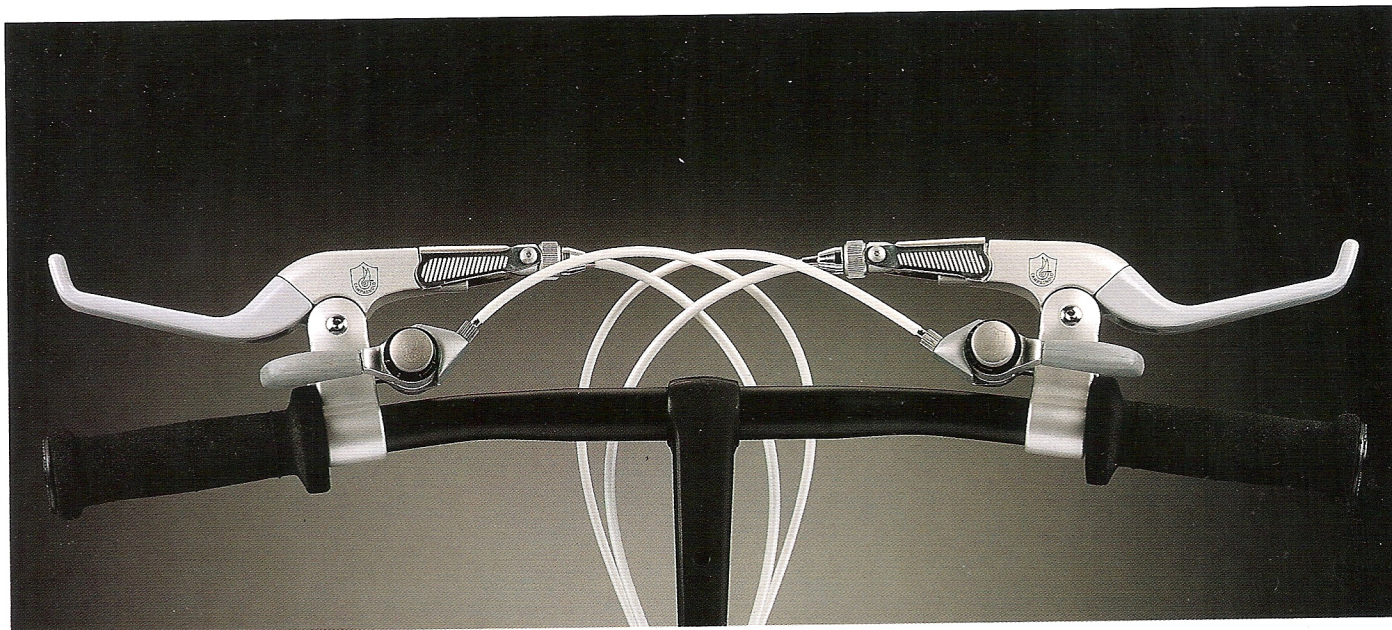
QUICK RELEASE ANCHORING SYSTEM

A patented brake quick release system at the handlebars is available with the Euclid group. The system is attached to the brake lever and allows easy opening of the brake caliper in order to remove the wheels



without having to detach the yoke cable from the caliper.

For safety and convenience it is possible to adjust brake cable tension without having to get off the bike. Unlike other devices on the market today, the Euclid brake lever is designed with a knurled ring nut having 2 cams at 180° that enables cable tension to be adjusted right at the lever with only one hand.



PERFECT SHIFTING CONTROL WITH THE I.G.A.S. SYSTEM

The Euclid Syncro shift levers are incorporated into a brand new integrated system of controls for brakes and derailleurs called the INTEGRATED GLOBAL ADJUSTMENT SYSTEM (I.G.A.S.).

Euclid Syncro levers allow either indexed or traditional friction shifting and are made of a special aluminium alloy then coated with an anti-acid, wear resistant material.

Switching from index mode to friction mode and viceversa is surprisingly easy because all that is required is to lift a round knurled ring and rotate it 90°.

When using the friction mode, it is possible to adjust the amount of friction on the lever with a knurled knob, coaxed to the ring. When using the index mode, derailleur cable tension can be conveniently adjusted right at the Syncro levers themselves.

With the I.G.A.S., the patented shift lever anchoring system allows the lever various degrees of freedom

and greatly improves its ergonomics and ease of use.

The levers operate on a cylindrical stalk attached to the brake lever body and thanks to this design they can be fitted either above or below the center plane of the handlebars.

The cylindrical stalk can turn inside its hole so the cyclist can adapt his favorite shifting position.

The shift lever trim can also be regulated by rotating the lever assembly itself.

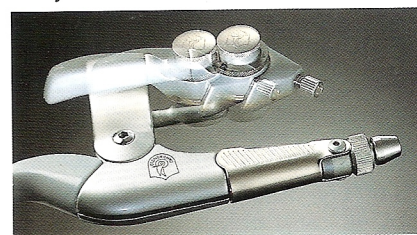
Both adjustments can be made via 2.5 mm allen head set screws.

Access, trim and maneuverability of the shift levers can all be adjusted to suit individual preference:

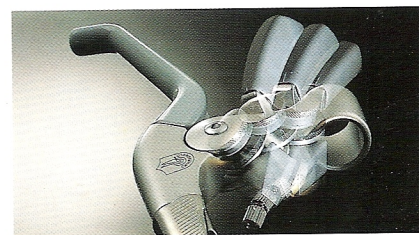
1) **ROTATIONAL** adjustment: Euclid Syncro levers may assume any position at an angle with the handlebars by rotating the cylindrical stalk in its hole.



2) **TRANSVERSAL** adjustment: The shift levers can also be moved closer or farther away from the brake lever by sliding the cylindrical stalk inside its hole in the brake lever body.

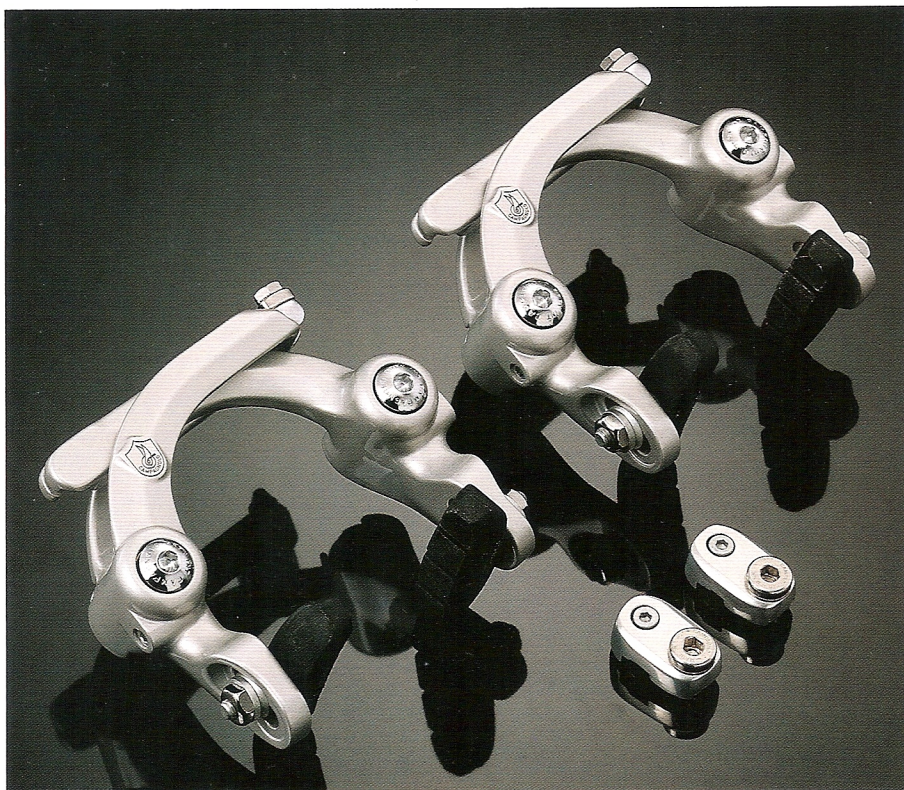


The shift levers are infinitely adjustable for any rider needs by either rotating or sliding the whole assembly on the brake lever body. This all can be easily done with a



single 2.5 mm allen head set screw.

3) **WORKING ANGLE** adjustment: The relationship of the shift



lever to the riders thumb can be varied by rotating the lever assembly inside a socket on the cylindrical stalk.

MONOPLANER BRAKE GEOMETRY TO REDUCE VIBRATION

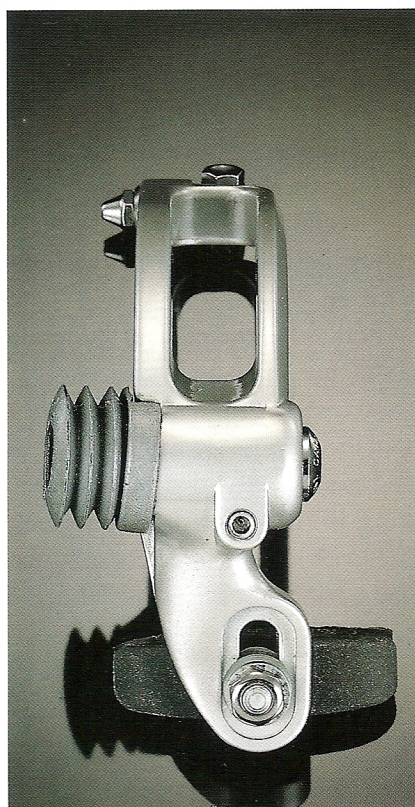
The special Euclid brake calipers are derived using the highly successful Chorus MONOPLANER geometry.

They are made of a special alloy and can be fitted either on the seat stays or under the chainstays.

The calipers are equipped with a new patented system for adjusting the reciprocal centering of the two caliper arms.

Thanks to the design any imperfections in the anchoring of the brake on the frame can be corrected, thus making assembly and tuning easier.

Once the retaining screw has been



removed, the brake can easily be attached using a 6mm allen head screw which is coaxial to its cylindrical bronze housing.

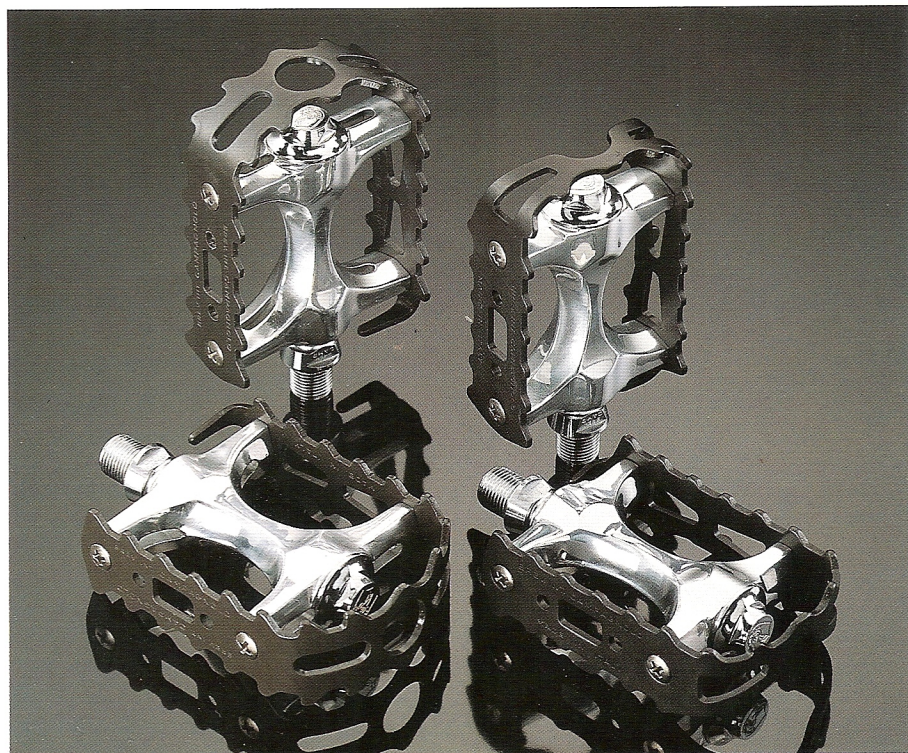
It is also possible to vary the preload on each of the return springs in order to equalize the return force of each caliper arm.



The brake pads can be turned and adjusted in any direction as they are anchored with a ball joints.

The cable guide plates for the front and rear calipers are the double screw type, one to anchor the cable and the other to act as a keeper so the guide plate stays attached to the yoke cable when the brake is released to remove the wheel. This makes repair and maintenance operations much easier, especially those that involve the brake caliper.





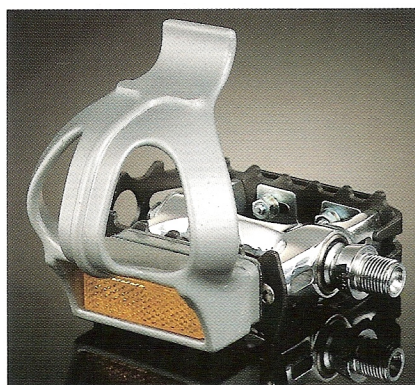
EUCLID LG PEDAL

An accurately shaped cage encloses an exceptionally sturdy pedal body.

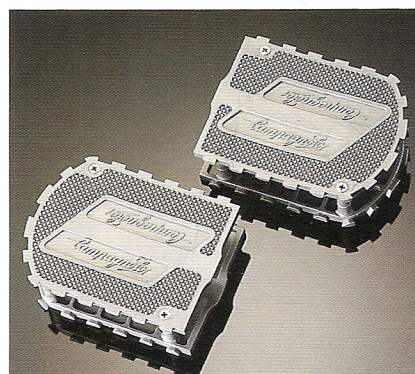
Campagnolo quality and reliability are very evident in the Euclid pedal: the thick anodizing of the cage, the finishing of the body and especially the pedal axle are all derived from the Campagnolo pedals used on the racing bicycles of professional teams.

The internal mechanism of the pedal are protected against all kinds of infiltration with a special gasket that ensures an excellent seal. The serrated cage plates are slightly concave in order to perfectly accommodate the sole of the shoe.

They also feature a broad surface to allow the use of special shoes and special knurled plates can be fitted to allow the use of ordinary training shoes without discomfort to the feet.



Special Euclid resin toe-clips with built in reflectors are also available.



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EUCLID SM PEDAL

The Euclid SM pedal has a narrower body derived from the Super Record pedal, allowing the maximum push with the sole of the foot to be concentrated more easily on the barycentre of the pedal.

Being tapered outwards, the cage allows a greater tilt in curves and avoids interference with the ground.

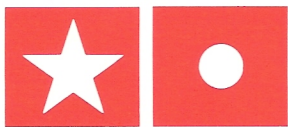
Like pedals for professional rac-



ing bikes, this pedal is provided with guides for straps and has a plate to ease insertion of the shoe in the toe-clip.

Euclid SM pedals are not designed for fitting knurled shoe plates but they can use either resin or steel toe-clips with their respective straps and reflectors.





CHAINWHEEL AND BOTTOM BRACKET: HIGHLY PROTECTED ROLLING MECHANISMS

The chainwheel is the traditional 5 spoke type with triple chainrings and bolt circles of 110 mm and 74 mm.

The main arm of the Euclid crank is connected to two of the five spokes and forms a single surface with them, improving their rigidity and optimizing the transmission of energy to the chain.

The chainrings are available with 46-48-50-52 teeth for the outer, 36-38-40-42 for the middle and 24-26-28-30-34 for the inner.

Cranklengths are 170, 175 and 180 mm. The thickness of the crank arm at the pedal hole is 14 mm, so pedals with an axle having a threaded portion 14 mm long are required.

Chainring teeth are made with a

numerically controlled gear cutter, not stamped, giving them a very precise profile and allowing them to mesh perfectly with the chain. This eliminates unnecessary friction and energy loss.



The bottom bracket axle is 132 mm long, made of alloyed steel and is hollow on the chainwheel side to allow lubrication.

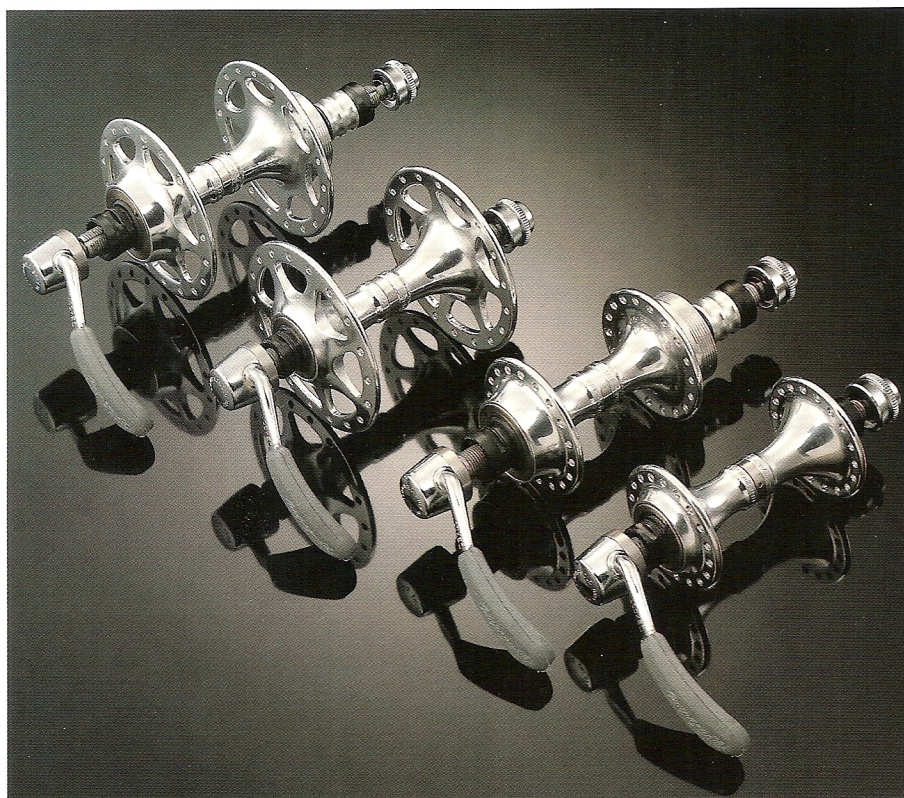
Grease can be injected through the axle and out a hole in its center to the inside of the bottom bracket assembly.

The bearing cups are also made of alloyed steel and their 1/4" ball bearings are selected with micron tolerance.

The entire rolling mechanism is



protected against dust, mud and various other kinds of contaminants by a double seal made of a special material that ensures a superior quality seal.



HUBS

Hubs are available in small or large flange versions with your choice of 28 holes (front hubs only), 32 or 36 holes. Euclid hubs are made of aluminium alloy and use Campagnolo's race proven cone, cup and ball system. $\frac{3}{16}$ " hardened chromium steel balls are used in the front hub and $\frac{1}{4}$ " in the rear.

The rolling mechanisms are fully protected against infiltration of atmospheric contaminants with special gaskets made of a new material to ensure a perfect seal.

The hubs can be easily injected with lubricant through special holes in the dust cups. The quick release is the classic Campagnolo type with a new anti-slip resin cap on the lever.

If desired, solid axles with lock nuts can be fitted to the hubs for use in extreme conditions.



A special derailleur guard, available in both short and long versions can also be fitted but a 4 mm longer rear axle or quick release skewer must be used.

HEADSET

The Euclid headset represents the perfect synthesis of safety, smooth-

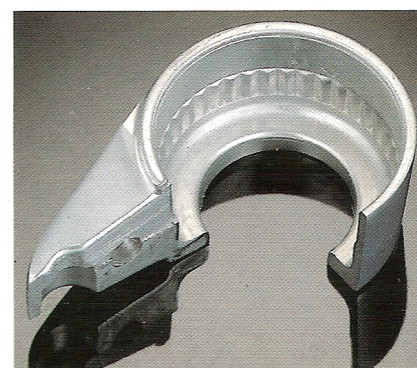


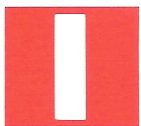
ness and durability. It is based on the classic Campagnolo rolling mechanism of cones, balls and races. The hardened $\frac{3}{16}$ " chromium steel balls are selected to a tolerance of 1 micron.

Special dual seals are used between the cones and races to prevent against infiltration of dirt and water.

The headset is supplied with a cable carrier for the front brake.

This patented cable carrier is knurled on the inside so that it engages the flats of the headsets' lock nut to prevent road shock from causing it to loosen. The carrier is held in place with a recessed allen head bolt and nut.





SEATPOST

The 325 mm long Euclid seatpost is available in diameters of 25-26,4-26,6-26,8-27-27,2 mm.

It is cylindrically shaped, made of forged aluminium alloy and uses a "friction" type system for saddle coupling.



The saddle attachment system makes use of a quick release lever that controls both horizontal movement and the saddle trim angle.

It is important to bear in mind that these two adjustments are indi-



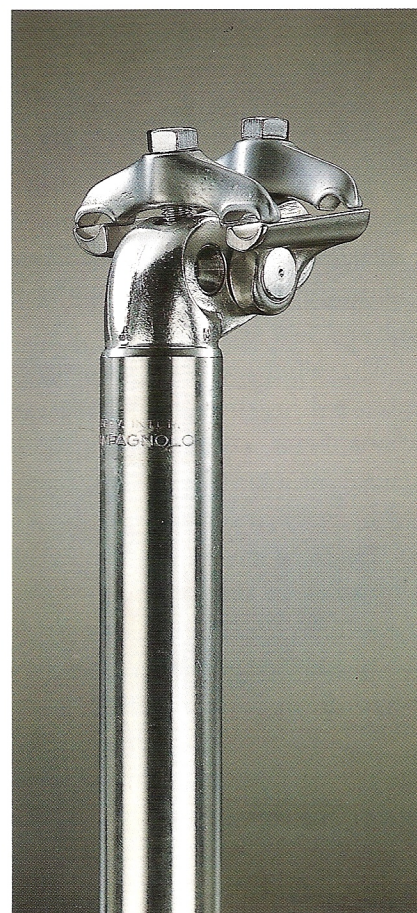
pendent of one another; this means that the saddle can be moved horizontally without losing the pre-set



trim angle.

The latter adjustment is made by means of the patented ANGLE TUNING SYSTEM which is composed of a bolt with a knurled head that can be turned to micrometrically vary the angular trim of the saddle.

The seatpost comes with a quick release binder bolt for the frame.





GEAR

- M010-LG LG gear with change capacity up to 44 teeth ■
 M010-MD MD gear with change capacity up to 38 teeth
 M010 SM gear with change capacity up to 32 teeth
 1309001 Gear guard long
 1309002 Gear guard short



FRONT CHANGER

- M022 Front changer with fixed clip for tubes Ø 28,5 ■
 M023 Front changer with adjustable clip for tubes Ø 28 + 33
 M024 Front changer with fixed clip for tubes Ø 35 + 36



CHAINWHEEL

- M040 Left and right cranks 175 mm with triple chainring: ■
 inner 26, central 36, outer 48 teeth
 M071 Right crank 170 or 180 mm
 M072 Left crank 170 or 180 mm
 MZ00I Inner chainrings with 24-28-30-34 teeth
 MZ00M Central chainrings with 38-40-42 teeth
 MZ00 Outer chainrings with 46-50-52 teeth



BOTTOM BRACKET

- M0H0 Bottom bracket with 132 mm symmetrical axle for 70 ■
 mm b.b. housing, cups with Italian thread unless other
 versions are specified when ordering:
 M0H0 with 132 mm symmetrical axle, 68 mm b.b. housing, cups
 with Italian, French or BSC thread
 M0H0 with 140 mm symmetrical axle, 68 or 70 mm b.b. housing,
 cups with Italian, French or BSC thread
 M0H0 with 136 mm asymmetrical axle, 68 or 70 mm b.b. housing,
 cups with Italian, French or BSC thread



BRAKES AND LEVERS

- M500-CP Subgroup brakes/brake control levers and gear/ ■
 front changer control levers:
 - brake control levers with quick release system and ■
 normal levers
 - Monoplaner brakes complete with cables and casings ■
 - SYNCRO control levers for 6-speed gear (0118122) ■
 and front changer
 0118124 SYNCRO control lever for 7-speed gear
 M05C-DX Brake control levers with quick release system and
 M05C-SX COMPACT levers
 M05E-DX Brake control levers with quick release system and
 M05E-SX BIOFITTING levers
 M053-DXN Brake control levers without quick release with
 M053-SXN Normal levers
 M05C-DXN Brake control levers without quick release with
 M05C-SXN COMPACT levers
 M05E-DXN Brake control levers without quick release with
 M05E-SXN BIOFITTING levers
 M2KD Kit for fitting third brake composed of: brake, dual
 adapter, simple adapter, cables and casings.



PEDAL - TOE CLIP

- M600-PR Subgroup LG pedals complete with shoe plates and ■
 toe-clips
 M640-PR Subgroup SM pedals complete with toe-clips
 M600-AM Subgroup LG pedals complete with shoe plates and
 and steel toe-clips with straps
 M640-AM Subgroup SM pedals complete with steel toe-clips and
 straps
 MF95-PR Set of reflectors for pedals with resin toe-clips
 MF95 Set of reflectors for pedals without toe-clips or with steel
 toe-clips



SEAT PIN

- M0R8 Adjustable seat pin with one fixing screw Ø 27 mm ■
 and quick release with a 50 mm skewer
 or when ordering specify the variations with
 Ø 25 - 26,4 - 26,6 - 26,8 - 27,2;
 quick release 50 or 60 mm
 M0RV Seat pin with two fixing screws, Ø 25 - 26,4 - 26,6 - 26,8 -
 27 - 27,2; quick release with a 50 or 60 mm skewer
 (specify when ordering)



HEADSET

- M0D0 Headset with cable guide bracket, Italian thread, also ■
 in versions with French or BSC thread
 (specify when ordering)



BOTTLE

- 1120007 BIODYNAMIC 900 bottle complete with cage



HUB

- M300 Subgroup hubs, normal flanges for 7 or 9 mm fork ends ■
 (not suitable for applying the gear guard) with 36 holes,
 width 126,5, Italian thread
 M300 Subgroup hubs, normal flanges for 7 or 9 mm fork ends
 (suitable or not suitable for applying the gear guard, specify
 when ordering) with 28 holes (front hubs only), 32 or 36
 holes, width 126, 5 or 130, Italian, French or BCS thread
 M300-FG Subgroup hubs, large flanges for 7 or 9 mm fork ends
 (suitable or not suitable for applying the gear guard, specify
 when ordering) with 28 holes (front hubs only), 32 or 36
 holes, width 126, 5 or 130, Italian, French or BCS thread
 M300P Subgroup hubs, normal flanges, with solid spindle and nuts
 for 7 or 9 mm fork ends (suitable or not suitable for
 applying the gear guard, specify when ordering) with 28
 holes (front hubs only), 32 or 36 holes, width 126, 5 or 130,
 Italian, French or BCS thread
 M300P-FG Subgroup hubs, large flanges, with solid spindle and nuts
 for 7 or 9 mm fork ends (suitable or not suitable for
 applying the gear guard, specify when ordering) with 28
 holes (front hubs only), 32 or 36 holes, width 126, 5 or 130,
 Italian, French or BCS thread
 N.B.: When ordering specify whether for 7 or 9 mm fork ends