



Accelerating innovation

No other company in the world puts as much time, energy, and force of will into optimizing the bicycle wheel for maximum speed. It's a constant pursuit. An expectation that every year we'll push the envelope that much farther. Deliver more speed, more performance, and more wins for our riders. Which explains why we're also the only wheel company to own two aerodynamic rim shape patents, each optimized for a different application, that push well beyond the aerodynamic confines of other companies' traditional V-shaped carbon rims. The intentionally radical shaping reattaches the drag inducing airflow that breaks and swirls off as the inherently un-aerodynamic round tire plows through the air. The smoothed airflow means less drag, faster times on the course and bigger wins for you.

But wheels are only the start. Our passion for perfection in cycling is unlimited. Any opportunity for improvement in the bicycle is fair game for our engineering team to explore. If an optimized tire will make our wheels faster, we'll build it. If our composite research leads to a breakthrough on crank stiffness, stem durability or handlebar comfort – we'll make them. If we see any area of bicycle development we think we know how to improve, it's a guarantee we'll be up burning the midnight oil, designing, modeling and prototyping the next idea. It's a quest for speed. In any and every form we can think of. That's just what happens when you pull together the brightest minds from the aerospace, Formula 1 and even chemical engineering fields and give them the freedom to focus all their energy on the passion that brought us all together in the first place: winning on the bike.

The all new 202.

The first climbing wheel ever developed in the wind tunnel, the new 202 packs a 32mm aero tuned rim that rolls along the flats with 4-6 watts more aerodynamic efficiency than our previous wheel at, incredibly enough, the same weight (1060g) as our previous 202. Suffice it to say you never have to compromise on your climbing wheels again.



1080: When it's all on the line

Call it punishment for being too good at your job. Despite the fact that the 808 is already the world's fastest non-disc wheel – even faster than a disc up to 13° according to Tour Magazine's wind tunnel tests– we got calls for even more speed. And for an interesting reason. Many of our dedicated time trial specialists had already mastered the art of manhandling the side forces inherent in a trispoke wheel. So, while they appreciated the 808's dominating performance they asked us why not take the 808's rim shape and craft an even deeper, faster wheel with the same amount of side force as the trispoke? So here it is, a Zipp wheel on the verge of decadent excess even for the most confirmed speed freak. 108mm of patented torodial rim and ABLC dimple technology that tames the wind with a shape no other ultra-deep rim maker can touch. It's a full 29 seconds faster than a trispoke over 40K. 80 grams lighter too so it's the perfect option for rolling-hill courses. If you're a big block V8 kind of a rider who looks forward to cross winds and time trials as a chance to punish all those skinny climbers, this is your weapon. Size does matter.



The New Sub-9 True negative drag.

Using the most difficult wind tunnel testing protocol – a 30° down to 0° test run that starts with the airflow already separated from the rim, the all new Sub-9 shatters every drag record in cycling with a -80 gram drag reading at 15° (dead center of the aerodynamic sweet spot). Instead of creating drag, the wheel is actually generating lift relative to the wind direction – just like an America's Cup boat tacking into the wind.

The new Sub-9 tubular also shares the structural benefits of our new Carbon Bridge™ technology to improve impact resistance by 25% (in case your local promoter finds a particularly nasty section of road to hold the TT on). Available in road configuration only.





**The new 570g VumaQuad.
Lightest. Stiffest. Strongest.
All over again.**

Every last detail on this crankset is truly ground breaking new technology. We started with a four-arm spider, on a 110mm bolt circle diameter and integrated the fourth chainring bolt into the crank arm to improve stiffness. Then we designed new 50/34 and 53/39 tooth chainrings to give you the full range of gearing options for any and every racing situation. To further improve system stiffness, we utilized a massive 30mm spindle, a first for external-bearing cranksets. Even the American-made Grade 10 outboard bearings are an industry first.. The result is a crankset that sets a whole new standard in performance – a full 33 % stiffer than the next-lightest crankset on the market, while exceeding the new 20% tougher 2007 CEN crankset fatigue test standard.



Strong Like Bull!

You're staking a lot on your base bar. It's channeling your torque as you launch from the start house, supporting your weight as you slam over rough roads, and holding the brake levers you hope you won't need in the next 40k. To win, your base bar has to be as stiff, strong and light as any road bar on the market – yet still slice the air with surgical precision. The Vuka Bull does all that and offers adjustability that fully integrated bars may not offer – especially useful for the hands-up "Praying Landis" 30° position, getting you to the bar angle you need without presenting too much surface area on the wing section. And it's built to survive. We've used the same exclusive carbon layup technology as in our VukaAero. The Vuka Bull passed EFBe fatigue testing devised for top performance racing bicycles. In fact, the Vuka Bull was tested under conditions with 30% more torque than is typically applied. And The Vuka Bull has as the same slippery frontal area, internal cable routing and sculpted, Vuka end pods to put your hands in the most comfortable, controlling position in the business. It's also got the wide center section of our SL drop bars so you have all the contact area and adjustability you need mounting your Vuka Clip for the optimal position.



At just 195 grams, it's the lightest full-aero carbon base bar on the market – at a price that's still compatible with the most fiscally responsible souls on the time trial and Tri circuits. 42 cm o-o, 31.8 mm clamp diameter.



**Vuka Brake Levers
The lightest "plug-in" lever on the market.**

With a weight of 100 grams per pair these full-carbon levers are as nearly as invisible to the scale as they are to the wind. The full-carbon construction uses the same lever as our wind tunnel-developed VukaAero integrated bar; and the only metal you'll find on this lever is the alloy bolt, expanding wedge and the steel return spring. Center pull design routs the cable directly into the base bar for more refined aerodynamics.

**Vuka Shifter Bosses
S-bend riders and gram counters rejoice.**

At just 65 grams the full carbon construction of this shift boss and extensions (bonded as one piece) is a weight weenie's dream come true. But weight wasn't actually the first goal of the design. By eliminating the expansion plug, the need for a 1 inch "straightaway" on the end of your S-bends is also eliminated. No more fumbling with hand-position when it's time to shift into the 11. Patent pending. Shimano compatible.

