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HOW TO BECOME NUMBER 1

Last year, Centurion lapped the competition. We became the number-one selling line of Japanese bicycles in America.

We did it by putting the most advanced technology available on two wheels. And by demanding the highest standards. Like Italian performance. Japanese precision and quality workmanship. And American styling and practicality.

This year we're going to keep our number-one plates with more of the same. A lot more.

Because this year there are three new pavement-scorching Centurion models. And a whole tech manual full of engineering innovations and improvements throughout the line.

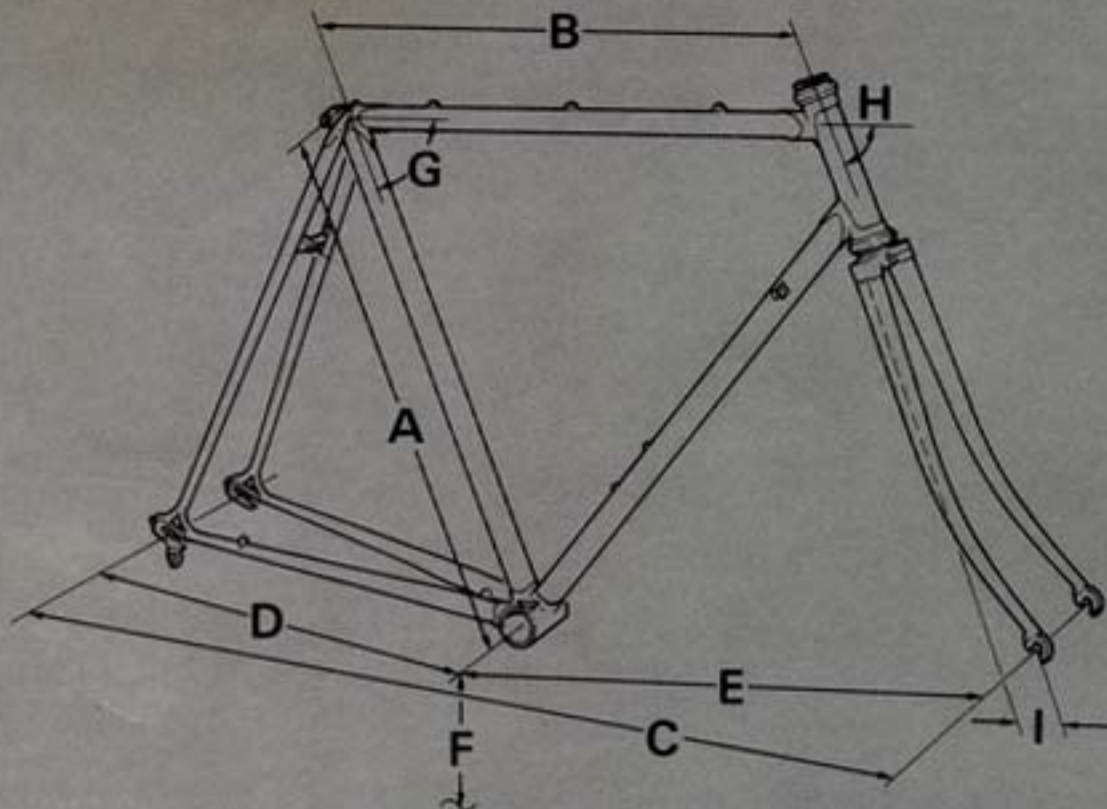
So the competition is going to find it even harder to catch us. And, if you're on a Centurion, harder to catch you.

THE LEAN MACHINE

All Centurion frames are made with the finest Tange tubing, including chromoly and high-tension steel. Tange is known for making the straightest, most uniform tubing in the world.

And now, thanks to recent breakthroughs in chromoly technology, we've been able to add superstrong double-butted chromoly tubing to even more Centurion models.

So, many '84 Centurions will be lighter and more responsive than ever before.



1984 CENTURION FRAME GEOMETRY

| | A | B | C | D | E | F | G | H | I | Weight lb.* |
|--------------------|-----|------|------|------|------|------|-------|-------|------|-------------|
| | | (mm) | (mm) | (mm) | (mm) | (mm) | | | (mm) | |
| Turbo 12 | 23" | 570 | 995 | 410 | 595 | 68 | 73° | 73° | 40 | 21.75 |
| Comp TA | 23" | 570 | 991 | 410 | 595 | 68 | 73° | 73° | 40 | 22.7 |
| Elite RS | 23" | 570 | 1005 | 420 | 595 | 68 | 73° | 73° | 40 | 23.75 |
| Pro Tour 15 | 23" | 585 | 1041 | 435 | 615 | 68 | 72° | 72° | 45 | 23.9** |
| Elite GT | 23" | 585 | 1041 | 435 | 615 | 68 | 72° | 72° | 45 | 25.3** |
| Le Mans 12 | 23" | 557 | 1030 | 435 | 605 | 65 | 72.5° | 72.5° | 50 | 25.1 |
| Accordo | 23" | 557 | 1030 | 435 | 605 | 65 | 72.5° | 72.5° | 50 | 27.7 |
| Sport DLX | 23" | 557 | 1030 | 435 | 605 | 65 | 72.5° | 72.5° | 50 | 28.2 |
| Cavaletto | 23" | 557 | 1030 | 435 | 605 | 65 | 72.5° | 72.5° | 50 | 31.0 |

*weight of 21" bike **with rack

They're scientifically and aesthetically consistent with the frame tubing used. So they always offer maximum strength and visual appeal.

For example, our Turbo, Comp TA and ProTour models all feature state-of-the-art investment cast seat lugs for extra strength and longer lasting frame alignment.

THINGS WE LEAVE OFF

Sometimes you can tell Centurion attention to detail by what we leave off. Like those homely welded pipes protruding from the fork of other touring bikes. Instead, here's our exclusive detachable rack adapter. When you're not using a rack, the fork is as clean and graceful as our lightest racing model. Pro Tour 15 and Elite GT 15 only.



WE STUDIED OUR GEOMETRY.

Of course, the finest materials would be useless if we didn't start with superior designs. Each Centurion is designed to be responsive, nimble and strong. After all, they're warranted for a lifetime! Centurion engineers work closely with engineers from Tange and our other component manufacturers to achieve the ultimate combination of tubing, lugs, and brazing techniques for each model.

All of our frames are assembled with flawless low temperature brazing. This gives our frames a "carved out of one piece" feeling. Finally, our bikes are tested by racers over some of the most grueling courses ever pedalled. The end result... the most unusually sensitive feel of the road of any brand.

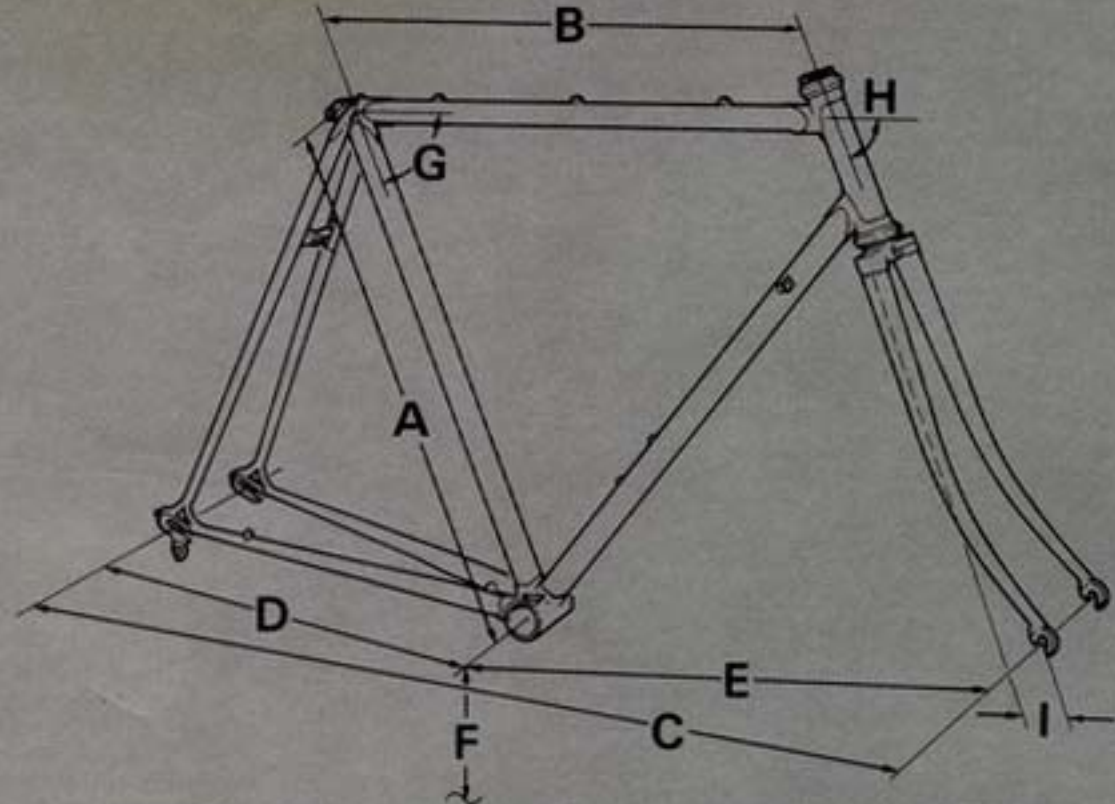


LESS TO LUG AROUND.

Some bike makers use exotic materials then let everything else go down the tubes.

Not at Centurion.

We apply our leaner and meaner engineering philosophy to everything. Even our lugs.



1984 CENTURION FRAME GEOMETRY

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| <i>Le Mans 12</i> | 23" | 557 | 1030 | 435 | 605 | 65 | 72.5° | 72.5° | 50 | 25.1 |
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*weight of 21" bike **with rack

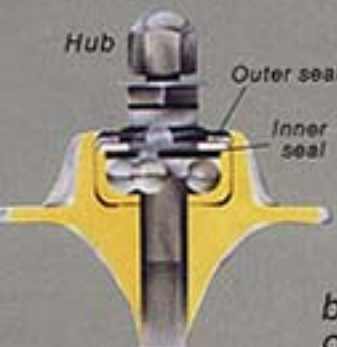
SEAL OF APPROVAL.

That's what you'll give our innovative new ways of keeping moisture out of important bearing surfaces. We've carefully machined channels into the bearing housings of our special headsets, hubs and BB shell.



Top rain seal
Lower road water seal

The channel holds either a neoprene "O" ring or flat rubber seal to block moisture and dirt — the biggest enemies of bearing surfaces. Our Turbo and Pro Tour models even have sealed bearing units inside our new sealed hub systems.



Hub
Outer seal
Inner seal

So they're about as dust-proof as the spaceshuttle.

The result is much longer bearing life and reliability. And one more innovation for our competition to think about.

OUR SADDLES DON'T TAKE A BACK SEAT TO ANYONE'S

That's why we've equipped our racing models with Selle Italia seats — the best you can buy.

Our other models are equipped with comfortable, efficient anatomic seats such as Vetta from Italy. It's also the most beautiful design.

Vetta seats feature graceful Concorde jet styling. Soft, pliable nylon base. And shock-absorbing foam cushion bumps directly under the pelvic bones.

Italian seats cost a lot more. But nothing less would be good enough for a Centurion.



IMITATION IS THE SINCEREST FORM OF FLATTERY.

We're flattered that so many of our competitors are copying Centurion's sleek styling and paint schemes.

But we realize that it may cause some confusion.

So we'd like to tell you about our unique five-stage painting process. (Then ask the competition about theirs.)

Our bikes are finished with our exclusive five-stage Super Metallic or Pearlescent paint process, including clear polymer protective coat.

In the example below, the gray primer coat is followed by a magenta color base coat. We're the only ones who start our paint this way.

Next is a metallic pink to add depth and sparkle. Then we put on a beautiful red flamboyant (translucent) coat for a lustrous shine.



But if you still have the slightest doubt, there's one sure test. Ride it. Only a Centurion is as technically advanced as it looks.

THE LONG AND SHORT OF IT.

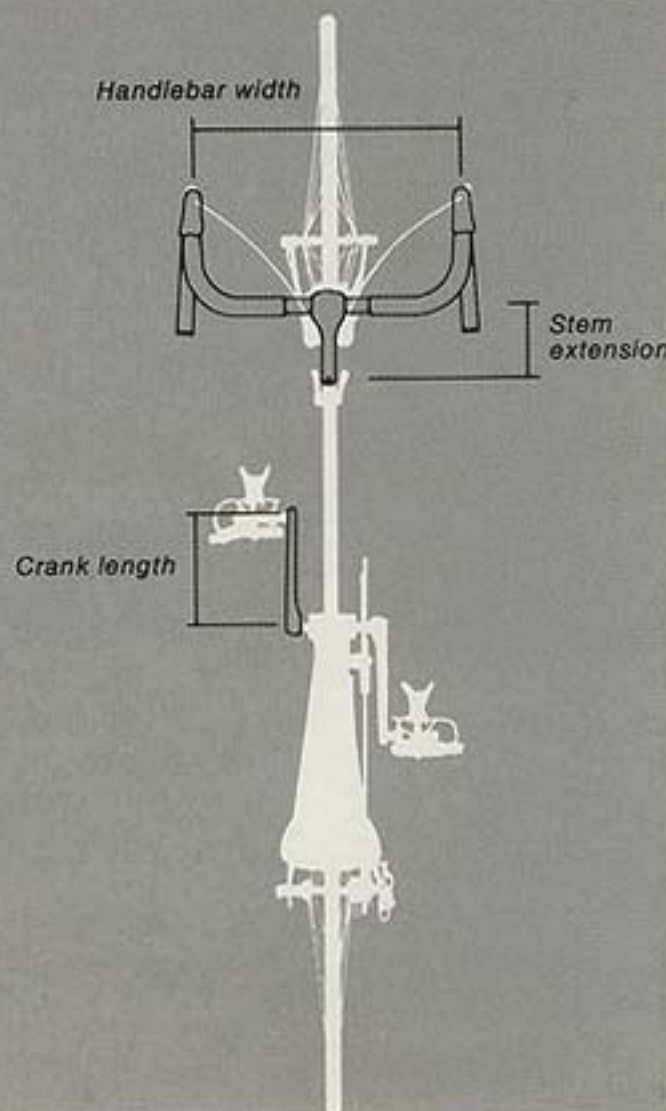
You'll be more comfortable on a Centurion. Whether you're tall, short, or somewhere in between.

It's not just because we make a full range of frame sizes.

It's because Centurion is the only bicycle maker who ergonomically coordinates the crank length, stem extension, and handlebar width to fit every possible size rider.

Check out the diagram to the right. These elements must be correct to create a comfortable, powerful riding position. And that helps protect your body on long rides.

One test and you'll see why we pay so much attention to detail.





TURBO 12

Introducing the new Turbo for 1984. The full race Centurion that's sending our competitors back to the drawing boards.

We've spared no expense to make the Turbo our best. Like starting with the lightest, most responsive, and costly frame tubing on the market — Tange Champion #1 double-butted chromoly. Investment cast seat lug and aero fork crown. Short wheel base and very rigid geometry. The Turbo flies on 700C clinchers. Sealed bearing hubs mean silk-smooth rolling and next-to-no maintenance. You'll crank out full power on Turbo's Sugino Aero Mighty racing crankset and SunTour New Superbe derailleurs and pedals.

Test ride the Turbo. You'll be saying "Ciao" to the competition.

Chestnut



■ Suzue competition sealed bearing hubs. Stainless steel butted spokes. Araya 20A ultra narrow rims. Chrome plated fork tip.



■ Investment cast aerodynamic integral fork crown. Recessed brake mounting bolt. Compact, thin-walled (1mm) hi-tension lugs. SunTour Superbe Pro levers mounted on brazed-on bosses.



■ Dia Compe new Gran Compe professional brakeset (short reach) with new improved quick release mechanism. Exclusive Centurion curved brake bridge with integral mounting bolt.



■ Sugino Aero Mighty Competition crankset with Ni-Cr alloy BB. SunTour Superbe pedal with chromoly axle and sealed bearings. New Superbe front derailleur. Toe clips and straps included.



■ SunTour New Superbe rear derailleur and Winner freewheel 13-24T (6 speed). SunTour forged racing dropouts. Full chain stay chrome plated. All chrome chain.



■ Selle Italia Turbo racing seat with genuine calfskin suede cover. Investment cast seat lug with integral binder bolt. SR Laprade aluminum seat post.

COMP TA

Introducing the Comp TA — the perfect machine for any triathlete who wants a true racing bike. But also wants some money left over for shoes and swim trunks. In fact, on a pound per dollar basis, the Comp TA costs about two-thirds less than a same weight, comparable handling bike from Italy.

The heart of our new Comp TA is a rigid and light frameset of Tange Champion #2 double-butted chromoly. Frame geometry identical to our famous Turbo 12.

We've added the new Shimano 600EX component group: brakes, crankset, pedals, derailleurs, freewheel, and headset. And an ultra-efficient Selle Italia Turbo racing seat.

It all weighs in at a fiercely competitive 22.7 pounds. And that makes it a heavyweight in its price range.

Red



■ Tange Champion #2 chromoly fork with investment cast aero integral crown. Shimano New 600EX: sealed bearing headset; shift levers; and side pull brake. Recessed brake mounting bolt.



■ Selle Italia Turbo seat with calfskin suede cover. Exclusive Centurion investment cast seat lug with integral bolt. SR Laprade aluminum seat post.



■ Shimano New 600EX: cold-forged aluminum crankset; aerodynamic platform pedals; and front derailleurs. Araya 20A ultra narrow dark anodized rims. Toe clips and straps included.



■ Shimano New 600EX racing derailleurs and 13-24T 6 speed silver freewheel. Black and chrome chain. Black chain stay protector.



■ Suzue dark anodized Competition hubs with sealed system. Stainless steel spokes with black chrome spoke nipples. Shimano forged dropouts.





ELITE R/S

The Elite Rally/Sport is our entry level racing bike. But it can keep up with many machines nearly twice the price.

With almost the same frame geometry as our Turbo 12 and Comp TA, the Elite features a genuine cold-forged crankset for maximum rigidity. Combined with its extremely rigid and lightweight frame, made with three main tubes of Tange Champion #2 double-buttressed chromoly, the Elite R/S is a nimble 23 3/4 pounds. Black anodized components give it the same pro racing style as our Turbo and Comp TA.

Maroon



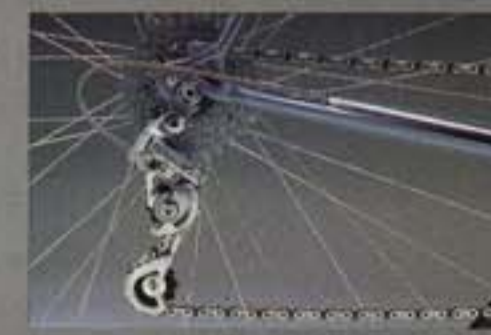
■ **Lightweight,** gracefully styled fork crown with internally mounted brake bolt. Tange Aero headset with precision bearings. SunTour's top mounted, self-adjusting levers. Brazed-on cable guides.



■ **Selle Italia** Mundialita racing seat with genuine suede leather cover. SR Laprade aluminum seat post. Centurion designed seat lug binder bolt system.



■ **Sugino Astron** cold-forged crankset with dark anodized outer ring. SunTour Cyclone MK II derailleurs. SR Sil-Star pedal. Toe clips and straps included.



■ **SunTour Cyclone** MKII derailleurs and 13-28T 6 speed silver freewheel. Stainless steel spokes. DID chrome and black chain with bevelled link plates.



■ **Dia-Compe's** new GX500N professional brakeset with quick release (dark anodized). Araya 20A ultra-narrow dark anodized clincher rims, 27x1, 100 psi tires.



PRO TOUR 15

It can go the distance with anyone. The Pro Tour is our state-of-the-art tourer. It's not an adaptation of any basic bike. But specially designed from the pavement up for distance.

There's a long wheelbase for stability. Heavy duty wheels with Kevlar belted tires to prevent flats. Load stress distribution is via 36 front/40 rear spokes. And if the stock 27 inch low gear isn't enough, you can switch to an Everest conquering 23 inches. And the whole thing keeps rolling on trouble-free sealed bearing hubs. For minimum weight with sufficient strength, it's 100% Tange Champion #2 double-butted chromoly.

Vetta anatomic seat in leather, internal electrical wiring, aluminum rear rack, cantilever brakes, and smooth Le Tech double-pivot derailleurs are a few more things which distinguish Pro Tour from all the other brands. We've thought of everything. Just add the packs!

Dark blue



SR cold-forged aluminum stem and bar. Gran Compe cantilever brakes with Centurion exclusive brake pad design. Professional brake levers with gum hoods. SunTour Top Mount self-adjusting shift levers.



Centurion heliarc-welded rack attaches neatly to seat stay bosses. Vetta Italian anatomic seat with genuine leather cover. SR Laprade aluminum seat post.



Special frame design includes internal wiring system for a stay mounted generator light (not included) and a second water bottle mount on the underside of the downtube.



SunTour LeTech rear derailleur. Winner 13-28T free-wheel. Vertical frame drop-outs with double eyelets are chrome plated. Suzue sealed bearing hubs. Forty stainless steel spokes. Black and chrome chain with bevelled plates.



Sugino Aero Tour triple crankset with sealed bearing chromoly BB assembly. SR SP-100 pedals, toe clips and straps. SunTour LeTech derailleur. Araya narrow aluminum rims. Kevlar 27x1 1/4" belted skinwall.

ELITE GT 15

Since we introduced our original Pro Tour 15 six years ago, we've watched every one of our competitors try to copy it. So we decided to show them how to do it. Introducing the Elite Gran Tour 15.

It's got the same frame geometry and spirit of our famous Pro Tour 15. The Elite GT 15 will take you as far as you want. And it will make your money go even farther.

The rigid frame is anchored by three tubes of double-buttressed chromoly. And it's loaded with famous Pro Tour features like 36 front/40 rear stainless steel spokes. Internal wiring system. Integral rack bosses. Aluminum rear rack. Kevlar belted skinwall tires. And a comfortable Vetta anatomic seat from Italy.

Bluegray



Internal electrical wiring system supplies headlamp from stay-mount dynamo (not included). Dia Compe 960 cantilever brakes with hooded levers. SunTour Top Mount self-adjusting shift levers.



Brazed-on bosses for fork mount pannier racks. Suzue sealed system quick release hubs. Araya narrow aluminum anodized rims. Thirty-six stainless steel spokes. Kevlar belted 27x1 1/4 touring skinwall.



Sugino GT triple crankset. SunTour Mountech ultra-wide ratio derailleur. SR SP-100 aluminum pedals, toe clips and straps. Stainless steel chain stay protector.



SunTour Mountech rear derailleur with dual pivoting mechanism for smooth shifting of wide-range gears. SunTour 14-26T gold freewheel. DID black and gold chain with bevelled plates. Forty stainless steel spokes.



Vetta Italian anatomic seat. SR Laprade aluminum seat post. Centurion heliarc-welded aluminum rack fits flush on frame via integral brazed-on bosses.

LE MANS 12

Our strongest, lightest high-performance recreational bike. The Le Mans 12 features full main tubes of double-buttressed chromoly. Plus aluminum crankset, rims, handlebars, hubs, derailleurs and seat post. And it rolls on low-maintenance stainless steel spokes.

It all adds up to an effortless 25.1 pounds of strong, reliable and comfortable bicycle. Men's sizes: 19-26½". Mixte: 19, 21".



299



■ Aluminum handlebars covered with comfortable cushion grips. Dia-Compe safety levers and gum hoods. Brazed-on cable guides.



■ Graceful Centurion forged crown with recessed center bolt. Recessed SunTour Top Mount self-adjusting shift levers. Suzue aluminum quick release hub with sealed system. Stainless steel spokes. Araya narrow aluminum rims.



■ Sugino RT full aluminum 40/52T crankset with chain-guard. Will accept sprockets from 34 through 54T. SR SP 150 aluminum pedals. SunTour ARX wide-range front derailleur. Brazed-on water bottle bosses.



■ SunTour ARX wide ratio aluminum derailleur and Pro Compe 14-30T 6 speed gold freewheel. DID gold and black chain with bevelled plates for smooth shifting. Araya narrow aluminum anodized rims. Forged frame dropouts.



■ Vetta anatomic seat made in Italy. SR Laprade aluminum seat post. Dia Compe N500Q brake. Exclusive Centurion curved brake bridge with recessed bolt.

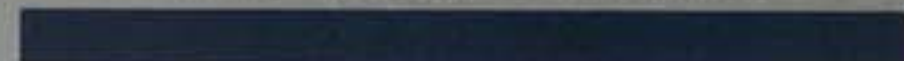


ACCORDO 12

The Accordo 12 is the best selling high-performance recreational bike on the market. No other bicycle offers you as many high-performance features for the money.

Like a main triangle that includes double-butted chromoly. Aluminum rims with quick-release front and rear wheels. And a host of other important features for light weight and low maintenance.

Men's sizes: 19-25". Mixte: 17, 19, 21".



Blue-gray



Bronze



■ Dia-Compe quick release brake levers with safety levers. Cushion handlebar covers. SunTour ratchet stem mounted shift levers. SR forged aluminum stem.



■ Vetta anatomic seat made in Italy. Stainless steel seat post. Brazed-on cable guides.



■ Sugino RT aluminum crank with 40/52T chainrings. Balanced reflector pedals. SunTour AR front derailleur. Araya alloy anodized rims. Brazed-on water bottle bosses.



■ SunTour AR-GT rear derailleur and 14-28T 6 speed freewheel. Stainless steel chain stay protector.



■ Quick release rear wheel. Suzue aluminum hub with sealed mechanism.





SPORT DLX

Our Sport DLX is an economical bike, but equipped with many important high-performance features found on our more advanced models.

The sturdy frame includes light, rigid chromoly. Lightweight aluminum rims and cranks make long hauls easier. There's also a quick-release front wheel. High-pressure tires. And a comfortable Italian Selle Royal anatomic seat.



Titanium silver



SR aluminum stem. Cushion grip handlebar covers. Safety brake levers. Aluminum stem mounted shift levers.



Dia-Compe aluminum brakes. Selle Royal anatomic seat. Brazed-on cable guides.



Quick release front wheel. Suzue aluminum hub with sealed mechanism.



Sugino aluminum crankset with steel chain rings and rat trap pedals. SunTour Seven derailleur. Araya aluminum rims.



SunTour Seven derailleur and 14-28T freewheel.



CAVALETTO

Even though the Cavaletto is our lowest-priced model, it's the most bicycle you can get for the money. Because all other bikes in its price range are made in Taiwan. But the Cavaletto is made in Japan, land of precision engineering.

It's rugged and simple to maintain, with the same quality workmanship that goes into our racing models, like low temperature hand brazing, hi pressure tires and meticulous painting.



SR aluminum stem. Cushion grip handlebar covers. Safety brake levers. Aluminum stem mounted shift levers.



Dia-Compe aluminum brakes. Padded seat. Brazed-on cable guides.

| | COMPETITION | | | GRAN TOURING | | HI PERFORMANCE - RECREATIONAL | | SPORT/COMMUTE | |
|-------------------------------------|--|--|---|---|---|---|--|--|--|
| | TURBO 12 | COMP T/A 12 | ELITE RS 12 | PRO TOUR 35 | ELITE GT 15 | LE MANS 12 | ACCORDO 12 | SPORT DLX 10 | CAVALETTI 10 |
| Frame: Tubing/Lugs/ Materials | Tange Champion #1 chromoly double-butted all 8 tubes. Centurion investment cast seat lug. SunTour Superbe Pro forged dropouts. | Tange Champion #2 chromoly double-butted all 8 tubes. Centurion investment cast seat lug. Shimano forged dropouts. | Tange Champion #2 chromoly double-butted 3 main tubes. 5 tubes of Hi-Tension steel. | Tange Champion #2 chromoly double-butted all 8 tubes. Centurion investment cast seat lug. SunTour forged vertical dropouts. | Tange 900 chromoly double-butted 3 main tubes. 5 tubes of Hi-Tension steel. | Tange 900 chromoly double-butted 3 main tubes. 5 tubes of Hi-Tension steel. Forged dropouts. | Tange 900 chromoly double-butted main tube. | Tange Champion #5 chromoly plain gauge main tube. | High carbon steel tubing. Lug joined. |
| Fork: Tubing/Crown/ Materials | Tange Champion #1 chromoly taper-gauge blades. Aero investment cast crown. SunTour Superbe Pro forged tips. | Tange chromoly blades. Aero investment cast crown. | Tange Hi-Tension blades. Centurion forged crown. Forged tips. | Tange Champion #2 chromoly taper-gauge blades. Centurion investment cast crown. Forged tips. | Tange Hi-Tension blades. Centurion forged crown. Forged tips. | Tange Hi-Tension blades. Centurion cast crown. Forged tips. | Tange Hi-Tension. | Hi-Tension steel. | Hi-Tension steel. |
| Brake by Dia. Campe* | Super Gran Campe side pull with hooded pro levers. | Shimano New 600EX side pull with hooded pro levers. Quick release. | NGX side pull with hooded pro levers. Quick release. | GC 960 Delux cantilever with hooded pro lever. Quick release. | 960 Delux cantilever with hooded pro lever. Quick release. | N500Q side pull with quick release and safety levers. Gum hoods. | N500 side pull with quick release and safety levers. | N500 side pull with safety levers. | DC500 side pull with safety levers. |
| Chain by DID | Bevelled plates, chrome plated. | Bevelled plates. Black & Chrome. | | Bevelled plates. Black & Chrome. | | Bevelled plates. Gold & Black. | Black. | Black. | |
| Crankset by Sugino* | Aero Mighty Competition 42/52T. Sealed system BB assembly. | Shimano New 600EX 42/53T. Sealed system BB assembly. | Astron forged aluminum 42/52T. Sealed system BB assembly. | AeroTour cold forged aluminum 28/42/50T. Sealed bearing BB assembly. | RT forged aluminum 26/42/50T. Sealed system BB assembly. | RT forged aluminum 40/52T. Aluminum chainrings. Sealed system BB assembly. | RT forged aluminum 40/52T steel chainrings. Sealed system BB assembly. | Model 6 aluminum 40/52T. Steel chainrings. | Steel cotterless 40/52T. |
| Derailleurs by SunTour* | New Superbe rear and front. New Superbe Pro levers. | Shimano New 600EX rear, front and levers. | Cyclone MK II rear and front. Top mount levers. | Le Tech rear and front. Top mount levers. | Mountech touring rear and front. Top mount levers. | ARX-GT rear and front. Top mount, self-adjusting levers. | AR-GT rear and front. Ratcheted stem-mounted levers. | Seven rear and front. Stem mounted levers. | Honor rear. Spirit front. Stem mounted levers. |
| Freewheels by SunTour* | Winner 13-24T 6 speed. Silver. | Shimano New 600EX Uniglide 13-24 6 speed. Silver. | PS-6SS 13-28 6 speed. Silver. | Winner 13-28 5 speed. Silver. | Pro Campe 14-26T. 5 speed. Gold. | Pro Campe 14-30T 6 speed. Gold. | 14-28T 6 speed. | 14-28T 5 speed. | |
| Handlebar by SR | Custom aluminum, reinforced. Cotton tape. | Custom aluminum, reinforced. Cotton tape. | Custom aluminum, reinforced. Cotton tape. | Custom aluminum, reinforced. Cotton tape. | Custom aluminum, reinforced. Padded cushion grip. | Custom aluminum. Padded cushion grip. | Custom steel. Padded cushion grip. | Custom steel. Padded cushion grip. | |
| Headset | Tange Aero Levin. Sealed system. | Shimano 600EX. Aluminum. | Tange Aero. Steel. Sealed system. | Tange Falcon. Steel. Sealed system. | Centurion steel. Sealed system. | Centurion steel. Sealed system. | Centurion steel. Sealed system. | Centurion steel. | Centurion steel. |
| Hubs by Suzue | Competition small flange 36/36 QR. Precision sealed bearings, ground races. Anodized. | Competition small flange 36/36 QR. Precision bearings, ground races. Anodized. Sealed system. | | Competition small flange QR 36Fr/40Rr. Sealed bearing. | Competition small flange QR 36Fr/40Rr. Sealed system. | Small flange QR. Aluminum. Sealed system. | | Small flange aluminum QR front, steel nutted rear. | Small flange steel front and rear. |
| Pedals | SunTour Superbe road with sealed needle bearings and Cr-Mo axle. Toe clips and straps. | Shimano New 600 EX platform. Toe clips and straps. | SR SP100 black. Toe clips and straps. | SR SP100 black. Toe clips and straps. | MKS AR-X. Toe clips and straps. | SR SP150. Aluminum. | MKS steel balanced rat trap. | MKS RT-7 steel. | KKT steel. |
| Rims by Araya | Model 20A, 19.6mm aluminum ultra narrow. Dark anodized finish. 36/36. 700x25C. 405 gm. 27x1. 415gm. 700x25C. 405 gm. | | | Model 16A (5), 22mm, 495gm, 27x1 1/4. Silver anodized aluminum. 36 front/40 rear. | | Model 16A(5), 22mm, 495gm, 27x1 1/4. Silver anodized aluminum. 36/36. | | Model 18, 23mm, 465gm, 27x1 1/4. Aluminum. | Model 5H, 23mm, 27x1 1/4. Chrome plated steel. |
| Seat | Selle Italia Turbo. Genuine calfskin suede. Made in Italy. | | Selle Italia Mundialita. Genuine suede leather. Made in Italy. | Vetta Anatomic. Genuine calfskin leather. Made in Italy. | Vetta Anatomic. Simulated leather. Made in Italy. | Vetta Anatomic. Simulated leather. Made in Italy. | | Selle Royal Anatomic. Made in Italy. | Centurion cushioned racing seat. |
| Seat Post | SR Laprade CT-P5 220mm. Aluminum. 27.2mm Ø | | SR Laprade CT-P5E 220mm. Aluminum. 27.0mm Ø | SR Laprade CT-P5 220mm. Aluminum. 27.0mm Ø. | SR Laprade CT-P5E 220mm. Aluminum. 27.0mm Ø. | SR Laprade CT-P5E 220mm. Aluminum. | Stainless steel. | Stainless steel. | Chrome plated steel. |
| Spokes by Asahi | Stainless steel double-butted 14-15-14 gauge. | Stainless steel 14 gauge. Black chrome nipples. | Stainless steel 14 gauge. | Stainless steel 14 gauge. 36Fr/40Rr. | | Stainless steel 14 gauge. | High carbon steel 14 gauge. | High carbon steel 14 gauge. | |
| Stem by SR | Aerox cold-forged aluminum. Anodized. | Model CR "Invisible bolt" design. Aluminum. | | Aerox cold-forged aluminum. Anodized. | Model NSR forged aluminum. | CT aluminum. | NSR aluminum. | NSR aluminum. | |
| Tire/Tube by IRC | 25mm skinwall 250gm 100 psi. 110gm butyl tube, Presta. | | | Kevlar belted skinwall. 300gm, 100psi rated. 27x1 1/4 Schrader. | | Skinwall 270gm, 100psi rated. 27x1 1/4 Schrader. | Gumwall 90psi rated. 27x1 1/4 Schrader. | Gumwall 90 psi rated. 27x1 1/4 Schrader. | |
| Frame sizes (Inches) | 19 1/4, 21, 22, 23, 24, 25. | 19 1/4, 21, 23, 25. | 19 1/4, 21, 23, 25. | 19 1/4, 21, 22, 23, 24, 25. | 19 1/4, 21, 23, 25, 26 1/2. | Men's: 19 1/4, 21, 23, 25, 26 1/2. Mixte: 19, 21. | Men's: 19 1/4, 21, 23, 25. Mixte: 17, 19, 21. | Men's: 19 1/4, 21, 23, 25. Mixte: 17, 19. Junior Boys & Mixte: 18" x 24" steel wheel. | Men's: 19 1/4, 21, 23, 25. Ladies: 19. |
| Colors | Super metallic: Black, Chestnut. Protective clear coat. | Super metallic: Red, Titanium silver. Protective clear coat. | Super metallic: Maroon, Ice blue. Protective clear coat. | Super metallic: Dark blue, Taupe. Protective clear coat. | Super metallic: Blue-Gray, Bronze. Protective clear coat. | Super metallic: Light blue, Gold, Titanium silver. Mixte only: Rose pearlescent. Protective clear coat. | Super metallic: Red, Blue-Gray, Beige. Protective clear coat. | Super metallic: Titanium silver, Cobalt blue. Mixte only: Rose pearlescent. Protective clear coat. | Metallic: Red, Blue. |

*All models except COMP T/A, which is Shimano equipped.

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time-limit warranty. See your
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