

English

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2009 product range

FULCRUM



FULCRUM

X-COUNTRY & FREERIDE WHEELS
RED CARBON, RED METAL, RED FIRE

2009 range



FULCRUM® OFF-ROAD

Fulcrum® had an exceptional debut in the off-road world. After its positive experience on the road, it had an attractive challenge to tackle: Fulcrum® gave its all and the results repaid its commitment. Fulcrum® distributes its products in over 30 countries and the arrival of new models attracts even more attention to our brand. The range grows, carbon fibre arrives, but also 29 inch wheels and thru-axle models.

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red metal™ zero il vertice della gamma fulcrum® off-road
la ruota preferita dai campioni e utilizzata in gara
dai compagni del team orbea cross country, possiede un cerchio saldato con forni di 2000°C
configurazione di montaggio prevede dei rag

2008 Orbea team:



Jean Christophe Pervad
1st in Roc D'azur,
2nd in Sea Otter

Ruben Ruzafa
1st in the Spanish Open Barcelona ,
2nd in the Spanish Open

Julien Absalon
1st in the World Championship and
World Cup



Iraki Lejarreta
1st in the Spanish Open Ager,
3rd in the Spanish Championship

Tracing in 2008 with the Orbea Team

The 2008 season has confirmed the forecasts at the end of 2007. The Orbea Team, with Julien Absalon as the tip of the diamond, revealed its strength and launched the Fulcrum® brand forcefully into the off-road world. The care taken with the design of our wheels has led to

models of maximum reliability; exactly what you want when tackling impervious off-road tracks. The successes bagged by Absalon and his team-mates underline the constant commitment of athletes of the highest level along with their technical sponsors. Fulcrum® is in constant pursuit of improvements and aims to offer its athletes an extra option with the use of carbon. They are the final test bench for all the models you find on the market.

OFF-ROAD TECH

NEW!
HH - HOLLOW HUB

THRU- AXLE HUB

Thru-axle technology is already implemented in mountain bikes dedicated to the most demanding uses. The introduction of this solution, with a 15 mm axle, has made it possible to translate this technology to cross-country.

There is a considerable gain in rigidity while leaving the weight unchanged compared with the quick release version. The rigidity of the fork-hub assembly increases considerably.

The oversize hub axle has a higher torque. Assembly precision also increases: positioning the disc brakes is easier and quicker.

This new hub is used in the front wheels of Red Metal™ Zero, 1, 3 HH models.

ULTRA-FIT™ TUBELESS

Imagine the rim and tyre as a single unit composed of two materials. This is what we wanted to achieve conceptually with Ultra-Fit™ Tubeless technology. The rim was developed during the design stage to obtain perfect adherence with the tyre. The consequent elimination of friction makes it possible to improve performance considerably.

Energy dispersion is drastically reduced by the tubeless tyre.

The advantages are indisputable even in terms of practicality. Fitting the tyre is facilitated by the form of the rim while two tracks in the rim groove help keep the type perfectly positioned at all times. Ultra-Fit™ Tubeless technology is used in Red Carbon™ and Red Fire™ wheels.



A wheel's resistance to transverse loads largely depends on the dimension of the axle. For this reason our hubs feature 20 mm oversize axles combined with greater distancing of the bearings.

OVERSIZE AXLE

The hubs designed for Fulcrum® wheels employ a generously dimensioned design for both the central body and for the rotation axis. The diameter of the latter, 20 mm for all the models with disc brakes, guarantees high resistance to transverse and torsional stresses. A contribution is also made to this result by the mechanical architecture of the hub which, in the AFS™ version, is provided with bearings with a double ball-bearing race positioned outside the flange, so that it is aligned with the disc on the respective side. The Red Metal™ Zero and Red Metal™ 1 models are fitted with precision bearings with cones and cups which make fine adjustment possible and with a double gasket to provide a barrier against the infiltration of dust and mud.

With the patented Fulcrum® 2:1 system also extended to front wheels with disc brakes, the torque of the forces exerted by the calliper on the rotor is supported and balanced by a double number of spokes. As a result this configuration makes it possible to obtain great riding stability and precision even when braking.

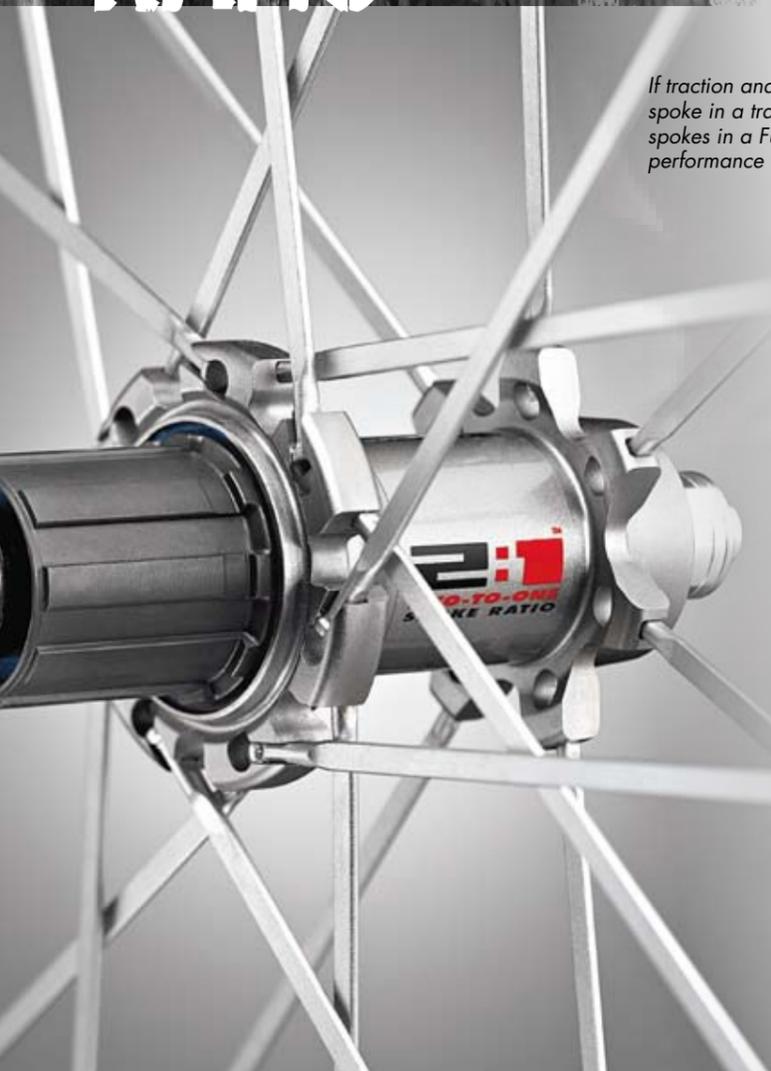


2:1 TWO-TO-ONE™ SPOKE RATIO

If traction and torque transfer are entrusted to a single spoke in a traditional wheel, they are distributed to two spokes in a Fulcrum® 2:1 wheel for greater reliability, performance and longer life.

2:1 Two-to-One™ Spoke Ratio

The 2:1 Two-to-One™ system has been used for all the rear wheels and for the first time Fulcrum® has also extended their advantages to all the front wheels fitted with disc brakes. The doubling of the spokes on the critical side makes it possible to reduce the unit load borne by each spoke as the spokes themselves are no longer subject to the mechanical stress resulting from the different disc. Overcoming this drawback the spokes will be able to transfer the forces exerted at the rear by the pedalling traction and at the front by the torsion torque of braking, and give the front wheel previously unknown stability.



red metal + zero il vertice
dalla red metal
red metal
dalla red metal
da julien alosalon e dal comoda



Simple and effective: Fulcrum®'s Axial Fixing System™ makes it possible to fix the rotor disc to the hub with a simple ring. The AFS™ is perfectly compatible with the Shimano Inc. Center-Lock system.

AFS™ AXIAL FIXING SYSTEM

AFS™ The Axial Fixing System™ is the solution developed by Fulcrum® to fix the disc brake to the hub. The constraint granted by the butt area of the release mechanism, greater than in familiar standard ones, makes it possible to obtain greater structural rigidity and therefore more precise and powerful braking. The availability of the International Standard option ensures full compatibility of Fulcrum® wheels even with the most widespread braking systems that use this assembly plan.





MO MAG™ SUPER STRONG NO HOLE RIM BED

The use of MoMag™ technology makes it possible to make a rim with a top bridge without any holes, and therefore guarantee appropriate air tightness for the tubeless tyre.

Top bridge without holes for greater torsional rigidity

MoMag™ technology is integrated in wheels which do not have drilling of the top bridge of the rim. The nipples in these wheels are guided to their seat by employing a little magnet. Their accessibility from the outside makes it possible to carry out all the spoke tensioning and replacement operations conveniently. The absence of holes on the rim bed permits all the original strength to be maintained as well as the use of tubeless tyres. The hermetically sealed valve ensures that the tubeless tyre is kept under pressure.

The only hole in the rim is the one for the special valve that makes it possible to obtain the tyre's working pressure. The special gaskets fitted guarantee its hermetic tightness.

OFF-ROAD TECH



Unlike normal releases, the eccentric axle in Fulcrum® quick-releases is actuated by the torsion of both ends, and locking becomes easier and more secure.

QUICK RELEASE

Quick-releases for Off-Road wheels

The quick-releases make use of the new patented Fulcrum® mechanism: a locking lever centred on the axis of the axle. This lever engages both ends of the axle fitted with a cam that exerts the closing traction on the axis, by means of a fork coupling. The synchrony with which the lever fork exerts the torsion on the ends of the eccentric axle makes the operation for locking and releasing the component more fluid, smooth and secure.

The assembly of the locking lever, practically aligned with the axis of the locking pin, makes it possible to actuate the release more easily even when there are forks with liners with a particularly large diameter.



red metal zero il vertice

RED CARBON™



Reactivity is the key word in Red Carbon™, wheels which are already present on Julien Absalon's bike. And given his successes, anyone with off-road in his DNA simply has to use them.

The new top of the range Fulcrum® off-road model implements advanced solutions starting from Ultra-Fit™, Tubeless technology through to the use of carbon fibre.

XCC wheels



And it is thanks to this composite that it has been possible to reduce the weight of the rim. Another contribution to weight reduction is also made by the reduction of eight spokes compared with Red Metal™ Zero wheels. Four spokes have been removed from the front wheel and four from the rear: as a result the rotating mass is reduced too. And stability? Don't worry; the 1,450 grams of the Red Carbon™ wheels are an important result but we also know that lightness is no good without strength.

That's why we designed the carbon rims asymmetrically. The rear wheel sees the rim displaced to the right to recover the dish asymmetry caused by the presence of the sprocket set. At the front, the asymmetry is displaced to the disc brake side in order to obtain a wheel which is absolutely consistent when braking too.



RED METAL™ ZERO

XC wheels



The top of the Fulcrum® range is available both for disk and rim brakes. This year we are also proposing the innovative Red Metal™ Zero HH™ (Hollow Hub) wheels with a thru-axle. This solution guarantees great steering precision, enhanced fork performance, and an extremely high wheel-fork rigidity level.

The valve on the rim has special pressure-proof gaskets to ensure tightness at the inflation setting values.



As this wheel is dedicated to cantilever brakes the front hub axle diameter is 17 mm while the rear diameter is 20.



RIM BRAKE

The rim of this wheel is of the welded type. The machined braking tracks ensure fluid gradual braking.



The rim is lightened between the spoke anchoring points by initially milling the internal diameter, followed by two operations diagonally to the radial axis.

Red Metal™ Zero

This is the top of the Fulcrum® range for users of traditional brakes. The different construction allowed us to reduce the number of spokes and, as a result, keeping the wheel weight down. Red Metal™ Zero wheels for traditional brakes stop the scales at 1,486 grams. The eighteen front spokes are laced radially while the rear wheel uses the Two-To-One™ system with 14 spokes on the freehub side opposed to the seven facing the quick release. The rim is welded and grounded to ensure

perfectly even braking action and is lightened between the spoke anchoring points. The front axle has been reduced to 17 millimetres while the rear remains at 20. The steel freehub uses sealed high-precision bearings. The hubs have oversize bodies and exploit high-precision adjustable bearings. Compatibility with the UST tubeless systems is ensured in this version too.





The hubs have been designed with oversize bodies and flanges to increase the resistance to torsion.

The triple milling operation to lighten the rim is carried out to remove the excess material in the sections between one spoke and the next.



Red & Black

These are still at the top of the metal alloy wheels range in the Fulcrum® Red Metal™ Zero series: they are specific for the use of disc brakes. They provide the ideal choice for cross-country races because of the use of the 23.5 millimetre rims machined with triple milling. The maximum lightness has been obtained as a result without weakening the sides. The result is the best compromise for indulging your passion on impervious tracks and steep descents. Compatibility with UST tubeless systems.



The quick-release employs the special patented double pivot lever, with reduced lateral bulk.

Aluminium spokes with an aerodynamic profile and stainless steel nipples are used for assembly. The Two-To-One™ configuration has been chosen for both wheels with 16 spokes on one side and 8 on the other. Doubling is on the disc brake side of the front wheel and on the freehub side of the rear one. The oversize hubs feature a 20 millimetre axle running on high-precision bearings. Today there is also a Red/Black version having a red rim, black spokes, and red hub.



Black



Red & Black



Black

Red Metal™ Zero HH™

Those who want absolute performance will find what they're looking for in the new Red Metal™ Zero HH™ (Hollow Hub) front wheel.

The use of the thru-axle is a guarantee of rigidity.

The wheel hub closes the fork structure perfectly to form an extremely strong single body.

The adoption of the 15 millimetre axle combines rigidity and lightness which a wheel of this level must have to provide the maximum performance. The oversize axle ensures remarkable torsional strength which translates into greater steering precision and better performance on every kind of track. Hence, the rod torsion is reduced and the fork performance is increased

RED METAL™ 1

XC wheels



Red Metal™ 1 wheels represent the top end of the Fulcrum® range. These wheels are only available in the disc brake version and are aimed at professional racers and high-level users with very high quality demands. Red Metal™ 1 wheels are also available in the new HH™ (Hollow Hub) version which guarantees greater rigidity thanks to the thru-axle system.

RED METAL™ 1 DISC BRAKE

RED METAL™ 1 HH™ HOLLOW HUB

NEW!



The hubs run on high-precision bearings that can be adjusted by cones and cups.

Red Metal™ 1

They use an aluminium rim with a welded joint, lightened in the spaces between the spokes and with a calibrated profile without a braking track. They are fitted with aerodynamic stainless steel spokes, with variable 2-1.8-2 mm thickness, and with a 2:1 Two-to-One™ configuration at both the front and rear in a 16+8 unit combination.

The hub features an oversize body with both axles measuring 20 mm and adjustable precision bearings with cones and cups. The wheel is available in versions for International Standard disc and AFS™.



Red Metal™ 1 HH™

Precision steering and consistent fork behaviour are a feature of thru-axle systems. The introduction of the 15 millimetre thru-axle on the front wheel allowed us to make this version of Red Metal™ 1 wheels even more versatile. The HH™ (Hollow Hub) solution improves the rigidity of the system and makes fitting the wheel even easier and more precise.

Peddalling off road becomes even more fun: the bikes will react promptly to your commands!

3

RED METAL™



The Red Metal™ 3, the solid and reliable wheels for everyday use, distinguished by an enviable quality-price ratio, are in the middle of the Fulcrum® range. These wheels are also available in the new HH™ (Hollow Hub) version for better rigidity and an easier installation.

red metal
XC wheels
fulcrum®



The design of the quick-releases aimed for secure locking, obtained by an optimum lever-closure ratio.



The freewheel body of the rear hub is made of steel while the entire mechanism runs on two sealed bearings.

Red Metal™ 3

Available in the disc version only, with welded joints and anodized black, they weigh 1853 g overall. They employ stainless steel spokes with a 2 mm thickness in the 2:1 Two-to-One™ assembly configuration on both wheels, with 16 elements on the sprocket set side of the rear wheel and on the disc side of the front, and 8 on the opposite side. The hubs fitted are of the aluminium oversize type fitted with a 20 mm axle front and rear. These wheels are compatible with Tubeless UST tyres whose availability in International Standard and AFS™ versions means that they can be combined with the main disc braking systems on the market.



Red Metal™ 3 HH™

After use in motorcycles and in downhill and freeride mountain bikes, the thru-axle now comes to the cross-country world. The Fulcrum® medium range is also enriched by the version with a 15 millimetre thru-axle front wheel which makes avant-garde technology available to everyone.





RED METAL™



red metal fulcrum
red metal
xc wheels

Red Metal™ 5 wheels allow all enthusiasts to enter the Fulcrum® Off-Road universe. Red Metal™ 5 are wheels at a nice price but with high quality: Fulcrum® is aiming at these two features, to offer you high-performance wheels and long-term reliability.



Two bearings sealed to prevent the infiltration of dust and dirt, for the rotation of the 20 mm oversized axle; plus another two for the freewheel body.



Their rim has a specific profile for disc brakes with a height of 19 mm, a bonded joint and black anodized finish. This is the same finish that distinguishes the spokes mounted in a 2:1 Two-to-One™ configuration with 16 elements on the sprocket set and disc side and eight elements on the other. The axles, with a 20 mm diameter both front and rear, run on sealed bearings. The freewheel, with a steel body, turns on sealed bearings.

Red Metal™ 5 wheels are provided with a normal rim with the drilling required for spoke insertion. The tyres therefore must have standard rim tapes.

The total weight is 1805 g, compatibility is guaranteed with standard tyres with rim tape, and the disc assembly option is envisaged in the International Standard and with AFST™, and therefore with the most common braking system.



The double fulcrum of the quick-release guarantees easy locking and more secure fastening

29

29

RED METAL™



Fulcrum® confirms its innovations and ups the stakes: twenty-nine inches for tearing across rough ground, twenty-nine inches for pedalling in comfort. From a dynamic standpoint 29" wheels are able to give the bike greater steering stability thanks to the amplified gyroscopic effect. Our tests also demonstrate that the 29" wheels sink less and have more traction on soft terrain.

XC wheels
red wheels
fulcrum
red metal



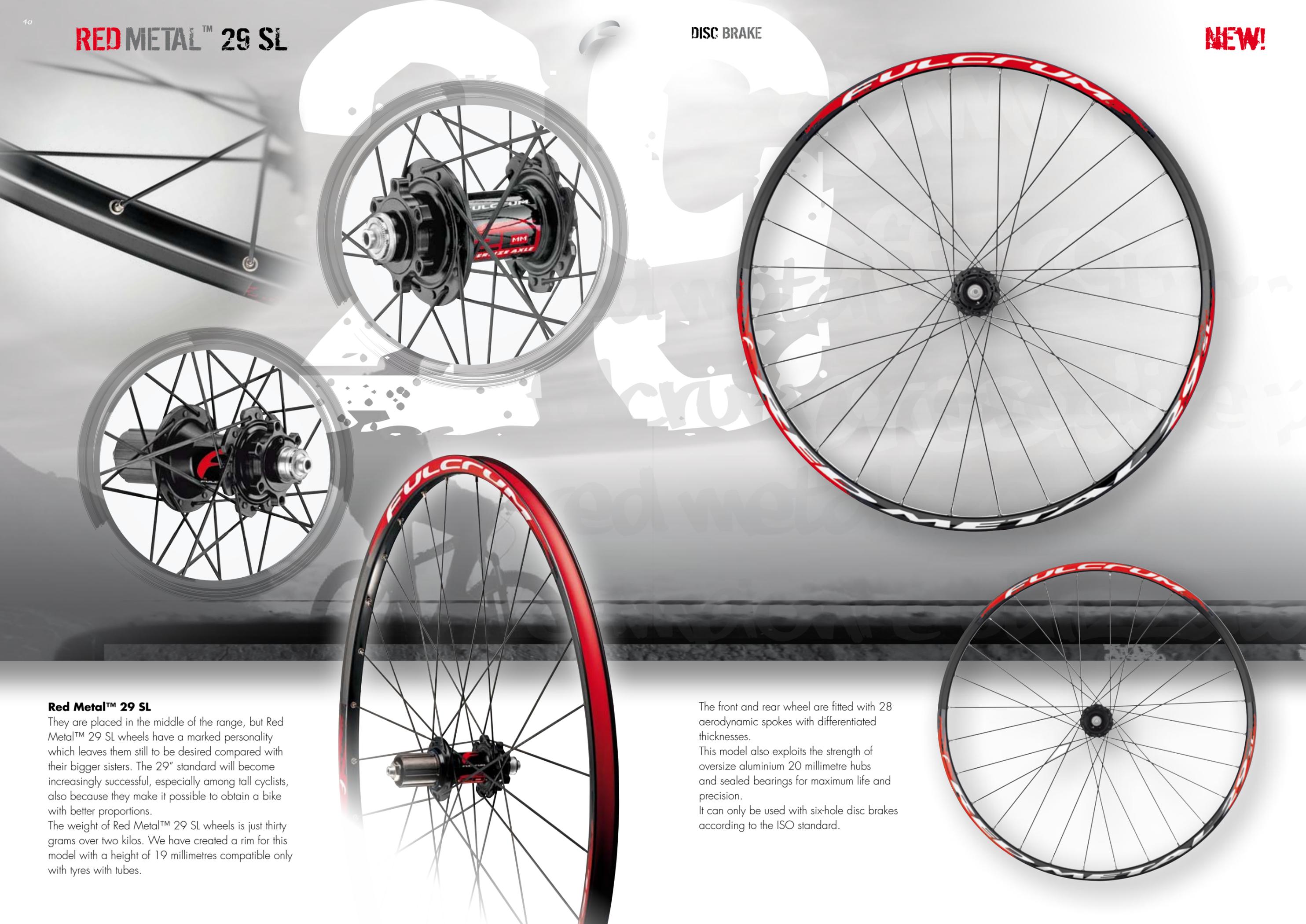
Red Metal™ 29 XLR

The wheels of the future. We're ready! In the United States 29" wheels make up 15 percent of the market and the average height increase of the population is another point in favour of this size wheels.

At the top of the Fulcrum® range are the Red Metal™ 29 XLR wheels: a total of 1,850 grams. The rim has a height of 25 millimetres and is finished with a top bridge with no holes: no rim-tape and guaranteed tubeless compatibility. Our in-depth dynamic studies led us to develop

spokes with differentiated thicknesses and different tapers for the freehub side. The aerodynamics and strength have been optimized by using slimmed spokes. The stability of Red Metal 29™ XLR wheels is accompanied by the aluminium oversize hubs fitted with 20 millimetre axles. The high-precision sealed bearings ensure incisive operation over a long time and even in the most difficult conditions.

Their use is only produced with six-hole disc brakes according to the ISO standard.



Red Metal™ 29 SL

They are placed in the middle of the range, but Red Metal™ 29 SL wheels have a marked personality which leaves them still to be desired compared with their bigger sisters. The 29" standard will become increasingly successful, especially among tall cyclists, also because they make it possible to obtain a bike with better proportions.

The weight of Red Metal™ 29 SL wheels is just thirty grams over two kilos. We have created a rim for this model with a height of 19 millimetres compatible only with tyres with tubes.

The front and rear wheel are fitted with 28 aerodynamic spokes with differentiated thicknesses.

This model also exploits the strength of oversize aluminium 20 millimetre hubs and sealed bearings for maximum life and precision.

It can only be used with six-hole disc brakes according to the ISO standard.



RED FIRE™

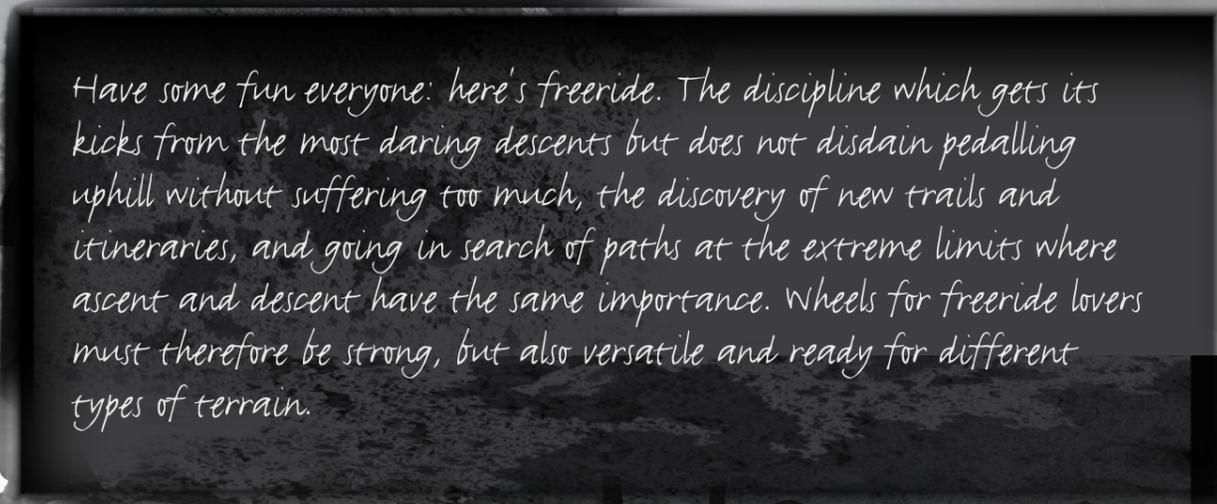
red fire buo

red fire™ il

freeride wheels

alle discese

Have some fun everyone: here's freeride. The discipline which gets its kicks from the most daring descents but does not disdain pedalling uphill without suffering too much, the discovery of new trails and itineraries, and going in search of paths at the extreme limits where ascent and descent have the same importance. Wheels for freeride lovers must therefore be strong, but also versatile and ready for different types of terrain.



RED FIRE™

DISC BRAKE

NEW!



Fulcrum® debuts in freeride biking with a wheel conceived for the most daring, but without forgetting that the bike's lightness is important, even going downhill, hence the Red Fire™. The anodized red rim made only for tubeless tyres which, thanks to the Ultra-Fit™ Tubeless system, can adhere perfectly. Therefore eliminating the dispersion of energy to the complete benefit of speed and performance.



Weight is saved by milling the rim. Very great attention was focussed on the wheel's dynamic behaviour: it is no coincidence that asymmetrical drilling was chosen to permit better spoke balancing, leaving sufficient space for the disc brake and sprocket set.

A freeride wheel like the Red Fire™ certainly cannot overlook strength. That is why we chose a sole solution: the adoption of the thru-axle for the rear wheel too.

The two axles are 20 and 12 millimetres respectively.



RED CARBON™ DISC

RED METAL™ ZERO RIM

RED METAL™ ZERO HH DISC

RED METAL™ 1 HH DISC

RED METAL™ 3 HH DISC

RED METAL™ 5 DISC

RED METAL™ 29 XLR DISC

RED METAL™ 29 SL DISC

RED FIRE™ DISC

	RED CARBON™ front Disc Brake RED CARBON™ rear Disc Brake		RED METAL™ ZERO front Rim Brake RED METAL™ ZERO rear Rim Brake		RED METAL™ ZERO front Disc Brake RED METAL™ ZERO rear Disc Brake RED METAL™ ZERO HH™ front Disc Brake			RED METAL™ 1 front Disc Brake RED METAL™ 1 rear Disc Brake RED METAL™ 1 HH™ front Disc Brake			RED METAL™ 3 front Disc Brake RED METAL™ 3 rear Disc Brake RED METAL™ 3 HH™ front Disc Brake			RED METAL™ 5 front Disc Brake RED METAL™ 5 rear Disc Brake		RED METAL™ 29 XLR front Disc Brake RED METAL™ 29 XLR rear Disc Brake		RED METAL™ 29 SL front Disc Brake RED METAL™ 29 SL rear Disc Brake		RED FIRE™ front Disc Brake RED FIRE™ rear Disc Brake	
nominal weight*	630	820	633	823	706	862	706	760	905	760	815	1000	815	805	965	827	1021	931	1097	993	1207
finish	carbon	carbon	silver	silver	black blk&red	black blk&red	black blk&red	black	black	black	black	black	black	black	black	black	black	black	black	red	red
welded rim joint	no	no	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	no	no	yes	yes	no	no	yes	yes
RIM TAPE	not needed	not needed	not needed	not needed	not needed	not needed	not needed	not needed	not needed	not needed	not needed	not needed	not needed	yes	yes	not needed	not needed	yes	yes	not needed	not needed
machining	no	no	yes	yes	yes	yes	yes	yes	yes	yes	no	no	no	no	no	yes	yes	no	no	yes	yes
nominal width	19	19	17	17	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	23	23
spoke material	aluminum	aluminum	aluminium	aluminium	aluminium	aluminium	aluminium	stainless steel	stainless steel	stainless steel	stainless steel	stainless steel	stainless steel	stainless steel	stainless steel	stainless steel	stainless steel	stainless steel	stainless steel	stainless steel	stainless steel
number of spokes	10 left 10 right	10 left 10 right	16 radial	7 left 14 right	16 left 8 right	8 left 16 right	16 left 8 right	16 left 8 right	8 left 16 right	16 left 8 right	16 left 8 right	8 left 16 right	16 left 8 right	16 left 8 right	8 left 16 right	14 left 14 right	14 left 14 right	14 left 14 right	14 left 14 right	16 left 16 right	16 left 16 right
type of spokes	ultra aero with variable section	ultra aero with variable section	aero with variable section	aero with variable section	aero with variable section	aero with variable section	aero with variable section	aero with variable section	aero with variable section	aero with variable section	aero with variable section	aero with variable section	aero with variable section	aero	aero	aero with variable section	aero with variable section	aero with variable section	aero with variable section	variable section	variable section
hub material (body/axle/Fwbody)	Alu/ Alu/- Steel	Alu/ Alu/ Steel	Alu/ Alu/- Steel	Alu/ Alu/ Steel	Alu/ Alu/- Steel	Alu/ Alu/ Steel	Alu/ Alu/- Steel	Alu/ Alu/ Steel	Alu/ Alu/- Steel	Alu/ Alu/- Steel	Alu/ Alu/ Steel	Alu/ Alu/ Steel	Alu/ Alu/- Steel	Alu/ Alu/- Steel	Alu/ Alu/ Steel	Alu/ Alu/- Steel	Alu/ Alu/ Steel	Alu/ Alu/ Steel	Alu/ Alu/ Steel	Alu/ Alu/- Steel	Alu/ Alu/ Steel
O.L.D.	100mm	135mm	100mm	135mm	100mm	135mm	100mm	135mm	100mm	100mm	100mm	135mm	100mm	100mm	135mm	100mm	135mm	100mm	135mm	110mm	150mm
braking system compatibility	ISO INTL 6 Bolts AFS™		Linear Pull		ISO INTL 6 Bolts AFS™			ISO INTL 6 Bolts AFS™			ISO INTL 6 Bolts AFS™			ISO INTL 6 Bolts AFS™		ISO INTL 6 Bolts		ISO INTL 6 Bolts		ISO INTL 6 Bolts	

* The weight of the wheels does not include the quick release, and it refers to the lightest configuration.

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