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6. WARTUNG DES SCHALTWERKS

- Alle Gelenke regelmäßig schmieren.
- Wenn die Schalträdchen sich nicht flüssig drehen sollten, wird eine sorgfältige Reinigung bzw. ein Austausch vorgenommen.
- Zur Demontage der Schaltrollen, die Schrauben (C - Abb. 15) (3 mm Inbusschlüssel) abnehmen.

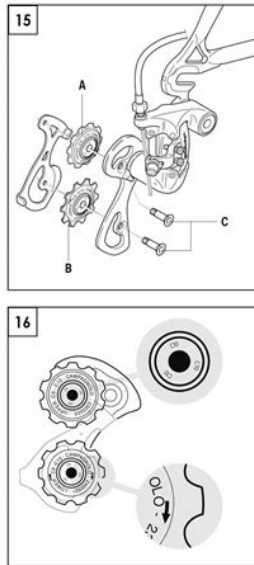
WICHTIG!

Die zwei Schaltrollen sind nicht gleich: oben wird die Schaltrolle (A - Abb. 15) mit dem Aufdruck "UPPER" (mit seitlichem Spiel) montiert; unten wird die Schaltrolle (B - Abb. 15) mit dem Aufdruck "LOWER" montiert. Die letztere dreht sich nur in einer Richtung und muß somit entsprechend der Pfeilrichtung montiert werden (Abb. 16).

ACHTUNG!

Zum Ersatz der Schaltrollen halten Sie sich bitte an folgende Angaben:

- 9s-Schaltwerke: RD-RE600**
(Anziehmoment: 4 N.m - 3 lb.ft)
10s-Schaltwerke mit Aluminium-Schalldäpf: RD-RE700 (Anziehmoment: 4 N.m - 3 lb.ft)
Record™ 10s-Schaltwerk mit Carbonfaser-Schalldäpf: RD-RE600 (Anziehmoment: 3 N.m - 2.2 lb.ft)
Chorus™ 10s-Schaltwerke: RD-RE700
(Anziehmoment: 4 N.m - 3 lb.ft)



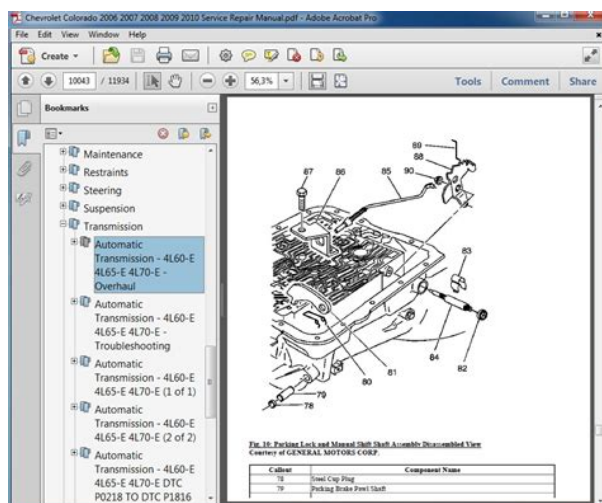
I never found that Campagnolo equipment was particularly easy to use. I never found that Campagnolo equipment was particularly lightweight, or feature rich. I never found that Campagnolo equipment was problem free in the mid 1970's I saw a number of the aforementioned Nuovo Record cranks that had completely sheared problems with the cold forging, I would guess. But there was an attention to tiny details that took your breath away. Frank Berto caustically comments that the Campagnolo Nuovo Record rear derailleur shifted poorly, but was so well constructed that it would keep on shifting exactly as poorly forever. When Campagnolo did try to be price competitive the Valentino series of derailleurs spring to mind the result was always a disaster Campagnolo's design engineers simply did not have a culture that allowed them to find or even seek the necessary leastworst compromises. Except that in some accounts this event occurred in 1927, and meticulous research by Bicycle Quarterly has determined that the only year in which snow fell on the Gran Premio della Vittoria was 1925. Whatever. But instead of taking the logical step of giving up cycling to take up a more comfortable sport carpet bowls anyone, Tullio Campagnolo went on to invent the quick release axle. Campagnolo latched onto this notion of the quick release as gear changer and developed a series of derailleur devices that involved toothed drop outs and long rods with levers on the end that allowed the rider to perform such manoeuvres without dismounting. The first of these appalling, but much loved, devices were hand made before the Second World War and were subject to a patent dating from 1933. Despite the fact that these derailleur devices were horrendously difficult to use, they were the equipment of choice for the winners of both the 1946 and 1948 Tours de France. It was exactly the wakeup call that Tullio Campagnolo needed. <http://skazka76.ru/pic/userfile/directed-1100d5-manual.xml>



His response was to develop a parallelogram derailleur, that became the iconic Campagnolo Gran Sport. The exact story of this epochmaking event is a little unclear. Some elements of it may be These patents dated from 1937, 1938 and 1941 and so could well have provided the basis for Tullio Campagnolo's thinking but, on the other hand, he did not buy them until 1951. Marcello Gambato appears to have played some special role in the design of Campagnolo's early derailleurs. This was a twin cable design with no spring in the parallelogram. The modern parallelogram derailleur had arrived. The pulley cage changed shape, the pulley wheels were, or were not, drilled, various elements of the pulley cage spring container were, or were not, wide or narrow etc. etc. Its enough to make a derailleur collector froth at the mouth with excitement. Highlights of the next 60odd years were This was essentially a Campagnolo Gran Sport but with an offset pulley cage to give a more nuanced chain gap and slightly more capacity. This was essentially a Campagnolo Record but manufactured in aluminium. It was light, extremely strong and had an intoxicating pearly silver finish apparently from being tumbled in a drum full of bamboo marbles. The Campagnolo Nuovo Record remained unchallenged as the Clubmans choice for the next two decades. Merckx was the posterboy for Campagnolo. This was a Campagnolo Nuovo Record with black anodising, Titanium bolts and later with a redesigned pulley cage. But was hailed as the ultimate derailleur imaginable. SunTour and Shimano had wrested away the technological crown. The talk of the bike shows was all about aerodynamics and indexing not about spring classics or European race teams. Touring cycling and then mountainbiking were in and road racing was out. And Tullio Campagnolo was an old man he died in 1983.

But, after disastrous forays into mountain bike components and a blizzard of underwhelming, lowend, groupsets, they refocused on highend road components, swallowed their pride and copied Japanese best design practices. However it is easy to forget that in a period of supposed decline from 1981 to 2010 inclusive, Campagnolo equipment won the Tour de France on 17 occasions, compared to 2 occasions for Shimano and 2 for SRAM. Even allowing for the removal of 7 wins by Lance Armstrong riding Shimano, this is a moderately devastating record! Graphite 010 1990 Graphite . 1990. Painstakingly gathered and scanned page by page. Nearly 4 Gigabytes and Thousands of

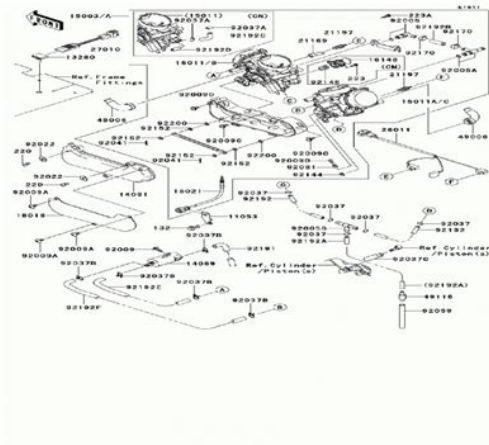
pages. Divided into 6 Separate Archives all included and available for download at one price. With equipment so classic in design, part numbers and model numbers were not used. Proper component identification is essential in insuring compatibility and proper use. Part numbers often crossreference to items available on other components and are invaluable when trying to locate replacements. Exploded diagrams are essential to correct restoration and reassembly. Campagnolo is the best source for the most accurate information. Beginning of crossbike products with flat bar levers. Some old Record carbon moves to Chorus. Some old Chorus moves to Centaur. Veloce introduces 10 speed. The use of the name "Daytona" was previously trademarked. Last year of Athena. Introduction of Low Profile Cranksets. Both small A4 folded and large A4 versions of this catalog are included. This is the last year Components did not have the group name printed on them. It is also the last year some components are still the original C Record design including the crankset, front derailleur, front hub and seat post. It is also the FIRST year of ExaDrive, with new chainrings, cassettes, Sachs chains, guided upper pulley and a ramp on the inner cage of the front derailleur. Two different covers were made for the product catalog shown.



<https://labroclub.ru/blog/3ware-manual-9650se>

They were identical inside. Late 1993 introduction of Record Dual pivot calipers see addendum sheet. A few reasons Regina's offerings were usually the item of choice. Campagnolo's early index shifting systems are reputed to work best with Regina Syncro freewheels and asymmetrical chains. In this same time period, Campagnolo has begun stamping out it's own Cassettes, and reboxing chains made in Germany Rohloff as their own. There is an identical catalog dated January 1991. Includes a full lineup of Road, MTB, Touring and Tandem groups and components, highlighted by the introduction of 8 Speed. Koln Catalog for the European Trade show in Koln, Germany. Trade show catalogs showcase the upcoming model year. No updated catalogs for these groups. Sometimes referred to as Catalog 19. Catalog contains exploded assembly views of all components and detailed parts breakdown and assembly. The only known parts information available for late 1980's equipment, these catalogs were individually serial numbered and distributed only to authorized dealers in a hardcover binder. No further Parts Catalogs exist for years after due to a largely unfulfilled plan for Dealers to request updated pages as needed. Nothing new for 1988 Record. Introduction of Croce D'Aune dated November 1987. Introduction of Chorus dated July 1987. Record Delta Brakes are back. Logos are now printed on the crank arms and Delta caliper covers instead of being engraved. Nuovo Catalog identical in printings from November 1986 and February 1987. Syncro Catalog identical in printings from November 1986 and February 1987. Delta Brakes are temporarily replaced with "dressed up" the 50th Anniversary Super Record Brake calipers with a Cobalt colored "Cobalto" in Italian gem instead of the gold badge on the center bolt. Also, the

Campagnolo name on the arm is filled with blue. Only the Cobarlo Calipers are offered at this time and are pictured in the Record flyer.



The next two catalogs both show Cobalto calipers and as such are probably both catalogs from 1986. Rims catalog also seems to be from this period. Content of the white catalogs compared to 1986 catalogs seems to indicate these simply may not have been final revisions. First use of the Campagnolo Alphabet, and the only year the alphabet character was placed above the Campagnolo Logo. This catalog dated December 1986. There is an identical catalog dated April 1985. This catalog identified the Record road components as the "Record Corsa group", and the Track Components as "Record Track group". While the Italian word "Pista" was correctly translated to "Track", the word "Corsa" was not translated to "Road". Campagnolo had never yet ventured into cogs and chains. Regina was our old Italian faithful and for most Vintage Campagnolo bikes probably still is today. Separate document in original size so you can print it on A5 pages. Campagnolo Ergopower 19982008 manuals show how to rebuild a lever with detailed pictures and stepbystep instructions. We can rebuild, upgrade, or retrofit your 19992008, 9 or 10 speed ergo levers for you. Call the shop for more information. 206 323 1218 You may convert a brazeon front derailleur to a clampon model by purchasing a clamp adapter. A Record front derailleur will accept a Chorus or Centaur cage assembly and viceversa. You may also switch cage assemblies between two and three chain ring Record, Chorus or Centaur front derailleurs. Campagnolo Record and Chorus rear derailleur cages are interchangeable. So are 2004 to current Centaur and Veloce rear derailleur cages. However, you may not switch to a Centaur cage with a Chorus, nor a Veloce with a Record. We also rebuild rear derailleurs in our shop. [Click here for more details](#). All parts are replaceable and most are interchangeable between the three models. Most Campagnolo hub parts may also be used with Campagnolo factory wheels.



Some Campagnolo factory front wheels, Bora, Neutron and Euros, use a special front hub axles to accommodate twin dust caps. The rear axles are the same as Campagnolo road hubs. We suggest using Le Tour Whisper White grease for lubricating Campagnolo hubs. Parts NOT listed are no longer available. All parts are replaceable and most are interchangeable between the three models. Parts NOT listed are no longer available. Many Record parts are identical to Chorus. Some Record parts, like upper and pressed in races are the same dimensions as Chorus, but of higher quality. Parts NOT listed are no longer available. They are linked from the general headers below, in rough order of frequency. We are often in the position that we can't see the component assembled onto the bike, so we rely to some extent on the retailer being able to see evidence of misadjustment, poor installation or misuse. Normally, the dealer will then follow the procedure below, for retailers. As an alternative, you can return parts to us at Velotech Cycling Ltd direct, by recorded or registered post. The part needs to be accompanied by a valid proof of purchase of less than 3 years age or 4 years in the case of a registered 11 speed part, 3 years if it is unregistered and a description of the fault, plus a fully completed warranty claim form including contact details so that we can contact you to acknowledge receipt and give you a schedule for return. They will either warranty it themselves, or will refer it to us, or very, very occasionally, Campagnolo in Italy. If the part is OEM, it can come straight back to us, but again we must have a valid proof of purchase and the warranty claim form mentioned above. This is not our rule, but Campagnolo's. Without it, we don't get paid, so we won't do the work. If parts are not sent by trackable, signed-for carriage, we will not accept any liability for their loss in transit.

For the same reason, this is the only way we will usually return parts, unless otherwise requested in writing, or unless a return by hand is arranged. In general, if the problem is occasioned by crash damage, the warranty on the component will be void in any case, so the ProShop will proceed with normal repair operations on a chargeable basis. ProShops have had routine wear and tear operations identified to them and should refer anything that extends beyond that, to one of Campagnolo's Service Centres. If in doubt, we strongly suggest that end users contact the Service Centres before asking even a ProShop to engage on service operations before the expiry of warranty. Ergopower is easy to set up provided that you follow the basic rules that are as true for every other index system as they are for Campagnolo Ergopower. This is generally a job for your Campagnolo ProShop or other competent, suitably equipped and trained dealer. Other manufacturers' products may not work correctly as they may have different specifications for compressibility, elongation, etc. We generally advise that the factory-trimmed end of the gear or brake cable should be fitted into the lever. Lever 3 does the reverse. We can, however, place UltraShift 10 speed internals into Ultrashift 11 speed levers so customers who have 10 speed Record and Chorus systems, for example, who wish to upgrade to the new shape lever but don't want to upgrade the full transmission to 11 speed, can do so. Whilst it is possible, it is also costly. We generally need to see the levers to be sure as there were a number of running changes to the internal design at this time. In the cross season, we are often asked to change the composite inner lever for alloy see the notes below in the FAQs for some points

where that operation is concerned. Its quite important that you get a good clean cut so that when you draw the cables back through their outers, any ragged end doesnt damage the sleeves inside the outer cables.

<https://www.edutechusa.com/wp-content/plugins/formcraft/file-upload/server/content/files/162704ba8a7408---boss-me-20b-bass-manual.pdf>

Undo the cable pinch bolt to release the gear cable. If the pinch bolt has flattened the cable, you might want to cut off the damaged part, again to prevent abrasion inside the gear outers. In this case you will need a new gear cable when you reinstal of course. The same concerns apply on the rear brake inner as for the gear. Its difficult to access with the short, straight end of a normal allen key or with a Torx multi tool. In these cases we suggest using a long thandle type. If you undo the bolt all the way, you can then gently rock the lever from side to side to work it free of the bar tape, pulling it free with the gear and brake inner cables still installed. Is this true In some cases they are fine, in other cases it will be possible to get good indexing in one direction, but not in the other. If you detach the lever from the handlebar and look at it from the back, if the cable bush the disc that the gear cable is threaded through at the lever end is offwhite, you may have an early production lever. If cables are routed through the handlebars, or have to follow particularly tight curves, you may benefit from a more recent rear derailleur. In the vast majority of installations, this is not a problem. The Facom puller has a device the holds the two claws of the puller tight into the back of the crank as force is applied to the plunger. Other two legged pullers do not normally have this facility and so can easily slip off the crank. Undo the crank bolt with a 14mm socket, and remove the thin washer from inside the crank. Fit UTFC090 plus into the end of the spindle. Fit UTFC095 shield around the back of the crank and use the puller as normal. You may find it useful to pad between the inside edges of the puller arms and the edges of the crank arm with a soft cloth, but the puller shield FCUT095 behind the crank is all that is needed in that area in most cases.

If you have a repeat failure of this lever, the things that it is advisable to check before asking us to change this part or doing it yourself are The fix for this is a complete Ergopower shifter body. When retaping the handlebars, pay attention to not allowing the tape, or the hood when refitted, to foul the action of the thumb lever. Jamming the thumb lever in engagement with the ratchet will stop the inner lever from being able to turn the mechanism inside the lever and so will overstrain the inner lever. Please contact us for a quote as prices and availability do vary from time to time. We do not recommend that a medium cage is grafted onto earlier Embrace type RDs as the additional leverage that a medium cage can exert over the derailleur body has been taken into account on the HO design but was not a feature of the earlier derailleurs design. The Potenza RDs, short and medium cage, are designed specifically to work with the Potenza PowerShift lever. No other lever in the Campagnolo range is recommended see the notes on PowerShift compatibility. Hence, the cranks and cassette bodies are the same, but 11 speed requires new chainrings, sprockets, chain, front and rear gears and Ergopower levers. The chain is narrower and MUST be joined with the UTCT300 chaintool. Some other internal parts also require changing, as ECRE631 based levers have some dimension differences in the central pivot around which all the other parts rotate. Apart from the brake lever subassembly itself, the inner lever subassembly behind the brake lever, and the lever clip, there are no interchangeable parts. There are occasions when the maximum sprocket size for the RD can be greater than Campagnolo quote or less this depends on the exact spec of the rear derailleur hanger. Very specific exceptions are sometimes made for large producers of bicycles but in these cases the warranty term is modified.

Mixing other manufacturers components may void warranty and will almost certainly lead to a degradation in performance. We cant advise on the mixing of other manufacturers parts with Campagnolo components. All the information that we offer has to fall withing Campanolos technical specification and published advice. Shift accuracy and damage to the outer cage plate of the front

derailleur are typical problems with use of third party chains. In the event of any failure of a component that interfaces with the chain F or R derailleur, cassette sprockets, chainrings or any component which may be damaged as a knockon effect of the incorrect chain being used LH ErgoPower lever Campagnolo may request that the chain used on the bicycle is returned along with the component, in any warranty claim. There is no compatibility between 2009/14 shifters and 2015 or later derailleurs. Campagnolo cannot guarantee correct function on all frames if this cassette is used with 2009/14 11s RDs. Levers, rear derailleurs and front derailleurs up to 2014 are interchangeable between versions 1 and 2. The 2015 Athena Chainset is interchangeable with pre-2015 Athena chainsets but will not give the same upshift performance as a Chorus chainset. Any version 2 Athena EPS components will work with Chorus EPS. Chorus and Athena EPS levers and rear derailleurs up to 2014 are interchangeable between versions 1 and 2. EPS Front derailleurs, as noted above do not have full compatibility a Chorus EPS FD cannot be used with an Athena v1 system, it will show a yellow error LED on the PU. A 2014 Interface or later is required with 2015 FDs. What's the problem? One is a fault on the charger, the other is a problem in the battery housed in the PU. If there is no LED indicating charge from the wall socket and check that the wall socket is live, check the fuse in the plug where present and try using the same lead to power something else that you know is definitely OK.

If that all shows the power supply from the wall to the plug that goes into the charger to be OK, then there is a problem inside the charger. On the end of the charger you will also see a coaxial plug if you have a 12v DC 500mA supply, such as is commonly used on laptop computers, plug that in to the coaxial socket and see if both LEDs light. It leads to a total inability on the part of the battery to store charge. Hence, correct storage including periodic recharging is essential. As the EPS Power Unit contains the battery pack do not leave the EPS. Failure to observe these instructions may cause overheating, fire or explosion. If you are unsure how to implement these instructions, please contact your retailer. It is extremely important that the four-pin plug that Campagnolo use to both charge the battery within the PU and to monitor the condition and temperature of the battery during charging is correctly fitted into the socket. There is a key and a keyway that guarantee the correct alignment of the four pins. If the alignment of that key and keyway is ignored and the plug is forced in, the pins can be damaged, causing all manner of possible problems many of which irreversibly damage the charger or PU. If the orange light illuminates, the PU is acquiring charge. It will remain illuminated until the battery has full charge. What parts do I need to buy to convert to EPS? The additional parts that you will need are the EPS commands, the Interface, The Power Unit, the Front Derailleur, the Rear Derailleur and a Charger. The Power Unit, Interface and Charger must be compatible versions, as must the Front Derailleur. Please see the notes above on EPS compatibilities. The more recent the crankset, the better the front shift function of the EPS will be. When installing the EPS, the bottom bracket sleeve must be fitted between the BB cups to prevent abrasion of the EPS cabling by the BB axle.

What's the problem? The initial pairing can take several minutes in many cases it is not instant the first time the pairing is made. Subsequent pairings are very quick. If you still have the packaging for the PU, the serial number of the PU is also useful to have. The Plasma Electrolytic Oxidisation (PEO) coating on the Shamal Mille rim is probably one of the most misunderstood characteristics of any Campagnolo product. The PEO process used penetrates deeply into the aluminium of the rim, the coating left on the surface serving as a resistant layer, protecting the rim from corrosion in the areas not abraded by the brake blocks and slowly wearing away from the brake tracks over time. In earlier years, other finishes, like either soft or hard anodisation have had similar characteristics but have either been predominantly cosmetic soft or penetrated the rim to shallower depths hard hence the adoption of PEO, which hardens and stiffens the rim material to a depth and to a level not previously possible. It also states in the user manual for Shamal Mille. The exceptions are older designs where three individual pawl springs drive the pawls these cannot be swapped and no replacement cassette

body of Campagnolo, or any other specification, is now available. Unless subject to an abnormal impact, it is extremely uncommon for any Campagnolo wheel to lose trueness during the warranty period. If it does so, the truing process, especially for G3 wheels, requires careful attention to several areas to be successful. The Service Centres have a great deal of experience in this area, as well as being fully and correctly equipped to do the job and return the wheel to Campagnolo specification for tension, dish and trueness. In all cases, every situation is examined before a warranty is either granted or refused, or a goodwill repair or replacement is made. Unless subject to an abnormal impact, it is extremely uncommon for any Campagnolo wheel to lose trueness during the warranty period.

The Service Centres have a great deal of experience in this area, as well as being fully and correctly equipped to do the job and return the wheel to Campagnolo specification for tension, dish and trueness. Contact the Service Centre for definitive advice. For most wheels but not all, rims, hub components, spokes and decals are available. Maximum size is 50c. Campagnolo cannot guarantee that the tyre will be retained correctly by the bead hooks as there are design differences between tubeless compatible and non-tubeless compatible rims. We provide technical education to the wholesale and retail markets and we are the senior and most experienced provider of the warranty and servicing function in the UK and Republic of Ireland market on behalf of Campagnolo SRL. We are contracted to provide this service. Whilst we work very closely with Campagnolo, and in particular with their service department, this means that we can only really answer queries with a direct bearing on the technical aspects of Campagnolo product, rather than any commercial or marketing related queries. We are happy to pass such queries on to the relevant personnel at Campagnolo or in the UK distribution chain, however. There is a slight grey area, insofar as we do supply commonly needed items such as brake blocks, lever hoods and complete cable sets. We attend the various training sessions held for senior technicians at the Campagnolo factory regularly at least twice a year and additionally visit the factory several times a year to ensure that the information that we have is kept absolutely up to date. We carry out all procedures in accordance with the methods laid down by Campagnolo, and work within the tolerances specified by them, in general using the same tooling that is used at the factory. All of the SC technicians have extensive experience not only in Campagnolo product but in most cases, as mechanics or technicians who have worked on many brands.

Velotech alongside ICC in the Benelux are the only companies or bodies in the world that can offer a factory approved and recognised course with regard to Campagnolo product. We work with other training providers to offer the training through their establishments but training is always carried out by Velotech personnel. In general, the older the part, the less likely it is that we will be able to order it from Campagnolo, which is what you might expect. We are often asked for parts dating back to the late 1990s or earlier these we can only very seldom help with. Ergopower brake hoods, brake blocks and some other spares are available, but in general there are third party suppliers in a much better position to supply older parts than us. Filters can be applied to the available documents. There are also videos available on the Campagnolo YouTube Channel covering many aspects of Campagnolo Technical matters we would, however, very strongly emphasise that most maintenance and repair operations are best carried out by the trained staff at Campagnolo ProShops or retailers listed on the Velotech website as having had the training noted in that listing at Velotech Cycling Ltd. Others attempting maintenance or repair may damage parts through a lack of knowledge or experience or may unwittingly infringe warranty, meaning that if a problem occurs at a later date, the warranty cannot be operated. ProShops and other Velotech trained technicians are instructed as to where these boundaries lie. They have a lot of information that is not available on the website and also have preferential access to the various Service Centres technical staff. The origins of the Italian brand are legendary. Tullio Campagnolo lost a lot of time at a bicycle race in 1927 loosening his rear wheel and turning it over to change gears, which is why he invented the quick release for wheels.

<http://eco-region31.ru/3ware-manual-9650se>