Fulcrum® wheels have had a brilliant debut in off-road racing, winning in three years’ time two World Championships and the Beijing 2008 Olympic Games. Fulcrum® products are available in more than 30 countries, and the new models have placed our brand at the centre of attention. The range is further enlarged by the addition of through-hole versions for the cross-country sector and two entirely new models for Enduro/Freeride - Red Zone™ and Red Zone™ XLR.

ENDURO / FREERIDE WHEELS

RED ZONE™ XLR

RED ZONE™

FREERIDE / DH WHEELS

RED FIRE™

TECHNOLOGY

XC WHEELS

12 RED CARBON™

14 RED METAL™ ZERO

20 RED METAL™ 1 XL

24 RED METAL™ 3

26 RED METAL™ 5

28 RED METAL™ 10

32 RED METAL™ 29™

SIZES

29”

30”

32”

35”

36”

38”

40”

42”

45”

46”

48”

50”

51”

SIZES

ROAD WHEELS

RED METAL™ 2

RED METAL™ 3

RED METAL™ 5

RED METAL™ 10

RED METAL™ 29™

12”

14”

20”

24”

26”

28”

32”

35”

36”

38”

40”

42”

45”

46”

48”

50”

51”

SIZES

XL/9X120mm

XL/135mm

XL/148mm

XL/15Th

XL/19mm

XL/20mm

XL/25mm

XL/28mm

XL/35mm

XL/36mm

XL/40mm

XL/42mm

XL/45mm

XL/46mm

XL/48mm

XL/50mm

XL/51mm

SIZES

CAMPAGNOLO FÄRE

CAMPAGNOLO ASSE

CAMPAGNOLO FÄRE 29S

CAMPAGNOLO ASSE 29S

CAMPAGNOLO FÄRE 29C

CAMPAGNOLO ASSE 29C

CAMPAGNOLO FÄRE 29C/110

CAMPAGNOLO ASSE 29C/110

CAMPAGNOLO FÄRE 29C/100

CAMPAGNOLO ASSE 29C/100

CAMPAGNOLO FÄRE 29C/90

CAMPAGNOLO ASSE 29C/90

CAMPAGNOLO FÄRE 29C/80

CAMPAGNOLO ASSE 29C/80

CAMPAGNOLO FÄRE 29C/70

CAMPAGNOLO ASSE 29C/70

CAMPAGNOLO FÄRE 29C/60

CAMPAGNOLO ASSE 29C/60

CAMPAGNOLO FÄRE 29C/50

CAMPAGNOLO ASSE 29C/50

CAMPAGNOLO FÄRE 29C/40

CAMPAGNOLO ASSE 29C/40

CAMPAGNOLO FÄRE 29C/30

CAMPAGNOLO ASSE 29C/30

CAMPAGNOLO FÄRE 29C/20

CAMPAGNOLO ASSE 29C/20
Three years ago when Fulcrum® made its official debut in the world of mountain biking, we took the riskiest road: to become the technical sponsor of the best MTB team in the world, Team Orbea. Fulcrum® introduced itself to the team of champions with prototypes that we were confident would meet their approval. But convincing world champions to use a product that actually does not yet exist is no easy task. The risk was that even the tiniest doubt about those prototypes would have sent the whole project down the tube. The stakes were enormously high, but Fulcrum® likes taking risks. Just a few days of testing were all it took to get the enthusiastic OK from Team Orbea and Julien Absalon. Since that time, the Fulcrum® engineers have been working in close contact with the pros to improve our products and propose new technical solutions, like the Red Carbon™ with which Absalon took the gold medal in Beijing.

Team Orbea and the World and Olympic Champion Julien Absalon are one of no less than eight teams that have decided to place their bets on the red “F” of Fulcrum® - and red wins!
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™ 1XL 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.

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™, Red Fire™, Red Zone™ XLR and Red Zone™ wheels.

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 XL, 3 and for the wheels: Red Fire™, Red Zone™ XLR and Red Zone™.

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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.

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.

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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.

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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.

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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.

The only hole in the rim is the one for the special valve that makes it possible to obtain the tire’s working pressure. The special gaskets fitted guarantee its hermetic tightness.
Julien Absalon (Orbea team), Gold Medal at the 2008 Beijing Olympics
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 1,470 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.
The result is the best compromise for indulging your passion on impervious tracks and steep descents. Compatibility with UST tubeless systems.

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.

There is also a Red/Black version having a red rim, black spokes, and red hub.

Red Metal™ Zero

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 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™ Zero HH™
Those who want absolute performance will find what they’re looking for in the 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 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.

**Red Metal™ Zero Rim Brake**

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.
Red Metal™ 1 XL

Red Metal™ 1 XL is the evolution of the first off-road model produced by Fulcrum® that immediately led to the victory by Team Orbea and Olympic champion Julien Absalon. In this new lighter version, the Red Metal™ 1 XL features an aluminium rim with welded joint milled in the spaces between the spokes to reduce the weight to the maximum and maintain the highest values of resistance.

The aluminium spokes designed by Fulcrum® number 24 for both the front and rear wheels. In both cases we employed our 2:1 technology to improve torque transmission on the rear wheel and braking and directionality on the front. The aluminium hubs have 20 mm axles that notably increase the stiffness of the wheel, which improves maneuvering precision and eliminates the annoying phenomenon of pad-disc brake contact. The smoothness of the Red Metal™ 1 XL is guaranteed by industrial bearings with double seal. The maximum smoothness, virtually maintenance-free.

Red Metal™ 1 XL wheels are compatible with UST tubeless tires and with all ISO six-bolt braking systems. Red Metal™ 1 XL is also available with front wheel 15 and 20mm thru-axle.
Red Metal™ 3

1685 is the amazing weight of the new Red Metal™ 3, fully 130 grams lighter than the 2009 version. The new lighter rims, the new lighter spokes and the newly-designed hubs further improve the performance of these medium-range, robust, reliable, everyday wheels.

They employ variable-section stainless steel spokes 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 is also available with front wheel 15mm thru-axle.

Red Metal™ 3 1685 is the amazing weight of the new Red Metal™ 3, fully 130 grams lighter than the 2009 version. The new lighter rims, the new lighter spokes and the newly-designed hubs further improve the performance of these medium-range, robust, reliable, everyday wheels.

The design of the quick-releases aimed for secure locking, obtained by an optimum lever-closure ratio.
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. 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 AFS™, and therefore with the most common braking system.

Le Red Metal™ 5 wheels allow all enthusiasts to enter the Fulcrum® OffRoad 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.

The double fulcrum of the quick-release guarantees easy locking and more secure fastening.
The 2 mm stainless steel spokes feature the characteristic Fulcrum® 2:1 Two-to-One™ spoke ratio, which ensures optimal torque transmission, better distribution of the spoke tension, and an excellent response to disc braking.

The oversize hubs in aluminium are equipped with double seal industrial bearings to ensure long-lasting performance and minimal maintenance.

Braking is provided by a disc brake system, and any product compatible with the ISO six-bolt system can be used.

Red Metal™ 10
Solid and strong with high impact graphics, these wheels are ideal for everyday use or for training. The rims are black anodised aluminium and are compatible only with disc brakes.
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.
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 aluminum 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 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 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 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.
Enduro and Freeride are disciplines that demand the most extreme resistance of the wheels. Specialists of these disciplines want to be able to take any descent and to pedal on any terrain. For this reason Fulcrum® has created two special models dedicated to them: Red Zone™ XLR and Red Zone™, which combine infallible resistance with extraordinary lightness so that you can improvise anything that might cross your mind.
The aluminium rims are specially milled for lightening between the anchoring points of the spokes to obtain a rim that’s extremely resistant to impact yet also very light. The aluminium spokes are designed and produced by Fulcrum® to ensure the maximum performance in every moment and in every situation. Both the front and rear wheels have 24 spokes, distributed according to the exclusive Fulcrum® 2:1 spoke ratio, which significantly increases your power transmission and your manoeuvring precision.

Red Zone™ XLR wheels are compatible with tubeless tires, which adhere perfectly thanks to the Ultra-Fit™ Tubeless system, eliminating energy dispersion to the advantage of speed and therefore of overall performance.

Red Zone™ XLR wheels are available in the 20 or 15 mm thru-axle version for the front wheel and in the 12 mm thru-axle or standard version for the rear.

Red Zone™ XLR is compatible with all ISO six-bolt braking systems.

Red Zone™ XLR is the boldest version of the Red Zone™ model. It’s an absolutely multipurpose model that could be defined as Enduro-Freeride.
The rims are class 21 lightened between one spoke and the other, so we have a rim that is strong but at the same light.

Both the front and rear wheels have 24 stainless steel spokes with variable thickness 2.2/1.8/2, with reinforced head, distributed according to Fulcrum® 2:1 technology with double the number of spokes on the cassette side for the rear wheel and disc side for the front. This means getting the maximum performance both when pedalling and manoeuvring.

As regards the hubs, Red Zone™ wheels are available in the 20 or 15 mm thru-axle version for the front wheel and in the 12 mm thru-axle or standard version for the rear.

Red Zone™ is compatible with UST tubeless tires and with all ISO six-bolt braking systems.

Red Zone™ has been created for riders who love using their mountain bike with no limits. We could define it as Enduro-Freeride, or if you prefer, a wheel that’s light and reactive for climbs and strong and resistant when you decide to lift the wheels off the ground.
Downhill and freeride racers are known for being people who aren’t too concerned with subtleties, either on the track or in their day-to-day lives. All they need is a landing from a jump and an aggressive curve drive to see that you’re up to keeping pace with them. Fulcrum® passed the test on the first try with the new Red Fire™ wheels, which ask only to be taken to the most extreme limits. Their only defect? They cannot bear a boring ride.
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 Fire™
Fulcrum® debuted 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.
<table>
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<tr>
<th>Weight*</th>
<th>645 825</th>
<th>466 840</th>
<th>720 880</th>
<th>735 915</th>
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<th>745 740</th>
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*Average weight - does not include the quick-release and it refers to the lightest configuration.
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<tr>
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