

101

A LEAP FORWARD IN ALUMINUM. Designed for racing and everyday training, the 101 balances performance and reliability. Its 30mm profile is deep enough to take advantage of Zipp's aero technologies while holding the complete wheelset's weight to just 1,484 grams. Because its 24.5mm-wide toroidal shape is narrower at the brake track than in the middle of the rim, the 101 can be used safely with 21mm and 23mm race tires – unlike non-toroidal rims of similar widths.

Specs	Clincher	Aerodynamics – time and watt savings over 40K for 101 Wheelset:
Aero Rim Width	24.5mm	42 Seconds / 14 watts.
Rim Depth	30mm	
Weight (set)	1484g	



202

A WELL ROUNDED SPECIALIST. To get to the base of the climb, the 202's 32mm toroidal profile rolls on the flats as efficiently as many 45-50mm rims. After the summit, the 202's high lateral stiffness delivers precise handling on tricky descents and crisp accelerations to finish off the competition.

Specs	Tubular	Aerodynamics – time and watt savings over 40K for 202 Wheelset:
Aero Rim Width	23mm	42 seconds / 14 watts.
Rim Depth	32mm	
Weight (set)	1095g	



303

READY FOR ANYTHING. Introduced in April 2009, the new 303 tubular is significantly wider and slightly deeper than its predecessor and now has the most aggressive toroidal shape in the Zipp lineup. These changes improve comfort, lateral stiffness, and durability. Making the 303 even tougher is the carbon bridge, technology used in all our tubular rims to disperse shock throughout the carbon laminate. Now, using a fully toroidal profile with angled brake tracks, the new 303 is 12 seconds faster over 40km.

Specs	Tubular	Clincher	Aerodynamics – time and watt savings over 40K for 303 Wheelset:
Aero Rim Width	27.5mm	21.5mm	60 seconds / 20 watts.
Rim Depth	45mm	44.15mm	
Weight (set)	1171g	1623g	



404

VERSATILITY ENDURES. Today's 404 incorporates all the advances we've made in recent years, like fully toroidal rim profiles, the third generation of our ABLC dimples, and the 88/188 hubset. Our perennial best seller, the 404 continues to rack up impressive results, like stage wins from sprinter Thor Hushovd and rouleur Nicki Sørensen at the 2009 Tour de France, and Craig Alexander's 2008 victory in Kona.

Specs	Tubular	Clincher	Aerodynamics – time and watt savings over 40K for 404 Wheelset:
Aero Rim Width	24mm	22.5mm	71 seconds / 23 watts.
Rim Depth	58mm	58mm	
Weight (set)	1278g	1658g	



808

GAME ON. The 808 remains our aero workhorse for time trials and triathlons. All three of our 2009 Tour teams ran the 808 in the team time-trial, as did Normann Stadler, Andy Potts, Torbjørn Sindballe, and Ironman World Champion Craig Alexander at Kona in 2008.

Specs	Tubular	Clincher	Aerodynamics – time and watt savings over 40K for 808 Wheelset:
Aero Rim Width	26.54mm	24mm	81 seconds / 27 watts.
Rim Depth	81mm	81.25mm	
Weight (set)	1499g	1921g	



1080

PROGRESS YIELDS PERFORMANCE. To improve upon our 82mm-deep 808, we tested and retested a range of prototypes for the 1080 before settling on fully toroidal shape that blends 5 distinct curves to smooth airflow. | This new profile, which we've since applied to the 808 and other wheels in our line, makes the 1080 nearly 30 seconds faster over 40km than a three-spoke wheel. Yet despite its depth, the 1080 was light enough for Fabian to dominate Beijing's hilly time trial course and so stable in crosswinds that a smaller rider like Linsey Corbin could use it in Kona. When seconds count – which they always do – the 1080 is perhaps the ultimate piece of speed weaponry.

Specs	Tubular	Clincher	Aerodynamics – time and watt savings over 40K for 1080 Wheelset:
Aero Rim Width	27.5mm	24.2mm	90 seconds / 30 watts.
Rim Depth	108mm	108mm	
Weight	1699g	2377g	



900

CHOICE IS GOOD. The 900 has made its mark with pro triathletes looking for all-out aerodynamics with the convenience of clinchers. Using the PowerTap version of the 900 clincher, Jordan Rapp posted the fastest bike split at Wildflower in 2009 and the bike course record at Ironman Arizona in 2008. Beyond its performance, the 900 offers more configurations than any other disc available. The 900 is also the lightest disc in our line, weighing just 936 grams for a 700c tubular version.

Specs	Tubular	Clincher	Aerodynamics – time and watt savings over 40K for 900 Wheelset:
Aero Rim Width	23mm	25mm	88 seconds / 29 watts.
Weight	936g	1219g	



SUB-9

AERODYNAMIC ALCHEMY. In the center of the aero "sweet spot" – a wind angle of 12 to 18 degrees – the Zipp Sub-9 was the first wheel ever to produce forward lift when paired with our 21mm Tangente tire. To achieve this feat, we added a toroidal bulge similar to our 1080 and 808 spoked wheels around the edge of the disc. In addition to improving aero performance, the bulge's vertical compliance keeps the Sub-9 glued to the road when cornering and yields a comfortable ride. This makes it the ideal choice for long-course triathletes to bounce out of T2 with fresh legs after a blistering bike split.

Specs	Tubular	Aerodynamics – time and watt savings over 40K for Sub-9 Wheelset:
Aero Rim Width	28mm	104 seconds / 34 watts.
Weight	998g	



SUPER-9

THE SHORT RANGE ROCKET. Zipp's new Super-9 disc excels in races won on full-throttle power. Intended for time trials, track racing, and the occasional Tour de France prologue, the Super-9 is stiffer than our 900 disc and matches the Sub-9's remarkable ability to generate forward lift when paired with our Tangente tire. To slot cleanly into the tightest of chainstays, the Super-9's width is from 27.5mm throughout. At the hub to 23mm at the perimeter. With a 23mm tire bed, the Super-9 exhibits superb aerodynamics with tire widths from 21-23mm.

Specs	Tubular	Aerodynamics – time and watt savings over 40K for Super-9 Wheelset:
Aero Rim Width	27.5mm	104 seconds / 34 watts.
Weight	995g	



WE TAME THE WIND. An omnipresent force shaping the outcome of every race, the wind is an enemy to most of the field. But to those who can harness the power of aerodynamics, the wind is an advantage. Every Zipp product reflects this attitude. | In practice, it means that our engineers test hundreds of concepts through computational fluid dynamics before spending days on end in the wind tunnel with dozens of samples, including non-structural models that can be reshaped on the spot. A single trip can involve more than 40 wheels and more than 100 tests at every wind angle a rider is likely to encounter. | When the turbines stop spinning, we'll have a detailed view of each test subject's performance. Some will return as final prototypes to confirm our original findings before going to production. The rest will go to the scrap pile, having done their part to develop the next generation of Zipp wheels, bars, and cranks.

TANGENTE TIRES

THE TIME HAS COME. Tire aerodynamics haven't received the attention they deserve. After all, your tires have the highest velocity of any part of your bike, and the front tire is your machine's leading edge. But Zipp has always recognized the tire's aero importance, and our Tangente tire is the first to be developed in the wind tunnel. The 21mm version of Tangente employs our patented ABLC dimples to save up to 9 seconds over 40km compared to a traditional "file" tread pattern. No other tire can touch the Tangente at that width, even when paired with a fully toroidal Zipp rim. Created in partnership with Vittoria, the Tangente's unique rubber compound and 290tpi casing offer world-class cornering and comfort.

Available in 21mm and 23mm widths in both tubular and clincher versions. Zipp Tangente tires can be purchased at your local bike shop or store.zipp.com.



© COPYRIGHT ZIPP SPEED WEAPONRY 2009

For the aerodynamic information: Time and watt savings over 40K are calculated using a top-selling aluminum race wheel as the baseline and assuming an output of 300 watts. All numbers are calculated at a 10° relative wind angle at 30 mph with Fabian Cancellara on his Cervélo P3 pedaling at 300 watts. All tests were conducted using Team CSC Vittoria tires (Zipp Tangente tires can save an additional 3-9 seconds, or 1-3 watts). Numbers are based on rider-on-bike data – not wheel-only data. Note: If you're going slower, the total savings are greater, as you'll be riding for a longer time. Visit zipp.com for the most current products and technical specifications.

Photos: Tim De Waele, Chris Milliman, and Joe Vondersaar.

Zipp Speed Weaponry: 1180 Main Street / Speedway, IN 46224 / 1-800-472-3972 / www.zipp.com