

Cervélo – Dedicated only to road and time trial bike development, Cervélo has a singular focus on making all our customers, from beginners to professionals, as fast and as comfortable as possible. By working together closely with Team CSC, the 2005 ProTour team ranking winner, Cervélo will continue to push the envelope in engineering and design.

Says Team CSC manager Bjarne Riis: "Every little edge I can find for my team can prove to be the deciding factor. That's why we'll be on Cervélos again this year."

Cervélo Engineering – Cervélo prides itself in being one of the only bike companies with a comprehensive design, engineering & testing set-up. With a staff of eight engineers, all Cervélo's products are designed and engineered in-house with strong involvement from its founders. Without significant industry standards for testing, Cervélo has even taken it upon itself to develop newer and tougher standards for internal use. These tests are usually a multitude tougher than the industry standards, for example the internal frontal impact test at Cervélo equals three times the official DIN standard.

Cervélo on weight – For Cervélo, weight is not a goal, it is a result. We design our frames to meet specific stiffness and strength (and for some models also aerodynamic) targets, and the weight we can achieve while accomplishing those goals is the final frame weight. For the R3, that weight is very low, but we don't like to quote weights as everybody lies about it anyway. VeloNews recently weighed five so-called "900g ProTour frames". This is what they found: Cervélo R3: 917g, Scott CR1: 972g, Giant TCR Advanced: 1035g, Specialized Tarmac SL: 1103g, Lapierre 999 X-Lite: 1135g.

Cyclingnews.com on the Paris-Roubaix winning R3 – CSC rode on carbon bikes during the race. It was questioned by others before the start, but it proved to be the right choice, as Cancellara appeared to be floating over the cobbles and the team only suffered one puncture on the day. Sunderland explained to Cyclingnews that the Cervélos they used had a box-section downtube and a special chain- and seat-stay design so that the rear triangle flexed more on the cobbles, almost like rear suspension. "I have never been that comfortable on the cobbles," Fabian confirmed to the VUM papers. "The frame; the wheels, everything was picobello." Great words of praise for the lightest frame in the ProTour from the most powerful man in the most punishing race.

Size	SeatTube Angle	Head Tube Angle	TopTube	Head Tube Length	Front Center	Rear Center
48	73°	72.5°	515	100	547	399
51	73°	73°	530	120	558	399
54	73°	73°	545	140	573	399
56	73°	73°	565	160	593	399
58	73°	73°	580	180	608	399
61	73°	73°	592	200	620	399

Part	Dura-Ace Road Kit
Fork	Wolf SL
Seatpost	FSA SLK carbon 32.4mm
Shift Levers	Shimano DuraAce STI
Front Derailleur	Shimano DuraAce
Rear Derailleur	Shimano DuraAce
Cassette	Shimano Ultegra 11-23
Chain	Shimano Ultegra
Brake Calipers	Shimano DuraAce

Part	Dura-Ace Road Kit
Crankset	FSA SLK MegaExo
Bottom Bracket	FSA SLK MegaExo
Headset	Cane Creek IS-2 1-1/8"
Stem	FSA OS-140
Basebars	FSA HB-250
Saddle	Selle Italia SLR XP
Wheels	Velomax Circuit
Tires	Vittoria Diamante Pro Lite

Specs may change without notice.

Stiffness-to-weight ratio (STW) – It's easy to make a frame light, just use less material. It's also easy to make it stiff, simply use more. The true measure of good engineering is to achieve high stiffness at a low weight, i.e. a high STW ratio. Check www.cervelo.com/R3 for independent tests that show the R3 leads the bike industry not only in low weight, but also in high stiffness.

Vittoria Diamante Pro Lite – We asked Vittoria what their favorite tire is, and they said the Diamante Pro Lite, so we spec it on every one of our bikes. Nothing but the best.

Ultegra chain and cassette – For added durability, we use the same trick as Team CSC, combining the DuraAce shifting with an Ultegra chain and cassette. Save a lighter but less durable DuraAce cassette for your race wheels.

More info – For more info about the R3 or any of the other fine machines from Cervélo, please check out our website. It includes extended geometry information, dealer & price lists and in-depth descriptions of all its features. Find it all at www.cervelo.com/R3

Selle Italia SLR – Making a racing saddle is remarkably complicated, and Selle Italia is the master. While there isn't one saddle that everybody loves, the SLR is the #1 selling high-end saddle. So chances are you'll really like it, and if not then it will provide you with a great trade-in value.

Ultegra version – The R3 is also available in a version with Shimano Ultegra shifting. The spec is completed with the Wolf CL fork, 3TTT 4GX front-end and Easton Vista wheels.

FSA handlebar/stem combo – Team CSC uses several different FSA stem and handlebar models, depending on their preferences and the type of race. As part of the team spec, the Soloist Carbon is built up with the team's general-purpose combo, the OS-140 stem and HB-250 dropbar.

Fork – Depending on the model, the R3 comes with the AlphaQ GS-10, the new Wolf CL or the top-of-the-line Wolf SL fork which boasts both an extremely low weight and extremely good aerodynamics.

Frameset – Do you already have a component group, would you like to build the R3 up with Campagnolo or do you have special wishes? Your Cervélo dealer can order the R3 as a frameset and build it up exactly to your specifications.

Cervélo Smartwall® for Carbon – Smartwall is not exclusive to our aero shapes, we also use it in our Squoval cross sections. In Aluminum Smartwall only involves changing the wall thickness, in carbon we also adjust the lay-up pattern and the material properties of the carbon to achieve stiffness where needed (laterally) and compliance where desired (vertically).

Torsional stiffness – Absolutely paramount for a great handling frame, especially in twisty descents and while out of the saddle. It's one of our main focuses during the design of a frame. Thanks to the Squoval tube shapes and Smartwall for Carbon, the R3 scores extremely high in torsional stiffness tests. Ideal for the immense power of Fabian Cancellara (though he likes his Soloist Team and Soloist Carbon for the faster races as well).

Squoval™ profiles – The downtube and chainstays of a bicycle frame mostly see lateral bending, even if the frame as a whole is in torsion. Yet virtually all frames on the market sport round or oval shapes, excellent to counter torsion of those tubes, but not lateral bending. The R3 uses Squoval shapes to put more material far away from the center plane, thereby boosting lateral stiffness.

BB stiffness – In order to transfer the rider's power to the rear wheel efficiently, it is important that the frame has good bottom bracket stiffness. This is accomplished through the oversizing of the bb area, the Squoval chainstays and the optimized lay-up. Like any Cervélo, the R3 scores very well in bb stiffness tests; we simply wouldn't produce a frame that doesn't.

DuraAce shifting – Why settle for anything less? DuraAce offers the absolute best in shift performance, ergonomics and low weight, from the STI shifters to the front and rear derailleurs.

FSA SLK MegaExo – The FSA SLK MegaExo carbon crank is the crank Team CSC uses most often on its road and time trial bikes. It has the latest 2-piece crank/bb technology and external bearings for more rigidity.



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