



#### REAR DERAILLEUR AND FRONT DERAILLEUR

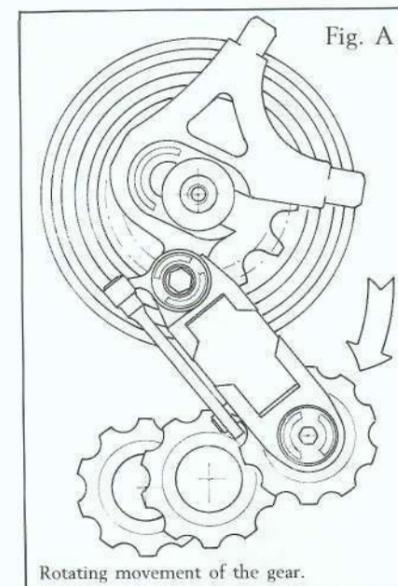
The basic problem a derailleur has to solve is that of moving its jockey wheel cage so that it follows the geometry of the freewheel. The traditional derailleur uses a vertically hung, jointed parallelogram to move the jockey wheel cage on an axis that is almost parallel to the axle of the wheel.

The new slant-parallelogram derailleurs have improved shifting by moving the jockey wheel cage on an axis that is parallel to the cone shape of freewheel. This allows the cage to be very close to each individual cog on the freewheel thus eliminating the overshifting necessary with the traditional system.



The innovative design of the CROCE D'AUNE derailleur is an improvement on the above mentioned systems and achieves its efficiency through Campagnolo's patented "TWIN-AXLE System". The "TWIN-AXLE System" is an articulation of the geometry of the derailleur which combines two movements to move the jockey cage across the freewheel while keeping it equidistant from all the cogs regardless of how big or how small they are in diameter.

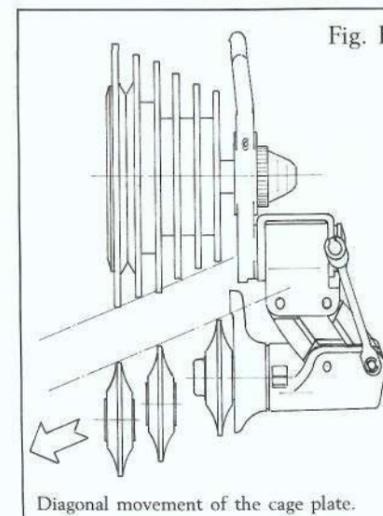
The "TWIN-AXLE System" of this new derailleur works in this way: when the gear cable is pulled the derailleur rotates on its pivot bolt (fig. A) causing the jockey cage to alter itself to suit the increasing diameters of the freewheel cogs. At the same time, a rigid, stainless steel arm on the diagonal of the parallelogram moves the cage plate along the freewheel



Rotating movement of the gear.

(fig. B) guiding the chain from one cog to another. The movement of the parallelogram is controlled by a return spring. This spring is not, however, preloaded like on other derailleurs which can cause needless friction. Thanks to the elimination of friction at this point the derailleur's shifting action is much lighter and smoother than other gear changers.

The "TWIN-AXLE System" of the CROCE D'AUNE derailleur is a new break-through in derailleur technology and is destined to set new standards for competition derailleurs. In races like the Giro d'Italia and Tour de France where steep mountain roads torture both



Diagonal movement of the cage plate.



man and machine it is extremely important for the derailleur to perform flawlessly because one missed shift or slipped chain can be the difference between winning and losing.

The CROCE D'AUNE derailleur is adjusted in the normal way with limit stop screws. These screws have been located on the upper body instead of the parallelogram making them less susceptible to damage in a crash. The derailleur also has a set screw to fine tune its inclination and a built-in cable tensioner. The CROCE D'AUNE derailleur is available in two versions: the basic SM version and the LG

version for freewheels with sprockets up to 30 teeth.

The CROCE D'AUNE derailleur comes with Campagnolo's famous DOPPLER retrofriction shift levers as standard equipment. It is however compatible with Campagnolo shift levers SYNCRO 2 and FRICTION.

#### CROCE D'AUNE

SPROCKETS		CHAINRINGS	
A	B	C	D
		CROCE D'AUNE SM	CROCE D'AUNE LG
Gear change capacity = (D + A) - (C + B) =		30	33
Biggest sprocket utilizable = A =		28	30
Front changer capacity = (D - C) =		18	18