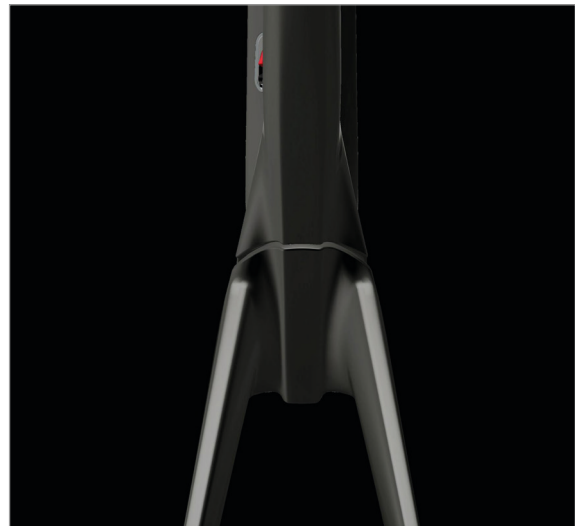


Combine the incredible rigidity and stiffness, the agility and the smooth, balanced quality ride of Cento1SR with the sophisticated aerodynamics and design of the TwinBlade and you get Cento1 AIR. Integrated aerodynamic front fork 386 EVO BB Shell Aerodynamic Rear Stays Aerodynamic seat post Cable guide plate Integrated cables New Dropout Dual compatibility mechanical/electronic.

With the Twinblade we set a new "standard" about rigidity on an aero fork, always been a trouble. How to replicate this on a "single" pivot fork, while keeping the aero design? We create 2 channels on the fork side, following the "credo" of the T.Blade that better have airflow control than just thin blades. The channels help to control the airflow, to made the fork stiffer, and allow the integration on the frame similar to Cento1SR, increasing the stiffness of frame itself

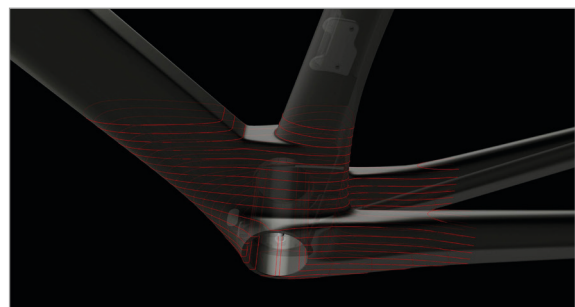
INTEGRATED AERO FORK

The fork is the first part of the frame to hit wind resistance. This is where we began in our revolution of the Cento1. We posed a relatively simple question, which required an incredibly sophisticated answer. How do we replicate the aerodynamic efficiency of the TwinBlade's fork, but in a conventional fork? Using the rigidity already developed in the Cento1SR's integrated fork shape (a 14% increase in torsional rigidity in comparison with Cento1, thanks to the repositioning of the down and horizontal tubes in relation to the headtube), we have now created 2 small channels below the fork's crown, in line with the TwinFork concept in the TwinBlade. These two small channels aid airflow, while enabling increased rigidity. The down tube, in its new lowered position, integrates seamlessly with the fork crown while generating another air foil which is capable of reducing wind resistance even more. The fork's brake entry hole is hidden by the down tube, which keeps it clean and well protected.



ASYMMETRIC REAR ARMS

Thanks to the solid central BB386EVO movement, we have designed generous rear seat stays and, in keeping with the long-held Wilier Triestina tradition, they are asymmetric. Concept symbol of the Cento1, the asymmetric rear stays improve pedalling efficiency against the torque generated by the chain.



3D INTEGRATED CABLE ROUTING PLATE

We have also very carefully examined how to route cables and cable housing inside the frame. We were aiming for the smoothest cable operation when we designed and analyzed this system. It consists of a new type of cable routing plate that has been incorporated below the bottom bracket. A standard plate normally directs the two cables – front and rear derailleurs - with equal angling. The 3D INTEGRATED CABLE ROUTING PLATE location has been especially designed to ensure an optimized arch for each of the two cables' different operations. We made sure that the rear derailleur cable is kept suspended inside the chain stays, while ensuring that the front derailleur cable reaches the spot where it connects with the derailleur without any constraint that would change its natural arch. 3D ICRP seamlessly integrates with the frame like IAP. Its compact shape flushly fits into the frame yielding a continuous aerodynamic surface for enhanced air flow compared to other conventional plate models. Yet another aerodynamic benefit offered by Cento1AIR.



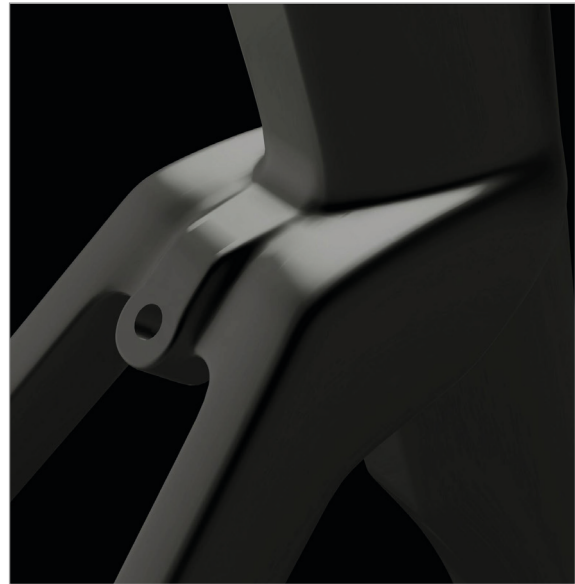
AEROSEAT POST

A Wilier Triestina design and Ritchey production, in carbon monocoque. We've designed it to integrate seamlessly with the sophisticated aerodynamics of the frame. The locking mechanism is combined. Simple yet intelligent at the same time, the aero remains incredibly secure. There are two fastening systems which work together simultaneously. The first, internal part, locks the saddle to the frame. The second, a clamp, locks the saddle in place by preventing it from slipping into the saddle tube.



AERO REAR STAYS

In developing the TwinBlade we have learned that if the rear oblique seat stays are kept as low as possible, the aerodynamics of the frame are improved. This is what we have done also with the Cento1AIR, moving the stays as low as possible, within UCI standards. The rear brake is entirely covered by the stays. As with many other frame parts, the vertical stays have also been designed according to the Kamm theory. A clean cut, creating a virtual "fin" from an aerodynamic point of view, but which still allows them to remain light and within UCI rules. Compared to other solutions, the rear brake installs to the frame in a standard way, with a normal socket wrench, without requiring additional parts.



INTEGRATED PLATE ADJUSTER

Our cable system has been further enhanced by routing the cables inside the frames's tubes. Our INTEGRATED ADJUSTER PLATE (IAP) is a special device which allows for the fastening and adjusting of cables. IAP seamlessly integrates with the frame, thereby bestowing Cento1SR with a very clean look where no elements are exposed to air resistance. Easily interchangeable to be compatible with different electronic group sets, the INTEGRATED ADJUSTER PLATE allows one to route cables inside the tubes and to redirect them towards the bottom bracket. Combined with the special cable guide plate located under the bottom bracket, IAP keeps cables neatly spaced from the down tube's inside surface. Noise and shifting efficiency loss can occur when a cable does not maintain its position.



3D DROPOUT

The dropout evolves and implements its name. The 3D DROPOUT is born. It is not a mere rear derailleur mounting plate anymore. The dropout now extends over a third dimension and serves also as a cable stop. This newly acquired third dimension leads to an especially stiff dropout compared to conventional fastening plates. Thanks to its generous size, we were able to create two holes (a larger one for the mechanic group set cable and a smaller one for the electronic cable) to route cable housing or cables without compromising the dropout's stiffness. In this manner, the dropout may be used both for mechanical and electronic group sets. For the mechanical group set, it allows one to use a shorter cable housing sleeve and to have the shifter cable follow its natural curve since the rear derailleur cable is located closer to the fastening point. This improves shifting efficiency and smoothness. The exit routing is not the only improvement. The cable stop has been positioned above the drive-side chainstay, thereby keeping the cable flawlessly suspended within the stay. The internal cable routing through the down tube is kept at a distance from the frame's inner surface to assure that there is no friction during shifting. The wiring exit point of the electronic group set has also been optimized as it is setback and above the drive-side dropout. This feature facilitates and expedites rear wheel removal and installation.



Cento1AIR

COLOR	WHITE / RED
FINISH	MATT
COLOR CODE	A1



COLOR	DARK
FINISH	MATT
COLOR CODE	A2



COLOR	TEAM UHC REPLICA
FINISH	GLOSSY
COLOR CODE	A6

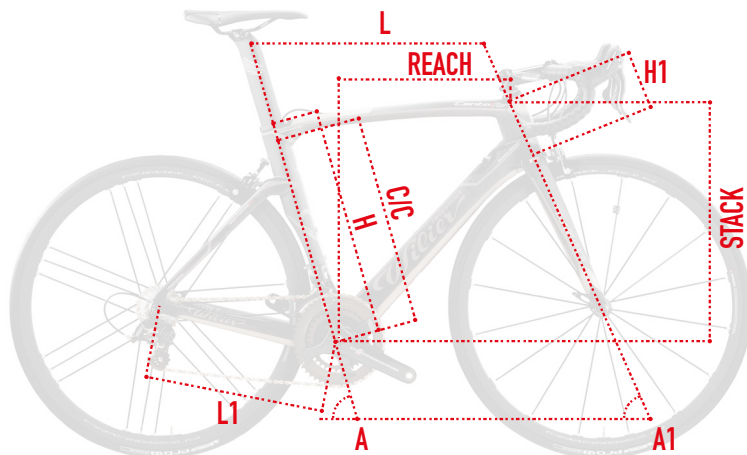



INFINITAMENTE
Wilier TRIESTINA 

custom colors available through Infinitemente website at infintiamente.wilier.com



GEOMETRY AND SIZES



MISURA SIZE	H [cm]	C/C [cm]	L [cm]	L1 [cm]	H1 [cm]	A [°]	A1 [°]	REACH [mm]	STACK [mm]
XS	46,0	42	51,3	40,4	10,7	75	71,3	378	503
S	48,0	44	52,7	40,4	12,2	74,5	72	382,5	519
M	50,0	46	54,1	40,5	13,7	74	72,5	387	536
L	52,0	48	55,5	40,5	15,5	73,5	73	391,5	554
XL	54,0	50	57	40,7	17,3	73	73	396	571,5
XXL	56,0	52	58,6	40,7	19	72,5	73,5	400,5	589,5

TYPICAL USAGE	Road race, triathlon
FRAME MADE	Carbon 60TON 1120 G ± 5%
FORK	Carbon monocoque integrated 390 G ± 5%

FRAME DETAILS AND TECHNOLOGY RECAP	
HEADTUBE	TAPERED, 1 ¹ / ₈ TOP - 1 ¹ / ₄ BOTTOM
FRONT FORK O.L.D.	100mm
REAR STAY O.L.D	130mm
BB SHELL	before serial number WT16B0027: BB 386 EVO 86,5x46 after serial number WT16B0027: PRESS FIT 86,5x41
SEAT POST	CUSTOM CARBON MONOCOQUE, 25 mm SEATBACK
SEAT COLLAR	CUSTOM WILIER TRIESTINA +Compression Device
FRONT DERAILLEUR TYPE	BRAZED ON
TIRES CLEARANCE	UP TO 28mm
REAR DROPOUT TYPE	3D DESIGN, REPLACEABLE



	DESCRIPTION	B2B CODE
1	PLATE	HGACCE46.7
2	Di2 PLATE	HGACCE46.3
3	SEATPOST CLAMP	HGACCE46.5
4	EXPANDER NUTS	HGACCE46.6
5	INOX PLATE CHAINGUARD	HGACCE46.8
6	CABLE GUIDE	HGACCE39.5
7	DROPOUT	HGACCE39.6
8	AERO SEATPOST RITCHEY	Standard 350mm = PRD19158 - 400mm = PRD18920 Zero seatback 330mm = PRD20209 - 400mm = PRD20208
8	FORK	FC 65A

