

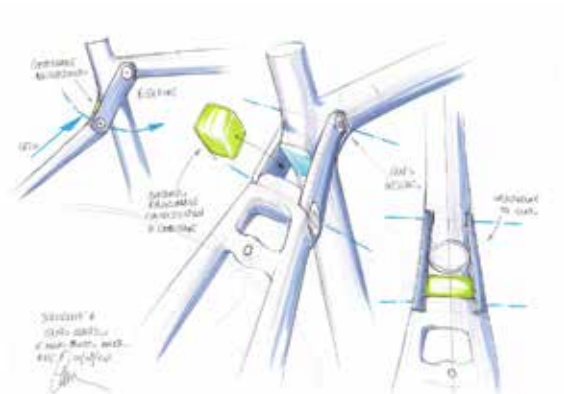
A road bike that strikes the ultimate balance between performance and comfort. Cento10NDR lets you ride further, thanks to its special endurance geometry and the ACTIFLEX system, a new Wilier concept developed to absorb rear vibrations and shocks generated by uneven riding surfaces.



RACING COMFORT

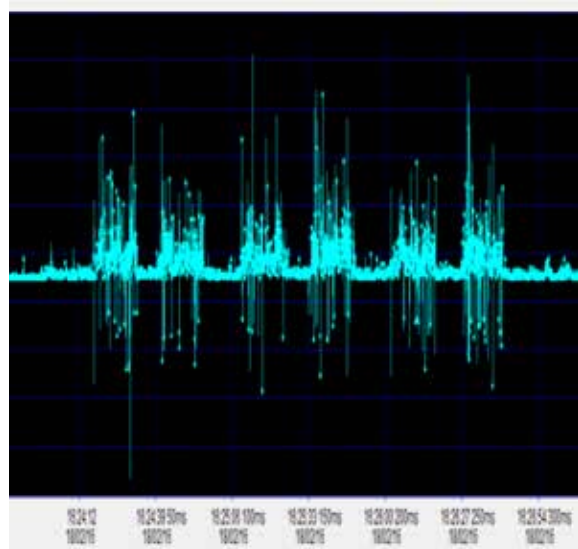
The road bike market is evolving. New users are coming to the world of high-performance bikes with a variety of goals other than purely racing. They want more relaxed geometry, the option to fit wider tires and disc brakes, and the ability to cycle long distances without discomfort. Essentially, they want the perfect blend of responsiveness, performance, light-weight, ride quality and comfort. With the Cento10NDR we have brought together all these aspects that until now belonged to completely different visions and experiences of cycling. Developing the ACTIFLEX project since 2014, we have woven our traditional racing DNA into the endurance world.

We started to imagine the perfect comfort system just on a piece of paper. This is where everything began. We spent a lot of time developing this system with countless tests and many, many different frames built.



Cento10NDR**ACTIFLEX**

ACTIFLEX is the heart of the Cento10NDR frame, providing an all-new connection between the seat post and seat stays. Using a carefully designed aluminium link and technopolymer dissipater, we can give the rear wheel a few millimeters of travel. The torsional stiffness of the aluminium link remains comparable to traditional monocoque carbon seatstays, despite the various connections involved. This stiffness gives the frame racing performance but at the same time allows the rear wheel to move up and down over bumps caused by imperfections in the road surface. Connected to the link there is a dissipater that stabilises the kinematic movement of the rear triangle. This special technopolymer has amazing mechanical properties, high atmospheric resistance and can function in temperatures from -40°C to +150°C. The dissipater will be made in three different colours for the different levels of density, meaning that ACTIFLEX can be set up perfectly according to the weight of the rider and/or the type of terrain they typically encounter on their bike.





On rear stays we introduced a «shox damper» that will «isolate» the riders from ground generated inputs.. This is achieved by allowing the rear stays to flex in a carefully controlled way, resulting in a few mm of “travel” at the rear wheel.

The horizontal chainstays are bonded to the BB shell whilst the seatstays are linked to the seat tube via a specific designed LINK.

This link joins the stays to the seat tube, providing for great lateral stiffness, and allowing vertical movement of a few mm for a comfortable ride.

Vertical movement is controlled by the shock absorber and the rear stay’s carbon layup.



The shock absorber is produced moulding a special synthetic rubber.

This special technopolymer has great mechanical properties, very good resistance to weathering, and works properly from -40 to +150 degrees.

We will provide 3 different grades of shox, with 3 different shore hardness values. This will allow riders to fine tune their ACTIFLEX depending on rider weight, terrain or special preference.



NOTE:
THE USING OF THE BOOSTER IS MANDATORY. IT IS RECOMMENDED THAT YOU DO NOT REMOVE IT TO ENSURE THE PROPER WORK OF THE REAR STAYS

cento10NDR**SEAT TUBE**

Incorporates the interface for the linkage.
Minimizes the number of parts and keeps weight very low.

**REAR STAYS**

Like the seat tube, designed for minimal visual impact and low weight.

ACTIFLEXSYSTEM

a new system that isolates the rider from the ground





regular surface

REAR WHEEL MOVEMENT

rough surface



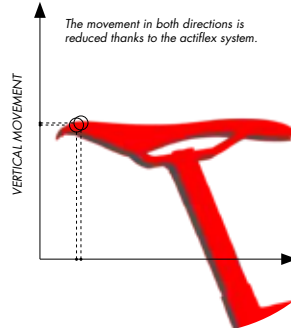
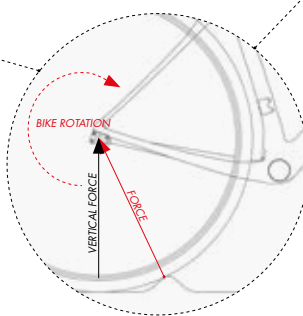
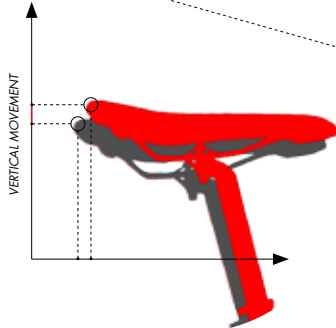
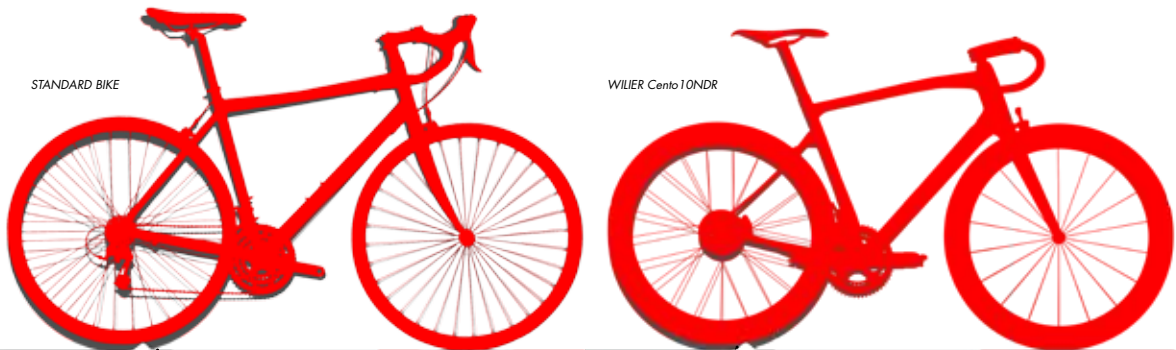
rear wheel movement due to rough surface

- irregular surface
- regular surface

REAR WHEEL MOVEMENT

STANDARD BIKE

WILIER Cento10NDR



The movement in both directions is reduced thanks to the actiflex system.

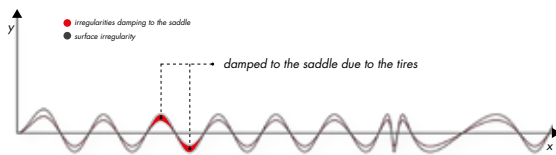
STANDARD BIKE

WILIER Cento10NDR



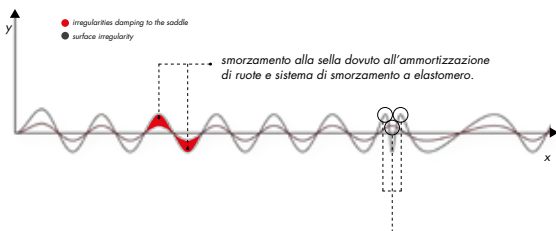
rough surface

DAMPING GRAPH



damped to the saddle due to the tires

DAMPING GRAPH

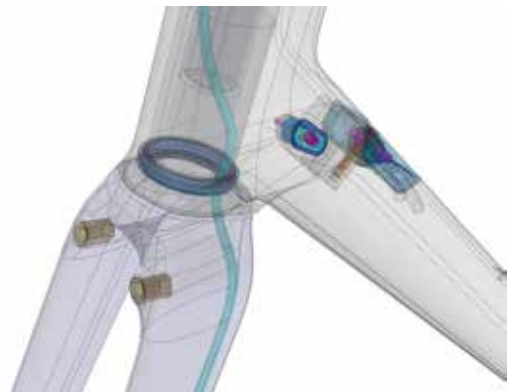


smorzamento alla sella dovuto all'ammortizzazione di ruote e sistema di smorzamento a elastomero.



cento10NDR**TOTAL INTEGRATION**

The sophisticated design of the steerer tube combined with the special form of the headtube allows us to thread up to three cables inside the frame. The three cables enter the steerer tube through the Alabarda or Stemma & Barra, routing the gear and brake cables from the levers at exactly the right angle in the steering tube. So, if you're using electronic gears and disc braking, the bike will not have any exposed cables, giving the Cento10NDR a beautifully clean look.



Like the pro-racing Cento10AIR, the Cento10NDR has the option to route all cables inside the stem / handlebar and into the frame via the headtube for a super clean cockpit area.



CENTO10NDR



Sempre nel frame Cento10NDR il tubo obliquo ha lo stesso spessore e la stessa forma, la placca è perfettamente integrata e invisibile all'aria.



Il tubo obliquo incorpora la placchetta integrata per far scorrere nella maniera più appropriata le guaine / cavi all'interno del tubo stesso.

La placchetta può adattarsi a 3 diversi setup della bici: cavi comando integrati nel manubrio, cavi comando esterni con manubrio di tipo tradizionale oppure con comandi elettromeccanici.



cento10NDR**AERODYNAMIC**

Cento10NDR is a race-ready frame derived from the Cento10AIR, our high-end light, aerodynamic bike. As in the Cento10AIR, Wilier's new creation has been developed according to Naca-Low-Speed rules – aeronautical algorithms that allow us to design the frame tubes with the highest possible aerodynamic efficiency. Alongside the NACA algorithms, Wilier uses another important concept in aerodynamics: the Kamm theory. Indeed, all profiles are designed with a K-tail, reducing weight and increasing stiffness without negatively affecting the aerodynamic efficiency of the tube itself.



The Cento10NDR is a high-end road frame. Enhanced comfort cannot be allowed to compromise the superb ride qualities expected from all Wilier Triestina frames.

For this reason the design of the frame has been taken very seriously and the frame incorporates many advanced features found on the class-leading Cento10AIR. For example, the Cento10NDR main tubes have a Kamm-tail NACA profile. The front fork also uses the same aero profile.

Other Cento10AIR design concepts can be seen on the Cento10NDR.





VERSATILITY

Cento10NDR is the first road bike whose frame and fork can be fitted with two different types of brakes: disc brakes with thru-axles and 160 mm rotors or traditional direct-mount calliper brakes with quick releases. This solution expands the available configurations of the Cento10NDR, meaning the frame is always ready for an upgraded braking system. The fork and rear triangle have been designed to accommodate a wide range of tires: up to 28 mm with the direct-mount setup or up to 32 mm if using disc brakes..



ON THE LEFT

Cento10NDR front fork with thru-axle setup

ON THE RIGHT

Cento10NDR front fork with standard QR setup



ON THE LEFT

Cento10NDR rear dropout ready for thru-axle setup



ON THE RIGHT

Cento10NDR rear dropout ready for standard QR setup

Cento10NDR**BALANCED DESIGN**

Balanced design means the ride feels the same on all Cento10NDR frame sizes. The tube sections in the various sizes are different, to make sure that stiffness, comfort and ride quality are the same on each frame size produced.

**FD MOUNT**

The seat tube has been designed for extra comfort and to allow for extra tire clearance. We needed to re-design the FD mount to allow for the new offset tube. The solution is sleek and elegant, and still allows the «old» Shimano FD to be installed using their special internal screw.

**ASYMMETRIC REAR**

The drive-side chainstay has been designed to better facilitate the forces applied to it by the drivetrain, providing enhanced stability and ultra-efficient power transfer.

**BB SHELL**

The latest Wilier Triestina frames are equipped with PRESS-FIT BB shells.

This helps to reduce weight and allow customers to easily procure components as no proprietary parts are required.

FRAME SPECS



cento10NDR

COLOR	BLUE / RED
FINISH	MAT & GLOSSY
COLOR CODE	R1



COLOR	RED
FINISH	MATT & GLOSSY
COLOR CODE	R2



COLOR	BLACK / RED
FINISH	MATT & GLOSSY
COLOR CODE	R3



COLOR	BLACK / BLACK
FINISH	MATT & GLOSSY
COLOR CODE	R4



INFINITAMENTE

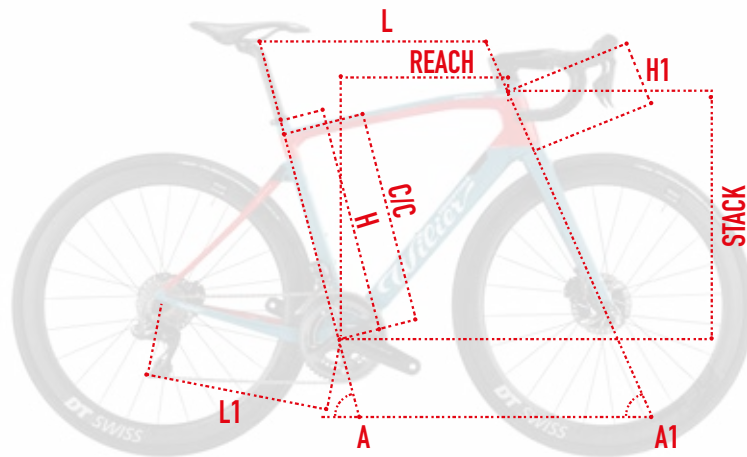
Wilier TRIESTINA 

available from January 2018 also with custom paint from

infintiamente.wilier.com



GEOMETRY AND SIZES



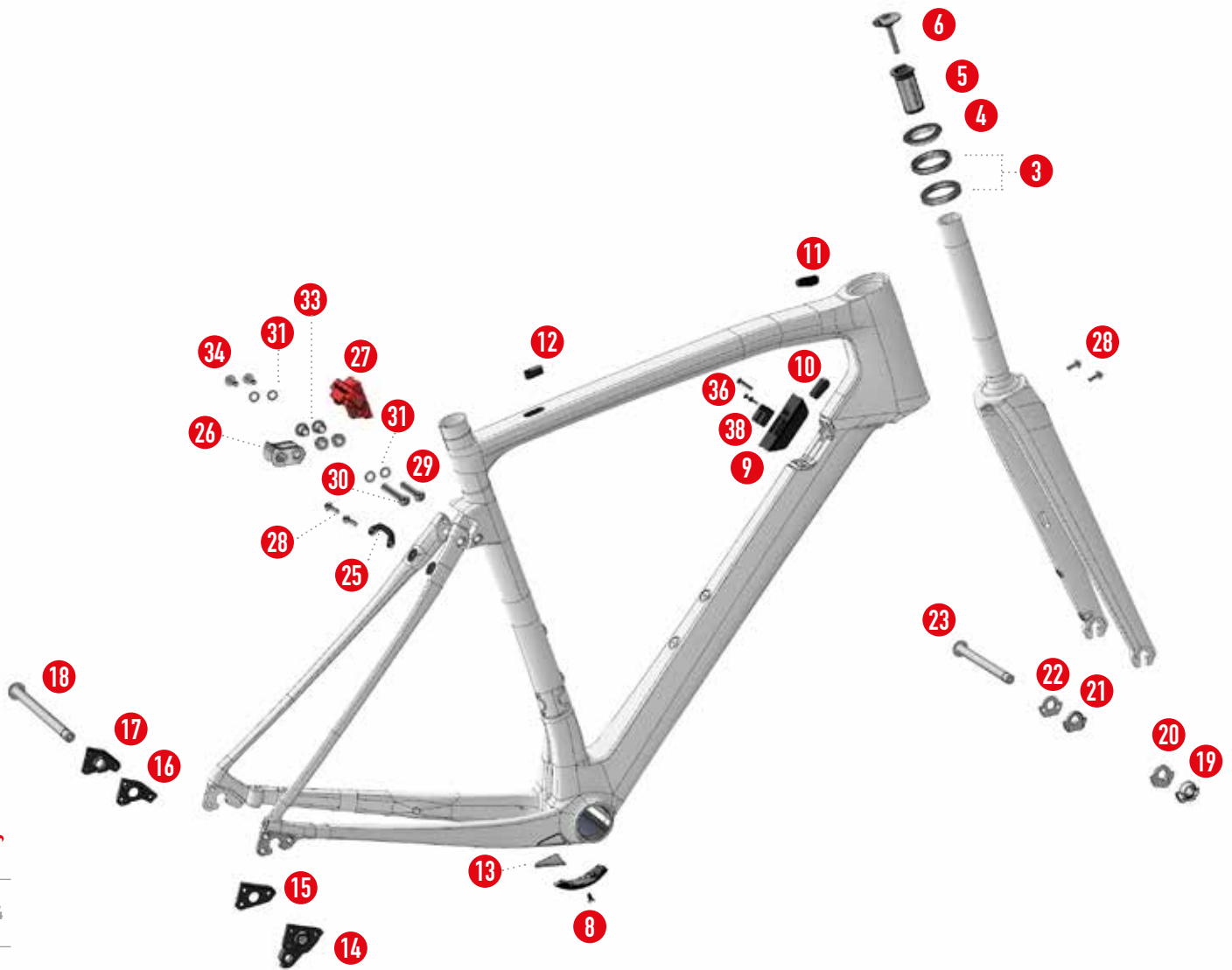
MISURA SIZE	H [cm]	C/C [cm]	L [cm]	L1 [cm]	H1 [cm]	A [°]	A1 [°]	REACH [mm]	STACK [mm]
XS	46	40,5	51,5	40,6	11,7	74,5	71	369	527
S	49	43,5	53,2	40,6	13,6	74	71,5	374	546
M	51	45,5	54,7	40,8	15,7	73,5	72	379	566
L	53	47,5	55,8	40,8	17,7	73,5	72,5	384	586
XL	56	50,5	57,4	41,1	19,6	73	72,5	389	604
XXL	59	53,5	59,2	41,1	21,7	72,5	72,5	395	625

TYPICAL USAGE	Road race, granfondo, endurance
FRAME MADE	Carbon 60TON + SEI FILM
FORK	Carbon Monocoque

FRAME DETAILS AND TECHNOLOGY RECAP	
HEADTUBE	1"¼ - 1"¼ (special bearing needed)
UPPER/LOWER BEARING	FSA MR 137
FRONT FORK O.L.D.	100mm
REAR STAY O.L.D	130mm with QR / 142mm with THRU-AXLE
BB SHELL	Shimano PressFit (86.5 wide x 41 diameter)
SEAT POST	RITCHEY PRO CARBON 27,2 X 350 MM - mm SEATBACK 25mm
SEAT COLLAR DIAMETER	31.8
FRONT DERAILLEUR TYPE	BRAZED ON



BILL OF MATERIALS FOR DISC BRAKES / ELECTRONIC GROUPSET SETUP

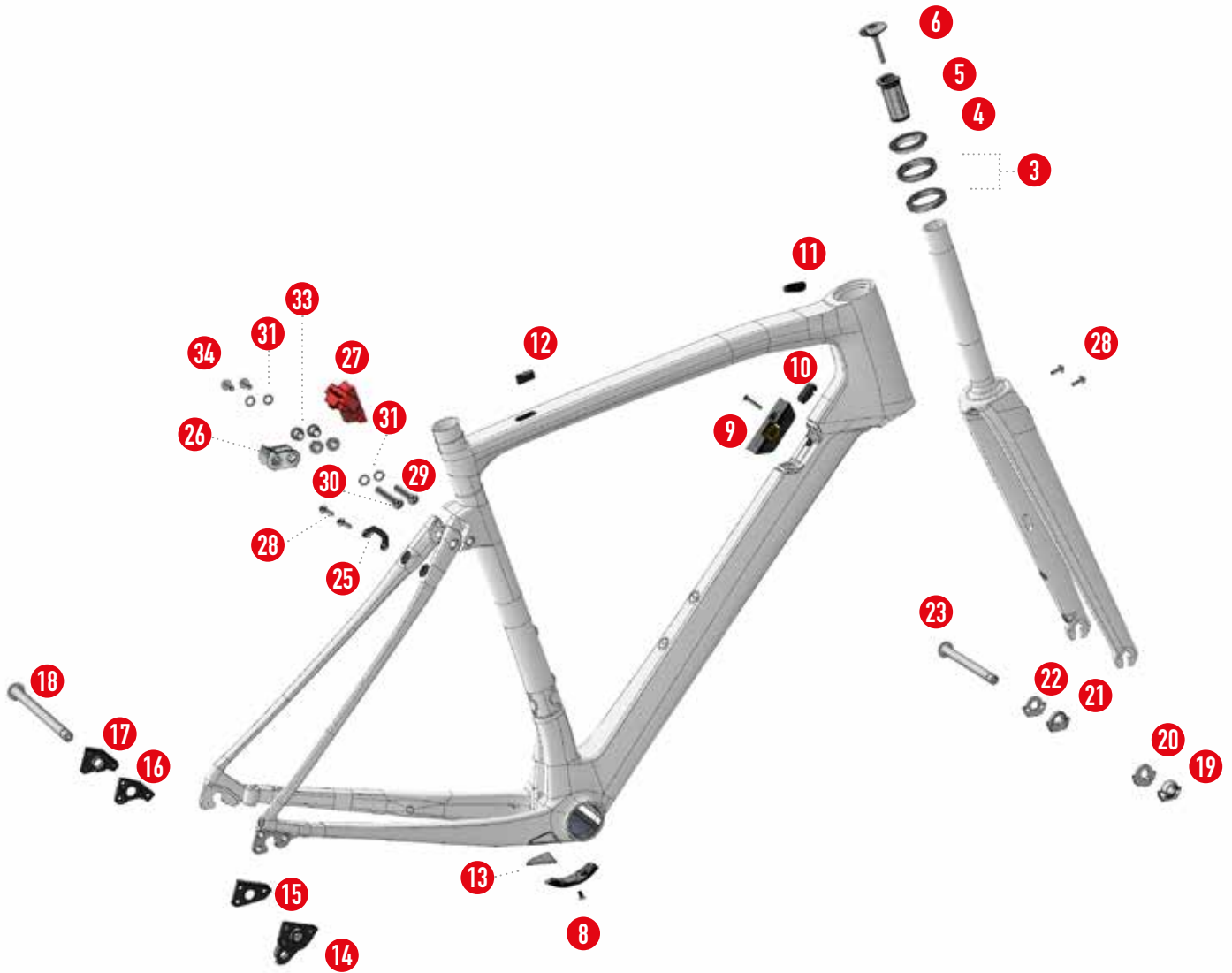


BILL OF MATERIALS FOR DISC BRAKES / ELECTRONIC GROUPSET SETUP

	DESCRIPTION	B2B CODE
3	MR137	Cuscinetti FSA 1" 1/8 per Cento10NDR
4	WTP110A-4	Anello di compressione cuscinetti
5	HGEXP03	Expander forcella
6		
8	HGACCE53.5	Placchetta cablaggio sottoscatola
9	WTP110A-6B	Placchetta tamponamento tubo obliquo per gruppi Di2
10	WTP110N-2	tappo x ICRS tipo "ovale"
11	WTP110N-2	tappo x ICRS tipo "ovale"
12		tappo per top tube
13	WTP110N-15	Chain protector
14		
15	WTP110N-12TA	forcellini posteriori per perno passante (4 pz, 2 dx e 2 sx)
16		
17		
18	WTP110N-16R	perno passante posteriore 12x167,5 (OLD 142)
19		
20	WTP110N-18TA	forcellini anteriori per perno passante (4pz , 2dx e 2 sx)
21		
22		
23	WTP110N-16F	perno passante anteriore 12x125 (OLD 100)
25		Booster
26	WTP110N-13-2	Link in alluminio
27	WTP110N-13-1S	ammortizzatore soft
27	WTP110N-13-1M	ammortizzatore medium
27	WTP110N-13-1H	ammortizzatore hard
28		Viti di tamponamento
29	WTP110N-13-6	Vite fissaggio Actiflex L = 45.9
30	WTP110N-13-7	Vite fissaggio Actiflex L = 55.9
31	4x WTP110N-13-3	Distanziale
33	2x WTP110N-13-5	Boccole IGUS
34	2X WTP110N-13-4	Dado di chiusura



BILL OF MATERIALS FOR DISC BRAKES / MECHANICAL GROUPSET SETUP

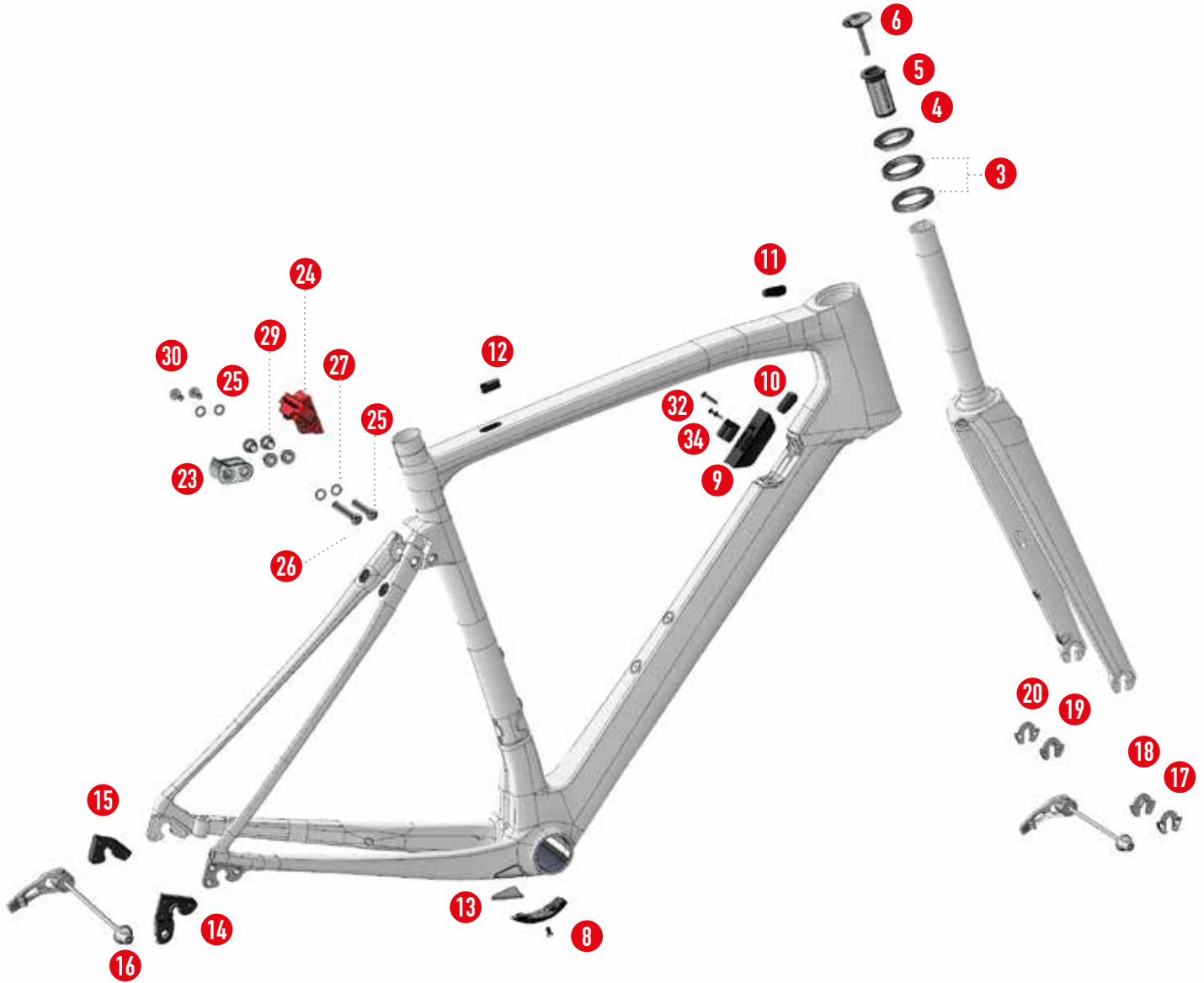


BILL OF MATERIALS FOR DISC BRAKES / MECHANICAL GROUPSET SETUP

	DESCRIPTION	B2B CODE
3	MR137	FSA bearings 1" 1/8 for Cento10NDR
4	WTP110A-4	Compression ring
5	HGEXP03	Fork expander
6		
8	HGACCE53.5	Cable guide under BB Shell
9	WTP110A-6A	Downtube mechanic cable plate
10		Cable guide for rear brake
11		Oval stopper x ICRS
12		top tube stopper
13	WTP110N-15	Chain protector
14		
15	WTP110N-12TA	rear dropout for thru-axle (4 pcs, 2 right + 2 left)
16		
17		
18	WTP110N-16R	rear thru-axle 12x167,5 (OLD 167,5)
19		
20	WTP110N-18TA	front dropout for thru-axle (4 pcs, 2 right + 2 left)
21		
22		
23	WTP110N-16F	front thru-axle 12x125 (OLD 100)
25		Booster
26	WTP110N-13-2	Alloy link
27	WTP110N-13-1S	soft shox
27	WTP110N-13-1M	medium shox
27	WTP110N-13-1H	hard shox
28		Screws
29	WTP110N-13-6	Screw for Actiflex fix L = 45.9
30	WTP110N-13-7	Screw for Actiflex fix L = 55.9
31	4x WTP110N-13-3	Spacer
33	2x WTP110N-13-5	IGUS bushings
34	2X WTP110N-13-4	Closing nut



BILL OF MATERIALS FOR CALIPER BRAKES / ELECTRONIC GROUPSET SETUP

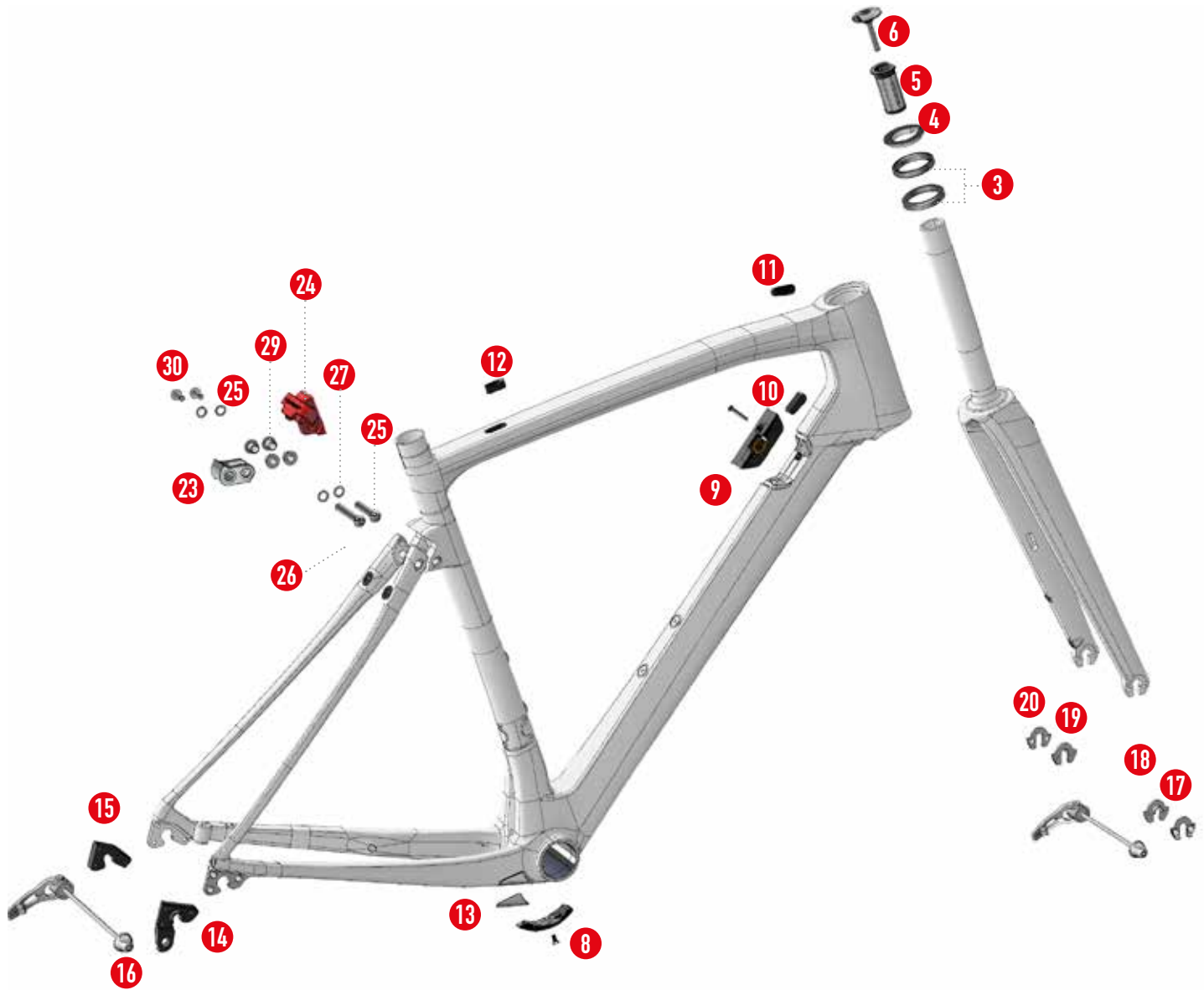


BILL OF MATERIALS FOR CALIPER BRAKES / ELECTRONIC GROUPSET SETUP

	DESCRIPTION	B2B CODE
3	MR137	FSA bearings 1" 1/8 for Cento10NDR
4	WTP110A-4	Compression ring
5	HGEXP03	Fork expander
6		
8	HGACCE53.5	Cable guide under BB Shell
9	WTP110A-6B	Downtube Di2 cable plate
10	WTP110N-2	Oval stopper x ICRS
11		Oval cable guide
12		Cable guide for rear brake
13	WTP110N-15	Chain protector
14	WTP110N-12QR	rear dropout for QR (2 pcs, 1 right + 1 left)
15		
16	WTP110N-17R	rear QR
17		
18	WTP110N-18QR	front dropout for QR (4 pcs, 2 right + 2 left)
19		
20		
21	WTP110N-17F	front QR
23	WTP110N-13-2	Alloy link
24	WTP110N-13-1S	soft shox
24	WTP110N-13-1M	medium shox
24	WTP110N-13-1H	hard shox
25	WTP110N-13-6	Screw for Actiflex fix L = 45.9
26	WTP110N-13-7	Screw for Actiflex fix L = 55.9
27	4x WTP110N-13-3	Spacer
28		Booster
29	2x WTP110N-13-5	IGUS bushings
30	2x WTP110N-13-4	Closing nut



BILL OF MATERIALS FOR CALIPER BRAKES / MECHANICAL GROUPSET SETUP



BILL OF MATERIALS FOR CALIPER BRAKES / MECHANICAL GROUPSET SETUP

	DESCRIPTION	B2B CODE
3	MR137	FSA bearings 1" 1/8 for Cento10NDR
4	WTP110A-4	Compression ring
5	HGEXP03	Fork expander
6		
8	HGACCE53.5	Cable guide under BB Shell
9	WTP110A-6A	Downtube mechanic cable plate
10	WTP110N-2	Oval stopper x ICRS
11		Oval cable guide
12		Cable guide for rear brake
13	WTP110N-15	Chain protector
14	WTP110N-12QR	rear dropout for QR (2 pcs, 1 right + 1 left)
15		
16	WTP110N-17R	rear QR
17		
18	WTP110N-18QR	front dropout for QR (4 pcs, 2 right + 2 left)
19		
20		
21	WTP110N-17F	front QR
23	WTP110N-13-2	Alloy link
24	WTP110N-13-1S	soft shox
24	WTP110N-13-1M	medium shox
24	WTP110N-13-1H	hard shox
25	WTP110N-13-6	Screw for Actiflex fix L = 45.9
26	WTP110N-13-7	Screw for Actiflex fix L = 55.9
27	4x WTP110N-13-3	Spacer
28		Booster
29	2x WTP110N-13-5	IGUS bushings
30	2x WTP110N-13-4	Closing nut

