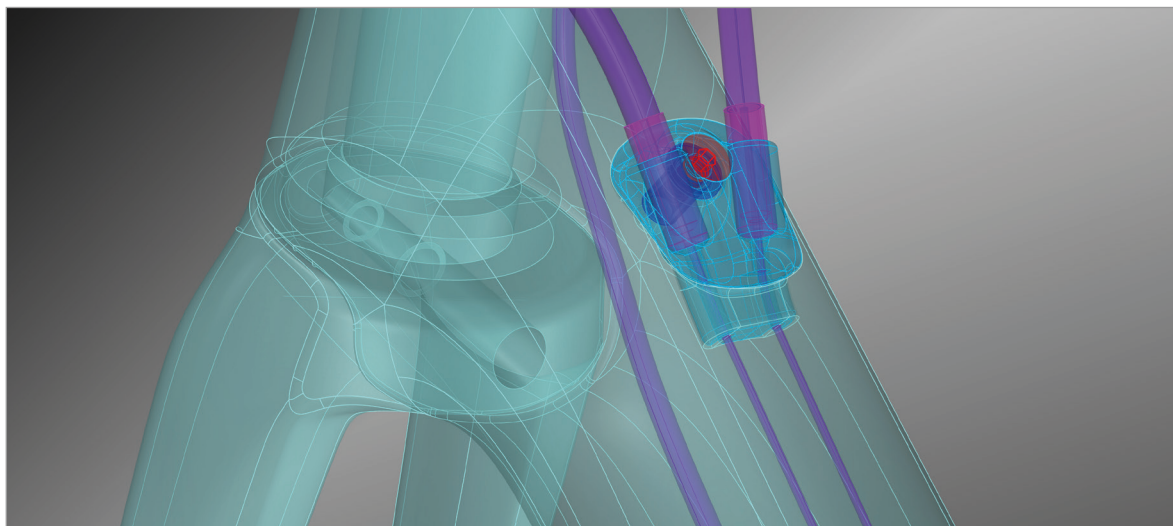


Zero.7

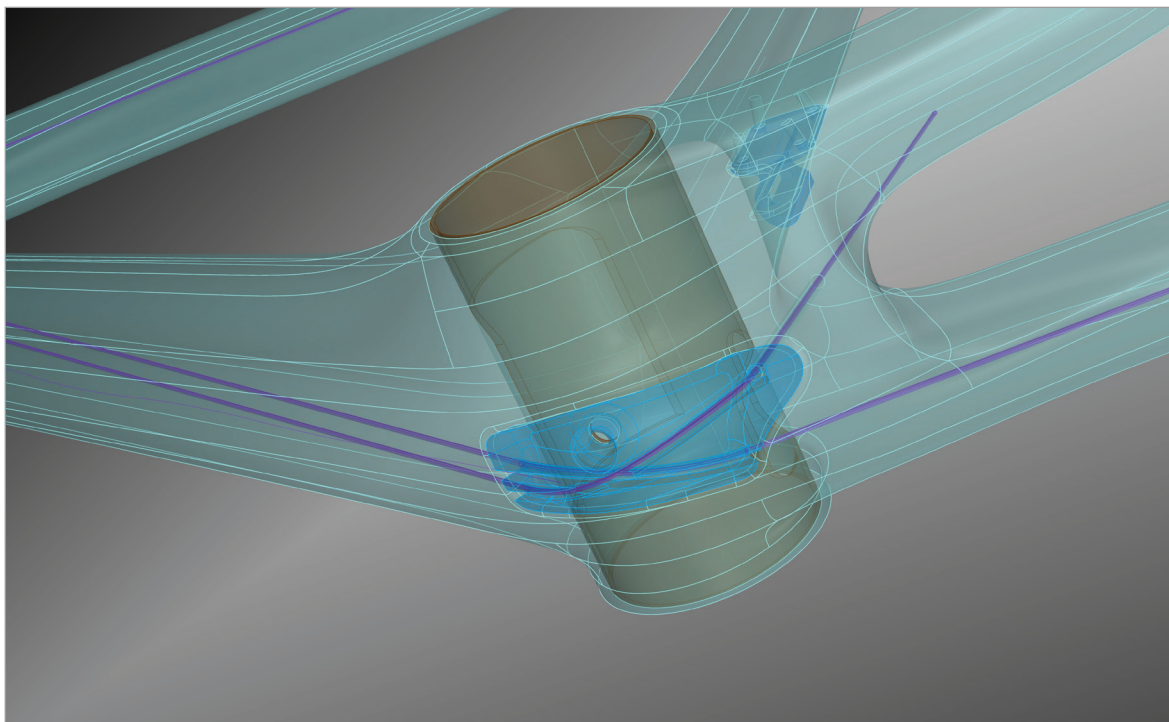
Zero.7 is the lightest bicycle Wilier Triestina has ever made, and the revolution it leads has a specific goal: setting the new design standard for ultra-light racing bikes. The frame weighs under 800 grams, but the technology applied to it differs from those normally used in this type of bicycle. The team of engineers in Rossano Veneto applied technologies to the Zero.7 that were developed for the Cento1SR and Cento1 AIR: cable integration, integrated fork, and better aerodynamic efficiency to name only a few. Zero.7 is therefore the natural evolution of the Zero.7 platform as we have known and ridden it thus far. The most noticeable aspect of the new frame is the shape, featuring less volume than the previous version of the Zero.7. New construction techniques have allowed us to reduce the volume of the frame tubes by 19%. However, the smaller diameter tubes have not reduced lateral stiffness or the safety of the frame. Quite the contrary. In the process of producing the Zero.7 monocoque frame, we use an internal liner made of a special thermoplastic material, into which the bladder is inserted. This internal liner helps to create a uniform and equal pressure along the inner carbon walls of the frame. With this process, we achieve total control over the thickness and smoothness of the frame walls. Thus the pressure exerted on the inside of the frame from the bladder is distributed equally over all points on the frame. This construction technique allows us to give the frame considerable stiffness at the most critical points without adding carbon to these parts, keeping the frame ultra-light.

Wilier Triestina's designers know perfectly well that it is the details that make the difference. Little things can make a huge difference. This is why they haven't neglected any of the details in the new integrated cable system. The plate through which the rear brake cable enters the top tube has been redesigned to permit passage of electronic wires if running an electronic group. This 2-in-1 plate is minimal, almost negligible in weight, and cleanly integrated into the frame. The same applies to the shifter cables (the front and rear derailleur in the mechanical version), which enter through a tiny plate on the down tube. The special internal design of this plate perfectly guides the cables inside the down tube, minimizing friction and keeping the cables tense and perfectly straight up to the point where they cross over in the plate positioned underneath the bottom bracket. The shifter cables cross over outside of the frame on a cable guide plate, making it impossible to direct them the wrong way. When using an electronic group, the plate on the down tube is replaced by a blind plate, giving the frame a cleaner, more elegant look. The shape of the cable routing plate under the bottom bracket is specially designed to cross over the shifter cables with minimum friction and provide the perfect cable angle for the function of either shifter cable. We made sure that the rear derailleur cable is kept suspended inside the chain stays without touching its walls. In the derailleur however, it allows the cable to reach the attachment point to the derailleur at a natural angle. The cable guide plate is flush within the frame, which provides a smooth aerodynamic surface. This improves air flow over models using a traditional plate.



Zero.

Wilier looks to every detail on our bikes to optimize performance and functionality, and our 3D Derailleur Hanger is evidence of this. Zero.7 derailleur hangers are no longer merely there to facilitate the installation of the rear derailleur.



They have assumed a third dimension of functionality, seamlessly integrating different systems while simultaneously serving as cable stops. For our new 3D Hangers, we dramatically increased stiffness to ensure perfect shifting and improved durability. The new 2-in-1 derailleur hangers can be used with either mechanical or electronic groups. With a mechanical group setup, the cable stop is positioned closer to the derailleur itself. This enables a shorter length of housing from frame to derailleur, while still allowing for optimal cable arc-maximizing rear derailleur smoothness and consistency. As with the Zero.7's internal cable routing through the down tube, this cable stop keeps the rear derailleur shift cable well-tensioned and centered within the stay for a silent and frictionless shift action. When using electronic groups, the design allows the electric wiring to pass through in the cleanest way possible. The internal electric routing is optimized as well, with the wiring's point of exit positioned well above the dropout for quick and unencumbered wheel changes.

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

INTEGRATED FORK

To achieve greater riding stability and aerodynamic efficiency, Wilier Triestina's technicians have focused their attention and research on the front end of the frame. We found that by repositioning the down tube and the top tube with respect to the head tube, the head tube's height virtually increases. The resulting virtual increase increases torsional stiffness by 14% over the same size frame in the previous version of the Zero.7. With this new configuration, the down tube seamlessly integrates with the crown of the fork and generates an aerodynamic profile that reduces drag. The fork's legs boast the same aerodynamic features as the TwinBlade and Cento1AIR





models. The fork's brake hole is hidden by the down tube which keeps it clean and well protected. The resulting new design also gives the front end improved aesthetics with simple, harmonious lines.



S.E.I. (Special Elastic Infiltrated) Film, introduced with the development of the first version of the Zero.7 in 2011, is an exclusive viscoelastic material which is placed between the layers of carbon in the frame to improve vibration absorption and shock resistance. Stiffness makes for the efficient use of muscle power, which is why we use ultra-high modulus carbon fiber such as 60TON in the Zero.7. But stiffness doesn't exactly translate into comfort! S.E.I. Film allows us to preserve the frame's performance (the speed generated by a certain amount of power) while reducing the effect of vertical stress transmitted by the ground while riding. S.E.I. Film also helps us reduce the frame weight because we can use less lower modulus carbon which would normally be added for elasticity to improve comfort. When compared to a frame made of the same type of carbon but without

S.E.I. Film, Zero.7 has:

- 35% more shock resistance
- 18% lower risk of delamination
- 12% greater capacity to bend without breaking

Additional elements that make the Zero.7 a comfortable bike to ride are the 27.2 mm seatpost diameter and thin seat stays for additional comfort and absorption of vertical stress without wasting the muscle power applied to the pedals.

NOTE

A series of horizontal dotted lines provided for handwritten notes, starting below the 'NOTE' header and ending above a solid horizontal line.

Zero.

COLOR	BLACK COLOR
FINISH	MATT & GLOSSY
COLOR CODE	Z1



COLOR	RED / WHITE
FINISH	GLOSSY
COLOR CODE	Z11



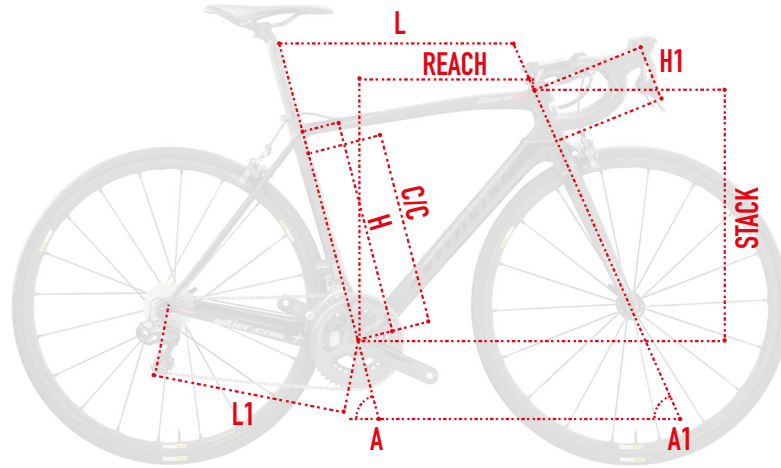
COLOR	TRICOLORE ITALIANO
FINISH	GLOSSY
COLOR CODE	Z5

**INFINITAMENTE***Wilier* TRIESTINA 

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



GEOMETRY AND SIZES



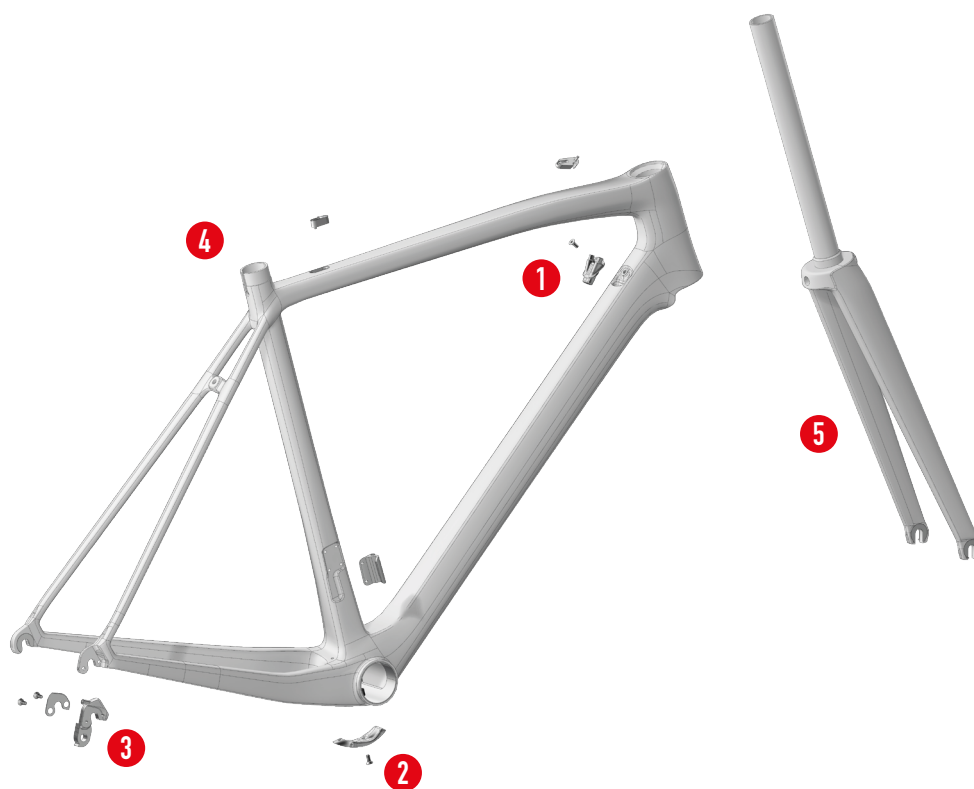
MISURA SIZE	H [cm]	C/C [cm]	L [cm]	L1 [cm]	H1 [cm]	A [°]	A1 [°]	REACH [mm]	STACK [mm]
XS	46	42	51,3	40,4	10,7	75	71,33	378	503
S	48	44	52,6	40,5	12,1	74,5	72	382	519
M	50	46	54,1	40,6	13,8	74	72,5	387	536
L	52	48	55,6	40,8	15,5	73,5	73	391	554
XL	55	51	57,1	41	17,3	73	73	396	572
XXL	57,8	55	58,6	41,1	19	72,5	73,5	400	590

TYPICAL USAGE	Road race, performance sportive, climbing
FRAME MADE	Carbon 60TON + S.E.I. Film 780 G ± 5%
FORK	Carbon monocoque integrated 350 G ± 5%

FRAME DETAILS AND TECHNOLOGY RECAP	
HEADTUBE	TAPERED, 1"Ø TOP - 1"¼ BOTTOM
FRONT FORK O.L.D.	100mm
REAR STAY O.L.D	130mm
BB SHELL	before serial number WT16B0623: BB 386 EVO 86,5x46 after serial number WT16B0623: PRESS FIT 86,5x41
SEAT TUBE DIAMETER	27.2 mm
SEAT POST	CARBON MONOCOQUE, 25 mm SEATBACK
SEAT COLLAR DIAMETER	31.8 mm
FRONT DERAILLEUR TYPE	BRAZED ON
TIRES CLEARANCE	UP TO 28mm
REAR DROPOUT TYPE	REPLACEABLE

Zero.

	DESCRIPTION	B2B CODE
1	CABLE PLATE	Di2 / Eps HGACCE53.1 - Mechanical HGACCE53.4
2	CABLE GUIDE	HGACCE53.5
3	DROPOUT	HGACCE53.7
4	SEATCLAMP	HGACCE53.6
5	FORK	FC 69Z



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WILIERPEDIA 2017

ROAD COLLECTION