Introducing the

EC90 AERO 55

THE SINGLE WHEELSET ARSENAL

People Always Say You Shouldn't Re-Invent the Wheel... We did Anyway

Eight years, 10 marathon sessions at the San Diego Low Speed Wind Tunnel, dozens of different prototype rim shapes, dozens of tires and competitor wheelsets, hundreds of test runs in the tunnels, 1,200 hours in the rapid prototyping machine, countless beat downs in our test lab....and it all boils down to this: one wheel, the EC90 Aero 55, the most aerodynamic wheelset ever produced.

Eight years ago we set out with one very ambitious goal: to engineer the best wheel possible. Note that we didn't say the best time trialing wheel, or the best climbing wheel, or the best training wheel.

No.

One wheel. All disciplines. **The single wheelset arsenal—the perfect balance of aerodynamics, weight and durability.**

Precisely shaped, bullet-proof and a mere 1,270 grams...the new EC90 Aero 55 wheelset is lighter than many climbing wheels, faster than most TT wheels and stronger than your current training wheels.

Conventional wisdom says that one wheel can't possibly be all those things. Well, we just spent the past five years proving conventional wisdom wrong. It wasn't easy (seriously, it's been five years now), but we've re-worked every single piece of the wheel—from the bearing architecture in the all-new Echo hub to our proprietary heat-resistant carbon-fiber laminate of the new Fantom rim.

The EC90 Aero 55 is in a class of its own. The idea that you need to match your wheel to the course conditions is now officially obsolete.

Here's how we did it.

The Fastest Wheel: There Can be Only One

Do aerodynamics really matter? Absolutely. Anywhere between 70 to 90 percent of your effort on the bike (unless you're climbing a steep grade) is dedicated to plowing through the air. If you want to ride faster or further, aerodynamics matter. It's that simple.

What's not simple is trying to decipher which bikes and components are actually the most aerodynamic. Dozens of companies claim to produce the "most aerodynamic" stuff available. And nearly all provide scientific data, which "prove" that their product is the most aerodynamic product of its kind on the market.

How can they possibly all be "the most aerodynamic"?

They can't.

When you step into the wind tunnel and objectively compare the aerodynamic traits of several different wheels, only one wheel, at the end of all of that testing, can truly be called "the fastest". This isn't tee ball where everyone is a winner. It's science.

Here's what's going on. When companies measure the aerodynamic drag of their products, they measure that drag—or resistance—at several discrete crosswind (or "yaw") angles. This is necessary because we cyclists rarely ride in a pure headwind.

The problem is that every product has a specific yaw angle or "sweet spot" at which it's going to be particularly aerodynamic and some companies simply report their wind tunnel results at that most flattering yaw angle. Hence, one company has the fastest wheel at 20-degrees of yaw, another at 7 degrees of yaw, a third at 10 degrees of yaw.

Here's what's wrong with that: the wind constantly changes direction on your rides. For that matter, you constantly change direction on your rides. You don't need a wheel that's fast at just one, random wind angle. You need a wheel that's flat-out fast in all conditions.

The EC90 Engineered for Real-World Aerodynamics

Wind Avereraged Drag

Wind Averaged Drag (WAD) is an analytic tool originally developed within the automotive industry during the 1970s and introduced to the sporting goods industry by Len Brownlie in 2009. Brownlie is an aerodynamicist with 20 years of wind tunnel testing experience and a client list that's included Nike, the United States Olympic Cycling Team, the Canadian Olympic Committee, the United States and Dutch Speed Skating Teams, and countless high-profile professional athletes.

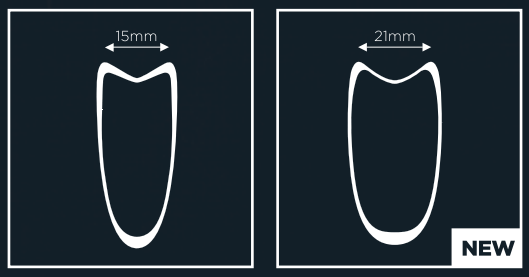
Brownlie began working with Giro in 2004 and Easton Cycling in 2008. It was in 2009, however, that Brownlie adopted WAD as a means of improving the testing and development of Giro's Air Attack helmet. The new EC90 Aero 55 is the first wheel to be developed using WAD as a guide to achieving class-leading overall aerodynamics. Interested in learning more about WAD and aerodynamics in general? We've created the most comprehensive guide to cycling aerodynamics to date.

Check it out on Eastoncycling.com

The Fantom Rim: The Air Will Never Know What Hit It

And by "the best" we had some very clear parameters in mind. The ideal rim would be strong, yet very light, very aerodynamic and incredibly stable in crosswinds. Stable No Matter How the Wind is Blowing

EC90 AERO 56 VS NEW EC90 AERO 55



EC90 AERO 56 EC90 AERO 55

The blunt nose of the Fantom rim is designed for more laminar air flow in cross winds. This "clean shape" makes Fantom rims more stable in cross winds.

Fantom vs. The Competition

Wheel Description	WAD at 30mph (g)	Approx. Time Savings Over 40K Time Trial (Sec)
2014 EC90 Aero 55 Tubular	**371**	**32 seconds**
2014 EC90 Aero 55 Clincher	381	29 seconds
2014 EC90 Aero 55 Tubular * w/ 2014 EC90 Aero 55 Rear*	405	20 seconds
Enve 6.7 Tubular	411	18 seconds
Hed Stinger 5 Tubular	422	13 seconds
Zipp 404 Firecrest Tubular	426	12 seconds
2012 EC90 Aero Tubular	458	0 seconds

Note: Test results from San Diego Low Speed Wind Tunnel. Front wheels tested with HED Jet Disc rear wheel in BMC TM01 frame/fork. Tested with Continental Podium 22 tubular or Hutchinson Atom 23 tubeless clincher tires. Repeatability ± 6g (95% confidence interval).

Fantom with a Variety of Tires

Wheel Description	Tire	WAD at 30mph (g)	Approx. Time Savings Over 40K Time Trial
2014 EC90 Aero 55 Clincher	**Bontrager R4 Aero Clincher**	**364**	**35 seconds**
2014 EC90 Aero 55 Clincher	Zipp Tangente Clincher 21	368	34 seconds
2014 EC90 Aero 55 Tubular	Zipp Tangente Tubular 21 mm	370	33 seconds
2014 EC90 Aero 55 Tubular	Continental Podium TT 22	371	32 seconds
2014 EC90 Aero 55 Tubular	Vittoria Corsa Evo-Ks Tubular	372	32 seconds
2014 EC90 Aero 55 Tubular	Zipp tangente tubular 23 mm	374	31 seconds
2014 EC90 Aero 55 Clincher	Hutchinson Atom 23 mm RT clincher	381	29 seconds
2014 EC90 Aero 55 Tubular	Continental Competition Tubular 22	383	28 seconds
2014 EC90 Aero 55 Clincher	Hutchinson Fusion3 23 mm RT Clincher	386	27 seconds
2014 EC90 Aero 55 Clincher	Maxxis Padrone RT Clincher	388	26 seconds
2014 EC90 Aero 55 Tubular	Velo Flex Carbon Tubular	398	22 seconds
2014 EC90 Aero 55 Tubular	Continental Competition Tubular 25	405	20 seconds
2014 EC90 Aero 55 Clincher	Zipp Tangente Clincher 23	428	11 seconds
2014 EC90 Aero 55 Clincher	Vittoria Open Corsa 23c Clincher	437	8 seconds
2014 EC90 Aero 55 Tubular	Continental Competition 22	478	0 seconds

What Is "Aerodynamic Drag" and How Do You Reduce It?

The leading edge of an object encounters high air pressure as it moves forward and forces air to flow around and behind it. Behind the object sits a low-pressure void. That difference in air pressure between the front and rear of the object creates what is known as pressure drag. With high pressure in front and low pressure behind, the object is actually being dragged backwards by the differential in air pressure. If you want to reduce aerodynamic drag in a wheel, you need to reduce the size of that low pressure void behind the rim and a key way to do this is to design the rim so that the airflow stays attached to the rim for as long as possible; this reduces the size of the low-pressure wake, thereby reducing pressure drag.

ONE SLICK RIM...AND WITH GOOD REASON

The Fantom is completely smooth—there's not a dimple or bump in sight. Why not? While some manufacturers claim that a textured rim surface improves aerodynamics, we tested a variety of textured rim surfaces and didn't find that it helped reduce drag. But let's step back a second and explain the whole dimple thing.

The idea behind dimples boils down to this—by adding a bit of texture to an object, you actually cause the airflow to stay attached to the object longer, which reduces the size of the low-pressure wake trailing the object and the resulting aerodynamic drag. That's the theory at least, and it works on golf balls, but in our tests we didn't find that it worked on bicycle wheels.


TM01 timemachine
bmc
CONTINENTAL
bmc
bmc

ACOUSTICALLY TUNED

ECHO

FANTOM

Road Tubeless

GEN 6 RIM DESIGN PATENT PENDING

PRECISION HAND BUILT

Meet the EC90 Aero 55....
Now Beat the Hell Out of It

Spindly, ultra-light, wispy... Maybe some people are okay with applying those adjectives to a "race day" wheelset, but we are not.

The new EC90 Aero 55 is as light as many competition wheelsets, yet boasts the strength of the most durable training wheels. Every component of our new wheelset has been designed with durability in mind—the resin in our rims, the super wide bearing span in our new Echo hub, the deliberate cross-lacing pattern of our Sapim spokes—everything.

So, beat on this wheel. Then do it again. And again. And again.
The EC90 Aero 55 is a new kind of race-day wheelset—the kind that you'd use if you were, for instance, to race to hell and back.

Durable from the Inside Out:
the New Echo Hub

The EC90 Aero 55 is equipped with Easton's all new Echo hub. Every single component of the Echo was designed and redesigned several times over in an effort to increase stiffness, improve bearing life and cut weight.

We rethought and re-engineered every component when making the Echo. Everything from the bearing architecture to the machining methods, spoke engagements, drive ring engagements, the angular contact bearings, the sealing methods, grease –every aspect of hub design was challenged and then challenged again.

Angular Contact Bearings
Our R4 hubs contain radial cartridge bearings (R4SL hubs use hybrid-ceramic cartridge bearings)—an excellent choice, but with the Echo, we've gone one better and equipped the hub with angular contact cartridge bearings that'll prove just as smooth as before and yet more resistant to side loads.

While the new angular contact bearings are premium grade, we also purposely equipped the Echo with readily-available bearings. When it does eventually come time to work on the Echo hubs you won't require special tools or a degree in engineering to score proprietary parts.

Durable Bearing Architecture
One of the downsides of adding gears (first 5, then 6, 7, 8, 9, 10 and now 11-speeds) to bicycle drivetrains is that hub drive bearings have been getting squished closer and closer to one another. That's bad for bearing life. Basic physics tells us that the closer the drive-side bearing is to the center of the hub shell, the more stress it will see. That bearing is essentially a fulcrum and the axle is the lever. The further inwards the bearing sits on the axle, the longer that lever arm grows... and a long lever exerts an ungodly amount of wear and tear on a bearing.

With the Echo, we've turned the tables completely and given the hub an extra-wide bearing stance that has massively increased the lifespan of the hub bearings. We pushed the two main drive bearings as far apart as possible—50 millimeters further apart than the R4. With a span of 95 millimeters between the two bearings, the bearing stance on the Echo is considerably wider than that of the majority of hubs on the market today. The end result? Longer, smoother and more consistent bearing performance.

No Adjustments. No Hassle.
Our past top-tier road wheels utilized the R4 and R4SL hubs which feature bearing preload adjusters. There are some real benefits to adjustable bearing preload, but downsides too.

Let's start with the pros: preload adjusters allow you to adjust your hubs as the bearings wear. This prolongs bearing life and decreases drag in the hub. It also, however, requires that you routinely check your wheels and add preload when play in the hub develops. It's an excellent feature, but it's easy to add too much preload and we found plenty of our customers riding with too little preload (and loose hubs). We got the impression that most people don't want to worry about bearing preload—they just want to ride. Fair enough. That's why we designed a bearing system for the new Echo hub that required no preload adjustments. No more need to adjust the bearings. Just ride.

Compatible with:

-Shimano 9/10/11 speed
-SRAM 9/10/11 speed
-Campagnolo 9/10/11 speed

EASTON
THE MATERIAL EXPERTS

We are not simply an aluminum company. Or a carbon company. We are a company dedicated to pioneering the use of advanced materials in cycling. Our goal is simple—to make bikes better and we've been doing precisely that since we entered the cycling world following the 1984 Olympic Games in Los Angeles, California.

Our list of breakthroughs in the cutting-edge use of materials (from the first butted-aluminum frame tubes to the use of ballistics-grade composites in mountain bike wheels) runs deep, but we're not ones to stare in the rearview mirror. Our eyes are on the future.

To that end, we're dedicated to researching new materials and developing ways to bring them into the cycling world. We also benefit from industry-leading resources. Easton's position as a leader in sporting goods—from Hockey to Baseball—gives us access to testing fixtures and new technologies unavailable to our bike industry competitors.

Faster, Stiffer and Lighter
Our primary goal with the Echo was to create long and reliable bearing performance. That meant redesigning the hub shell and driver engagement that Easton had previously used. A bigger hub shell allowed us to use thinner walls and change the drive ring and pawl orientation.

By reversing the drive mechanism (the pawls are attached to the hub shell and the drive ring on the cassette body) we were able to give the Echo a quicker, 7-degree engagement (as opposed to our previous 12-degree design). This also distributes the drive forces in a more tangential direction directly underneath the crossed drive-side spokes, resulting in a tighter, torsionally-stronger feeling wheel. Finally, redistributing those drive forces enabled us to also cut the axle weight down from 47 grams to 11 grams.

Or to put that in plain English: faster, stiffer and lighter.

The Very Best Braking
On long descents that require prolonged braking, the friction of the pad against the rim can lead to high temperatures on the rim. Higher temperatures lead to thermal expansion—the air pressure in the inner tube increases—which further stresses a clincher rim. You have two opposing forces: expanded air pushing the rim's sidewalls apart and brake calipers pushing the sidewalls together. To make matters worse, some inexperienced rim manufacturers utilize subpar carbon fiber with resin that softens at the temperatures experienced in long, sustained braking.

If that sounds scary to you, well, it should.

Easton carbon clinchers perform remarkably well in terms of durability and heat dissipation. We've taken extraordinary steps to ensure that our carbon clincher rims perform as well under high heat conditions as any aluminum rim.

The improved braking surface on our EC90 wheels is noticeable immediately, at any speed. It's smooth, consistent and offers excellent modulation. Essentially our carbon rims feel like aluminum rims when you're on the binders.

While this braking surface feels great, and might inspire you to brake a little later into tight turns, the real benefit is heat dissipation. Our proprietary carbon laminate pulls heat through the system, reducing the effect of heat on carbon sidewalls. In all of our in-house testing (and we tested every carbon clincher available), Easton carbon rims offer the best braking, heat dissipation and durability of any carbon clinchers on the market.

Our Little Shop of Tortures
We spent eight years creating the technology required to make carbon clinchers that perform under extreme and extended braking; doing so required, for starters, that we invent a testing fixture and protocol designed to simulate hard, prolonged braking on long, steep descents.

In our testing fixture, a wheel (with tire mounted) is spun at 600 watts for two miles with brake caliper loads adjusted to maintain constant pressure on the rim's brake track. Or to phrase that more simply, imagine racing down a mountain with your brakes death-gripped for two, non-stop miles. That's what our machine simulates and in doing so, it sends rim temperatures into the stratosphere. We routinely destroy competitors' wheels before finishing the first test cycle. It's brutal.

During testing, we monitor the temperature of the rim surface as it exits the brake pads on both sides. All loads and temperatures are recorded with one sample per second. We also measure rim width in real time (with lasers) during the test.

The Strongest Carbon Clincher on the Market
Once we built the perfect torture test (and let's be clear, it absolutely mangles wheels), we needed to create technologies that would enable our wheels to actually survive the tests.

The result is a proprietary carbon laminate on both our clinchers and tubular carbon rims that's designed to stay rigid under high heat conditions—up to an extraordinary. 500-degrees Fahrenheit. We don't make that claim lightly—we've tested plenty of our competitors' wheels and all, with the exception of our EC90 Aero wheel and Zipp's 404 Firecrest, have failed before making it to the test's two-mile end point. Our EC90 Aero 55, by contrast, is so good that it routinely withstands this punishing test twice and remains in ride-worthy condition.

There's No Such Thing as a "Trivial" Detail

When you set out to make the strongest, lightest and most aerodynamic wheel possible, there's no such thing as a trivial detail. That's because a wheel isn't a simple component, but rather a collection of several distinct components, each of which must be perfectly formed, matched and assembled. The EC90 Aero 55 is that perfectly optimized wheel.

We designed each component to mesh perfectly with the next. We fixated on things like the bevels that finish off the edges of the hub flange spoke holes—redesigning them a half dozen times to balance tolerance, finish and accuracy and ensure that our spokes meshed precisely with the Echo hub.

If all that sounds obsessive, well, it is, but then again, something seemingly unimportant, like a machined edge on a spoke hole can spell the difference between a wheel that stays true for years and one that suffers broken spokes every season.

Here are just a few of the details that help make the EC90 Aero 55 the best all-around wheelset today.

Patented Eyelet-Nipple System
In a standard nipple-and-eyelet configuration, the head of each nipple primarily pulls against a corner of each eyelet. Other manufacturers compensate for all that stress being loaded at one point of the eyelet by adding excess material to the rim.

In our patented system the nipples actually thread into the eyelets, which distributes the loads more evenly around a larger area of the rim; this reduces stress and lets us use less material without sacrificing strength. It also enabled us to attach the spokes to the rim without penetrating the tire bed.

The Only Fully-Sealed, Road Tubeless-Certified Carbon Clincher
Easton's EC90 Aero 55 wheels are the only fully-sealed, road tubeless certified carbon clinchers available. Thanks to our patented spoke nipple system, there's no need to resort to rim strips to create an air-tight seal. The EC90 Aero 55 is easy to set up tubeless and provides absolutely trouble-free performance.

Road Tubeless
RIDE TUBELESS

No More Pinch Flats
Pinch flats—a puncture that occurs when the tube is pinched between the tire and the rim—are no longer a problem with tubeless tires. This means you can run your tires at lower air pressures.

Smoother Ride
Being able to reduce the pressure in your tires vastly improves your bike's ride quality—smoother, faster, more enjoyable.

Reduced Rolling Resistance
Ditching your inner tubes eliminates the friction that normally exists between the tube and tire, and results in less rolling resistance.

Fewer Puncture Flats
If you run your tubeless tires with a sealant, many of the smaller punctures that once left you stranded on the side of the road go completely unnoticed. The sealant simply stops the hole and let's you get on with your ride.

The Best Spokes Possible
The EC90 Aero 55 is laced with the highest quality steel spokes available: CX Ray Aero Bladed, straight pull Sapim spokes. These time-proven spokes save weight and handle loads exceptionally well. While we do use J-bend spokes on some of our less expensive wheel models, countless in-house fatigue tests and field trials have proven that straight pull spokes have a much higher fatigue life. The bending process that creates J-bend spokes stresses and fatigues the spoke before it ever hits the road.

Laced for Stiffness and Reliability
While spoke configuration may not sound terribly sexy, it's absolutely critical to rear-wheel durability, which is why we spent an inordinate amount of time testing different lacing patterns when developing the EC90 Aero 55. The front wheel features 16 radially-laced spokes, which keeps weight to a minimum. The rear, however, features cross-laced spokes... on both sides of the rear wheel: single-cross on the non-drive side and two-cross on the drive side.

The 20 cross-laced spokes on the rear wheel will withstand the torque of pedaling and the most brutal riding conditions possible. This lacing pattern, however, also provides a tangible improvement in ride quality—they increase the stiffness of the wheel. The moment you stand on the pedals, there's an immediate "snappiness" to the EC90 Aero 55 wheelset.

Working Class Heroes: Your Spokes
Spokes may be the most under-appreciated component in a wheel. With every revolution, each spoke undergoes tremendous strain, as forces yank and pull on each spoke. That's why high-quality spokes and an exceptional wheel build are the foundations of a durable wheel.

100% Hand Built to the Highest Standards

There are plenty of machine built wheelsets on the market that come out of the box with unevenly tensioned spokes. The end result? Wheels that come out of true easily and, eventually, fail and let the rider down. This is why so many riders still pay a premium to have their wheels built by a master wheelsmith. They want their wheels to last. That's also why we, at Easton, build of our wheels—from our entry-level models on up—entirely by hand.

Each of our wheels is 100-percent hand built and acoustically tuned by Easton-trained builders. This, for the record, is not the fastest, or least expensive way to build and sell wheels. It is, however, the right way to do it, which is why we take the road less traveled when it comes to building wheels. High, uniform spoke tension is key to building strong wheels that stay true. Easton's systematic approach to precision tensioning and truing sets the standard in the bike industry.

No Special Tools Required

We designed the EC90 Aero 55 for maximum performance and style, but we were not willing to sacrifice durability or serviceability in the process. This wheelset is designed to stay true and stand the test of time, but naturally, all wheels will need some maintenance over the course of their lives. Just as with the bearings in the new Echo hub, we purposely equipped the EC90 Aero 55 with readily available materials. No special tools required. No hassles.


castelli

One Wheel. No Limits.

Eight years is a long time to spend working on one wheel, but then again, when that wheel is this advanced, it's really just a matter of taking the time to do things right. There has never been one wheel that does this much. The EC90 Aero 55 excels at everything from Ironman triathlons to club rides to Grand Tours.

Now, could we have made this wheel lighter? Yes. Stiffer? Maybe. More aerodynamic? A hair. What we chose, however, was to create the perfectly balanced wheel—a wheel that completely eliminates the need for climbing wheels and training wheels and TT wheels. This is the single-wheelset arsenal.

The Fastest Wheel

The EC90 Aero 55 is, hands down, that fastest wheel in its category—not at 5 degrees of yaw or ten degrees of yaw—but across the entire spectrum that you truly experience out on the road. Anyone can make their wheel look fast in the wind tunnel by cherry-picking a particular sweet spot or "fast" tire. We've gone the extra mile to help pioneer a more accurate means of gauging aerodynamics and we've used that tool (Wind Averaged Drag) to shape the most, on average, aerodynamic rim possible, the Fantom.

Class-Leading Durability

We're drawing a line in the sand here: "high-end wheelset" should not be synonymous with "disposable wheelset". Every component on the EC90 Aero 55 from the angular contact bearings in the all-new Echo hub; to the proprietary, heat-thwarting carbon laminate in the new Fantom rim has been designed with one thing in mind: to allow you to get on the bike and push your limits without ever doubting the reliability of your wheelset. This wheelset enables you to ride hard, ride frequently and ride without stressing about your equipment.

Perfectly Optimized

A wheelset is only as good as its weakest link (so to speak). There are no weak links here. That's what eight years, 10 marathon sessions at the San Diego Low Speed Wind Tunnel, 12 different prototype rim shapes, hundreds of test runs in the tunnels, 1,200 hours in the rapid prototyping machine and countless beat downs in the test lab gets you.

One wheel. Perfectly optimized.
Or, at the risk of sounding cocky, let's just call it what it is: the best wheel possible

EC90 AERO 55 CLINCHER

FINISH	Matte Carbon, Water Transfer Decals
WHEELSET WEIGHT	1550 g
TYPE	Road Tubeless Carbon Clincher
WHEEL SIZE	700c
RIM MATERIAL	EC90 Carbon
RIM DEPTH	55 mm
INTERNAL RIM WIDTH	19 mm
EXTERNAL RIM WIDTH (AT BRAKE TRACK)	28 mm
SPOKES	Sapim CX Ray (Aero-Bladed), Double-Butted, Straight Pull, Black
SPOKE LENGTH	254 mm (Front and Rear NDS) / 258 mm (Rear, Drive Side)
FRONT SPOKE PATTERN	16 Radial
REAR SPOKE PATTERN	20 1X NDS / 2X DS
BRAKING SURFACE	Carbon
NIPPLE TYPE / COLOR	Alloy, Black Internal
FRONT HUB	Easton Echo
REAR HUB	Easton Echo
VALVES	75 mm Valve with Removable Core (For Adding Sealant)
BEARINGS	Enduro 6901 C0 x2 (rear) Enduro 71801 Angular Contact x3 (front and rear) Enduro 3645 Angular Contact Bearing (rear)

EC90 AERO 55 TUBULAR

FINISH	Matte Carbon, Water Transfer Decals
WHEELSET WEIGHT	1270 g
TYPE	Carbon Tubular
WHEEL SIZE	700c
RIM MATERIAL	EC90 Carbon
RIM DEPTH	55 mm
INTERNAL RIM WIDTH	21 mm
EXTERNAL RIM WIDTH (AT BRAKE TRACK)	28 mm
SPOKES	Sapim Cx Ray (Aero-Bladed), Double-Butted, Straight Pull, Black
SPOKE LENGTH	261 mm (Front And Rear Nds) / 263 mm (Rear, Drive Side)
FRONT SPOKE PATTERN	16 Radial
REAR SPOKE PATTERN	20 1X NDS / 2X DS
BRAKING SURFACE	Carbon
NIPPLE TYPE / COLOR	DT Swiss Internal, Black, Alloy (with Pro Lock)
FRONT HUB	Easton Echo
REAR HUB	Easton Echo
VALVES	40mm Removable Core Valve Extender (Valve Is Moved Externally)
BEARINGS	Enduro 6901 C0 x2 (Rear) Enduro 71801 Angular Contact x3 (Front And Rear) Enduro 3645 Angular Contact Bearing (Rear)

ACOUSTICALLY TUNED · ECHO · FANTOM · Road Tubeless · GEN 6 · PRECISION HAND BUILT