At Centurion, we believe that bicycles should do more than give you a little exercise while you get from here to there. Bicycles should be fun. And we happen to believe that it takes the best bikes to have the most fun. Whether you’re out to win a triathlon, tour the country or simply go to the store. Our relentless desire to be number one is what keeps Centurion a step ahead of our competition. It’s why we never stop testing, refining and redesigning our entire line of bicycles. And it’s why Centurion has become one of the leading names in racing.

**BUILT TO BE FIRST. AND LAST.**

Centurion bicycles are not designed and built by number-loving engineers who spend their lives at a drafting board. They’re built by cyclists — people who really ride bikes (and happen to know more than a little about engineering, too).

Most important, Centurion bikes aren’t tested by riding them around the block a few times. They’re cruelly taxed and refined first resisted by the best bicycle racers in the world. Every time Ironman Dave Scott wins another triathlon, he’s helping us make his Centurion bicycle faster and more durable.

Every time the Centurion/Shimano/Avenir Texas Memas Women’s Cycling Team hits the road, they’re helping us build lighter, more responsive bicycles. The result is bicycles built to come in first. And last a lifetime.

**TEAMWORK GOES INTO EACH BIKE.**

Led by two-time national champ Rebecca Daughton and World Cycling Bronze medalist Peggy Maas, the Texas Memas contributed a lot more than victory cups to Centurion’s line of bikes this year. While running away with the year-long 7-11 Cup Series, the Texas Memas helped us determine some very important things. Like the best component groupings. Centurion uses only the best components made, which means Shimano derailleurs, cranksets, brakes and other critical systems. And the fast-pedaling Texas Memas helped us figure out how to use them to best advantage.

Our top models feature Shimano Dura Ace cranksets and the latest S-Series or 600-Series Shimano derailleurs. The new S Series uses Shimano’s innovative click-inertia system for quicker, more efficient gear changes.

And Shimano’s matchless Dura Ace component group is still the powerhouse on our full-race Prestige model. The Dura-Ace group earned the right by performing flawlessly for 50,000 grueling miles of racing by the Centurion/Shimano/Avenir Texas Memas Cycling Team this year.

**OUR FRAME DESIGN IS DOWN THE TUBES.**

We’re constantly trying to improve our already excellent frame designs. So we took
some advice from someone who is constantly putting our frames to the ultimate test: legendary triathlete Dave Scott. Dave helped us redesign many of our frames for this year, making them more race-like.

Of course, superior frame geometry is just half the story. Centurion’s flawless, low-temperature brazing technique gives all our frames a unique sensitivity, responsiveness and feel for the road that no other bike offers.

We work closely with Tange, known as the most consistent manufacturer of high-quality bicycle tubing in the world to continue the winning Centurion style of unparalleled lightness and rigidity in a chrome moly frame.

True to our pioneering tradition we have completed development of a lightweight, 7000-series aluminum alloy frame and fork set. Road and bench tested to meet our rigorous standards it is perfect for the untraditional rider looking for the ultimate in performance.

**WE SWEAT THE DETAILS.**

A bicycle is no better than the sum of its parts. So we sweat every detail, from valve stems to paint.

Take, for example, our new aerodynamic brake levers with hidden brake cables that you’ll find on most models. It’s a state-of-the-art braking system that won’t slow you down in mid-flight with wind drag.

And that’s not the only way we found to cheat the wind. The new Panaracer Vertex semi-bald tires on our Ironman, Elite and LeMans models are remarkable for their reduced air and rolling resistance. Vertex tires are built down the middle and have a hammer profile for superior performance. Taped on the sides and special rims make the tires excellent in corners and very strong.

Being able to go faster and farther on a Centurion wouldn’t be any fun at all if you weren’t comfortable. We equip our bikes with plush Selle Italia and Vetta saddles.

Even our saddles have great seats:

Sugino seat posts with a convenient graduated adjustment system.

And all our bicycles keep rolling on rugged flap or “O” ring sealed bearings.

**FLYING COLORS.**

Centurion’s unique five-stage painting process has long been the envy of bicycle makers around the world. Now, we’ve found a way to make our bikes even more beautiful.

Now, every Centurion features a stunning two-tone paint job — something only custom frame makers could do up until now. Thanks to an exclusive process we pioneered in Japan, each Centurion comes in a luscious two-tone paint scheme, sealed beneath a tough, protective polymer coat.

So, no matter which Centurion you choose, it will look as sleek and fast as it really is.

We are proud to present the 1986 Centurions. Built with the most advanced, race-tested technology available.

And built to be the most fun you can have on two wheels.
Built around Tange’s world class Prestige tubing and designed to compete with the most sophisticated bicycles in the world. It features the incomparable Shimano Dura-Ace component group. Wolber Aubisque hard anodized rims and Wolber Corsa 80 tires. Full-race 32 spoke wheels. And our unique dual-tone custom paint scheme.
Aerospace technology finally makes weldable, seamless high quality aluminum alloy tubing available for use in bicycle frames. We read and bench tested till satisfied the alloy would perform to our specifications for rigidity.

Light weight and durability. Our component selection features Sun Tour's new Sprint component group — their most high performance group ever. And Wolber Alpine hard anodized rims.
Our Dave Scott-signature model is built around rigid, lightweight Tange Champion #1 double butted chrome moly tubing. It also features the new Shimano 600 EX S.I.S. Click-indexed derailleur system with Biopace crankset. New Panaracer Vortex semi-smooth tires. 32 spoke wheels lessen air drag and rotational mass. And Shimano's new 600 EX brakes with special composite pads perform in the wet and dry.
ELITE RS

We redesigned the Elite RS from the frame up to be lighter, faster and more responsive than ever. New for 1986 is Shimano's Biopace crankset with Shimano PD—T100 pedals with adaptors for street or racing shoes. It also features new Panaracer Vertex semi-smooth tires. Shimano new 600 EX derailleurs. And Tange Champion #2 chrome moly tubing.

Shimano new 600 EX crank with racing Biopace chainrings.

New Shimano racing/triathlon pedal. Adapts easily from street to racing shoes.

Hidden cable aero brake levers.

Cinelli\textsuperscript{\textregistered} \textit{Centurion}\textsuperscript{\textregistered}\textregistered\textsuperscript{\textregistered}

Vesta Mundial suede leather racing saddle.

Die Corse rigid. Royal S brakes with hidden cable aero levers.

Two sets of water bottle bosses.

Welber Alpine hard anodized/Araya 20C rims with Panaracer Vertex 118psi rated tires.
The Lемans RS rolls into 1986 with shorter, more responsive frame geometry, Tange #2 tubing and Mangalloy fork. New Shimano L-Series click indexed derailleur. 700C-size wheels allow you to switch to tubular wheels. Aero brake levers complete the full-race technology package.
The Accordo retains its comfort features for 1988 while the new Shimano L-Series derailleur system and aerodynamic brake levers with hidden cables update this sport bike classic.
The durable Sport DLX features a Tange Infinity double butted chrome moly frame. Quick release Suntour sealed hubs. And performance unmatched by any bike in its price range.
The Signet is designed to provide years of fun with low maintenance. It features Shimano derailleurs, Vetta saddle, and legendary Centurion quality.
<table>
<thead>
<tr>
<th>Frame Construction</th>
<th>Full Tange Prestige double butted chromoly. All investment cast lugs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fork</td>
<td>Tange Prestige, Special Centurion narrow shaping crown.</td>
</tr>
<tr>
<td>Brake</td>
<td>Shimano New Dura-Ace sidepull. New Dura-Ace levers.</td>
</tr>
<tr>
<td>Crankset</td>
<td>Shimano New Dura-Ace. Dark anodized. 53/42T. Anatomic sizing.</td>
</tr>
<tr>
<td>Front wheel</td>
<td>Sun Tour Winner. 12/21T 7 speed. Silver. Sealed system.</td>
</tr>
<tr>
<td>Headset</td>
<td>Shimano New Dura-Ace. Sealed system.</td>
</tr>
<tr>
<td>Hubs</td>
<td>Shimano New Dura-Ace. 32 hole. Sealed system.</td>
</tr>
<tr>
<td>Pedals</td>
<td>Shimano New Dura-Ace sidepull. with integrated toe clips.</td>
</tr>
<tr>
<td>Rims</td>
<td>Wober Aluspan. 32 hole. Tubular.</td>
</tr>
<tr>
<td>Seaport</td>
<td>Shimano Dura-Ace. EX. 22.7mm.</td>
</tr>
<tr>
<td>Spokes</td>
<td>Azuki glossy, stainless steel. 14g. with black chrome nipples.</td>
</tr>
<tr>
<td>Frame Sizes</td>
<td>48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68cm.</td>
</tr>
<tr>
<td>Color</td>
<td>Lavender with Silver dual tone. Protective clear coat.</td>
</tr>
</tbody>
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