



HED. 2012

REINVENTING THE WHEEL

REINVENTING THE WHEEL, WHILE THIS PHRASE IS RATHER CLICHÉ, IT TRULY IS WHAT WE DO EVERY DAY HERE AT HED CYCLING. HED CYCLING PRODUCTS WAS FOUNDED ON THE IDEA OF PROVIDING THE FASTEST WHEEL POSSIBLE. AERODYNAMICS ARE THE MOST IMPORTANT AND THIS IS WHERE STEVE BEGINS THE PROCESS. KNOWING THAT AERO IS NOT EVERYTHING WE ENSURE THAT WE COVER EVERY ASPECT OF MAKING FAST WHEELS. MANIPULATING TIRES FOR ROLLING RESISTANCE, BUILDING THE MOST EFFICIENT HUB, AND ENSURING MAXIMUM DRIVETRAIN EFFICIENCY ARE ALL COVERED TOO. FOR THESE REASONS WE ARE PROUD OF EVERY WHEEL WE BUILD BUT NEVER REST ON WHAT WE HAVE DONE, AND WE ARE NEVER FINISHED TAKING OUR WHEELS INTO THE NEXT PARADIGM OF DESIGN ENGINEERING. WHETHER YOU ARE A RECREATIONAL CYCLIST OR STANDING ON THE TOP PODIUM STEP OF THE TOUR DE FRANCE, OUR MISSION IS TO MAKE YOUR RIDE EVEN BETTER THE NEXT TIME.

IN 1984, STEVE HED DELIVERED THE FIRST AFFORDABLE DISC WHEEL. IN 1989 HE INVENTED THE TOROIDAL CARBON AERO WHEEL, USHERING IN A NEW ERA OF SPEED. IT IS HERE THAT MARKS THE START OF OUR EVOLUTIONARY PROCESS AT HED WHEELS. TODAY, THE LONG DOMINANCE OF THE H3 TRI-SPOKE CONTINUES AS IT ALWAYS HAS IN WINNING NEARLY EVERY MAJOR TRIATHLON AND PROFESSIONAL TIME TRIAL. THE INTRODUCTION OF THE C2 RIM DESIGN INTO THE HED ARDENNES, HED JET, AND HED STINGER FAMILIES PUSHED OUR EFFORTS TO THE NEXT LEVEL. THEY WILL TAKE YOUR EFFORTS THERE AS WELL. AND YES, THE HED DISC STILL SETS THE STANDARD FOR SPEED AND INNOVATION AND THE NEWEST TOROIDAL-SPOKED WHEELS ARE SECOND TO NONE. STABILITY CONTROL TECHNOLOGY (SCT) IS OUR LATEST OFFERING IN OUR IMPRESSIVE WHEEL LINE. FAST AND AERO ARE ONLY BENEFICIAL IF THE WHEEL ROLLS STABLE. WE HAVE DISCOVERED THE SECRET TO THAT SOUGHT AFTER CONTROL.

Only products were disc wheels.	84-87
Speed belt (A tether strap from handlebars to around riders waste).	1988
New invention is Tails (behind the seat water bottle holders).	1988
Invented first toroidal shaped wheel. JET CX 60mm	1989
Shock stoppers (shock absorbers on elbow pads).	1991
Patent granted for Toroidal wheel shape.	1991
Introduced the Jet style wheel (faired carbon fiber wheel) in 60mm depth.	1992
Introduced 40mm depth carbon fiber wheel.	1993
Introduced HED front molded UFO aero shaped water bottle.	1994
Introduced Downhill carbon fiber and alloy 45mm rim width.	1995
Started recumbent style wheels in 17", 20" and 24" in carbon fiber.	1996
Acquired the DuPont designed 3 spoke wheel now know as the H3.	1998
Introduced Hed Alps wheel utilizing the RTM process.	2000
Invented the carbon fiber aerobar.	2001
Deep 3 spoke introduced.	2002
Cliplite on handlebars/All carbon 3 spoke/Introduced all carbon stinger wheel.	2003
Invented S bend extensions for handlebars.	2004
Third brake lever for TT extensions. Stinger 60 and 90 introduced.	2005
Jet disc invented using hybrid toroidal shaping, the worlds fastest clincher disc.	2007
Invented the wide aero rim (C2 technology).	2007
New Models launched: Ardennes, Jet 4, 6, and 9 C2, Scorpio, Stinger 4, and 6.	2007
Stinger / Jet C2 disc launched.	2008
Lazy S-Bend aero extension launched.	2008
Expanded C2 technology to the entire alloy wheel line.	2009
Lollipop hydration mount invented.	2010
Roubaix and CX specific Stinger 5 / Stinger 7 launched.	2010
Introduced SCT (Stability Control Technology) and Grease Port hubs.	2011

HED. *TRUE SPEED*

TRUE SPEED: OVER THE PAST 26 YEARS STEVE HED HAS SPENT HIS ENERGY DEVELOPING CYCLING EQUIPMENT TO BE THE BEST IT CAN BE. WHEN IT COMES TO WHEELS THE END GOAL IS SIMPLY TO MAKE THEM AS FAST AS POSSIBLE. THE "WORLD'S MOST AERODYNAMIC WHEELS", A TITLE THAT ALL WHEEL COMPANIES WISH THEY COULD CLAIM. WHAT MOST PEOPLE DO NOT REALIZE IS THAT HED GOES A LOT FURTHER THAN JUST AERODYNAMICS TO BRING YOU THE FASTEST WHEELS ON EARTH NOT JUST THE MOST AERODYNAMIC. AN ONGOING PROCESS, STEVE HED'S TRUE SPEED METHODOLOGY IS HOLISTIC IN ITS APPROACH. DEVELOPING TRUE SPEED WHEELS INVOLVES AERODYNAMICS BUT GOES ON TO ADDRESS THE OTHER MAJOR ISSUES OF TIRE PERFORMANCE, STABILITY IN CROSSWINDS, LATERAL STIFFNESS, DRIVETRAIN EFFICIENCY, DURABILITY, COMFORT, QUALITY CONTROL, AND WEIGHT. EACH HED WHEEL ADDRESSES THESE ASPECTS IN DIFFERENT WAYS, AND THIS IS TRULY WHERE THE ART OF WHEEL BUILDING IS BORN.

AERODYNAMICS: SIMPLY PUT, STEVE HED IS THE GODFATHER OF WHEEL AERODYNAMICS. STEVE'S INTELLIGENT DESIGN OVER THE PAST 26 YEARS MEANS THAT IF YOU RIDE HED WHEELS YOU ARE RIDING THE WORLD'S MOST AERODYNAMIC WHEELS.

TIRE PERFORMANCE: DISSATISFIED WITH WHEEL TIRE INTEGRATION, HED INVENTED C2 TECHNOLOGY WHICH SOLVES MANY PROBLEMS. BY WIDENING THE TIRE BED THE AERODYNAMICS ARE MUCH IMPROVED BY SMOOTHING AIRFLOW FROM THE TIRE TO THE RIM. AT THE SAME TIME THE WIDER TIRE BEDS DECREASE ROLLING RESISTANCE, ALLOWS LOWER PRESSURES TO BE RUN IN THE TIRES, IMPROVE COMFORT AND CORNERING GRIP.

STABILITY CONTROL TECHNOLOGY (SCT): HAVING A SUPER FAST AERO WHEEL IS GREAT BUT IF YOU CANNOT CONTROL THE WHEEL IN A SIDE WIND THEN THE BEST AERO WILL NOT BE BENEFICIAL. IN 2007 STEVE HED SET OUT TO TAME THE AERO WHEEL. IN 2012 ALL OF OUR AERO WHEELS COME STANDARD WITH SCT(STABILITY CONTROL TECHNOLOGY). SCT IS OUR PROPRIETARY METHOD OF TUNING STABILITY INTO THE WHEELS. NO MATTER WHICH DEPTH WHEEL YOU PICK, YOU CAN RIDE BUFFET FREE AND WITH CONFIDENCE.

LATERAL STIFFNESS: LATERAL STIFFNESS CONTRIBUTES HEAVILY TO THE EFFICIENCY OF THE WHEEL. THE FEWER WATTS LOST IN SIDEWAYS MOVEMENT MEANS MORE OF THE RIDER'S ENERGY IS TRANSMITTED TO FORWARD MOTION. THROUGH CONSIDERABLE EFFORT WE DELIVER STIFF WHEELS. RIM CONSTRUCTION, HUB DESIGN, SPOKE COUNT, SPOKE LACING, AND SPOKE SELECTION ALL PLAY A SIGNIFICANT ROLE.

DRIVETRAIN EFFICIENCY: ENSURING DRIVETRAIN EFFICIENCY IS A COMPLICATED BALANCE BETWEEN THE SUM OF ALL PARTS. HUBS, SPOKES, LACING PATTERNS AND RIM INTEGRITY ALL MAKE THE KIT FROM WHICH WE MAINTAIN AN EFFICIENT SYSTEM. THE HUB IS THE HEART OF THE WHEEL, AND IF EXECUTED WITH SUPERB EXPERTISE THEY WILL SEEM A SIMPLE AND SEAMLESS PART OF THE

OVERALL PACKAGE. WITH A ROCK SOLID HUB PLATFORM IN PLACE WE THEN LACE OUR HUBS WITH ONLY THE BEST SPOKES POSSIBLE AND IN A PATTERN THAT BEST TRANSMITS ENERGY TO THE DRIVE TRAIN, LIMITS LATERAL MOVEMENT, AND GIVES AMPLE COMFORT TO THE RIDER. FURTHER ADDING TO THESE TRAITS IS THE RIM ITSELF. VERY DELIBERATE RIM CONSTRUCTION ENSURES THAT THE ENTIRE WHEEL PACKAGE PERFORMS EFFORTLESSLY.

DURABILITY: THE HED PHILOSOPHY ON DURABILITY IS THAT IT IS OUR RESPONSIBILITY TO ENSURE THAT WE DELIVER THE CYCLIST TO THE FINISH LINE. IF WE FAIL AT THIS THEN ALL THE FANCY WORK TO MAKE OUR PRODUCTS GO FAST WAS ALL FOR NOTHING. IT IS THIS PHILOSOPHY THAT DRIVES OUR EXTENSIVE BENCH AND FIELD TESTING. DILIGENT ENGINEERING, IMPACT TESTING, AND FATIGUE TESTING ALL WORK IN A CIRCULAR FEEDBACK LOOP WHEN DEVELOPING OUR PRODUCTS. IN OUR WHEELS, NO PART OF THE SYSTEM GOES UNCHECKED.

COMFORT: COMFORT HAS A BIGGER ROLE IN TRUE SPEED THAN MANY MIGHT THINK. TRANSFERRING ROAD SHOCK INTO THE RIDER WILL CAUSE FATIGUE AND THE LONGER YOU ARE IN THE SADDLE THE WORSE IT GETS. WE WORK HARD TO TUNE OUR WHEELS TO BE COMFORTABLE WITHOUT ROBBING ANY PERFORMANCE. C2 TECHNOLOGY ALLOWS FOR TIRE PRESSURES TO BE LOWER AND ALLOW THE TIRE TO ACTUALLY PERFORM BETTER. IN THIS WAY BOTH COMFORT AND PERFORMANCE ARE ENHANCED. WHEN IT COMES TO COMFORT CARBON FIBER IS OUR BEST FRIEND. TWEAKING THE LAYUP SCHEDULES AND FIBER ORIENTATION OFFER A LOT OF ABILITY TO TUNE IN COMFORT WITHOUT MAKING THE WHEELS FLEXIBLE. ONE GOOD DAY ON OUR WHEELS AND YOU WILL FEEL THE DIFFERENCE.

QUALITY CONTROL: STEVE HED IS OFTEN HEARD SAYING "DON'T CONFUSE TECHNOLOGY AND EXECUTION." WHAT STEVE MEANS IS THAT REGARDLESS OF HOW GOOD YOUR DESIGN IS, THE EXECUTION OF THE DESIGN IS JUST AS IMPORTANT. THIS IS WHY ALL HED WHEELS GO THROUGH A RIGOROUS QUALITY CONTROL PROCESS SO THAT ALL OF STEVE HED'S VISIONS COME TO LIFE IN A WAY THAT EVERYONE CAN RESPECT AND ENJOY. PAINFULLY FOR US THIS QC BEGINS AT THE INDIVIDUAL COMPONENT LEVEL. RIMS, HUBS, SPOKES, AND NIPPLES ALL GO THROUGH A RIGOROUS STANDARD BEFORE THEY ARE BUILT INTO OUR WHEELS. EVEN THIS IS NOT ENOUGH, AS WE REQUIRE EACH WHEEL TO BE BUILT TO OUR STRICT STANDARDS. EVEN SPOKE TENSION, TRUENESS IN BOTH AXIAL AND RADIAL DIRECTIONS IS CRUCIAL AND REQUIRED TO DELIVER THE FINEST WHEELS THAT HAVE EVER BEEN BUILT.

WEIGHT: STEVE HED IS FOND OF SAYING "JUST BECAUSE WE CAN MAKE IT LIGHTER DOESN'T MEAN THAT WE SHOULD". THE ESSENCE OF THIS STATEMENT IS THAT EACH WHEEL HAS A MINIMUM WEIGHT THAT IT CAN BE AND STILL MEET ALL OF OUR CRITERIA. WE COULD CERTAINLY MAKE ALL OF OUR WHEELS LIGHTER, THE SACRIFICE TO THIS WEIGHT REDUCTION WILL BE ONE OR ALL OF THE FOLLOWING: FLEXIBLE AND INEFFICIENT WHEELS, PREMATURE FATIGUE PROBLEMS, POOR IMPACT RESISTANCE, AND HIGHER MAINTENANCE ISSUES. KNOW THAT WHEN YOU RIDE A HED WHEEL EVERY GRAM IS THERE FOR A REASON.

YOU GIVE US THE ENGINE; WE WILL GIVE YOU TRUE SPEED.

ARDENNES FR

FRONT: 611G - REAR: 816G - WIDTH: 23MM - DEPTH: 25MM

**DON'T BRING A
KNIFE TO A
GUN
FIGHT!**

KNOWN TO MAKE THE WORLD'S FINEST WHEELS, STEVE HED REFUSED TO ENTER THE LOW PROFILE ALUMINUM WHEEL MARKET UNLESS HE HAD SOMETHING BETTER TO OFFER. THIS WAS THE INTRODUCTION TO THE HED ARDENNES. THE ARDENNES WHEEL LINE DELIVERS EVERYTHING THAT THE REST OF THE ALLOY WHEEL MARKET PROMISES AND MORE. STIFFNESS, LIGHTWEIGHT, AND DURABILITY, THESE ARE CHILD'S PLAY. BY ADDING LOWER TIRE ROLLING RESISTANCE, IMPROVED AERODYNAMICS, A BETTER CORNER GRIP AND AN EXCEPTIONAL COMFORT, THE HED ARDENNES WAS BORN.

ARDENNES FR HAS THE BEST OFFERINGS FROM HED, MAKING THIS THE WORLD'S FINEST LOW PROFILE CLINCHER WHEEL.

CURRENTLY, IN 2012 THE HED ARDENNES FR

IS THE MOST SOUGHT AFTER WHEEL IN

THE ALLOY WHEEL MARKET. THE

23MM (C2 RIMS) HAS BECOME

THE STANDARD IN RIM WIDTH

DESIGN. LIGHT WEIGHT,

STUNNING CORNERING

GRIP, LOW TIRE

ROLLING RESISTANCE,

EXCESSIVE RIDE

COMFORT... THESE

ARE THE ELEMENTS

THAT LEGENDS

ARE BORN FROM.



ARDENNES FR

ARDENNES FR



ARDENNES SL

ARDENNES LT

THE WOLF IN SHEEP'S CLOTHING

FRONT: 632G - REAR: 817G - WIDTH: 23MM - DEPTH: 25MM

YOU ASK... HOW A WHEEL WITHOUT CARBON SPOKES OR A DEEP CARBON SECTION RIM CAN OUTPERFORM THOSE THAT DO? WITH THE COMBINATION OF HED C2 RIM PLATFORM, RIM SHAPING, LATERAL STIFFNESS AND SUBLIME COMFORT, THAT'S HOW. IT MAY NOT LOOK AS FLASHY AS SOME OF OUR COMPETITORS "ULTRA-CARBOFIED" WHEELS, BUT THE ARDENNES SL WILL EAT THEM ALIVE.

NEARLY IDENTICAL TO THE ARDENNES SL, THE LT USES A SLIGHTLY HEAVIER SPOKE. THIS MAKES THE LT A GREAT DO IT ALL WHEEL SET. FITTING INTO THE MIDDLE OF OUR ARDENNES LINE UP, THE ARDENNES LT CHALLENGES THE BEST OFFERINGS OF OUR COMPETITORS.

FRONT: 682G - REAR: 835G - WIDTH: 23MM - DEPTH: 25MM



ARDENNES SL

ARDENNES LT



BULLET PROOF WITH CLASSIC APPEAL!

FRONT: 732G - REAR: 910G - WIDTH: 23MM - DEPTH: 25MM

SHARING ALL THE SAME ADVANTAGES AS THE ARDENNES FR, THE ARDENNES CL (CLASSIC) IS MORE SUITABLE FOR ULTIMATE LONGEVITY, LARGER RIDERS AND/OR THE RIGORS OF CYCLOCROSS. WITH ITS CLASSIC LOOKS AND MODERN RIDE, THE ARDENNES CL IS AN EVERYDAY FAVORITE OF THE PROFESSIONALS WE WORK WITH.

C2 SPEED AND RIDE PERFORMANCE COMBINED WITH "INSTALL IT AND FORGET IT" DURABILITY. WITH A VERY COMPETITIVE WEIGHT AND THE AMAZING C2 RIDE, THE ARDENNES GP OUTPERFORMS MANY OF THE FLAGSHIP WHEEL OFFERINGS FROM OTHER WHEEL COMPANIES. AND IT CRUSHES THEM AT THE CASH REGISTER.

FRONT: 710G - REAR: 892G - WIDTH: 23MM - DEPTH: 25MM



JET 4 FR

**FASTEN YOUR SEATBELTS
AND PREPARE FOR
TAKE OFF!**

WE DID NOT NAME THEM "JETS" FOR A LACK OF SPEED. TAKING THE BEST OF OUR C2 CLINCHER RIMS AND THE CRUISING ALTITUDE SPEED SHAPING OF OUR STINGER LINE WE WERE ABLE TO MATE THE TWO INTO THE HED JET 4, 6, AND 9'S. ASK TONY MARTIN WHEN HE TOOK A JET 6 SCT FRONT WHEEL TO THE FIRST EVER TOUR DE FRANCE TIME TRIAL WIN ON A CLINCHER RIM. PREDICTABLE ALLOY BRAKING SURFACE, C2 RIM TECHNOLOGY, TOP SHELF RIM SHAPING WITH SCT DESIGN ALL COMBINE INTO A WHEEL THAT WILL "WOW" YOU ALL THE WAY TO THE FINISH LINE. IF YOU ARE LOOKING FOR THE "CAN DO EVERYTHING" WHEEL THEN THE HED JET LINE IS WHERE YOU SHOULD BE LOOKING. "FINAL BOARDING CALL FOR ALL CYCLISTS LOOKING FOR THE DESTINATION OF SPEED."

WHEN YOU CAN'T DECIDE BETWEEN AN ARDENNES WHEEL OR AN AERO WHEEL, PICK THE JET 4 FR. THE JET 4 FR PICKS UP WITH AERODYNAMICS THAT CAN WIN KONA AND A WEIGHT THAT CAN PUT YOUR BIKE BELOW THE UCI LEGAL LIMIT. BE SURE NOT TO TELL YOUR COMPETITION HOW FAST YOUR JET 4S REALLY ARE.

FRONT: 723G - REAR: 920G - WIDTH: 23MM - DEPTH: 46MM

FIRST AND ONLY CLINCHER WHEEL TO WIN A TT STAGE IN THE TOUR DE FRANCE.

JET 6 FR IS THE *DO IT ALL* WHEEL, FROM YOUR FAVORITE LOCAL RACE OR THE FINAL TT IN THE TOUR. THE JET 6 FR OFFERS AERODYNAMICS THAT CAN WIN ANY ROAD RACE TO THE FASTEST TIME TRIAL. A HED C2 RIM BONDED TO A LIGHT 60MM UNIDIRECTIONAL CARBON AERO SECTION PROVIDES THE PERFECT COMBINATION OF AERODYNAMICS AND WEIGHT. WITH SCT, THIS 60MM DEEP WHEEL HANDLES LIKE A SHALLOW WHEEL IN THE WINDIEST CONDITIONS, MAKING THE JET 6 FR A FIRST CLASS SEAT ON YOUR WAY TO THE TOP STEP OF THE PODIUM.

FRONT: 724G - REAR: 936G - WIDTH: 23MM - DEPTH: 60MM



SO FAST IT'S PRACTICALLY ALIEN TECHNOLOGY.

TOPPING OFF THE HED JET FR LINE OF WHEELS IS THE JET 9 FR. A 90MM DEEP AERO SECTION COMBINED WITH A 23MM C2 RIM AND SCT SHAPING. DEEP WHEELS ARE GENERALLY EASY TO MAKE AERODYNAMIC, BUT WITH POOR SHAPING THEY ARE NEARLY IMPOSSIBLE TO HANDLE IN CROSSWINDS. HED'S PROPRIETARY STABILITY CONTROL TECHNOLOGY ENSURES THE JET 9 WILL RIDE AS STABLE AS ANY LOW PROFILE WHEEL. DON'T BE FOOLED BY OUR COMPETITORS HYPE, THE JET 9 IS THE FASTEST CLINCHER SPOKED WHEEL IN THIS SOLAR SYSTEM.

FRONT: 895G - REAR: 1070G - WIDTH: 23MM - DEPTH: 90MM



**IF YOU CAN'T
DO IT WITH A
JET, YOU JUST
CAN'T DO IT
AT ALL.**

STATE OF THE ART TECHNOLOGY WITH A HERITAGE OF EXCELLENCE BUILT IN. THE PRODUCT OF 25 YEARS OF WHEEL MAKING EXPERTISE, OUR JET 5 EXPRESS WHEEL SET HAS SINGLE-HANDEDLY FORMED A NEW CLASS OF WHEEL. BUILT WITH TODAY'S MOST ADVANCED WHEEL TECHNOLOGIES AND THE HED TRADITION OF BUILDING SOLID, DEPENDABLE, AERO WHEELS, AND A PRICE RIDERS CAN AFFORD. CUTTING-EDGE FEATURES SUCH AS OUR NEW LIGHT WEIGHT UNIDIRECTIONAL CARBON AERO SECTIONS, GROUND BREAKING C2 RIMS, AND SONIC HUBS, THE JET 5 EXPRESS IS THE HIGH-PERFORMANCE WHEEL YOU'VE BEEN WAITING FOR.

FRONT: 754G - REAR: 927G - WIDTH: 23MM - DEPTH: 55MM

STINGER 3 / 4 FR

STINGER 5 FR

S3 FLOAT LIKE A BUTTERFLY, STING LIKE A SCORPIO. CLIMBER SUPREME - A WHEEL THAT LITERALLY CLIMBS ON ITS OWN. EXTREMELY AERODYNAMIC AND LIGHTWEIGHT WITH A REACTIVE STIFFNESS AND BUILD, THE S3 WILL CARRY YOU UP THE CLIMB WHEN YOUR LEGS SIMPLY DO NOT WANT TO. A HIGHLY REQUESTED WHEEL FROM THE PRO TOUR TEAMS WE WORK WITH.

S4 WANTED BY ALL, PROVIDED BY HED. DESPITE THE CLIMBING WHEEL WEIGHT, THE S4 DELIVERS AERODYNAMICS THAT ARE MATCHED BY ONLY A FEW WHEELS (MOST OF WHICH ARE HEDBUILT). THIS COMBINATION MAKES THIS WHEEL A FORCE TO BE RECKONED WITH NO MATTER IF YOU ARE ASCENDING ALPE D'HUEZ OR CRUSHING THE BIKE PORTION AT KONA.

S5 ROCK CRUSHING WIND CHEATER. CYCLOCROSS, COBBLES, AND THE ROUGH ROAD WIND CHEATER -- THE S5 IS SPECIFICALLY DESIGNED TO HANDLE EXTREMELY AWFUL CONDITIONS. THE TIRE BED AND AERODYNAMIC SCT SHAPE OF THE RIM ARE PURPOSE BUILT FOR 25MM AND LARGER TIRES. THE CARBON LAY UP MAXIMIZES VERTICAL COMPLIANCE FOR COMFORT WHILE MAINTAINING A LATERAL STIFFNESS ALLOWING FOR MAXIMUM TRANSFER OF YOUR PEDALING POWER. THE S5 IS ABSOLUTELY THE MOST IMPACT RESISTANT WHEEL WE MAKE. ROUBAIX, PREPARE TO HAVE YOUR COBBLES FLATTENED.

FRONT: 515G - REAR: 673G - WIDTH: 25MM - DEPTH: 38MM

FRONT: 608G - REAR: 773G - WIDTH: 25MM - DEPTH: 45MM

FRONT: 680G - REAR: 865G - WIDTH: 28MM - DEPTH: 50MM

STINGER 6 FR

FRONT: 658G - REAR: 823G - WIDTH: 28MM - DEPTH: 60MM

KICKIN 1800 WATTS AND TAKING NAMES!

S6 THE UNFAIR ADVANTAGE. - IT IS QUITE RARE TO FIND THE S6 IN A SITUATION THAT IT COULDN'T HANDLE. INTUBULAR WHEELS, THE AERODYNAMICS OF THE S6 SIMPLY IS SECOND-TO-NONE. COMBINING AERODYNAMICS WITH EXCEPTIONAL LATERAL STIFFNESS AND LIGHTWEIGHT DEPTH IS WHY THIS IS THE WHEEL FOR NEARLY ANY SITUATION. ROAD, TT, TRI, HILLY, FLAT, DOWNHILL, AND SPRINTS, THIS WHEEL DELIVERS SEEMINGLY WITHOUT EFFORT. IF YOU ARE IN DOUBT ABOUT WHICH WHEEL TO GET, THEN THE ANSWER IS CLEAR, STINGER 6.

STINGER 7 / 9 FR

FRONT: 745G - REAR: 881G - WIDTH: 28MM - DEPTH: 75MM

S7 SPEED KING - DESPITE BEING DESIGNED AS A FLAT STAGE AND SPRINTER SPECIFIC WHEELSET, THE S7 DELIVERS A LOT MORE THAN WE ORIGINALLY INTENDED. TIME TRIALS AND ROLLING RACES ARE ALSO THE PERFECT PLACE TO USE THE S7. UPPER CUT FOLLOWED BY A ROUNDHOUSE, WELCOME TO THE WORLD OF S7.

FRONT: 807G - REAR: 885G - WIDTH: 28MM - DEPTH: 90MM

S9 WORLDS FASTEST - THE S9 REMAINS THE FASTEST SPOKED WHEEL EVER MADE. IN A TIME TRIAL AT HIGH SPEED THE S9 REMAINS ABSOLUTE WITH ITS RESPONSIVE YET STABLE NATURE. IN TRIATHLON THE S9 ALSO REIGNS SUPREME AS THE WHEEL THAT BEST HARNESSSES THE WIND LEAVING EVERYTHING ELSE (AND EVERYBODY) IN ITS WAKE.

MADE FAMOUS WHEN THE KING WON THE TOUR, BECAME A LEGEND AFTER WINNING 8!

THE H3 HAS PROPELLED MORE GRAND TOUR RIDERS TO THE PODIUM THAN ANY OTHER WHEEL. WHY? IT IS NOT A SECRET. THE H3 IS THE ULTIMATE IN ALL WIND CONDITIONS. WHETHER IT IS A HEADWIND, CROSSWIND, OR TAILWIND, THE H3 IS FAST. THE H3 OFFERS SPEED NO MATTER WHERE THE WIND IS. THE PROS KNOW THIS, AND MANY COUNT ON THE H3 AS THEIR NO COMPROMISE TT WHEEL CHOICE.

H3D TUBULAR: FRONT: 930G - REAR: 1100G - WIDTH: 19MM - DEPTH: 90MM

H3 TUBULAR: FRONT: 745G - REAR: 820G - WIDTH: 19MM - DEPTH: 55MM



TO GO FASTER YOU JUST MIGHT NEED A V8

STEVE HED IS PRACTICALLY THE GODFATHER OF DISC WHEELS HAVING BROUGHT THE FIRST REALISTICALLY AFFORDABLE DISC WHEEL TO THE MARKET BACK IN 1984.

IT SHOULD THEN BE NO SURPRISE THAT THE JET DISC IS THE FASTEST CLINCHER DISC EVER MADE. IN ADDITION TO SUPERB AERO DESIGN, HED'S HYBRID BUILD PROCESS USES BOTH SPOKES AND BONDED CARBON SIDES TO BUILD AN AMAZINGLY STIFF AND EFFICIENT CLINCHER DISC THAT ONLY WEIGHS 1300G.

JET FR DISC CLINCHER: 1210G - WIDTH: 23MM

THE FASTEST DISC EVER!

UNRIVALED PERFORMANCE IS WHAT THE STINGER DISC IS ALL ABOUT. THE PRODUCT OF 25 YEARS OF WIND TUNNEL DEVELOPMENT EXPERIENCE THE STINGER DISC FINDS ITSELF IN ITS OWN CATEGORY. UNIQUE SHAPING DELIVERS THE AERODYNAMICS COMPONENT WHILE THE CONSTRUCTION TECHNIQUE DELIVERS MAXIMUM LATERAL STIFFNESS. THIS COMBINATION MAKES FOR A REAL WORLD DISC THAT IS SIMPLY UNBEATABLE. PROOF OF THIS IS EVIDENT IN THE FACT THAT FIVE PRO TOUR LEVEL TEAMS HAVE BEEN WINNING GRAND TOUR STAGES AND NATIONAL TITLES ON THEM. WITH OR WITHOUT HED STICKERS ON THEM THE STINGER DISC DELIVERS ON ITS PROMISES.

1195G - WIDTH: 28MM

GTO BAR/STEM

CORSAIR

ROAD BAR: DROP IS 130MM AND THE REACH IS 75MM. 42, 44 AND 46CM OUTSIDE-TO-OUTSIDE.
STEM: 80DEG, 90-140MM 31.8



THE GRAND TOUR OVERSIZED HANDLEBAR AND STEM WERE BORN TO DELIVER A COCKPIT THAT WOULD SATISFY A RIDER'S EVERYDAY NEEDS FOR A THREE WEEK TOUR. WHETHER SPRINTING, CLIMBING OR JUST ROLLING ALONG IN THE PACK THE GTO BAR STEM COMBO PROVIDES EVERYTHING YOU NEED IN ERGONOMICS, STIFFNESS, STRENGTH, AND WEIGHT. THE INNOVATIVE REACH AND DROP SET-UP OF THE GTO IS SPECIFICALLY DESIGNED AROUND THE MODERN SHIFTER/BRAKE LEVERS. THEY ALLOW FOR A PROPER ARRANGEMENT BY ALLOWING YOU TO REACH THE SHIFTERS AND BRAKE LEVER WHILE IN THE DROP. BOTH THE GTO STEM AND BAR ENJOY EXCELLENT STIFFNESS WITH OVERSIZED TUBING. THE STEM EXTENSION HAS A UNIQUE CROSS SECTION SHAPE THAT INCREASES STIFFNESS.

STIFFNESS AND ERGONOMICS ON THE GTO BAR ARE ALSO ENHANCED BY EXTENDING AND TAPERING THE 31.8MM CLAMP SECTION. "GRIP AND RIP IT!"



CORSAIR E



WITH THE COMBINATION OF WIND TUNNEL TUNED AERODYNAMICS, LIGHT WEIGHT, STIFFNESS, AND UNMATCHED RANGE OF ADJUSTABILITY, WE GUARANTEE THAT YOU WILL NOT FIT BETTER OR GO FASTER ON ANOTHER BAR. OUR CORSAIR FULL AERO BAR IS OUR LIGHTEST AND STIFFEST OFFERING TO DATE (585G INCLUDING BRAKE LEVERS). WE OFFER THE CORSAIR BASE BAR COMPATIBLE WITH SHIMANO'S DI2 SHIFT/BRAKE LEVERS. THIS ALSO MEANS IT IS WELL ADAPTED TO TRACK USE OR BRAKE LEVERS OF YOUR CHOICE. THE BASE BAR IS COMPLIANT WITH THE UCI'S 3:1 ASPECT RATIO RULE.

CORSAIR



S-BEND



J-BEND



LAZY S-BEND



ACCESSORIES



HED BRAKE PADS



VALVE EXTENDERS



RUNNING HAT



REAR H3 TRACK KIT



RISER KIT

BUTTERFLY CUP & PAD KIT



C2 RIM TAPE



LOLLIPOP ADJUSTABLE

LOLLIPOP FIXED



FRONT H3 TRACK KIT



ANODIZED PARTS



CASSETTE BODY

THIRD BRAKE LEVER



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SPECS

MODEL	FRONT	REAR	PAIR	CLINCHER	TUBULAR	WHEEL SIZE	WIDTH	DEPTH	SCT	TRACK	POWERTAP	HUB	SPOKE	FRONT LACING	REAR LACING	FRONT LACING STALLION	REAR LACING STALLION	SKEWER
JET DISC	N/A	1300 G	N/A	YES	YES	700C	23MM	FULL DISC	NO	NO	YES	SONIC	SAPIM	N/A	24	N/A	28	STEEL
JET DISC FR	N/A	1210 G	N/A	YES	YES	700C	23MM	FULL DISC	NO	NO	YES	SONIC	SAPIM	N/A	24	N/A	28	TITANIUM
STINGER DISC FR	N/A	1195 G	N/A	NO	YES	700C	28MM	FULL DISC	NO	YES	YES	SONIC	SAPIM	N/A	24	N/A	N/A	TITANIUM
H3 CLINCHER FR	830 G	1020 G	1850 G	YES	NO	700C / 650C	19MM	55MM	NO	YES	NO	STAR-DRIVE	N/A	N/A	N/A	N/A	N/A	TITANIUM
H3 TUBULAR FR	745 G	820 G	1565 G	NO	YES	700C / 650C	19MM	55MM	NO	YES	NO	STAR-DRIVE	N/A	N/A	N/A	N/A	N/A	TITANIUM
H3D CLINCHER FR	990 G	1165 G	2155 G	YES	NO	700C / 650C	19MM	90MM	NO	YES	NO	STAR-DRIVE	N/A	N/A	N/A	N/A	N/A	TITANIUM
H3D TUBULAR FR	930 G	1100 G	2030 G	NO	YES	700C / 650C	19MM	90MM	NO	YES	NO	STAR-DRIVE	N/A	N/A	N/A	N/A	N/A	TITANIUM
JET 4 FR	723 G	920 G	1643 G	YES	YES	700C	23MM	46MM	YES	YES	YES	SONIC FR	SAPIM CX RAY SILVER	18 RADIAL	24 ND 2X, D 2X	20 RADIAL	28 ND 2X, D 2X	TITANIUM
JET 6 FR	724 G	936 G	1660 G	YES	YES	700C / 650C	23MM	60MM	YES	YES	YES	SONIC FR	SAPIM CX RAY SILVER	18 RADIAL	24 ND 2X, D 2X	20 RADIAL	28 ND 2X, D 2X	TITANIUM
JET 9 FR	895 G	1074 G	1969 G	YES	YES	700C / 650C	23MM	90MM	YES	YES	YES	SONIC FR	SAPIM CX RAY SILVER	18 RADIAL	24 ND 2X, D 2X	20 RADIAL	28 ND 2X, D 2X	TITANIUM
JET 5 EXPRESS	754 G	927 G	1681 G	YES	NO	700C	23MM	55MM	YES	NO	YES	SONIC	SAPIM SPRINT BLACK	18 RADIAL	24 ND 2X, D 2X	N/A	N/A	STEEL
STINGER 3 FR	515 G	673 G	1188 G	NO	YES	700C	25MM	33MM	YES	NO	NO	SONIC FR	SAPIM CX RAY SILVER	18 RADIAL	24 ND 2X, D 2X	N/A	N/A	TITANIUM
STINGER 4 FR	608 G	773 G	1381 G	NO	YES	700C	28MM	46MM	YES	YES	YES	SONIC FR	SAPIM CX RAY SILVER	18 RADIAL	24 ND 2X, D 2X	N/A	N/A	TITANIUM
STINGER 5 FR	680 G	865 G	1545 G	NO	YES	700C	28MM	50MM	YES	YES	YES	SONIC FR	SAPIM CX RAY SILVER	18 RADIAL	24 ND 2X, D 2X	N/A	N/A	TITANIUM
STINGER 6 FR	658 G	823 G	1481 G	NO	YES	700C	28MM	60MM	YES	YES	YES	SONIC FR	SAPIM CX RAY SILVER	18 RADIAL	24 ND 2X, D 2X	N/A	N/A	TITANIUM
STINGER 7 FR	745 G	881 G	1626 G	NO	YES	700C	28MM	75MM	YES	YES	YES	SONIC FR	SAPIM CX RAY SILVER	18 RADIAL	24 ND 2X, D 2X	N/A	N/A	TITANIUM
STINGER 9 FR	807 G	885 G	1692 G	NO	YES	700C	28MM	90MM	YES	YES	YES	SONIC FR	SAPIM CX RAY SILVER	18 RADIAL	24 ND 2X, D 2X	N/A	N/A	TITANIUM
ARDENNES FR	611 G	816 G	1427 G	YES	YES	700C / 650C	23MM	24MM	NO	NO	YES	SONIC FR	SAPIM CX RAY SILVER	18 RADIAL	24 ND 2X, D 2X	20 RADIAL	28 ND 2X, D 2X	TITANIUM
ARDENNES SL	632 G	817 G	1449 G	YES	YES	700C / 650C	23MM	24MM	NO	YES	YES	SONIC	SAPIM CX RAY BLACK	18 RADIAL	24 ND 2X, D 2X	20 RADIAL	28 ND 2X, D 2X	STEEL
ARDENNES LT	682 G	835 G	1517 G	YES	YES	700C	23MM	24MM	NO	YES	YES	SONIC	SAPIM SPRINT BLACK	18 RADIAL	24 ND 2X, D 2X	20 RADIAL	28 ND 2X, D 2X	STEEL
ARDENNES CL	732 G	910 G	1642 G	YES	YES	700C	23MM	24MM	NO	YES	YES	SONIC	SAPIM SPRINT BLACK	24 2X	28 ND 2X, D 2X	N/A	N/A	STEEL
ARDENNES GP	710 G	892 G	1602 G	YES	NO	700C	23MM	24MM	NO	NO	NO	SONIC	PILLAR ROUND BLACK	18 RADIAL	24 ND RADIAL, D 2X	N/A	N/A	STEEL
BLACKDOG DROP	630 G	31.8MM	42 CM CTC															
CORSAIR	590 G	31.8MM	42 CM CTC															
CORSAIR E	580 G	31.8MM	42 CM CTC															
GTO ROAD BAR	250 G	31.8MM	42CM,44CM, AND 46CM	0-T-0														
GTO STEM	122 G	31.8MM	90MM -140MM	80 DEG														

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