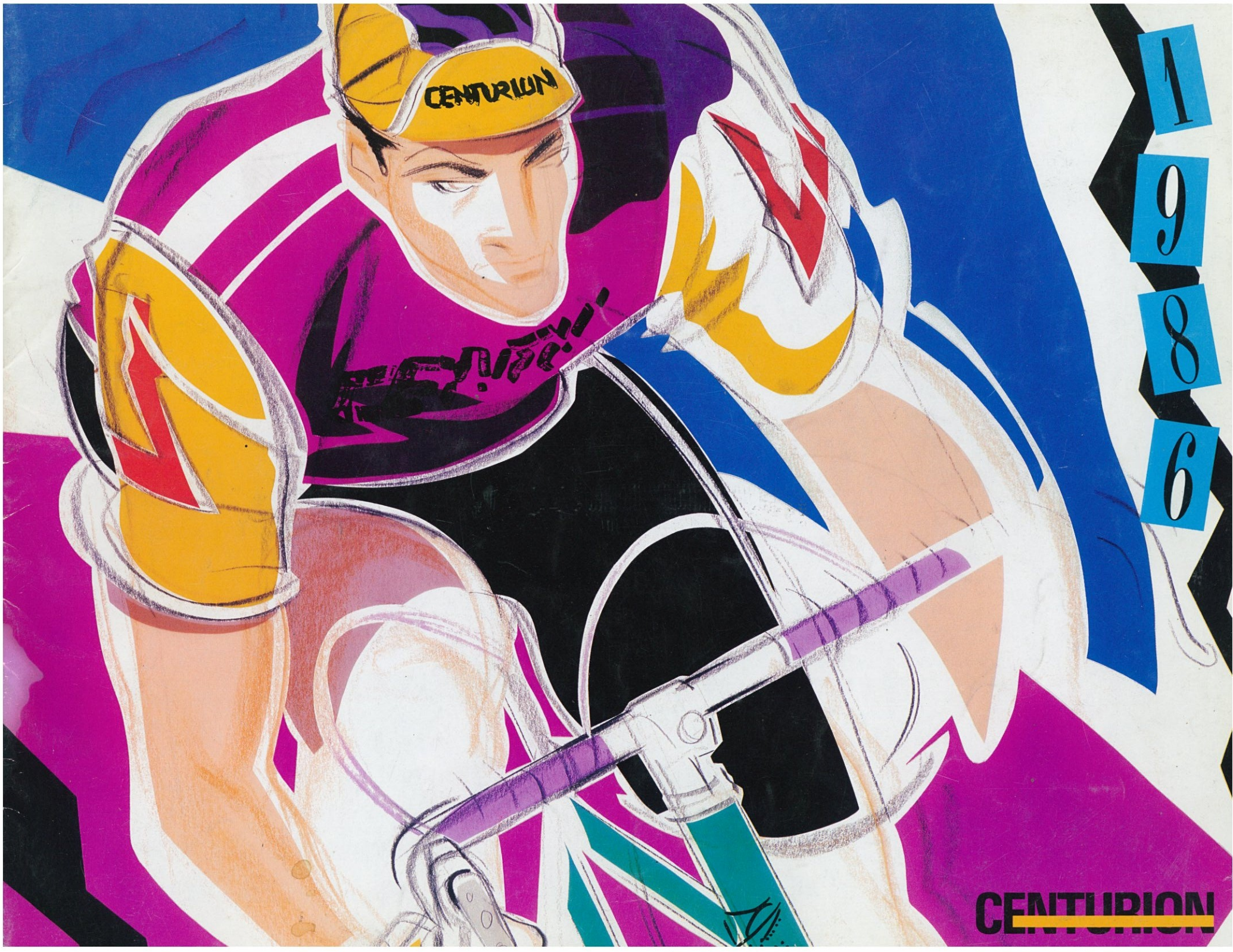




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CENTURIUM

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 lap 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 bicyclists — 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 tested and refined and retested 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 Metros 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 Mass, the Texas Metros contributed a lot more than victory cups to Centurion's line of bikes this year.

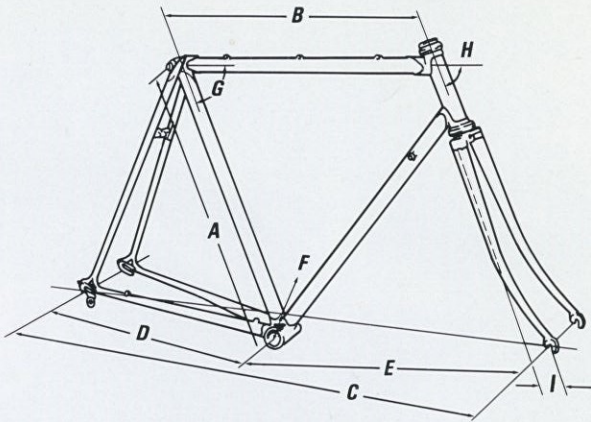
While running away with the year-long 7-11 Cup Series, the Texas Metros helped us determine some very important things. Like the best component groupings. Centurion uses only the best components made, which means Shimano derailleurs, cranks, brakes and other critical systems. And the fast-peddaling Texas Metros helped us figure out how to use them to best advantage.

Our top models feature Shimano Biopace cranksets and the latest L-Series or 600-Series Shimano derailleurs. The new S.I.S. Series uses Shimano's innovative click-indexing system for quicker, more efficient gear changes.

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

OUR FRAME DESIGN IS DOWN THE TUBES.

We're constantly trying to improve our already excellent frame designs. So we took



	PRESTIGE	FACET	IRONMAN	ELITE RS	LEMANS RS	ACCORDO	SPORT DLX	SIGNET
A	58cm	58cm	58cm	58cm	23"	23"	23"	23"
Bmm	564	569	569	569	570	557	569	569
Cmm	996	1010	1010	1010	1015	1045	1045	1045
Dmm	406	410	410	410	415	435	435	435
Emm	590	600	600	600	600	610	610	610
Fmm	73	70	70	70	70	65	65	65
G	74.5"	74"	74"	74"	73"	73"	73"	73"
H	74.5"	74"	74"	74"	73"	73"	73"	73"
I	40	45	45	45	45	50	50	50
Weight (lbs)	21.0	21.5	22.7	23.7	25.0	27.2	28.2	31.0



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 bald down the middle and have a narrower profile for superior performance. Tread 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 flat 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 lustrous 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.



The Centurion/Shimano/Texas Metros Cycling Team.
(L to R) Susan Ehlers, Marianne Berglund, Peggy Maass and Rebecca Daughon (not pictured, Bunki Bunkaitas).



Dave Scott, four time IRONMAN and world record holder.

CENTURION

PRESTIGE

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 dualtone custom paint scheme.



Shimano Dura-Ace crankset



World-class Tange Prestige extra light gauge tubing.



Selle Italia Turbo saddle. The competition standard.

Frame-fit pump peg.

Hard anodized Wolber Aubisque 32 hole rims.

Two sets of water bottle bosses.

Shimano's state-of-the-art Dura-Ace component group.

FACET ALUMINUM

Aerospace technology finally makes weldable, seamless high quality aluminum alloy tubing available for use in bicycle frames. We road 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.



New, Sun Tour Sprint derailleur mounted to specially heat treated aluminum frame drop out.



Tange's rigid aluminum alloy Unicrown fork.



Latest anatomic fit hidden cable aero brake lever.



Selle Italia Turbo saddle.

Special 7000-series seamless aluminum alloy tubing.

Hidden cable aero brake levers.

T.I.G. Welded for maximum durability.

Two sets of water bottle bosses.

Panaracer Vertex semi-smooth tires on Wolber Alpine hard anodized 32 hole rims.

IRONMAN®

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 Vertex 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.



New, composite pads on 600 EX brakes. Special sloping fork crown.



Selle Italia Turbo saddle. The competition standard.



Shimano new 600 EX S.I.S. Index System derailleur group.

CENTURION



Centurion five stage paint and custom-style dualtone finish.

Custom mix of Tange Champion #1 tubing.

Hidden cable aero brake levers.

32 instead of 36 spokes. Lighter with less rotational air resistance.

Two sets of water bottle bosses.

New composite brake pads for ultimate wet/dry performance.

Wolber Alpine hard anodized/Araya 20c anodized rims with Panaracer Vertex 115psi tires.

Shimano new 600 EX crank with Biopace.

Shimano new 600 EX S.I.S. Index System derailleur group.

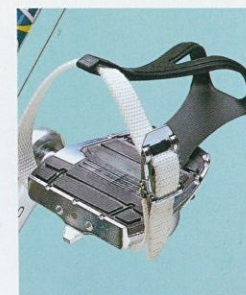
ELITE RS

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.

CENTURION

Dia Compe rigid, Royal S brakes with hidden cable aero levers.

Vetta Mundial suede leather racing saddle.

Striking dualtone custom-style finish.

Two sets of water bottle bosses.

Wolber Alpine hard anodized/Araya 20C rims with Panaracer Vertex 115psi rated tires.



LEMANS RS

The Lemans 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.



Shimano new L-525 S.I.S. Index System derailleur group.



Araya 20C rims with Panaracer Vertex 115psi rated tires. 700C for easy conversion to tubular tires.



Striking dualtone custom-style finish



Araya 20c rims with Panaracer Vertex 115psi rated tires.

Sugino graduated length seatpost.

Tange Champion #2 tubing.

Pump peg brazed on.

Dia Compe LM 400N sidepull brakes with hidden cable aero levers.

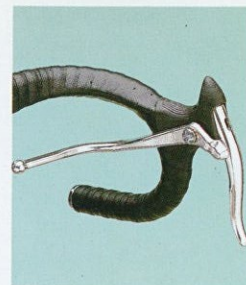
Two sets of water bottle bosses brazed on.

Sugino new PD-1000 integral toeclip pedals.

Sugino VP crankset with sealed system BB.

ACCORDO

The Accordo retains its comfort features for 1986 while the new Shimano L-Series derailleur system and aerodynamic brake levers with hidden cables update this sport bike classic.



Rigid, Shimano Z brakes: Hidden cable aero brake levers with extension levers.



Sure stopping Shimano Z brakes.



Shimano new light action derailleur system.



Vetta anatomic saddle.

Sugino graduated height seatpost.

Tange Infinity double butted chrome moly tubing.

Water bottle braze ons and full cable guides.

Araya lightweight alloy rims.

Suzue sealed system, quick release hubs.

SPORT DLX

The durable Sport DLX features a Tange Infinity double butted chrome moly frame. Quick release Suzue sealed hubs. And performance unmatched by any bike in its price range.



Araya lightweight alloy rims.



Tange infinity double butted chrome moly tubing.



Comfortable, Vetta anatomic saddle.



Shimano Z brakeset.

Sharp, dualtone paint scheme.
Protective clear coated.

Sugino VP 1 piece
alloy crankset.

Shimano new light action
derailleur system.

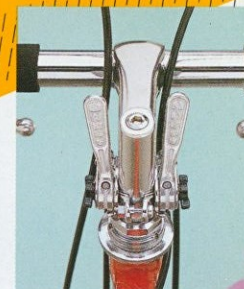
Suzue quick release sealed
system hub.

SIGNET

The Signet is designed to provide years of fun with low maintenance. It features Shimano derailleurs. Vetta saddle. And legendary Centurion quality.



Striking, dualtone paint scheme. Protective clear coated.



Easy to use Shimano stem mounted shift levers.

CENTURION



Vetta anatomic saddle.

Quality alloy Dia Compe 500N brakeset

Centurion racing inspired frame design.

Sturdy, Shimano Skylark derailer.

Sugino cotterless alloy crankset.

