PEDALS

1 - TECHNICAL SPECIFICATIONS

<table>
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<th>RIGHT PEDAL AXLE</th>
<th>LEFT PEDAL AXLE</th>
<th>AXLE THREADS</th>
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<tr>
<td>R</td>
<td>L</td>
<td>9/16 x 20 TPI</td>
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2 - COMPATIBILITY

⚠️ WARNING!
Should you need to use longer screws than those provided, kindly contact Campagnolo S.r.l. DO NOT use screws supplied by anyone other than Campagnolo.

⚠️ WARNING!
Use only the screws supplied with Campagnolo® Pro-Fit PLUS™ cleats (Fig. 1). NEVER use any other screws. Use of any other screws could prevent proper engagement and disengagement of the cleats, resulting in an accident, personal injury or death.

⚠️ WARNING!
Use shoes with a sole curvature that matches as much as possible the curvature of the cleat. The use of shoes with unsuitable sole curvature can deform the cleats and prevent proper engagement and disengagement of the cleats, resulting in an accident, personal injury or death.

3 - INTERFACE WITH THE CRANKS

⚠️ WARNING!
Do not insert washers or spacers between the pedal axle and the crank as they would generate abnormal stresses in the interface area. These stresses could lead to premature failure, resulting in an accident, personal injury or death.

IMPORTANT!
Campagnolo® Pro•Fit PLUS™ clipless pedals have 9/16” x 20 TPI threaded axles.
The right pedal axle is marked with the letter “R”, while the left pedal axle is marked with an “L”.
The right pedal will thread into the crank arm clockwise and the left pedal counter-clockwise.
Campagnolo® Pro·Fit PLUS™ clipless pedals have 9/16” x 20 TPI threaded axles. The right pedal axle is marked with the letter “R”, while the left pedal axle is marked with an “L”. The right pedal will thread into the crankarm clockwise and the left pedal counterclockwise.

The pedals must be tightened to a torque of 40 Nm (354 in.lbs).

4.1 - INSTALLATION OF PEDALS ONTO CRANKARMS

4.2 - CLEAT INSTALLATION

Campagnolo® Pro-Fit PLUS™ pedals are sold with cleats that provide lateral float. Correct alignment of the cleats will permit lateral movement without the feeling of being restricted on either side.

If replacement cleats without float (available as a spare part) are used, you must find a position in which ankles, knees and hips are in proper alignment, not stressed or strained. A correct fore-aft position of the cleat will depend on your foot’s instep. The ball of your foot should be located directly over, or slightly in front of, the center of the pedal axle (Fig. 2).

In order to make fore-aft positioning of the cleats easier, there are lines (A - Fig. 2) located on the sides of the cleats which correspond with the center of the pedal axle.

- Apply the anti-slip adhesive to the rough side of the resin cleat.
- Fix the metal cleat insert (C - Fig. 3) into the resin cleat, while maintaining the proper orientation.
• Turn the shoe upside-down.
• Position the cleat over the standard three-hole bolt pattern in the shoe sole (Fig. 4).
• Place a washer into each of the three rectangular slots in the cleat. NEVER use more than one washer per slot.
• The kit contains two sets of screws having different lengths. Select the screw length most suited to your shoes. You may use long and short screws on a cleat.
• Fasten the cleats by tightening the screw as far as they will go. It is imperative that each screw (D - Fig. 4) is engaged at least three (3) full turns while tightening. The mounted screws should not deform the insole of the shoe in any manner.

Should you need to use longer screws than those provided, kindly contact Campagnolo S.r.l. DO NOT use screws supplied by anyone other than Campagnolo.

• Check that the position of the cleat is correct. If necessary loosen the screws and adjust the position of the cleat. Repeat the operation until a perfect positioning is reached.

⚠️ **WARNING!**
Improperly aligned cleats can cause pain or discomfort in the knees, ankles and hips and could lead to injury. If pain or discomfort of any kind is experienced, stop the use of the cleats and pedals immediately. See a certified bicycle dealer to properly set up your cleats and pedals. If pain persists, see your physician.

### 4.3 - REMOVING AND INSTALLING CARTRIDGES

#### 4.3.1 - Wear of pedals and cleats

Your pedals and cleats are subject to wear over time. This wear will lead to a progressive modification of the release tension of your pedals, which can only be partially compensated by adjustment of the tension adjustment bolt. Accordingly, it is critical that you closely monitor the release tension of your pedals and immediately replace worn parts as necessary. Please note the replacement of worn parts will change the release tension of your pedals. Therefore, after any replacement you must re-adjust the release tension and re-familiarize yourself with the system before using it again.

⚠️ **WARNING!**
Never use a system that you have not previously tested in a safe area and that you are unable to use properly.

#### 4.3.2 - Removing and installing cartrdiges into pedal body

• Using a standard 20mm box wrench, unthread the composite cartridge fastening nut (Fig. 5 / 5.1).

**IMPORTANT:** To unthread the right cartridge, turn clockwise; to unthread the left cartridge, turn counterclockwise (Fig. 5 / 5.1).
• Extract the cartridge (L - Fig. 6.1) from pedal body. In addition to the cartridge, an alloy bushing (M - Fig. 6) sits at the innermost end of the axle. This bushing must be in place with its concave side facing the axle opening before the cartridge can be re-inserted.

• Make sure the alloy bushing (M - Fig. 6) is in place at the inner end of the cartridge shaft.

• Insert the cartridge (L - Fig. 6.1) until the cartridge nut threads meet the pedal body threads.

• Tighten using a 20mm box wrench (Fig. 7 / 7.1).

IMPORTANT: The cartridge for the right pedal is tightened in a counter-clockwise direction, and the cartridge for the left pedal is tightened in a clockwise direction (Fig. 7 / 7.1).

The cartridges must be tightened to a torque of 10 Nm. (89 in.lbs)
**5 - MAINTENANCE**

⚠️ **WARNING!**
Normal wear of the various parts of the pedal coupling system leads to a progressive modification of the coupling and release dynamics which can only be partly compensated by adjusting the tension adjustment bolt (H - Fig 1 / 1.1).

The retaining spring is subject to wear. We recommend that you change it about every 30,000 km. Please keep in mind that this distance is purely indicative and could vary significantly on the basis of the conditions of use and the intensity of your activities (for example: racing, rain, salted winter roads, cyclist’s weight, etc.). You should always check the spring regularly and change it immediately if it shows signs of wear or a reduction in the release force. Worn springs can fail or malfunctioning, resulting in accidents, personal injury or death.

Carefully monitor the release tension and replace worn parts when necessary. Replacement of worn parts completely or partly restore the initial pedal coupling and release tension conditions, thereby modifying the situation you were used to. Therefore, after any replacement of worn parts you must re-adjust the tension adjustment bolt (H - Fig 1 / 1.1) and thoroughly familiarize yourself with the system before using it again. Never use a system you do not feel completely at ease with and that you are unable to use perfectly.

⚠️ **WARNING!**
You must set the release tension adjustment in accordance with your riding style (See below).
If the release tension adjustment is too low, your foot could unintentionally disengage from the pedal resulting in loss of control of your bicycle, an accident, personal injury or death.
If the release tension adjustment is too high, you may not be able to disengage from the pedal properly or timely, resulting in loss of control of your bicycle, an accident, personal injury or death.

- To increase the release tension turn the tension adjustment bolt (H - Fig. 1/1.1) clockwise.
- To decrease the release tension turn the tension adjustment bolt (H - Fig. 1/1.1) counter-clockwise.

The display (I - Fig. 1) on the back-side of the pedal shows the approximate release tension adjustment. The pedals are supplied with the release tension adjusted to the minimum.

⚠️ **WARNING!**
- You must become thoroughly familiar and competent with the engagement and disengagement of the cleats from the pedals (starting with one foot on the ground) before using them on public roads. Please practice engagement and disengagement in a safe area, free from other traffic, until you are confident that you can use your pedals properly.
- Before engaging the pedals, always make sure that both the cleat and pedal are clean. Mud, dust and gravel compromise pedal operation, which can cause improper engagement, that can result in an accident, personal injury or death.

- The life of the components depends on conditions of use and on the frequency and quality of maintenance. To keep the components in good condition, cleaning and lubrication must therefore be repeated frequently, especially if it is subjected to heavy-duty use (i.e. after washing your bicycle, after every ride in wet, dusty or muddy conditions etc.).
- Dirt seriously damage bicycles and their components. Thoroughly rinse, clean and dry your bike after using it in these conditions.
- Never spray your bicycle with water under pressure. Pressurized water, even from the nozzle of a small garden hose, can pass seals and enter into your Campagnolo® components, damaging them beyond repair. Wash your bicycle and Campagnolo® components by wiping them down with water and neutral soap. Dry them using a soft cloth. Never use abrasive or metal pads.