



CEECO

# Katana

**Fd -15.8 % (at 0 yaw)**

**Frontal Area :-7.73 %**

To minimize frontal projection, the primary challenge is designing around a 1.5-inch head tube to achieve seamless full internal cable integration.

**Solution:** Reduce the downtube and seat stay dimensions to decrease frontal area while ensuring rigidity and aerodynamic efficiency.

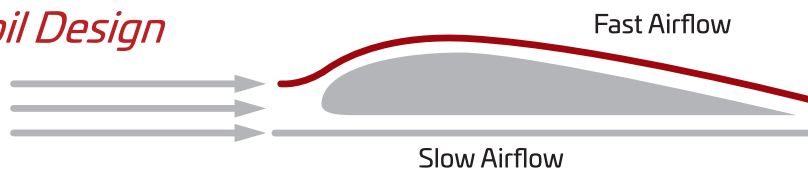


New KATANA  
42342.29 mm<sup>2</sup>  
Fd = 0.605

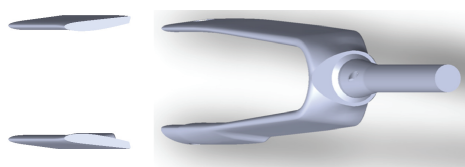
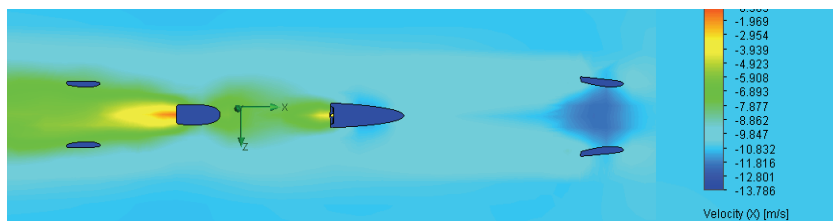


KATANA  
45891.92 mm<sup>2</sup>  
Fd = 0.719

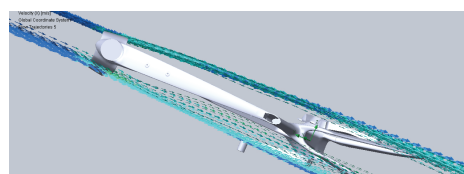
## Asymmetric Airfoil Design



The fork blades' asymmetric design optimizes airflow along the wheel side, ensuring cleaner and more efficient aerodynamics in this vital area



(A)

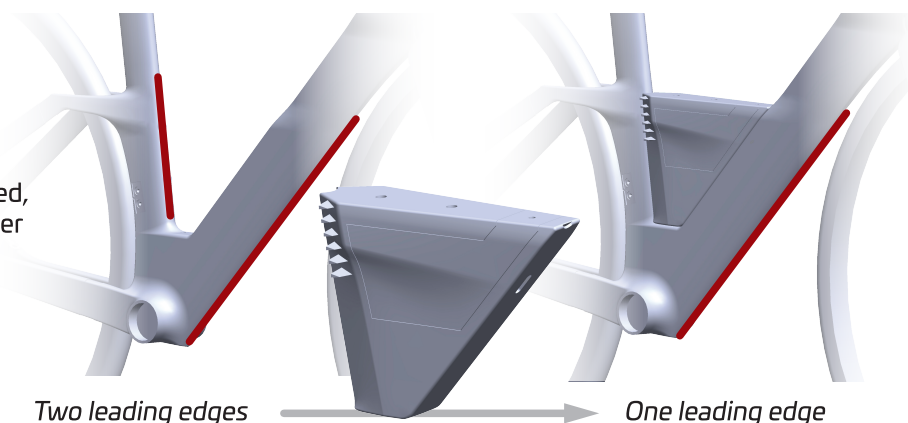


(B)

Rather than adopting an excessively wide fork, we engineered a streamlined structure that utilizes blade (A) to channel airflow efficiently, significantly reducing the aerodynamic resistance caused by the cyclist's legs (B)

## Aero Toolbox

By minimizing the leading edge, aerodynamic efficiency is enhanced, resulting in improved speed, greater stability, and reduced energy consumption.



Two leading edges

One leading edge