



 BLACK INC

CONTROL.

HYPER⁶²

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A DEEP-SECTION RACE WHEEL BUILT AROUND CONTROL.

“ With Hyper 62, the goal was to take more control of the system. The spoke, the rim, the hub interface, the bond, all of those details affect how the wheel rides and performs. We spent years developing the carbon spoke architecture and the tooling around it because we wanted a wheel that was not just light or deep, but structurally controlled and genuinely fast in the way riders experience it.

- Graham Shrive



Hyper 62 represents a new level of technical ownership for Black Inc. It is not simply a new rim depth or a lighter version of an existing wheel. It is the result of a multi-year development project focused on proprietary carbon spoke construction, bonded hub architecture, hidden threaded tip integration, and a more complete understanding of how a high-performance wheel behaves under load.

The objective was clear: build a fast wheel that remains useful in the real world of racing, light, laterally responsive, aerodynamically refined, and structurally controlled.

Created from the same engineering culture that defines Factor, Black Inc develops wheels and components as part of a complete performance system, shaped by aerodynamics, stiffness, weight, control, bearing efficiency, and the interaction between rider and machine.

For Factor, Black Inc enables true system design: frames, wheels, cockpits, and rider position developed with a shared performance intent. For riders beyond Factor, it offers the same manufacturing discipline and racing intelligence in a standalone range of premium wheels and components.

Black Inc is a performance wheel and component manufacturer founded in 2015 by Rob Gitelis, the carbon-engineering pioneer behind Factor Bikes.



Born within the Factor family.
Engineered to stand alone.

The brief was not to build another deep-section wheel.

The brief was to build a wheel with greater ownership over the elements that define performance: spoke architecture, rim structure, bonding integrity, aerodynamic cleanliness, stiffness, and ride feel.



Carbon spokes are becoming more common in high-performance wheels. For Black Inc, the question was not whether to use them, but how much control the brand should have over their shape, layup, stiffness, strength, and behaviour.

That question led Black Inc toward a proprietary moulded carbon spoke system, bonded flange architecture, hidden threaded tip integration, and detailed structural work around the rim itself.

Hyper 62 is the result: a 62mm deep-section race wheel designed as a complete system.



CONTROL.

How do you build a deep-section race wheel that delivers aerodynamic advantage and low mass without losing control, stiffness, or structural reliability?



A deep wheel can be fast in a tunnel and difficult on the road. A light wheel can feel sharp but become fragile. A stiff wheel can feel responsive but harsh. Hyper 62 was developed around the balance between these demands.

For Black Inc, the answer was not to optimise one number. It was to control the system.



Hyper 62 began as an R&D project into carbon spoke construction.

The team experimented with multiple spoke shapes, widths, stiffnesses, materials, and layups. The goal was to understand how much behaviour could be tuned through the spoke itself, rather than relying on an external spoke technology shared across multiple brands.

Early prototypes were built around 48mm wheelsets before the project evolved into the deeper Hyper 62 platform. Those first test wheels were extremely light and very stiff, confirming that the concept had potential, while also showing the system needed further refinement.

The Bugatti project then gave the team a reason to accelerate development and turn the concept into a full production programme.

The development process was not linear. It required multiple spoke experiments, test wheels, tooling revisions, bonding solutions, and structural validation before the wheel reached its final form.



Rather than using a standard purchased carbon spoke, Black Inc developed its own moulded spoke architecture. This gave the team control over shape, layup, stiffness, strength, and ride character.

The spoke is not treated as a generic connector between hub and rim. It is an engineered part of the wheel system. Its geometry, material, and integration influence how the wheel accelerates, responds laterally, resists load, and behaves under real riding forces.



This is the core technical story of Hyper 62.

By developing the spoke architecture internally, Black Inc could tune the wheel as a system rather than treating the spoke as a fixed input. The result is a wheel with a distinct structural character: low mass, high lateral response, and controlled behaviour under load.



THE SPOKE DEFINES MORE THAN WEIGHT.
IT DEFINES HOW THE WHEEL BEHAVES.

THE HUB INTERFACE IS NOT SIMPLY ASSEMBLED. IT IS PREPARED, BONDED, AND VALIDATED AS A STRUCTURAL PART OF THE WHEEL SYSTEM.



Hyper 62 uses a bonded flange architecture that allows the carbon spokes and hub structure to operate as a more integrated system.

The development process required significant work around bond preparation, bond strength, and repeatability. The hub shell is anodised, then laser-etched in the bond area immediately before assembly, allowing the team to create a clean and controlled surface for bonding.

The team also conducted destructive testing and comparison work to understand flange bond strength and failure modes.

Hyper 62 was developed through extensive bond validation, surface preparation work, and destructive testing to ensure the spoke-hub interface met Black Inc's structural requirements.

This is one of the hidden engineering details that defines the product. The rider does not see the bond preparation process, but the wheel's structural integrity depends on it.



Hyper 62 uses hidden threaded tip integration to reduce exposed disruption at the rim and contribute to aerodynamic performance.

This was not a simple styling decision. It required a new tooling approach, including molded pockets and a threaded tip solution that allowed the interface to be integrated more cleanly into the rim.

The result is cleaner airflow around the rim and spoke interface, particularly at higher yaw angles.

In a deep-section wheel, the small exposed details matter. The spoke-rim interface is one of the points where airflow can be disrupted. By hiding the threaded tip, Hyper 62 reduces that disruption and gives the wheel a cleaner aerodynamic structure.

The cleaner the interface, the cleaner the airflow.

LOW MASS ONLY MATTERS WHEN THE STRUCTURE REMAINS CONTROLLED.

A 62mm rim creates a structural challenge.

The sidewalls of a deep carbon rim can be extremely thin. If those walls are not properly controlled, they can deform inward and outward under load, tyre installation, or impact. This is referred to internally as “oil canning” - a failure mode where the wall flexes, delaminates, and returns shape after damage has already occurred.

Hyper 62 addresses this through layup development and the use of a TexTreme outer layer. The TexTreme layer improves wall stiffness and oil-canning resistance while helping maintain low mass.

This is an important part of the launch story because it shows that Hyper 62 is not light by accident. It required structural control in areas riders may never see.

Weight reduction without wall control would not be enough. Hyper 62 had to be light, but it also had to resist the loads that deep rims experience in real use.



HYPER 62 IS LIGHT FOR ITS DEPTH, BUT ITS ADVANTAGE IS THE WAY LOW MASS WORKS WITH STIFFNESS, STRUCTURE, AND INTEGRATION.

Hyper 62 targets a weight of **1298g** for the SRAM XDR wheelset, with production variation of $\pm 5\%$ depending on resin content, finishing, and normal manufacturing tolerances.

For a 62mm deep-section race wheel, that weight places Hyper 62 in rare territory. But the weight story should not stand alone.

The significance of Hyper 62 is not simply that it is light. It is that Black Inc has achieved low mass while also developing the spoke architecture, bonded hub system, rim-wall structure, and hidden threaded tip integration required to make the wheel feel precise and controlled.

RESPONSIVENESS IS ONLY VALUABLE WHEN
THE STRUCTURE BEHIND IT IS CONTROLLED.



The ride character of Hyper 62 is defined by two forms of stiffness.

The first is lateral stiffness: the sensation of immediacy when the rider accelerates, corners, or loads the bike out of the saddle.

The second is radial stiffness: the wheel's ability to resist deformation through vertical and impact loads without becoming structurally vulnerable. This is where the rim-wall and oil-canning work becomes important.

Hyper 62 is designed to feel fast because it is laterally precise, but it is also designed to survive the loads that a deep, lightweight rim experiences in real use.

A wheel that feels sharp but lacks structural control is incomplete. Hyper 62 was developed to balance response with integrity.





Hyper 62 does not chase aerodynamic performance through rim depth alone.

Its aerodynamic gains come from cleaner integration: hidden threaded tips, a refined carbon spoke system, and front hub architecture that contributes to airflow behaviour at higher yaw angles.



THE AERODYNAMIC STORY IS NOT MORE DEPTH.
IT IS CLEANER INTEGRATION.



Compared with Black Inc's SIXTY TWO, Hyper 62 maintains similar low-yaw performance while improving behaviour at higher yaw through hidden threaded tip integration and front hub architecture.

This is an important distinction. Hyper 62 is not positioned as a wheel that gains speed through a single dramatic change. Its aerodynamic performance comes from refinement: less disruption, cleaner interfaces, and better system-level behaviour at the yaw angles where those details become more influential.



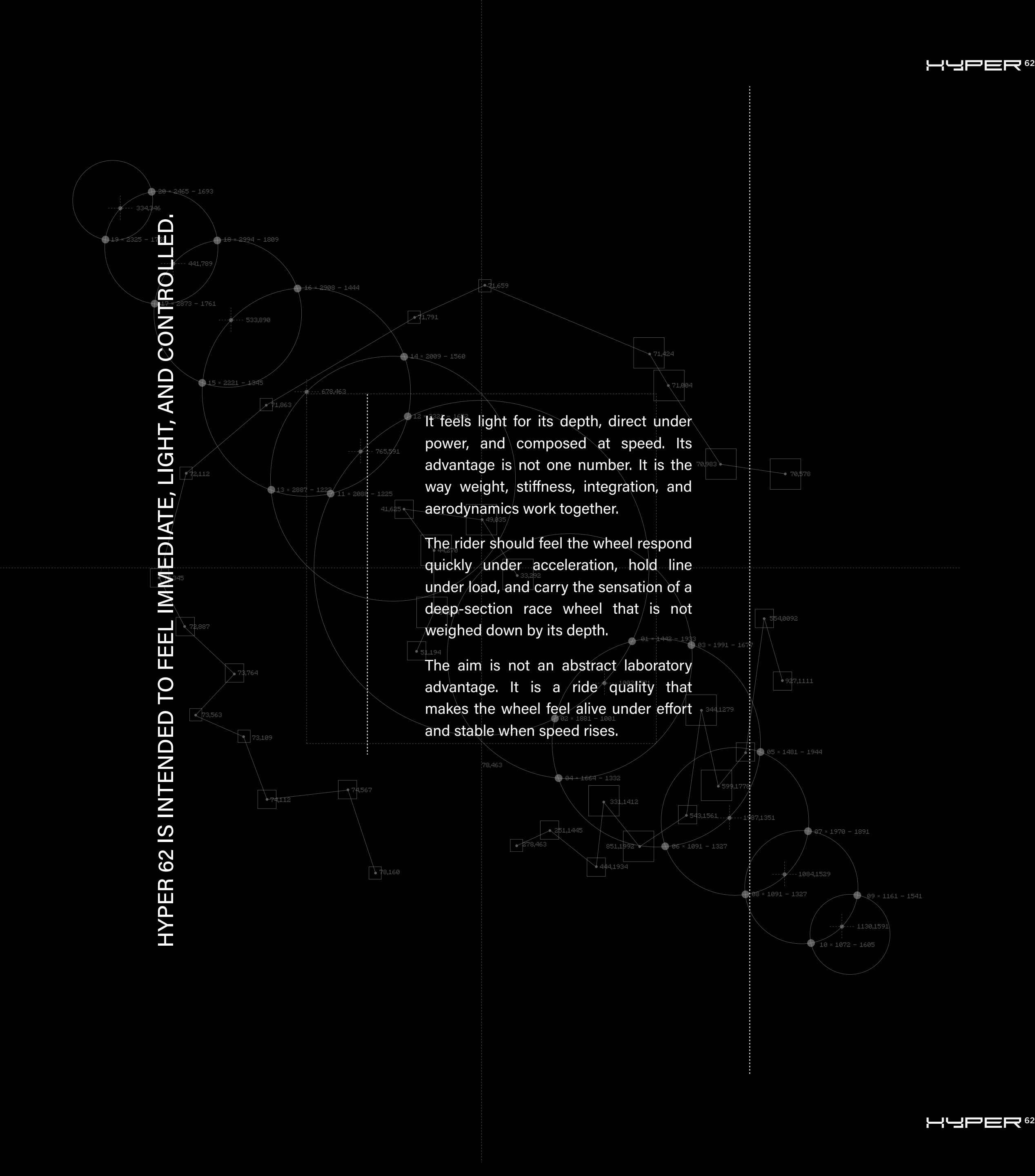
CONTROL.

HYPER 62 IS INTENDED TO FEEL IMMEDIATE, LIGHT, AND CONTROLLED.

It feels light for its depth, direct under power, and composed at speed. Its advantage is not one number. It is the way weight, stiffness, integration, and aerodynamics work together.

The rider should feel the wheel respond quickly under acceleration, hold line under load, and carry the sensation of a deep-section race wheel that is not weighed down by its depth.

The aim is not an abstract laboratory advantage. It is a ride quality that makes the wheel feel alive under effort and stable when speed rises.



HYPER 62 IS THE HALO ROAD WHEEL IN THE BLACK INC RANGE.

Hyper 62 sits at the top of Black Inc's road performance wheel range as the most technically ambitious deep-section race wheel.

It should not be positioned only as "the deeper wheel." It should be positioned as the wheel that brings together proprietary carbon spoke construction, hidden threaded tip integration, low mass, and high-yaw aerodynamic refinement.

Road Performance Range



Black Inc HYPER 62
Proprietary deep-section race-wheel system.



Black Inc SIXTY TWO
Deep-section aero performance.



Black Inc 48|58
All-round race performance.



Black Inc 28|33
Climbing and low-weight performance.

Special Projects / Bugatti / Future Halo Products
Limited, experimental, or collaboration-led platforms.

Black Inc Hyper 62 Specifications



SPECIFICATION	DETAIL
Wheelset weight	1298g, SRAM XDR
Weight tolerance	±5%
Rim depth	62mm
Rim internal width	23mm
Rim external width	28.7mm at rim hook / 31.55mm widest
Hook type	Mini-hook
Recommended tyre width	28mm or 30mm
Maximum tyre pressure	72PSI Tubeless, 90PSI Tube Tire
Tubeless compatibility	Tubeless compatible
Spoke count	Front: 16 / Rear: 20
Spoke construction	Proprietary molded carbon spoke system
Hub shell	6061 aluminium alloy
Hub shaft	7075 aluminium alloy
Bearings	Black Inc Ceramic
Freehub options	SRAM XDR / Shimano HG / Campagnolo N3W
Rotor interface	Centre-lock
System weight limit	100kg / 220lb
Warranty	Two-year warranty for original owners from date of purchase through an authorized Black Inc dealer
Crash replacement	Covered through Black Inc warranty and crash replacement policy
Launch markets	Global
Availability	June 20, 2026





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