

We are very glad you like our bikes and considering purchasing them. AZUB BIKE is known for our individual approach and the possibility of custom building the bike. The first look into our price list can seem a bit strange and confusing as there are too many options, accessories and other possibilities. That is why we prepared this Buyer's guide for you with explanations for all the items in the price list.

If you are not sure about which components or options to choose for your use, send us an e-mail or call us by phone or Skype and we will try to help you with the proper solution.

MODELS

The biggest question is which model to choose. It is pretty easy with the recumbent tandem AZUB TWIN or the folding ORIGAMI, because you are probably sure you want to have a bike for two or a folding recumbent, but it can be a bit harder to choose between all the other models.

We recommend you read our web page or catalogue to have a better idea but there are a few issues which are good to mention here.

RIDING POSITION: in comparison of wheel combinations it has to be told that the 20/20" models BUFO and MINI together with the 24/24" and 26/26" models IBEX and MAX have more sporty riding position with bottom bracket higher than the seat height. The 20/26" models APUS and 5 have more comfortable position where you pedal lower than you sit. This is also valid for the Twin captains and stoker.

WHEEL SIZE: We know very well that many people think the only good wheel is the big wheel. Especially when the 29ers or even 27,5" wheel bikes are such a big fashion now but it is not the same with recumbents.

Big wheels are definitely better in terms of speed or riding in terrain, but such advantages can be recognized only by very experienced riders who use the bike almost every day. Normally a difference between 20" and 26" wheel can be hardly recognized.

In the recumbent world it is very important how tall you are. Bikes with both 26" wheels are usually too high for riders under 175 cm especially with suspended front fork which makes the bike even higher. The difficulties are mostly in getting on and off the bike, in balancing it when going slowly or when you are about to fall and want to reach the ground with your feet and the ground is too far away.

We recommend to stay with smaller wheels even for riding on unpaved roads or in terrain. There will occur some disadvantages in hard conditions with 20" wheels, but the overall feeling of being low will be much better.

In case you are afraid of damaging your derailleur hanger or derailleur itself you can always choose a bike with 26" rear wheel.

For those who really want to have big wheels but are not tall enough, there is the MAX or Ibex with 24" wheels.



MAINSTREAM LINE OR TOP LINE MODELS?

Among Mainstream Line bikes we put the Ibex, Apus and Bufo. And among Top Line we put the Max, 5 and Mini. You can clearly recognize the Top Line model by looking at the rear fork which has the asymmetric stylish design and pulley.

The Top Line recumbents are the best bikes we are able to produce with an acceptable price. They have a lot of small details which makes them one of the best recumbents all over the world.

Because of the pulley and the chain line they do have better performance than the Mainstream line bikes and because of the rear fork construction they are stiffer and have better riding properties.

Even though the maximum weight limit we recommend is 125 kg for all the Top Line and Mainstream Line bikes, we recommend to choose one of the Top Line models in case you are at the weight limit of the bike, plan to tow trailers of different style, or you plan to be heavily loaded for long distance tours or expeditions or you simply like the amazing style and look of the bike.





Shimano Alivio rear derailleur



Shimano Deore rear derailleur



Shimano XT rear derailleur



Shimano Dura Ace bar end shifters

GEARING

Gearing might be a big issue for you when thinking about a new recumbent. This is also a reason why we offer such a wide range of options for you. If you get used to some system, the best way is to use it again but we recommend to read this part about gearing which might be useful as you may find some interesting points here. If you are not sure which components you would like to use, we hope to help you. The last version is that you are used to some type of components that we do not have in our offer, you can either choose from what we have based on our recommendations or you can contact us and discuss the possibility to build a truly custom bike for you.

There are two main groups of gearing components. The first are standard components with triple cranksets and cassette on the rear wheel. The second are gear hubs in the rear wheel.

Standard set up with 3x? gears

The basic set up we offer is the **Shimano Alivio** with 3x8 speeds. We have used Alivio components for many years and we think this is the right basic component group to offer good quality and do a good job for the rider. It also uses 8 speed chain (we use KMC chains on our bikes) which is wider than 9 or even 10 speed chains which means it has better durability and a longer life time. We recommend the Alivio components in case you have limited budget or when you do not care about the super precise shifting, or when you plan long distance tours or expeditions where the lifetime is essential.

Note: we have tried to combine only the Alivio shifters with some better derailleurs like the Deore or Deore XT. It was working well around 2010 but at the moment we have trouble to adjust the shifters properly so they are no longer compatible. Instead, we recommend to stay with pure Alivio if you decide to go for 8 speed chain. For 20" wheels we use basic Shimano road rear derailleur at the Shimano Alivio level.

Shimano Deore is our bestseller. It is 3x9 speed set up and works perfectly. There is hardly anything more to say about this component level. Simply said: „It is good“. For 20" rear wheels we use Shimano SLX rear derailleur which also has a short cage needed for the smaller wheels.

Shimano XT is the best component line we normally have in our price list. We offer it with 3x9 speed configuration as we are not big fans of 10 speed chains and cassettes but if you are looking for 3x10 speeds or even for Shimano XTR components you can ask us and we will build a custom bike for you. XT is light, high quality with perfect shifting, nice design and it is simply top level all around.

Bar End shifters

This is probably the most used type of shifter on recumbents. Originally a time trial/triathlon shifter that can be easily placed at the end of bars of USS or possibly also OC. We use Shimano Dura Ace shifters for 9 speed cassettes. They are high quality and very simple.

The advantage of this system is that there aren't any cable loops as normally found on our bikes and it is also difficult to damage them if a fall happens. The disadvantage is their high price and poor ergonomics because the brake levers have to be placed the opposite to what they are designed for so braking can be a bit more difficult in some cases, especially with smaller hands. You also cannot shift and brake at the same time.



SRAM Dual Drive hub

Hub gears

Cyclists like hub gears because of their maintenance free running, clean look and clean operation too, low chain wear and wide range. The fact that they do not have derailleurs or catch much dirt and mud into the chain is usually a key factor too. Since we do have all the bikes with rear suspension except the Origami, there has to be some kind of chain tensioner. Origami has to use the tensioner too as the chain goes above the front wheel and there has to be tension in it. The Dual Drive set-ups use standard derailleurs as there are standard cassettes in combination with gear hubs.

Many recumbent riders feel that they have a lack of gears. Recumbents are a bit slower uphill (at least at the beginning when all the muscles are not used to all the new movements on the recumbent bike) and are faster on downhills and flatlands. So the standard bicycle gearing is usually not enough. One of the solutions is to combine hub gears with double or triple crankset and front derailleur. We have this option in our price list mentioned as **Crankset Shimano with Deore shifter**. Especially in combination with Dual Drive or Rohloff it gives you an incredible wide range of gears. Enough low for uphills super fast for downhills.



SRAM Dual Drive combined shifter



SRAM Dual Drive rear derailleur

The other option is to combine it with Schlumpf cranks. See more among the crank options. Schlumpf is very nice in combination with Rohloff and they are often used together. There are no additional cables and the bike has an absolutely clean look. Two high quality examples of craftsmanship, connected together into a nice piece of technology.

Please also note, that the gear hubs except the Rohloff do not have quick releases and need a bit of skill and practice to remove the wheel and assemble it back when you need to change a tube or tire. This is a little disadvantage which can be removed by using the Schwalbe Marathon Plus tyres which has a superb puncture protection so a defect will rarely occur. Or most probably will never occur.

SRAM Dual Drive 24 and 27

Dual Drive is one of the most popular systems which combines three speeds in the rear hub and 8 or 9 speed cassette. The biggest advantage is that you do not have a triple crankset in front and the other big advantage is that you can shift when you stand. This is very important for recumbent beginners as they usually do not have enough power to start moving the bike with high gear when they forget to change the gear before they stop. They also cannot stand on the pedal as on the classic upright bike as a solution to this problem. The difference between 24 and 27 speeds is in the price, of course. The other difference is in the weight (24 heavier than 27) and in the life time (24 longer life time compare to 27 as the chain is thicker).

We normally deliver the Dual Drive with combined shifter so you have lever for the hub gear and a grip shift for the derailleur all on one side. Commonly on the right side but for disabled people it can be assembled also on the left side (Such solution is not very ergonomic, but is pretty much usable). Upon request we are also able to install trigger shifters on left and right side as is usual on common bicycles. Some upcharge is applied.



Shimano Alfine 8 hub

Shimano Alfine 8 and Alfine 11

The Alfine 8 has a gear ratio of 307% and the Alfine 11 has 409%. Standard 3x9 gear set up has about 540% or so. These two gears are either for flatlands or mostly flatlands (Alfine 8) with a perfect use in the cities for commuting and for hilly areas the Alfine 11 can be used too. Or you can combine them with a double or triple crankset.

After couple of years of assembling different hub gears like the Sturmey Archer or SRAM hub gears or even the Shimano Nexus hubs we found that the gear hubs with easiest assembly and easiest maintenance are the Alfine hubs. That is why we use them even though they are a bit more expensive than others.

Rohloff

There is no doubt that the Rohloff is the dream shifter for many recumbent cyclists. It's an incredible piece of bicycle technology with 14 speeds in the rear hub, all with just one handlebar shifter. It has a wide gear range (526%), and almost never needs maintenance. Everyone who has tried it has loved it. Rohloff is an advanced technology at its best but it is also a very expensive system. It is perfect for the cyclist who likes high technology, problem free smooth shifting and anyone who wants something unique. Please visit www.rohloff.de to see all of its advantages.

In the color shop you can also choose whether you want the Rohloff hub in standard silver or better in black or even red.

Also note that all our frames are built with rear drop outs which allow use of the OEM version of Rohloff. This is the smoothest and nicest way to assemble the Rohloff hub.



Rohloff 14 speed hub



AZUB Mini with ASS



AZUB MAX with USS



Open Cockpit steering (U-bar)

STEERING

There are three different types of steering you can choose for most of the bikes. Just the ORIGAMI has only the option of above seat steering.

Above seat steering (ASS) is in fact the simplest and lightest type of steering. It is pretty aerodynamic and so very fast. The biggest advantage is its narrow profile. It is even narrower than an upright bicycle and because of this, very easy to put the bike into a lift, carry it on stairs, walk with it through a narrow door or transport it in the train. Also attaching the bike to a car rack with other bikes is easier with ASS.

Then there is the last but not least advantage of the ASS. It is virtually indestructible. It is narrow and foldable so when you fall down it has enough space to move. We have not experienced a single complete damage of ASS because of an accident or any other reason. This is the reason why we recommend it for tours to remote areas where it would be hard to get any spare part.

Finally we would say that ASS is good for any use you want but perfect for commuting, riding in cities and for expeditions.

Under seat steering (USS) is considered as the most comfortable recumbent steering of all. Well, only in case the design is well made and the ergonomics is on top level. We think our USS is one of the best as we have worked on it for many years.

Absolute comfort is ensured by the relaxed position of your hands and the light grip on the bars.

Because our USS is called indirect, that means there is a linkage system between bars and front fork, the steering is very quick, you have very good feedback from the road or path and is very good for manoeuvring in difficult conditions.

The disadvantages are clear. The bars are much wider so it is difficult to park the bike in the basement or put it into the lift. Also transporting it on a car rack or on the train is much more complicated.

The other big disadvantage is that if you fall there is a big risk of damaging the bars. We do have a Safety System on the bars which protects them against damage by allowing them to rotate around the stem axle when they hit the ground by strong power, but this is not working every time in every condition. This is the main reason why we recommend the ASS for expeditions and trips to remote areas without a possibility to get spare parts from us in the worst case.

On the other side, complete damage has never happened and all riders were able to continue their trips even with bent bars and such accidents appear just occasionally so if you plan to use your bike in standard conditions, you do not need to be concerned of that.

Open cockpit (OC) is quite a new steering in the AZUB offer as it has appeared in our price list in 2012 for the first time. We worked on the development with some of our dealers and also recumbent riders who use such steering for many years. We come with some new approach by allowing a lot of knee clearance when turning. It is known that the OC is very aerodynamic, is pretty comfortable for many people, allows short turning radius etc. We do not have that much experience and feedback from our customers so we cannot tell more about it.



Spinner Grind front fork



Meks Carbon front fork



White Brothers Rustler



SR Suntour XCR front fork



Rock Shox RECON front fork

FORKS

The standard front fork we use on our bikes is a hi-tensile steel rigid front fork with mounts only for V-brakes. It is a simple fork, but it survived a couple of long expeditions incl. the one of Xavier Julien from Paris, France to Seoul in South Korea.

Rigid front fork CroMo disc/V-brake (20, 24, 26" front wheels)

This fork has to be ordered in case you want to have a rigid front fork in combination with disc brakes. Or you would like to have it on your bike when a need for more durability and a bit lower weight than with our standard rigid front fork is required.

It is a rigid front fork with mounts for disc brakes and V-brakes. The V-brake studs cannot be disassembled.

Spinner Grind suspension fork (20" front wheel)

Basic suspension front fork you may like in case you have a limited budget or in case you do not plan to use your bike too often. We usually recommend front suspension in combination with 20" wheel because of a smoother ride over different bumps and potholes on the road. The Spinner Grind fork is a spring/elastomer version of fork with adjustability of stiffness only. It does not have a lock-out.

In our eyes it is a fork which will work for many years as it was tested on many long distance expeditions also on the tandem bike we produce. For our tandem AZUB TWIN this is the only possibility at the moment as it is the only front fork we have tested and which survived. For use on the tandem bike we recommend to replace it every two or three years to ensure safe use.

MEKS Carbon suspension fork (20" front wheel)

High end suspension fork with carbon legs, lock out, adjustability of stiffness and rebound too. If you want to have light suspension, nice looking front fork, you plan to go on terrain, to commute every day or to go for multiple-day tour, this is the right fork for you.

We do not use this fork on our tandems as it can be overstressed.

White Brothers Rustler - former RC08 (20" front wheel)

A high quality fork specially designed for recumbents. One of the few officially allowed for tandems. It has 80mm travel, spring / air, no lock out, good quality, made in USA. Absolutely recommended for tandems.

Suntour XCR suspension fork (24" front wheel)

The only available front suspension fork for 24" wheels with 70 mm travel and without lock out. If you look for better front suspension fork for your 24" recumbent bike you should use one of the 26" models but be prepared that you lose about 3 to 4 cm from the height advantage of using 24" wheels.

Suntour XCR 80mm LO suspension fork (26" front wheel)

Basic front suspension fork for use on 26" wheel bikes like the AZUB MAX or Ibex. It is an oil/spring version with stiffness adjustability and lock-out. It is good for all types of use even for use on terrain. We do have good experience with it. Simple and reliable.

Rock Shox RECON

The top end fork which normally has 100mm but we shorten to recommended 80mm travel by a professional company. A fork for those who plan to use the bike very often, in hard conditions, which demands the best performance and low weight. It is an oil/spring fork with lock out, adjustable stiffness and rebound.



DNM DV 22

REAR SHOCKS

The standard rear shock we use is the **DNM DV22** oil/spring shock which is used also on many other recumbents. It is simple and reliable. If you do not have any experience with suspension on bikes, if you want to use the bike on asphalt or simple gravel roads, if you are not a performance rider, the standard shock is good for you. It has 152 mm. Its stiffness can be adjusted by preloading the spring.

DNM MM 22AR

Also a spring/oil rear shock with adjustable rebound and stiffness (by preloading the spring). For those who know what to expect from adjusting the rebound but do not want to have air rear shock on their bike. 152 mm.

SUNTOUR Epicon

Is a very nice air shock with lock out and rebound adjustability which allows to adjust the stiffness by air pressure (requires high pressure pump which you can find among our accessories). This shock is good when you are riding in different conditions or with different load. Typically when the bike is used for commuting and once a year for multiple-day long tours where you have much more luggage and weight. Then you can adjust the stiffness by adding more pressure. When you go to terrain, you can have it softer for a better ride.

The lock out is good when riding long uphill for example or long stretches on asphalt roads where you require maximum performance. By locking the shock out you do not use any power in suspension but put all of it into forward motion.

For long races or long rides like the 24 hour race we experienced, it is better to have open lock out and high air pressure instead. It gives you very good comfort and very low loss of power and the comfort issue is usually a key factor on such rides.

FOX Float RL

Top end shock with all the advantages which has the Suntour Epicon but with pro-pedal function and superb quality. The pro-pedal function works in the way that when pedaling it is locked-out but when a bigger bump comes the shock opens and the suspension works. A very nice piece among bicycle components.



DNM MM 22AR



SR Suntour Epicon



FOX Float RL



ALU 52/42/30



SH 52/42/30 standard in black

CRANKSETS

Cranksets are a complete society when talking about them in recumbent business. It belongs to gearing and the way you pedal. To explain what kind of cranks you should have we prepared a simple table:

	Recommended for long distance tours with heavy luggage or for towing trailers or for hilly regions where you need light gears.	Our standard specification for normal use, every day commuting, weekend rides, family trips.	All around only flat lands, fast riders addicted to speed, those who pedal with low cadency and use their enormous power.
20" rear wheel	48/36/26 teeth or 39 teeth single chain ring for hub gears	52/42/30 teeth or 45 teeth single chain ring for hub gears	60/52/42 teeth or 54 teeth single chain ring for hub gears
24"/26" rear wheel	44/32/22 teeth	48/36/26 teeth or 39 teeth single chain ring for hub gears	52/42/30 teeth or 45 teeth single chain ring for hub gears



SH 48/36/26



SH 48/36/26 with integrated axle

ALU 52/42/30 are basic aluminium cranks for AZUB Mini and Bufo. They have a plastic chain guard and steel chain wheels. We use them for years and never had any major problems with them. They are black and have simple plastic chainguard.

SH 52/42/30 are standard Shimano road cranks of good quality which we use on all bikes with higher components than Alivio so they are a better fit to all the other component levels. They do not have a chainguard and are delivered in silver.

SH 48/36/26 are a standard MTB aluminum cranks with steel chain wheels and plastic chain guard. Used as a standard on all our bikes with 26" rear wheel. They are black and have plastic chainguard.

SH 48/36/26 or 44/32/22 with integrated axle are lighter and nicer version with integrated axle and outer larger bearings of the bottom bracket. They are also stiffer than the standard cranks and also easier to disassemble. That is why we recommend them for those who ask maximum performance, want very good quality, plan long tours or simply want a nice crank set on their bikes. They are black and the 48/36/26 version has nice plastic chainguard. The 44/32/22 has no chainguard.

Gebhardt is a Czech based company which produce cranks for many years. All of them are completely CNC machined, have amazing look, can be delivered in different crank lengths and the set of chain rings can be set up based on customer request. For use on AZUB recumbents, our customers have custom color anodizing free of charge, same for simple custom engraving. See our web for more information about these possibilities. Gebhard cranks are simply a unique and stylish piece of bicycle technology. More on www.gebhardt.cz

Shimano/Alight 60/52/42 – To be able to offer you a good quality crank set with 60 teeth, biggest we have, requires disassembling the standard road Shimano cranks, removing the smallest chainring and adding the 60 tooth one from Alight. It's very nice, completely CNC machined from one piece of aluminum with integrated chain guard. For such cranks we have to use longer screws to attach the chainwheels too.



Shimano Alfine with integrated axle



Sturmey Archer

Alfine cranks are used on all our bikes with hub gears as a standard. We use a black version with both side chain guard and integrated axle. In the past we used different single cranks incl. the Alfine cranks with Octalink bottom bracket, but when we saw the Alfine cranks with integrated axle, we fell in love with them. Absolutely. We think that they are worth the little higher price and we believe our customers will appreciate it. We simply want only the best for AZUB riders.

Sturmey Archer 54 teeth – to find a single crankset with more than 45 teeth is a real problem. Especially when you need just a few pieces a year. We used Sturmey Archer cranks for many years and we stand with them with 54 teeth still. A bit old fashioned looking, but very fast and very durable crank for hard use. Silver with chainguard from both sides.

Schlumpf

As with Rohloff the Schlumpf is also a very beautiful piece of technical art. It is high quality gearing system from Switzerland which is integrated into cranks. It offers two speeds in three different ratio versions. The Mountain Drive's ratio is 2.5:1 , the Speed Drive has 1:1.6 and High Speed Drive has 1:2.6 . The advantage of Schlumpf is that you have a maintainence free gearing system with no cables and therefore no problems with dirt. That is the reason why many people who choose the Rohloff choose also the Schlumpf to have a very wide range of gears for comfort climbing and also for fast downhills without worrying about maintenance or difficult cleaning. Schlumpf has to be special ordered in order to choose between the various size options for the chain rings, crank lengths and some other options. That may increase the standard delivery time of your recumbent, although this doesn't happen often.

Please visit www.schlumpf.ch to learn more and to see all the possibilities. After that, please contact us by e-mail to specify your order.

It can be even combined with two or three chainrings which gives the rider a unique possibility to have the super wide range of gears which might be very useful on a recumbent (read more here under).



Schlumpf cranks

BAR END SHIFTERS

See „**Standard set up with 3x7 gears**“ here above.

ADDITIONAL GEARING

See „**Hub gears**“ here above.

WHEEL SETS



R.A.W.
Recumbent Alumunium Wheels

In cooperation with Czech producer of high quality rims we have developed a set of front and rear wheels for recumbents in 20" a 26" and in combination you need. We call them R.A.W. – Recumbent Aluminum Wheels. These wheels are not only great looking, but also are very light and improve braking with V-brakes and 20" wheels. They are supposed to be used for fast riding or by those of you who look for very low weight and/or perfect look.

They cannot be used for heavy loads on bad roads and it is impossible to use them in combination with a SON hub dynamo or any gear hub as they need a special hub.

Can be used in combination with V-brakes or discs.

You can read more about them on our web www.azub.eu

DYNAMO HUB

In the past we offered also some other dynamo hubs than the SON, but soon we realized that it doesn't make much sense to do so as people wanted just the SON. So at the moment, you can find only the SON deluxe in our offer which is compatible with all wheels size in case you plan to use lights with LEDs. That means all light we offer. Believe us this is far the best dynamo all over the world, produced in Germany, with an amazing efficiency. You can hardly feel any drag when riding and it doesn't really matter if the light is switched on or off.

In the color shop you can also choose whether you want the SON hub in standard silver or better in black or even red.



SON hub dynamo

E-BIKE BIONX SET

BionX system is very well known among recumbent riders and is probably the best system used on recumbents. It allows to be used in 20, 24 and also 26" rear wheels and works perfectly. We like it because many parameters can be adjusted to fit your personal needs, it is easy to be installed, it has perfect weight/range ratio and last but not least very good after sales service which is so much needed.

You can choose between the L and XL battery which means a range either 40-80km or 50-105km.



BionX SL 250HT

Please note that you need to order at least one carrier on which the holder of BionX battery will be attached.

US customers should contact their dealers and discuss the BionX possibility with them as we cannot deliver the US legal versions of BionX.

Read more on www.bionxinternational.com

TYRES



Schwalbe Marathon Racer



Schwalbe Marathon



Schwalbe Marathon Plus



Schwalbe Marathon Mondial



Schwalbe Big Apple

Because we like to build the bikes really based on customer needs we also offer wide range of tyres for your use. Just as the Avid BB7 disc brakes are a standard in the recumbent world so are Schwalbe tyres.. We don't have any bad experiences with them.

Schwalbe Marathon Racer

Our standard tyres are pretty light and fast. They have a reflective side strip and basic puncture protection.

Schwalbe Marathon

A tyre which we use as a standard for many years. They are about twice as heavy as Racers but also last twice as long. It has a reflective side stripe, good puncture protection and shape good also for gravel roads or some very light terrain.

It is a standard tyre for 24" wheel recumbent as Racers are not produced in 24" size.

Schwalbe Marathon Plus

A tyre with extreme puncture protection and very long life time. They are pretty heavy but if you plan to go for very long tour, or want to have no single problem with puncture, or want to use your bike daily without a need for any tyre maintenance, this is the right tyre for you. These are especially worth buying in case you will have a BionX motor or some of the gear hubs which do not have quick releases and are a bit harder to remove when a tube change is needed. (Rohloff hub has a quick release and is pretty easy to remove from the rear fork).

Schwalbe Marathon Mondial

A grand child of legendary Schwalbe Marathon XR which could last for more than 60.000 km even on very bad roads and could do it with two or three punctures. Also the Mondial is an extreme tyre with amazing life time and puncture protection. Simply a tyre designed for world tours. Available only for 26" wheel recumbents.

Schwalbe Big Apple

A tyre we recommend in case you want to have a rigid front fork but also want to have a very good level of comfort. Big Apples were designed to do the suspension work. Wide but with low rolling resistance. Amazing for city riding. They also have the reflective side stripe.

Schwalbe Durano

Fast, fast, fast. What else to say? Almost nothing. Just that they do not have the reflective side stripe so you should add some kind of reflectors to your wheels.

Schwalbe Black Jack

We cannot offer all the range of MTB tyres to our customers who plan to ride their recumbent off the road. So we chose to offer those which we can offer in all different sizes and can easily combine them also on the 20/26" recumbents.



Schwalbe Durano



Schwalbe Black Jack

*Tektro V-brakes**Shimano XT V-brakes**Avid BB7 disc brakes**Magura MT2 hydraulic disc brakes*

BRAKES

Tektro V-brakes

We have been using the Tektro V-brakes from the beginning of AZUB probably. We like them a lot and they are among the components we do not want to change and to risk any problems with other models in the future. Tektro brakes are simple, quite light, easy to adjust and they have long life time.

Shimano XT V-brakes

If you are looking for better stopping power but do not want to have discs or hydraulic rim brakes on your bike, we recommend some better V-brakes like the XT. Their advantage is also replaceable brake shoes (just the thin rubber parts). XT's are of high quality, have great stopping power and we prefer them against discs in case you travel a lot with the bike or you plan to go for long distance tours or you simply do not have that many bicycle maintenance skills but would like to service your bike by yourself. These brakes are assembled on many of our bikes and in fact on all our expedition bikes.

Avid BB7 mechanical disc brakes

Absolute standard in the recumbent world just like Schwalbe tyres. Anything else seems to be just a compromise. They are easy to assemble and easy to maintain. We do normally assemble them with 160 mm discs and 203mm discs on the tandem. Other sizes can be assembled based on your request for a small upcharge. Please note that the Top Line bikes can accommodate only 180 mm discs in the rear fork.

Please also note, that if you want to combine the disc brakes with rigid fork you have to order also the CroMo rigid fork which has the disc brake mounts.

Magura MT2 hydraulic disc brakes

Absolutely the best stopping power you can get. Immediate response and superb efficiency. Simply a brake for downhilling from passes in Alps or Rocky Mountains. Hydraulic brakes are considered as the most powerful bike brakes, but have one disadvantage. This is the oil inside the tubes and the risk it will leak in case the little tube is damaged even only a little bit. That means you have to take care about the brakes especially when transporting the bike in the car or by plane.



Our standard ALU pedals

PEDALS

As a standard we use pedals with aluminum body and aluminum cleat. We use them for years and they are durable and of good quality.

SPD Shimano 520 (only spd)

Clipless pedals are pretty common among cyclists riding on upright bikes. Also the question, if it is possible to use them on recumbents appears pretty often. Yes, you can use them on recumbents and they do the same great work as on upright bikes. We just do not recommend to learn riding a recumbent with them :-) First, learn how to ride a recumbent, and then start to use (or learn how to use) spd.

We use Shimano SPD pedals as the quality is very good, also spare parts are available world wide and the price is reasonable.

SPD Shimano PDM 324 combo (classic/spd)

A version with an SPD system on one side and classic cleat on the other side.

Welgo Clip On (classic/spd) removable pedals

Removable pedals which are very good in case you travel with the bike often or if you need to get through narrow places or door. They can be easily removed and put back again. No tool needed. We can offer also a version with only classic cleat from both sides for the same price or a foldable version. All that based on your request.



SPD Shimano PDM 520



SPD Shimano PDM 324 combo



Welgo removable pedals



Our standard seat pad

SEAT

A seat is one of the most important component on a recumbent. If you don't have a comfortable yet stiff enough seat, your riding will never be enjoyable and smooth. In the past, one could find several types of seats on our recumbents – metallic, later glass fiber or "sandwich" aluminium/plastic ones and even later carbon fiber seats as an option. They were made either by Dutch or Polish producers. As we were not entirely satisfied with the comfort and quality we could provide you, we've decided to develop and produce our own seat since 2005. We are proud of its comfort and quality, that we are continually monitoring. You can choose "your" size, i.e. M (under 178cm), L (179 – 188 cm) or XL (taller than 189 cm) in either classical glass fiber or light all-carbon hardshell version.

The glass fibre seat weighs about 1,2 kg and the carbon version is about 0,7 kg.



Ventisit seat pad

SEAT PAD

As a standard we use a 5cm thick seat pad which is very comfortable and is attached to the seat by two large sized velcro tapes. The disadvantage of this seat pad is that it rubs your skin when riding in t-shirt from thin fabric or even without a t-shirt. It has also limited ventilation and the water can go through all the cells, but slowly. As the material is not UV resistant, it has to be changed about every 5 years (depends on your use). For common rider with about 3000 to 5000 km a year it is a very good seat pad and we have never had any bad feedback.

It's function can be improved by the "standard seat pad cover" option which is a cover improving mainly the way how the seat pad is attached to the seat and also decreases the rubbing of your back.

Ventisit Comfort

Ventisit is a small dutch company which produce extraordinary seat pads for recumbents, trikes and velomobiles. Their seat pad has perfect ventilation and it is UV resistant so it will last on your bike for years. For more information, please visit official [Ventisit page](#).

Our version is Ventisit Comfort 3cm thick. We recommend it for riders who use the bike every day or very often and for those who are afraid to sweat too much on the bike. The standard way of attaching it to the seat is via two large sized velcro tapes, but the Ventisit seat pad has a kind of sliding feeling when you sit on it so we recommend to put about 15 holes around the seat and attach the seat pad by zip-ties. As the Ventisit is UV resistant and the water goes through it easily, the pad can stay on the bike all the time without any worry.

ACCESSORIES

We offer a wide range of accessories for all our bikes. They are all described on our website and do not need any special explanations. At least we hope so. For more information please take a tour through www.azub.eu

FINALLY

We would like to say that this is a living document. Based on your questions and our growing experience we will change it time to time or we will add some recommendations. The thing is that the world of bicycle components is changing quickly, new components are added, current models can be developed and their properties can change.

We also cannot ensure that you will get exactly the component which is on the picture as the world changes too quickly to have all the information up to date. What we can ensure is that you will get the same function and quality or better and that if you send us an e-mail mentioning this one particular components is really important for you, we will do our best to organize it for you so you will have it on your dream bike.

DO YOU WANT OTHER COMPONENT THAN MENTIONED HERE?

As we said at the beginning of the Buyer's guide, you can contact us and have requests of different levels. From common to uncommon :-) We will try to do our best to full fill your dreams and needs.