

Let's have your dream recumbent

It doesn't matter if you're riding to work or on a long expedition: riding a recumbent is always a joy. Nevertheless, it is important to have a bike which is exactly what YOU need. That is the reason why Azub has a wide range of models, from the compact Azub Bufo to the tough mountain recumbent Azub HardCore.

In this Buyer's Guide we'll walk you through all possibilities which you have when buying a recumbent from Azub. All options and accessories are described here and we'll explain why you may or may not want to have them on your bike. But before you start to choose, it would be good for you to know all the advantages of AZUB recumbents. So let's start right there.

AZUB BIKE

Before we started to design and produce recumbents in 2001, we had spent many hours riding mountain bikes. We had enjoyed riding in all kinds of terrain, and we appreciated the ease of riding bikes with cutting-edge ergonomics which could be easily adjusted.

Then we discovered recumbents, and we were so inspired by them that from that day, they are the only kind of bike we want to pedal! From the first recumbent we built, we have focused on one goal: how to combine the advantages of a recumbent with the qualities of MTB. We are finally happy with the result.

Azub bikes are incredibly adjustable. In just seconds, and without tools, you can adjust the bike just right to adapt to your particular needs and riding conditions.

ERGONOMIC

All of the controls, especially the brakes and the shifters, are ergonomically designed and positioned. This gives you precise steering and allows you to react quickly in all situations.

It is the extreme adjustability and the resulting ergonomics which made it possible for us to develop AZUB HardCore, a bike which is specifically designed for riding in rugged terrain, as well as taking the curbs in the city or showing off some new tricks on your recumbent. It really doesn't matter what situation you are in, you'll always have your AZUB BIKE under control.

IPS - Ideal Position System ((Ideal Positioning System))

If you are passionate about recumbents like we are, then you'll definitely want to be able to share yours with your friends and relatives and others who admire your "bent". But what if someone is 20 cm shorter, smaller or taller than you are? That's why we've developed a system which allows you to easily adjust the frame, the seat and other parts of the bike to fit different riders. We call it IPS, i.e. Ideal Position System.

The heart of the IPS is the seat. You can change its position without any tools, thanks to two simple but efficient clamps. The seat can easily be adjusted up to 13 cm in length, and up to 6 cm in height.

You can also make the following adjustments:

- seat angle (17°)
- front boom length (200 mm)
- you can choose under seat steering or above seat steering
- the handle-bars can be adjusted to get the ideal position
- the turning radius can be adjusted (when using the under seat steering)

Thanks to all of these adjustments, not only can you enjoy your Azub recumbent, but so can all kinds of other people, from a child to a basketball player! The adjustable seat is useful even if you don't share your bike with anyone. Beginners usually start with a more upright seat angle, and after they are more experienced, they often recline the seat more. Everything can be changed in just moments using just the clamps at any point of your journey.

Another advantage of the IPS is also that you can react quickly at road conditions. On asphalt roads which are mostly flat, you recline the seat more to have the most aerodynamic position. But if you need to do serious climbing, you might prefer a more upright position, which can give you more power for climbing. The more upright seat position is also better in rough terrain as it gives better balance and maneuverability.

FRAME

The heart of the frame is superbly engineered super-oversized one-piece tube which is bent on a CNC machine. All important components are attached to this central tube, such as the head tube for front fork, the rear fork bracket, the seat attachment with IPS and the rear rack. This tube gives you a rigid and durable frame with great maneuverability and excellent riding properties.

STEP 1 - models

It is very important to choose just the right model for your needs and preferences. Many people like dual 26" bikes or dual 20", but you should think about how you'll use the bike and which model fits you best. You'll want to also consider how much you want to spend. Our top line of recumbents (Mini, 5, MAX, HardCore) is where to look if you are interested in the many advanced features such as the extra-strong rear fork, great design, and the easily adjustable IPS. For everyday riding the basic line (Bufo, Apus, Ibex) is also great.

BASIC LINE – Bufo, Apus, Ibex

In 2001 AZUB started building very basic recumbents with Cro-Mo steel tubes and very simple suspension rear forks. Since then, From that time we've been working hard to design and build top end recumbents with great maneuverability, perfect ergonomics and high-tech components. We're proud of ever one of these bikes, which include the AZUB 5, the Mini, the MAX and the HardCore.

But we realized that the advanced technology and excellent components of these bikes made them more expensive. So, we decided to design a less expensive version of our great recumbents. This basic line has all the key advantages of our other AZUB recumbents, such as fully functional IPS, ergonomic position of all controls, rigid and durable frame and, of course, the high quality of a bike which is made in Czech Republic (EU).

These bikes offer:

- great value with just the right balance of functionality and quality
- a stiff and durable frame
- a rear fork axle with slide bearings (which can be problem free for years of use and has been tested on a fully loaded recumbent tandem on long tours.)
- USS steering axle with standard bicycle 1" head set

Top LINE – Mini, 5, MAX, HardCore

Each of these four models are super bikes. They offer top-of-the-line recumbent technology in every detail of the bike, beautifully engineered CNC machined parts and great design. All of our best ideas have been built into the heart of each one of these bikes. Like the basic line, these are all made right here in the Czech Republic (EU).

Of course, all four of these models offer the AZUB advantages which we offer in the Basic Line, but also include the following additional advantages:

- asymmetrical rear suspension fork with extreme stiffness and durability
- an outstanding design
- an even easier and faster IPS
- a crash-safety-system which prevents damage to your under seat steering system in the event of a crash.
- cartridge bearings in the rear fork axle and the USS steering axle which provide smooth operation and a long, maintenance-free life.

AZUB MINI and BUFO

Mini and Bufo are dual 20" bikes which are quite compact and lighter than all other models. They are perfect for riding in the city, for stop and go traffic, and for parking next to your work place. But you can also spend many enjoyable hours in the seat of Azub Mini or Bufo riding in the countryside. These recumbents are perfect for smaller riders, even those 150cm tall, but work great for riders up to 200 cm tall.

The AZUB Mini and BUFO give you:

- incredibly fast acceleration
- perfect maneuverability
- 20" wheels front and back
- super compact size
- one size frame tube

AZUB 5 and Apus

These bikes are the classic European conception of 20/26" wheels recumbent. This is the bike we started with, and it is a key part of our line-up. This bike is ideal for people who might prefer a 26" wheel, but are too short to comfortably ride the dual 26" models. Compared to the Azub Mini you sit a little bit higher and you would have a better view around. Compared to the Azub Max, the AZUB 5 and Apus are much lower and if you are around 175 cms tall you would feel much better on the Azub 5 in traffic than on the Azub Max. These recumbents are great for commuting, for touring and for all-around everyday use.

The AZUB 5 and the Apus are:

- easy to use
- the pedal bracket and the seat are the same height which provides for easy steering ability and fast starting so that even biking in a city traffic is relaxing and fun.
- a great bike for commuting to work.

AZUB MAX and Ibex

Max and Ibex are for those who want big wheels. Doesn't matter if you think that 26" wheels are faster or if you like gravel roads or even off-road terrain. Azub Max is a really fast and comfortable touring bike. This bike is ideal for people about 180 cm or taller but can be used by people at least 172 cm tall. For riders 175 cm or less we strongly recommend a rigid front

fork. The AZUB MAX and Ibex have:

- a bigger front wheel gives improved control in rough terrain and reduces the amount of road shock reaching the cyclist's back
- just one size of the tube
- good storability - the length is only slightly longer than a a trekking bike

AZUB HardCore

The AZUB HardCore is the first real recumbent mountain bike in the world. All the components used on the HardCore were specially chosen for off-road, all terrain riding. It is perfect for people who like to spend time in the wild. The Hardcore comes with Mavic wheelsets as standard equipment. Compare to the Max, the HC has cranks with smaller diameter, suspension fork as standard equipment, wide tires for terrain and a better rear shock.

The AZUB HardCore:

- the same strong frame as the Azub MAX
- outstanding components from leading world cyclist producers
- great ground clearance
- high stability in demanding conditions
- build specifically for off-road use

STEP 2 – steering

We offer you two choices for steering your AZUB. Above seat steering (ASS) has handlebars similar to those on traditional bikes. Under seat steering (USS) has the handlebars under your body.

ASS – If you are a recumbent begginer you will probably prefer ASS, as it is the easiest way to learn to ride a recumbent. Many commuters prefer ASS because it it makes it easier to manuver in traffic. ASS is also ideal for people who have to storage their bikes in small rooms or in their small flats, because they are narrower than the USS handlebars.

USS – The most common steering for Azub customers. More than 70% bikes we sell come with USS. There is nothing more comfortable than riding on a recumbent with USS. This is the preferred choice for recreational trips or for long distance tours.

STEP 3 – color

It might seem like there is little to say about color, as it is so easy to choose. But try talking to your friends and you might end up more time discussing what is the best color than you would about which components to choose.

You can order your AZUB recumbent in any of the following colors: orange-yellow RAL 2004, blue RAL 5012, red RAL 3020, green RAL 6018, black RAL 9005, white RAL 1000, olive-grey RAL 7002 and sand RAL 1001

STEP 4 – seat

We have three seat sizes to choose from: Size M is for people under 178 cms tall, the L size is for those between 178 and 188 and the XL size is for riders taller than 188 cms. The composite seat is a standard but you can have also a carbon fibre version which will save you 0,6 kg.

STEP 5 – components

Once you've chosen which model you want, the most important decision is which components you want. All models except HardCore have three different levels of components. "Basic" "Main stream" and "Top line" and as you can see it is up to your budget where you can start to choose.

SHIMANO – All levels offer the choice of Shimano components. They are well known, proven over time, and work well. You can start with Shimano Acera which is perfect for those who need to save money but want to have an Azub recumbent thanks to its great design, durability and comfort. You can always easily upgrade the derailleurs or cranks. We think that it is better to buy good-quality recumbent with basic level of components than to buy no-name recumbent with good components for the same price.

We also offer the Shimano XTR which is best for riders who spend days and nights in the seat of their recumbents or for riders who like to have a high quality components which work in any conditions.

SRAM – After some testing we realize that Sram components are a really great choice and we personally use them on our own recumbents. It is so nice when you can shift with a light touch, and when everything works without even thinking about it. In the Basic line you can choose the X.5 and the HardCore offers the possibility of highest component line X.0 which is probably the best working MTB line in the world. You can also choose from the midrange X.7 or the X.9.

SRAM Dual Drive – This system is well known in Germany and in the Netherland. It's system which combines a three speed hub and 8 or 9 speed cassette. If you do a lot of city riding, or if just want to enjoy the ride and not worry about shifting then the Dual Drive is the best choice for you. The biggest advantage is that you can shift among the three gears in the hub while stopped which is a great help at traffic lights or in any heavy traffic when you can easily forget to downshift before stopping. This is also a great choice for recumbent beginners . There is a small disadvantage of a tiny bit of friction inside of the hub which is a characteristic of all hub gears. But we think that most riders will never recognize the difference.

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, and almost never needs maintenance. Everyone who has tried it has loved it. Rohloff is 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.

SCHLUMPF INNOVATIONS – As a 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 ratios 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 maintenance 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 downhill 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 the recumbent, although this doesn't happen often. The price may vary a little according to the model ordered.

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.

STEP 6 – options

This is probably the longest part of the AZUB Buyer's guide. We are very happy to be able to custom outfit each recumbent according to your wishes. That is why we offer such a wide range of options. You have lots of choices, and it will take some time to go through all of them. But we are sure that you will be happy that you can choose from such a wide range of options.

SUSPENSION – FRONT FORK

Spinner Grind 20" (*mini, 5, bufo, apus*) – This is a good suspension front fork for anyone who likes comfortable riding and doesn't need to adjust the fork or have the special functions which are offered by more expensive forks. The Spinner Grind allows you to just get on and go for a comfortable ride, whether across town or on a long tour.

It has 50 mm travel and steel coil spring with elastomers.

Meks Carbon 20" (*mini, 5, bufo, apus*) – A very good front fork with carbon fiber enforced lower legs and forged aluminium crown. Perfect for those who want to have the best feedback from their fork and for those who want the most comfortable ride possible.

This fork has 50 mm of travel and steel coil spring with MCU elastomers which means it functions perfectly even at high speeds. They also include adjustable hydraulic damping and lock out.

GermanA – force kilo 1.2 - 20" and 26" (*mini, 5, max, hardcore, bufo, apus, ibex*) – This is a high-end front suspension fork which is offered as a standard option only by Azub. It is incredibly light with extraordinary design and with proper function. A piece of German technology, quality and design.

German-A forks have to be special ordered, because they have many options and can be assembled either with steel coil spring shock or air shock. That may increase the standard delivery time of the recumbent, although not usually. Also the price may vary a little according to your specification.

Please visit www.german-a.de to learn more about these beautiful forks and about all of the options. After that, please contact us by e-mail to specify your order.

Rock Shox Reba 26" (*ibex, max, hardcore*) – High-end front suspension fork with super stiffness and very low weight. Compare to Tora you save around 800 grams. Lock Out with Pop Lock system on bars allows you to lock out the fork even during riding which makes it perfect for roads where you often change uphill and downhill and for off-road riding, of course.

These have 85 to 115 mm adjustable travel by U-Turn. Dual Air suspension with two Schrader Valves. Damping: Motion Control with adjustable rebound and floodgate. Magnesium lower and 7000 aluminium inner legs.

Rock Shox Tora 26" (*ibex, max, hardcore*)– For those who already know something about the suspension or simply want something more. Lock Out is a certainty. Durable and very stiff fork.

85 mm travel with steel coil spring suspension and hydraulic damping. Magnesium lower and steel inner legs.

Manitou Axel Super LockOut 26" (*MAX, IBEX*) – The basic suspension fork for Azub Max. If you just want a suspension fork but don't need any special functions this is the right fork for you. The advantage is a LockOut which will help you on the flat roads or going uphill.

80 mm travel with steel coil spring and oil damping. Adjustable dumping and rebound.

Suntour XCT 26" (*IBEX*) – The very basic suspension fork for Azub Ibex. Without Lock Out. 75 mm travel.

SUSPENSION – REAR SHOCK

As a standard we offer for all our bikes the DNM DV22 shock which is simple one with steel coil spring and oil damping. You can adjust the preload tension. We install different springs according to your weight, which is why we ask for your weight on the order. Some of our more expensive models have different shocks as a standard. You can find their specifications below. All rear shocks have a travel around 40 mm.

DNM MM 22AR (*all models*) – A rear shock with steel coil spring and oil dumping on which you can adjust the preload and the rebound. Compare to DNM DV 22 it weights about 40 grams more.

Manitou Radium RL (*all models*) – Beautiful and very light rear suspension with lock out. Air/oil version. Compare to DNM DV22 you save around 80 grams. Possibility of adjusting the damping and rebound too.

DT Swiss XM 180 (*all models*) – Again a suspension for those who want the high-end products and want to get the best feed back. Lock out, low weight (only 172 grams), air/oil-elastomer, adjusting of damping and rebound. Compare to Manitou Radium you save aprox. 90 grams.

German-A AIR-force RED-C (*all models*) – If you want the best, the the German-A is right for you. Very light, wide adjustability, lock out, and more. It is simply the best.

German-A shock has to be special ordered. That may increase the standard delivery time of the recumbent, although it normally doesn't.

Please visit www.german-a.de to learn more about these beautiful shocks and about all of the options. After that, please contact us by e-mail to specify your order.

CRANKSETS

We offer different options for the cranksets to tailor your recumbent to the type of terrain or roads you'll ride on most of the time. If you live on flatlands or want to ride faster choose cranks with more teeth. If you live in hilly area or if you plan to spend days and weeks touring on a loaded recumbent, then choose cranksets with fewer teeth.

There are two possibilities among our crankset options where you can choose from different types with same teeth.

Dotek/Viavelo 60/52/39 is a crankset for Mini and Bufo and it has the biggest chain ring from Czech producer Viavelo. It is a simple crankset without a chainguard. Then there is the Shimano Tiagra cranks with Allight biggest chain ring which is CNC machined from one piece including the chainguard. It is a very nice piece of technology.

The second two possibilities are between the Truvativ Blaze (44/32/22 teeth) and Truvativ Firex (44/32/22 teeth). The Blaze is a very nice cranks, but most of us in AZUB love the Firex version so we have included it as an option, too. It has integrated axle, beautiful design and low weight.

DYNAMO HUB

Novatec (*max, ibex*) – This is a basic version of hub dynamo. We recommend it only for riders who will use it occasionally and not for long periods. It is not possible to use it in combination with disc brakes.

SON (*all models*) – This is simply the best hub dynamo in the world and works perfectly. It has almost no resistance so that you can leave your light on all day long for safer riding and you'll never even notice the difference.

Please visit www.nabendynamo.de to find all the specifications and advantages.

Please note that for both hub dynamos you have to order lights separately from the accessories list. .

TIRES

As a standard we offer for all our models (except Hardcore) the Schwalbe

Marathon Racer 1,5" - They are high quality, roll well and have low weight. (390g/tire)

Schwalbe Stelvio 1,1" - Pure road tires with low weight. For very fast riding on asphalt roads. (250g/tire)

Schwalbe Marathon 1,5" (*all models*) – Similar to Racer but last longer. (660g/tire)

Schwalbe Big Apple 2,0" (*all models*) – Big Apple tires were specially designed for comfort riding and mainly for city bikes. Even if they are 2" wide they roll perfect even at low pressure. This provides for a very comfortable ride. You can visit www.balloonbikes.com to learn more about them. (790g/tire)

Schwalbe Marathon XR 2" (*max, ibex, hardcore*) – Extremely durable with long lifetime. Some travelers even talk about 30.000 km! These are tires especially designed for long tours and/or gravel roads. They have good puncture protection. (790g/tire)

Schwalbe Racing Ralph 2,1" (*max, ibex, hardcore*) – For mountain riding. (405g/tire)

Continental Twister Supersonic 1,9" (*max, ibex, hardcore*) – Extremely light and very fast mountain tires. (370g/tire)

note: The weights are specified for one tire and for the size 26".

BRAKES

There is probably no component in which opinions vary among cyclists as much as brakes. Discs have been very popular during last couple of years but some riders do not like them at all. To make a wise decision, we encourage you to think about how you plan to use your bike, your ability to do maintenance, and how much time you have to work on them.

We personally really like the V-brakes from **Tektro** which are the standard brakes on our recumbents. They have been proven over the years and have been road tested by hundreds of our customers over thousands of kilometers of riding. They are simple, they brake well, are they are easy to adjust and to service. They offer a wide range of brake pads, so you can choose just the right ones for your needs and road conditions. If you are looking for really good brake pads, consider the Kool-stop brand. If you want a brake which is even better than the Tektro, the **Shimano XT** brakes will give you even better braking power.

Over the last few years, disc brakes have been highly promoted. Of course, they have advantages and you can definitely stop faster with them. They do not over-heat rims on very long down-hills and in mud they provide much better stopping power than rim brakes with standard pads. They also look great and a bike with disc brakes is a better looking bike! But they also have several disadvantages which we want you to keep in mind. In order for disc brakes to work properly, they have to be perfectly adjusted all of the time. All the adjustments have to be done to within 1mm of accuracy or even less. If you transport the bike without the front wheel being attached, it is very easy to bend the disc, which makes the brake impossible to use and can even make it impossible to ride the bike. They are also very difficult to adjust. The hydraulic brakes are especially difficult to adjust. If you want to choose mechanical disc brakes the Avid BB7 are the best choice, because they are much easier to adjust.

A very good option are hydraulic rim brakes **Magura HS33**. These are very powerful brakes. They have all the advantages of hydraulic brakes and yet are very easy to adjust. These are often the preferred brakes of people doing tours. However, if you want to tour in the Asia or South America, it would be better to choose V-brakes, which are common all over the world. Keep in mind that that if you travel often by train, by plane, or anyhow where the bike is partially disassembled and where other people are handling the bike, you might want to avoid choosing hydraulic brakes. They are easy to damage and when the oil start to "bleed" from the system it is a real problem. And do not forget that with hydraulic discs, you always have to have a plastic spacer to insert in the caliper when you remove the wheel from the frame.

All of our mechanics have lots of experience assembling and adjusting different kinds of brakes. But discs brakes always need much more time to assemble and adjust than any other kinds of brakes. So, please, think about how you will use your bike and how much skills and time you have for maintenance. If you are not really sure, contact us and we will try to help you choose the right one for you.

Please note that the disc brakes are not compatible with a rigid front fork.

PEDALS

Our standard pedals are simple and reliable, of high quality, and are made from aluminum with a steel axle. If you prefer to have an SPD version, we have several different options. We offer the combo pedals which have a cleat for SPD shoes on one side and on the other one a common pedal cage for normal shoes. We also offer a less expensive version of the combo pedals from Exostar which is very good, and we have the Shimano PDM 324 combo pedals. If you prefer another brand of pedals, such as Crank Brothers, just contact us via e-mail for availability and price.

We also can provide you with the MKS removable pedals, which are very easy to put on and take off. With the pedals off, it is much easier to handle the bike in tight spaces like inside an building or on a train. We offer them only with common pedal cage.

CARBON SEAT

Carbon looks not only great, but it is also very light. Compare to our standard seats they saves around 0,6 kg.

VENTISIT SEAT PAD

This is our standard seat pad and they are great and provide a high level of comfort due to their thickness. They also have the advantage that they are incredible resistant to damage and they last for many years of day-in day-out riding. Some riders prefer to ride without them, because they feel that they absorb a little bit of power and also because their thickness means that you do not "feel" the bike quite as well.

Step 7 – Accessories

We want to allow you to personalize your recumbent exactly like YOU want it, so, we offer you the following accessories. In this section, we'll try to describe them to you, so you can decide what you want.

Standard Seat Pad Cover – The standard seat pad is made of a special material which some people find somewhat uncomfortable in a thin t-shirt or against a bare back. This seat pad cover improves the feeling by 90% and it also more firmly attaches the seat pad to the seat.

SKS City mudguards (fenders) are durable and look nice. They are high quality, because they are SKS. They are not removable. If you want some removable mudguards (especially for Ibox, Max and HardCore) we recommend that you get them in your favourite bicycle shop.

Carriers – Our common aluminum carrier can hold up to 40kg. It is light and looks great. If you use the AZUB Touristic Set bags, they can carry everything you need for a several day trip. If you prefer to use four separate waterproof bicycle bags, such as Ortlieb or Vaude, you should get the Expedition carrier. This one is build to survive anything and everything. It is made of steel and weights aprox. 1 kg more than the aluminum one. The expedition carrier holds up to 50 kg.

Cyclocomputer holder works with under seat steering and allows you to mount the computer between your legs where it is easy to see. If you have chosen above seat steering we recommend a computer with extra long wires. Most common wireless computers have a limited signal distance and the bars are too far from the sensor. We can install a computer in various custom places on the bike upon request.

Front light holder is necessary when you order or want to use the battery light which is normally placed on handlebars. The light set for dynamo is assembled separately on the front boom. If you want to use under seat steering with cyclocomputer on the holder and also the GPS or other similar device (video-camera), we recommend to order two front light holders. You can than put the GPS on the boom where it is easily visible but with limited possibility of changing modes or touching display.

Head rest – The usefulness of a headrest depends a lot upon how you will sit on the bike. If you prefer a more upright seat angle, the head rest is not so useful, because your neck and head are already in vertical position. In that position, the head rest would touch the helmet in the wrong place. But if you ride with the the true recumbent position of the seat being angled as far back as possible, than the head rest is highly recommended if you want to be comfortable. If you're not sure, keep in mind that you can always order the headrest later if you decide that you need it.

Drinking set – we assemble the water bottle holder at the top of the seat just behind your head. It requires some practice to get the bottle from there during riding, but it is possible. You can even use two of them on both sides of the seat. Another possibility is to use the On Seat bag in combination with one of the camel bag drinking systems.

Safety flag in yellow with AZUB logo. Length approx. 1 m.

The remaining accessories are all self-explanatory.

V.I.P. bikes

Now you have at least a clue about all the components, options and accessories. But still it might be quite a problem to choose the right bike for you. To make this process easier for you, let's have a look at what bikes some VIPs use.

BOSS BIKE – This is the personal recumbent of Ales Zemanek, the owner of AZUB BIKE. It was built in 2006. It was the very first one with the red matt color. Custom wheel set Remerx Eagle with aluminium spokes. Rock Shox Tora front suspensioned fork. Avid disc brakes for testing on the front wheel. DNM DV22 rear shock. Standard seat pad. Rear rack. Almost on all AZUB videos you can see Ales with his boss bike riding in almost every terrain. He is bloody fast...

HARDCORE TRAVELLERS – Honza Galla, our marketing manager, and his girlfriend, travel a lot testing AZUB recumbents. They have done several expeditions on a prototype of tandem recumbent and they have spent also many and many days riding in Albania, Montenegro and Kosovo. They use AZUB HardCores with the exact components they prefer: RS Tora front forks, Shimano Deore LX and SRAM X.9 components, V-brakes and wheel sets Mavic Cross Ride. Aluminum carriers for AZB Touristic set bags. All other common components used on AZUB MAX in it's basic version and Schwalbe Marathon XR or Marathon tyres.

Visit at www.eh-adventures.com

MARIJA'S FIVE – Marija Kozin is brave girl from Slovenija. She traveled alone from Europe to Beijing, China on her traditional upright bike. There she decided to travel back on a recumbent. She chose AZUB 5 with MEKS front suspensioned fork, DT Swiss hubs and DT Swiss rear shock, XT V-brakes, front Schwalbe Marathon and rear Schwalbe Marathon XR tires and SRAM X7 shifters. She started with expedition rack, but after she realized that she could get by with only one pair of Vaude waterproof bags so we sent her standard alu rack. After some time she also realized she would like to have the Ventisit seat pad. Unfortunately she had to stop after 8000 km due to problems with her health. But she wants to finish her journey home in the next few months.

Visit www.marijakozin.com

PRIEST'S MINI – One of our customers and friends is a priest from the town of bier Plzeň. He started with an AZUB 4 before, but right now he rides his AZUB MINI usually during weekends for trips of about 100 km. He has Sram Dual Drive 24 speeds (8 speed rear cassette means 8 speed chain which is much stronger and has longer life time) with Tektro V-brakes, Schwalbe Marathon tyres and. And he is very satisfied with his bike.

Notes ...

And that is it. We hope this give you all you need to know to be able to decide which AZUB is just right for you. If you have any other questions, please feel free to contact us via e-mail or telephone. If you want to order, please use our on-line order form or an order sheet, which is part of this manual.

All the best,

your AZUB TEAM



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