

azub

# 25 years of stories



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# Editorial

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Printed catalogues may seem somewhat obsolete in today's digital world. After all you can get everything you need online, always up to date. But we love printed materials and believe they bring joy to you as well.

This year's publication is less of a catalog and more of a small book. While you'll still find an overview of our models at the end, the heart of this edition is stories. Stories of our customers, fans, travelers, employees, and suppliers. Stories that are nicely interconnected by little moments here and there.

There are 25 of them. And the reason is clear—AZUB is celebrating 25 years. 25 years of stories. Thanks to you for being part of them.

**Honza Galla**

## In the beginning, there was...

**Looking back, the story of AZUB began long before I discovered recumbent bikes. Each of us is given certain gifts and traits—both good and bad. From a biblical perspective, these are our talents, meant to be developed, not buried. But before we can nurture them, we first need to recognize them—sometimes consciously, sometimes unknowingly, and often with the help of others. Some people play a crucial role in our lives, whether they are close to us or just passing strangers. Sometimes, our parents or friends simply hold up a mirror, or perhaps they just open the door for us to step through. And that's where the real story of AZUB begins.**

My parents passed down qualities like craftsmanship, perseverance, and a sense of belonging to a community. They gave me the freedom to follow my own path—even at the risk of getting lost. In a country that had spent 40 years under communist rule, the word freedom was not just a cliché. Back then, and still today, I see freedom as a fundamental and multifaceted definit.

At 19, I was struck by meningococcal meningitis, a disease that often has fatal consequences for young people. Medicine and faith saved me, and I see that as a turning point in my life. Until then, I had been an outsider—the quiet one in the background. But I suddenly realized that life is a gift that should be nurtured, and the world is meant to be explored.

The following year, my curiosity led me to a place that would become pivotal to the story of AZUB—Trofors, a small town in central Norway, just below the Arctic Circle. By pure chance, that was where I saw my first recumbent bike. It was only for a second—a tiny but essential piece of the future puzzle. That moment might have faded into nothing if not for another coincidence. Shortly after returning from Scandinavia, I came across an article in the Czech cycling magazine Peloton about the German recumbent bike Radius Hornet. The memory of that split-second in Norway and the article merged into an unstoppable energy that drove me to get my own recumbent.

Just two months after returning from Norway, I had the basic frame, built by a man who had made a few SWB recumbents for himself and his friends. However, I already had a clear vision of the design and ergonomics I wanted, so I immediately cut the frame apart and welded it back together to better fit my ideas. That marked the start of two years of riding and traveling.

By 1999, many of my travel dreams had been fulfilled, but new ones kept coming. A desire for creativity, self-expression, and the thrill of sharing my incredible experiences on a recumbent led me to develop the first recumbent bike I actually designed by myself. This model later became the foundation for what is now the AZUB SIX.

The process—from the first sketch to welding and final assembly was one of the most powerful experiences of my life.



It was the flow in its purest form. From that moment, I knew this was what I wanted to do. The puzzle seemed complete. But in reality, the story was only just beginning. At the time, I worked at the largest weapons factory in the Czech Republic (now Colt-CZ) as a CNC machine technician. That job helped me refine my engineering skills, sharpen my thinking, and spend evenings in my father's workshop creating. My second recumbent took shape, followed by a batch of five. And right around that time, another turning point came.

The factory was downsizing, cutting jobs. A decision had to be made—stay in a secure job or take the leap. I chose the latter. In December 2000, AZUB officially came into existence. What had started as a hobby turned into a business.

My childhood bedroom became both an office and a workshop. The first customers came from the Czech Republic, Germany, and the Netherlands. I still remember some of their names—many remain friends to this day. Some of their stories are even featured in our anniversary catalog. Every single customer has become part of the story, which is called AZUB.

The mosaic continues to grow. Yet, I firmly believe this is still just the beginning. The guarantee of that lies in the incredible people and top-tier professionals who are now actively shaping the future of AZUB.

I am grateful to them.

## Adventurous Beginnings

**I was introduced to Aleš Zemánek in 2001 by the Czech pioneer of the recumbents, Turija Kempe. He called me and told me that he knew of a guy who was building them. In the Czech Republic! During a business trip, I stopped by Aleš in Uhersky Brod and had a long chat. I was going home with a borrowed recumbent, just like that. There was no need for a signed paperwork. I took it with me on a week-long sports vacation, tried it, rode it, borrowed it, and then returned it with thanks. I couldn't afford it. That's how it all started.**

The following spring, I wanted to go to the SPEZI show in Germany for the second time, and I was looking for people to come with me in the car and help cover the cost. I called Aleš, and he said, „Do you want to come with me and help? I'll be exhibiting there.” Wow!

Three of us went. Aleš, his older brother, and I. We took three recumbents. We sold them all on the spot and met our later German friend Peter Lenhard. We had an improvised spray-painted banner on the stand, on which I wrote WWW.AZUB in big letters. Dot and CZ unfortunately didn't fit. I wrote them on the second line.

In those early years, Aleš had not yet mastered English as he does today, and the result was our long-distance cooperation by e-mail. For several years, I helped him with his foreign correspondence. An e-mail came in, and I translated it. Aleš

formulated a reply, and I translated it, and Aleš sent it back. Every year, we went to the SPEZI and went on business trips to German and Dutch recumbent shops. We showed them our bikes, tried to get them to take a ride, and hopefully order some. That's how the building of today's European dealer network of AZUB recumbents began.

This is probably my favourite part. The trips to the Netherlands were when we added specially made recumbent bags to our portfolio. We slept in tents at campsites and drove Aleš's Skoda Octavia with two roof boxes full of panniers and a hitch-mounted rack with two bikes on it. We celebrated every sale or order by upgrading our modest menu by buying kebabs. It was great, but I never thought I could work for Aleš full-time. It was then a small business in a spare room in Aleš' parents' house with a workshop in the basement.

In the beginning, we kept hearing nonsense about copying German brands. Still, gradually, Aleš managed to turn cheap recumbents into the best recumbent brand in the world, bringing high-tech innovations. All the time I've known Aleš, there's one thing I admire about him. He has a knack for finding the right people. Every time a so-called great one leaves, he manages to find another one of equal or better quality. He does his current management job simply well.

Keep it up! AZUB, Aleš, his family, and his colleagues.



Peter Lenhard

## First German Customer

**I visited the SPEZI in Germersheim for the first time in 2002. Together with a good friend who was already riding a recumbent at the time and raved about it. He rode the tours with luggage over the high mountain passes with his Streetmachine. However, I just bought a very good and very expensive upright bike and didn't want to buy a recumbent under any circumstances. Unless perhaps it was very cheap...**

And then we saw the AZUB booth. Two men from the Czech Republic had a recumbent bike that, even back then, looked like a very good recumbent and was cheaper than all the other ones. Communication was difficult at the time: I still don't speak Czech today, and they didn't speak English very well, but that quickly changed later.

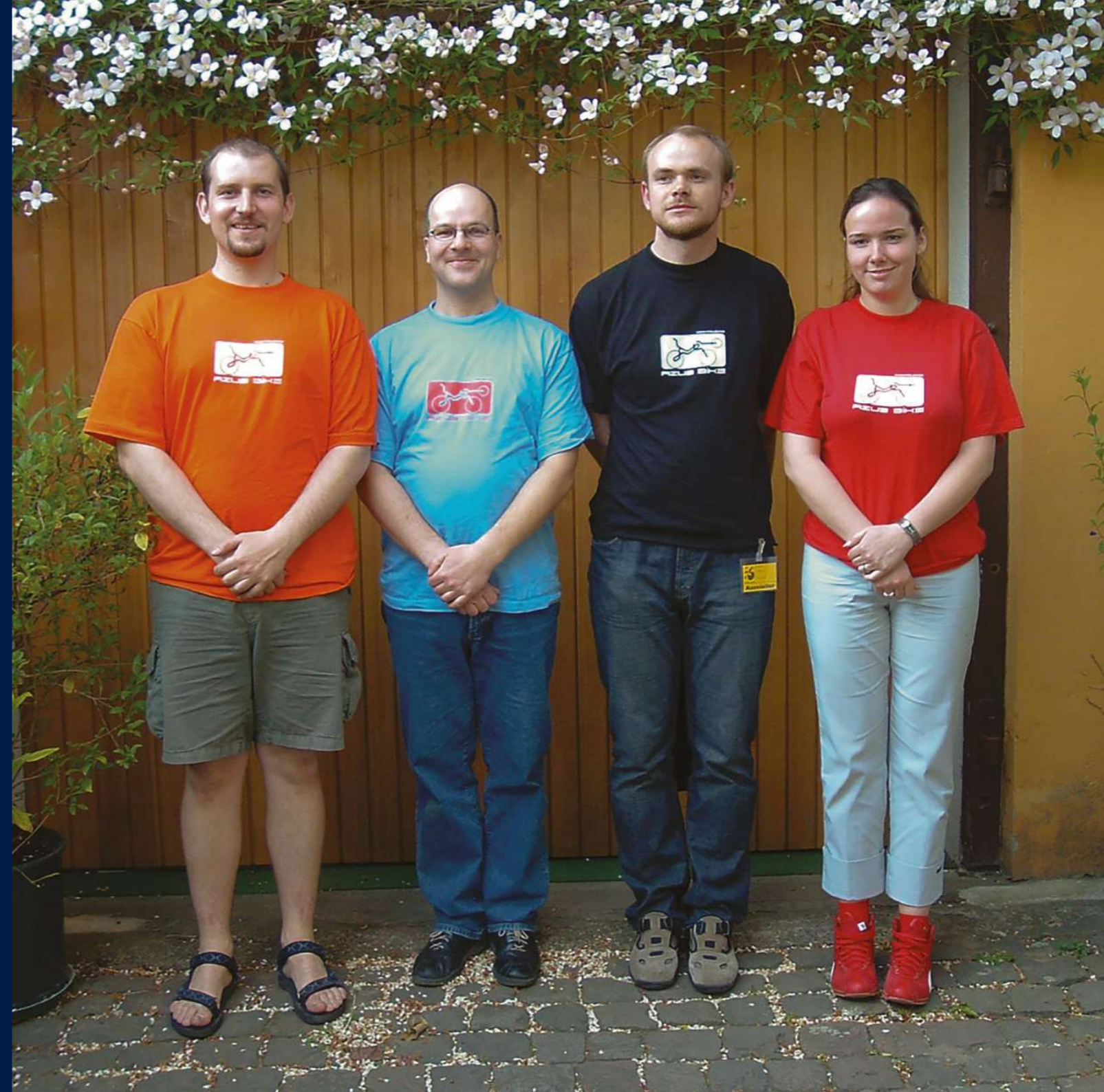
We overcame these difficulties, and after a few days, I ordered the model called AZUB 2002 by e-mail. It was delivered just a few weeks later. Aleš Zemánek came to me in Kaiserslautern with his girlfriend and five (!) recumbent bikes in a small car. He assembled the bike in the yard, we had dinner together, and I had two pleasant guests overnight. We became friends.

I was a guest at AZUB's stand at the SPEZI in Germersheim the following year. I brought the German language with me, and AZUB showed me wonderful hospitality at the show. My parents in Schifferstadt also played their part: Not only was I there for the nights, but also the whole AZUB team. We did

this every year for a long time until the team became too big for it. I always spent the SPEZI helping AZUB at their booth until the break due to COVID-19. Sometimes, I stayed with them at the campsite and enjoyed their hospitality. I even went to the Czech Republic a few times for AZUB recumbent rallies or bike tours.

Now, the SPEZI takes place every year again, but no longer in nearby Germersheim, but in Lauchringen on the border with Switzerland. Unfortunately, I have not yet been able to visit it there, and I can say that I miss the SPEZI and the friendly people from AZUB. Our paths will certainly lead us together again!

Peter - second from left



## Farther Than We Ever Imagined

**September 2015, Huascarán National Park, Peru. Our AZUB 5 (predecessor of AZUB SIX) bikes carry us over our first mountain pass at 4,880 meters / 16,010 ft on a rough, rocky track surrounded by towering peaks and glaciers as far as the eye can see! I can't believe it—I'm pedaling higher than Mont Blanc! Who would have thought? Not even us. Just six months ago, we were barely doing any sport, riding bikes only for leisure, and now here we are, crossing the Andes on pure leg power!**

The rest of this extraordinary two-year journey on our AZUB 5s will take us over many more passes above 4,000 meters / 13,123 ft, along some of the most stunning and demanding roads in the world: through the Andes in South America, across the high-altitude landscapes of the Pamirs in Tajikistan and Kyrgyzstan, skirting the edges of Tibet in China. And each time, the same feeling—pure wonder. How did we manage this? I think I've found the secret: comfortable bikes that can tackle anything, a solid dose of determination, warm-hearted people along the way, and landscapes that take your breath away... and suddenly, anything feels possible!

Another key to making this adventure a reality was the unwavering support and quick response of the AZUB team, who were always ready to assist us, no matter where we were in the world. A true team. Two years of travel we'll never forget: crossing Lake Titicaca on a boat piled with fish and our bikes, the mind-bending vastness of the Salar de Uyuni, reaching

the Pamir Plateau with Ophélie and Fred—our four AZUB 5s forming the 'Pamir Caravan,' navigating Patagonia's rocky tracks, sipping Turkish coffee, experiencing the generosity of Iran, standing in awe of Tibetan temples, relaxing on Thailand's beaches and Laos' karst mountains, rolling through Burma's deep orange trails, meeting friends on the road—witnessing the sheer beauty of our planet and the kindness of those who inhabit it.

And all of this, thanks to our two AZUB 5s—bikes that proved they could go anywhere and take us farther than we ever imagined.

When I returned home from this journey, life threw another challenge my way—cancer. And once again, my bike gave me the strength to look ahead. I founded an association, En Avant Les Amazones, to help women affected by cancer rediscover the joy of life and push their own limits, just as I had while traveling by bike.

Now, ten years after that journey and six years after starting the association, our bikes remain our favorite travel companions. Quieter trails in France have replaced the towering peaks, and our adventures now include family: still our two AZUB 5s, a trailer carrying two children, and another for our dog. And yet, the AZUB 5 continues to prove itself—able to go anywhere, take us farther, and fill us with that same sense of wonder... only now, it's multiplied! Thank you, AZUB!



## It all started with a journey to the Arctic Circle

**My first long-distance cycling journey took place in 2001. My cousin Eva and I set off on a tandem bike from the Czech Republic to the northernmost parts of Finland and back. That trip changed both of our lives. Through a series of events that began during that journey, I met my future wife, Eliška, while Eva eventually moved to the Netherlands. We both also found our professional paths in the world of recumbent cycling.**

In northern Poland, we met Sjaak, a Dutch cyclist riding a recumbent bike. He ended up traveling with us for 21 days all the way to Finland. Watching him relax comfortably on his bike while we were hunched over on our upright tandem made one thing clear—I wanted to experience that kind of cycling luxury, too. Shortly after returning home, I reached out to Aleš, and three years later, the first prototype of the AZUB TWIN recumbent tandem was born. Eliška and I took it on several adventures, and in 2005, I traveled with Aleš to SPEZI to test competing recumbent tandems. The atmosphere at the trade show, the excitement within the team, the endless possibilities hidden in all those fantastic bikes, and the vision of where AZUB could go completely captivated me.

On the way home, Aleš and I agreed that I would take on AZUB's marketing full-time. But first, I had to finish my studies and pass my final exams—which wasn't easy, as my mind was already fixed on AZUB.

That summer, Eliška and I took the TWIN on another adventure, this time to Crimea—still part of Ukraine back then. I moved

to Uherský Brod in October and officially started my journey with AZUB. My first workspace consisted of a camping table and a brand-new laptop. A week later, I upgraded to a desk placed in between two storage racks, instantly tripling my desk space. It was an incredible time—like a startup, though we didn't call it that back then. The company still operated from Aleš's parents' house, and my only other colleague was Aleš's eldest brother, Laďa. Aleš's mother cooked our lunches, and if we got so caught up in work that we forgot to eat, we'd get a good scolding.

I've always been a big dreamer, but back then, I never imagined how far we would take it. From being the most affordable recumbent brand to standing among the premium ones I once admired at my first SPEZI. I used to seek inspiration from brands like Volae, Challenge, and Nazca—brands that, unlike AZUB, no longer exist today.

In 2006, we moved the company into a new space, and I moved into the rooms AZUB had previously occupied. Sometimes, I joke that my hobby became my job, and my job became my home. And even though I live elsewhere now, the essence of that statement still holds true. AZUB and the people here are like a second family, and the recumbent cycling world has brought me many great friendships. I love seeing AZUB grow and, with that growth, having access to opportunities that once seemed out of reach. I love traveling and meeting our customers, adventure cyclists, dealers, recumbent enthusiasts, and even our competitors. And I hope AZUB—and riding our bikes—brings you just as much joy as it does to me!



Kelvin Clark, shop owner

## The Discovery of America

**In 2011, we got an email from Honza Galla saying AZUB was coming to the US market and would like to meet.**

**Our response was a simple “yes,” and sometime after that, Honza appeared. The approach was impressive, driving a Ford Focus from New York with two AZUB bikes and one trike on board, wanting to experience the United States overland style to know the country versus just electronically. Their final destination was Los Angeles, California.**

We knew nothing about the Czech people but soon learned a few things. The best welding, excellent steering geometry, thoughtful design, great customer service, and a listening ear.

After spending the day, Honza’s parting comment was: „We like to be friends with our dealers and will come and see you every two years.” It’s easy to say in Europe, but we were skeptical this would happen in the States. Two years later, Honza showed up as promised.

Over time, we have met others on the AZUB team here at Angletech, Aleš, Milan, Jan, and Lukáš, all with the same high standards.

AZUB also hosts a recumbent rally in the Czech Republic every 5 years, and my wife Marsha and I got to join a pre-tour and the rally in 2015. Putting our lives in Honza’s hands for a week was an unforgettable experience.

Happy 25th!



## Creativity Is What I Enjoy Most

**Cycling has been a passion of mine for as long as I can remember. From a young age, I rode mountain bikes and was fascinated by their mechanics and design. That interest led me to study mechanical engineering. When I was looking for a cycling-related topic for my thesis, I came across AZUB for the first time. As it turned out, the first AZUB trike was created as part of my diploma project. At the time, I thought it would be the last fun project I'd work on before settling into an uninspiring corporate engineering job. But AZUB liked my work, and since then, my professional career has been closely tied to the company.**

I'm a perfectionist when it comes to things I enjoy, so I refine every new component until I feel it's just right. Perhaps that approach is one of the reasons why AZUB has evolved from the cost-effective ECO trike to high-end models like the current Ti-FLY.

I was involved in developing all AZUB trikes and contributed to many design adjustments for our two-wheeled recumbents. However, shortly after launching the Ti-FLY, I realized I needed a break. I had become deeply immersed in production, leaving little room for creative development. At the same time, my children were born, and frequent commuting between Brno and Uherský Brod became increasingly difficult. I spent the next four years as a design engineer for a company that

manufactures beautifully crafted children's playgrounds. There, I continued designing products that bring people joy—which, in turn, brought joy to me.

But I couldn't stay away from bikes for too long. Fortunately, an opportunity arose for me to return to AZUB—this time, fully focused on creative development.

I am currently excited about the new possibilities ahead. We have the opportunity to collaborate with a professional product designer, leverage the latest rapid prototyping technologies, and explore the potential of additive manufacturing (3D printing) for direct use in our custom recumbent production. I hope these elements will soon translate into tangible new AZUB products because there is always room for improvement and innovation.

As AZUB continues to grow, e-mobility advances and manufacturing technologies evolve, new opportunities emerge for refining our existing recumbents and developing completely new models. There's a lot to look forward to.



## 132,000 km on AZUB recumbents

**We met two Swiss cyclists in the main square of Miskolc, Hungary, in 1985. One of them had a strange-looking recumbent contraption, something I had never seen before. So, I took a picture, went home, and studied it, trying to figure out what it could be good for. Maybe I could build one myself, just for fun.**

In 1999, a young guy showed up at my workplace at Česká zbrojovka, introduced himself as Zemánek, and asked if I was the one building a recumbent. „I am,“ I said, „but so far, it’s only on paper.“ That was how I met Aleš, the son of a colleague from the tool shop.

By 2005, I found myself at a recumbent gathering in Uherský Brod, celebrating the fifth anniversary of AZUB. Thanks to a borrowed trike, I covered my first-ever kilometers in a laidback position. That experience led me to my first real rally in the Moravian Karst in 2007. AZUB lent me a two-wheeled recumbent, and my first few meters on it were a disaster. Aleš himself was my instructor, constantly telling me to relax. Easier said than done. But then—it clicked. „Amazing“ doesn’t even begin to describe it. I rode all through the event and even cycled back home. That day, my journal recorded an unbelievable achievement: 140 km on my first real attempt.

As my love for recumbents grew, so did my ambitions. In 2008, while preparing for a cycling journey in Iceland, I ran into Aleš again and told him about my plan—to set off as soon as I finished my recumbent hybrid, a bike that could quickly convert into a trike. Instead, Aleš offered me a Greenspeed

trike that AZUB was distributing in Europe. I took it for a spin, loved it, and agreed to cooperate with AZUB—a partnership that continues to this day. I covered 2,234 km / 1,388 miles across Iceland over six weeks, with rain accompanying me for five of them.

In 2009, I returned to Iceland, this time riding a prototype of AZUB’s very first trike. My journey took me 2,009 km / 1,248 miles through Denmark, the Faroe Islands, Iceland, and Germany. I had 18 days in Iceland, where the sun never set, which, oddly enough, was somehow worse than last year’s rain.

In 2014, my role as a tester for AZUB’s innovations deepened. Riding from the Atlantic Ocean to Uherský Brod, Czechia, I tested composite leaf springs on the first prototype of the Ti-FLY model. They didn’t last long, so the following year, I set off on an 80-day journey through the Alps, along the Elbe and the Rhine, covering 5,300 km / 3,293 miles while testing titanium suspension.

Life threw me a curveball in 2018 with heart surgery, but a year later, I was back on the road, riding 11,300 km / 7,021 miles. Then, in 2019, I embarked on a deeply personal journey, taking a bus to Rome, Italy, and cycling home on my trike. I was born in Assisi, where my father was on a business trip, so this city was my main target.

In 2020, I reached a milestone—100,000 km on AZUB recumbents. By 2024, that number had climbed to 132,000 km / 82,020 miles, and it’s still rising.



Matt Hackman

## AZUB Riders Group Administrator

**I was instantly intrigued when I saw my first recumbent trike in action at a local park while mountain biking. Once home, I searched online about them and soon found several YouTube channels dedicated to riding these great machines and friendships formed by their riders. That was in early 2015, and I continued to watch, learn, and source recumbents in my area.**

The nearest dealer was over two hours away, so I made the trip and tested several ICE trikes and a Catrike. The two only brands they carried. I had my first lesson on the differences between direct and in-direct steering, and I really liked the ICE trike but was stricken by a recumbent newbie price shock. Sadly, I was homebound and trikeless until later that year, anyway.

I was more frugal with my money back then, and I decided to choose the more economical trikes. Our largest local bike shop did not carry recumbents, but my persistent inquiries and desire to order one convinced them to become a Catrike dealer. They had their first recumbent sale, and I had my first trike on December 23, 2015. They have since added Terra Trike, HP, and AZUB to their lineup.

Over the years and progressively learning my lessons between fixed frame, rear suspension, full suspension, and e-assist, I, too, traded up or added to my trike lineup. My best recommendation to anyone looking to enter the world of recumbents is to bite the bullet and buy the one you really

want initially. It is far more cost-effective in the long run. I started with the fixed frame Catrike Expedition, then rear suspension ICE Sprint X, then full suspension and assisted HP Scorpion Pedelec, followed by the e-assisted AZUB Ti-Fly 20, which I still ride today. Over the years, I've also had the opportunity to have a non-assisted AZUB Tricon 26 and an AZUB Ti-Fly 26. Great trikes, but I prefer to have the e-assist option.

My wife began riding with me late in 2016 on the Expedition and became hooked on recumbent trikes. Almost two years later, we ordered our first assisted AZUB Ti-Fly 26 for her, which she continues to ride to this day. In 2021, we both added an assisted AZUB Ti-Fly X to facilitate better our new interest in gravel rides.

As you can see, our preferences and loyalty remain with the AZUB brand. Not only for their build quality but also the respect, admiration, and friendships we have developed with members of the AZUB team over the years.

Riding recumbents has opened the door to new experiences and lifelong friendships with other recumbent riders that otherwise would have never existed. Priceless!

AZUB Riders Group



## 50,000 kilometers of sweat

**After trying out several recumbent bikes, we bought our AZUB 5s in 2010. A few small bikepacking trips confirmed our choice and fueled that wild and irresistible urge to leave, go far, and ride for a long time.**

With sabbatical leaves secured, panniers packed to the brim, and our heads full of excitement and apprehension, we set off in May 2013 for a year-long journey across the Americas. We spent four months in the United States, from Las Vegas to San Francisco, passing through Zion, Grand Teton, Yellowstone, Oregon, Crater Lake... Four months that exceeded all our expectations—breathtaking landscapes, warm encounters, and, every single day, the simple joy of getting back on our bikes and pedaling, pedaling, pedaling.

Then came South America, the great adventure from Cusco, Peru, to Ushuaia, the end of the road. We pushed south along the legendary Andes, facing tougher challenges—grueling stretches, Ophélie's food poisoning issues, remote and sometimes desolate landscapes, mountain passes over 4,000 m / 13,123 ft, and countless dirt roads that our heavy AZUB 5s tackled with surprising resilience. Lake Titicaca, the Salar de Uyuni, Patagonia, the Lake District, and the legendary Carretera Austral marked our route—finally, Tierra del Fuego—pure adventure. We camped under raging winds, crossed paths with penguins and guanacos, and arrived in Ushuaia under falling snow—happy, fulfilled, and just a little bit exhausted. Back in France, completely disoriented and struggling to find

meaning in our jobs, my first priority was... fixing up the bikes! Huge thanks to AZUB for the spare parts! The bikes were as good as new, and all that remained was to convince Ophélie to hit the road again as soon as possible.

Two years later, mission accomplished. This time, we quit our jobs for good and set off with no return date, following the Silk Road. Italy, Greece, Turkey, Iran, Central Asia—the route unfolded in front of us, bringing back the sheer joy of moving forward every day, camping under the stars, washing in rivers, and immersing ourselves in wildly different cultures.

The Pamir Highway in Tajikistan, our biggest goal for this leg of the journey, delivered everything we had hoped for, much like the Altiplano in South America. China, Laos, Thailand, Cambodia—we spent the winter in the heat, sometimes extreme heat, before deciding to push on to Japan, which quickly became Ophélie's favorite country—a land of serenity, surprises, and an absolute dream for bicycle travel.

One week aboard the Trans-Siberian Railway brought us to St. Petersburg, back at Europe's doorstep. From there, we rode north through Finland's forests and lakes all the way to Rovaniemi, home of Santa Claus, inside the Arctic Circle. Then we crossed to Norway's Lofoten Islands and began the long ride south, through what I consider the most beautiful landscapes in the world, all the way back to France.

50,000 kilometers / 31,068 miles of sweat on an AZUB!



Shaul H Shecter

## Retired on Three Wheels

**I was waiting in the surgeon's office. Finally, the door to the exam room opened, and a woman in surgical green entered. She examined my X-rays, exhaled, and said that I had cracked my collarbone and that it was bad. We discussed different options, and she also mentioned that while I would regain the use of my shoulder, I would not be able to ride a bike again. At that point, my heart sank, and she could tell this was a very difficult loss for me. I told her that I had been an avid cyclist for nearly 60 years and that we would have to find a treatment to get me back on a bike. She said that was impossible since my broken shoulder would not handle the pressure and vibrations from the handlebars. The weeks that followed included more X-rays and visits with the surgeon. One day, she suggested that I look into recumbent bikes as they would take the pressure off my shoulder.**

Decades earlier, I had played around with recumbents and I began investigating them more earnestly. A friend of mine thought I should also try his upright trike, but the shoulder pain and discomfort were even worse. Also, to steer it was difficult since you could not lean into turns. The research took me to trikes. These fell into three categories: Cheap and heavy, moderately priced and not so heavy, and finally, expensive with custom-like features. I was price-shocked. I came from the world of custom bicycles. Having raced bikes, weight was always a consideration; frame materials and how the frame was

made were huge factors. For decades, my main bike had been a hand-built Cinelli by the master. I knew I had to try various trikes from various manufacturers, which led me to Hamilton Trike. Cora was patient and answered my plethora of questions. I rode direct steering trikes first, but they required shoulder movement, and the gravel segment I rode shook my arms and shoulders. Finally, the top of the lines. Some ICE trikes, followed by HP Velotechniks. The last two I tried were AZUBs. The TRIcon 20 caught both my heart and mind. The welds on the frame and the way it folded were right up there in quality and sophistication. I found the ride quality to be superb. Steering was responsive, and the gravel segment had almost no vibration. The costs were a huge factor, and I was still not sure, so I bought a used trike. I rode it for a year and a half but realized I could no longer stand over the pedals to help me get up hills. At seventy-five, I was going to need an e-assist. So I called Cora and ordered an AZUB TRIcon with an e-assist, which I am riding now. The cost was worth it.

Triking is my new adventure.



## Our tandem journey

**My wife and I share a passion we both brought into our marriage from childhood: we love traveling by bike. Once our sons were old enough to ride on their own, the idea of long-distance, self-supported cycling trips began to feel inevitable. We also started considering a tandem bike, and by chance, we stumbled upon the AZUB TWIN. For me, a completely unfamiliar concept—recumbent bikes combined with a tandem—seemed almost too good to be true. We initially thought there was no way something could be that perfect, so we opted to buy four new upright bikes.**

Our first long-distance journey took us along the Danube and Morava rivers. Each year, we lowered our standards for accommodations and extended our trips, but eventually, the boys grew tired of it, and we adults began feeling the strain of long hours in an upright position.

After returning from a trip through Croatia, this time without the kids, I started pestering Lenka again about the crazy idea of getting a recumbent tandem, on which we wouldn't feel sore anymore. Lenka finally agreed to a test ride, not because she thought it was a reasonable idea, but to prove that riding something like that really wouldn't work, and I'd finally let it go.

When we showed up at AZUB, we caused a bit of a stir. No one expected us to test their tandem without having ridden recumbent bikes before. After a few hours of riding two single

recumbent bikes and then the tandem, Lenka turned to me. She said, „Besides the tandem, you'll buy me another single recumbent bike because I'll never ride a traditional bike again, and I can't ride the tandem alone to work.“

When we introduced the kids to the recumbent bikes, it didn't go smoothly at first. Eventually, the solution was to order two single recumbent bikes instead of just one, making our still fairly new upright bikes completely unnecessary. For the next several years, the boys joined us on our trips again, though it often happened that they'd take our tandem, disappear out of sight for hours, and only wait for us when they were hungry or wanted to camp.

The boys are now grown and have their own trips, while we've outfitted our tandem with a motor and started eyeing much longer adventures. Our first three-month trip took us from Helsinki above the Arctic Circle, through Sweden to Denmark, Germany and back home to Czechia. It was our absolute best vacation!

Finally, we have one piece of advice for anyone planning to spend long trips on a tandem without ending up on bad terms: Our recipe is to take turns in the front, ideally, according to an objective rule. We switch every day, no matter what the stage holds, so there's no need for any bargaining. If one of us gets on the other's nerves, like refusing to stop for lunch, we know we could take it the next day.



## Extension of my body

**Every person has a story to tell. When that person receives a bicycle, their story begins to move literally and metaphorically.**

**Borrowing my first trike from AZUB in 2018 for my USA trip and later purchasing the second one for my journey to Japan, eventually leading me to the Middle East, was more than just acquiring a vehicle. For me, this connection with AZUB marked the start of an entirely new chapter in life—one I never expected and one that profoundly impacted me.**

Once blank pages are filled with incredible, unique moments that I'll cherish for a lifetime.

In those pages, I clearly see a sharp divide between two completely different versions of myself. The beauty lies in these three wheels that set my whole life in motion.

When I say it was more than just acquiring a vehicle, I mean that the trikes seemed to carry a soul thanks to the care and craftsmanship behind their creation. Over time, as I spent

countless hours riding, the trikes became an extension of my body, allowing me to move faster, carry more, and remain intimately connected to the world around me. There was nothing between me and the landscapes I was discovering or the ones yet to be explored.

It wasn't just extraordinary; it felt natural.

In many ways, AZUB is like a master Geppetto, the father of Pinocchio, crafting not just machines but something beyond, something alive.

But what about the stories, you may ask?

I realized that no words can truly capture them—no matter how hard I try to squeeze even one onto this page.

They are, for now, a silent witness of one amazing journey, one amazing life.

I say for now since the book is on the way.

Thank you, AZUB!



Roel van Dyke

## My journey to Sicily

**Every year, I try to make at least one long cycling trip. The one from the Netherlands to Sicily was perhaps the most beautiful. I had already made that trip twice with a traditional bike, but in 2022, I rode to Palermo in three weeks in June, a journey of over 3,000 km / 1,864 miles. I was 6 years older than the last time and almost 70, so my fitness had not improved. Still, I covered the distance faster than previous times. The Origami is not a very fast bike, no faster than my other sporty bikes. But the Origami's comfortable seat and stable character allowed me to cycle more hours a day without any problem.**

Italy is not known for its good roads. This time, however, I was surprised by many beautiful cycle trails along the Adriatic coast, some on old railway tracks. What a treat to cycle on those.

I prefer cycling away from home rather than towards it, so I usually take public transport for the journey back. The added value of the Origami becomes apparent then. Problem-free, I could take it on buses and trains in its folded state without having to reserve a place for it. In many high-speed trains, taking a bike with you is impossible. Here, too, the Origami was able to come along folded. I had a great time with that little bike.



## Jiří Wants to Live and Climb Peaks

**In 2016, I had a serious accident at work. I lost my hearing, my left lower limb, and both upper limbs. After getting myself together mentally, I started figuring out what I would need to live. I signed up for the Expedition Over the Bar, organized by Palacky University Olomouc, Czechia, for handicapped participants and Centre for Applied Movement Activities students. As part of the compulsory exam, they have to help people with limited mobility.**

During this trip around the Czech Republic in 2020, they went to three places. In Valdice, they rode bikes; in Cesky Krumlov, they rode boats and climbed Snezka, the highest peak of the country, on foot. I was not able to do the cycling part. There was no bicycle for me, and I had to accept that I just couldn't do it. But on the way home, we stopped at a highway rest area, and I saw a trike on a rack on the car. I immediately looked at it from the bus window but didn't see the manufacturer's brand. When I got home, I immediately started searching the internet and watching YouTube. I was pleasantly surprised that one of the manufacturers was from the Czech Republic.

It didn't take long, and I went to AZUB for an appointment. The visit itself was a challenge for both parties. I had to travel 500 km / 311 miles, and they wondered what a man with no arms and only one leg wanted from them.

We found a solution together and then communicated by email, but the production took a long time. Special adapters had to be made for the handlebars so I could steer with my upper body. Also, the brakes had to be modified so that I could operate them with my knee.

At the end of the summer of 2021, I was eager to take my first test ride on the Ti-FLY 26 trike at AZUB. I could ride alone! The cyclists on the trail gave me the thumbs up, stopped my wife and me, and asked us many questions. We were also treated to funny quotes like, „He has only one leg!”

It was hard for me to learn how to pull the pedal towards myself in addition to pushing it because I had no way to brace myself in the other direction. But when AZUB started making the padded Dream Seat, it helped me a lot.

Since then, I've put a few thousand miles on it and climbed some big hills. It's great to be able to ride on my own again!



Chad Mihld

## Meet Voodoo Child

**I named my Ti-FLY X after the powder coat color. I purchased the trike in April 2024, after AZUB set up their new paint shop and could paint in-house. They ordered the custom color from the US for me. Big kudos and a thank you for that!**

Voodoo Child has an e-assist with a 3x3 nine-speed hub I added by myself, a 24-tooth rear sprocket, and a coupled brake lever on one side only.

I had been riding used recumbent trikes for a few years after having surgery in 2021 and wanting to stay active. Through natural progression, I wanted more out of my trike and ended up attending the Cycle-Con show in 2023 to try out some full-suspension e-trikes.

We arrived at Cycle-Con early on Saturday, looked at the vendors, and ended up at AZUB. I was excited to see the trikes in person, and I saw a familiar face there as well. Matt Galat is known as JaYoe Matt. He graciously asked if I would like to ride his trike as he was removing it from the podium. It was a privilege to ride it! The rest of Saturday went great, and I got the chance to ride more than fifteen trikes. I was also informed that a Sunday morning ride was scheduled, and I asked Honza if any loaner trikes were available. He asked me to come later.

Later came, and not only did he have a trike for me, but he also offered one for my wife. What a special ending to the perfect day for me!

The next morning was epic! Our first ride on a Rails to Trails. I rode the Ti-FLY X. Riding through the trail was great; the scenery was beyond beautiful. Looking at the greenery, old buildings, and the train stops! We made the 18-mile / 29-km ride, and the trike was everything I was looking for. Even today, I'm so grateful to those who made it happen.

About six months after Cycle-Con, I ordered Voodoo Child, and when it was delivered to our house in Los Angeles, it was perfect! Absolutely beautiful! You can find it doing laps around the Rose Bowl in Pasadena, CA, on the weekdays and through the biking paths on the beach between Santa Monica and Redondo Beach on the weekends. The trike is also ridden at various CicLAvia events, which are car-free events in LA.

As with many of us who ride recumbent trikes, I, too, am on the ride of my life as I am battling Leukemia. With an awesome support team, including my family and the team at City of Hope, not to mention Voodoo Child, we are going to beat this disease.



Radu Păltineanu

## Romanian duo in Australian wilderness

**At the beginning of the pandemic, when most adventurers rushed to get back to their homes, I happened to be in New Zealand with my partner, Irina. Without really wanting to go back to Romania on a whim, we decided to stay put and transform that moment of crisis into a years-long adventure across Oceania. Of course, we didn't realize this at the time, only much later. So, after emerging from a five-week lockdown in May of 2020, we set out to walk the North Island of New Zealand and then cycle the South Island's West Coast on upright bikes. That only opened the appetite for more adventure. Given that Australia was just around the corner and it had opened for travelers coming from New Zealand, we decided to fly over the Tasman Sea and cycle some of the most remote corners of the red continent, this time on two AZUB trikes.**

So we flew to Australia and started our preparations. I had a non-suspended, non-motorized AZUB T-Tris 26, but Irina had a full-suspension, motorized Ti-FLY 26. We also equipped it with a solar panel that was needed for the remote areas we were heading into. After a few months in Cairns, we started cycling around Australia through some of the roughest off-road bits. First up to Cape York, then across the Red Center, and finally on to the West Coast through the Great Sandy and the Tanami deserts, the mighty Kimberley and all of the West Coast of Australia, all the way to Torbay Head,

Western Australia's southernmost point. A little statistic never hurts. In total, we cycled 11,238 km / 6,983 miles on the Australian continent, of which 8,638 km / 5,367 miles (77 %) were on asphalt and 2,600 / 1,615 (23%) were on mostly gravel roads. The longest distance between refueling points, with absolutely nothing in between, on the Tanami and Great Sandy deserts located in central/northwest Australia was 589 km / 366 miles. We carried 30 liters / 8 gallons of water with us there and through the Tanami desert and were assisted by other adventurers in 4x4 cars while refueling between towns. We did have more than 100 days of pedaling with temperatures between 35 and 46 degrees Celsius / 95 and 115 degrees Fahrenheit.

 YouTube



## From Paris to Bangkok

**In 2014, my partner and I embarked on an unforgettable and slightly crazy adventure —cycling from Paris to Bangkok. Covering 18 countries and more than 12,000 km / 7,456 miles, we experienced breathtaking landscapes, rich cultures, and incredible hospitality that will stay with us forever.**

We fell in love with recumbent trikes for their comfort and stability, especially on the climbs. Whether on smooth asphalt or rugged trails, they were our faithful companions throughout the journey.

Among our most cherished memories is the extraordinary generosity of the people we met—especially from Turkey onward. Our unconventional mode of transport sparked curiosity everywhere we went. We were often stopped for photos, but more than that, we were offered drinks, food, and countless invitations to share tea. Families welcomed us into their homes, sometimes sharing a single room for

the night. These moments gave us a rare glimpse into their daily lives, encounters that might never have happened had we been on regular bikes.

The Pamir Highway in Central Asia was, without a doubt, the toughest yet most spectacular part of the journey. Climbing to 4,600 m / 15,091 ft, battling extreme weather, and riding on roads that barely deserved the name pushed us to our physical and mental limits. Asphalt became a distant memory as our trikes rattled over rocky terrain. But the reward? Snow-capped peaks, remote valleys, and dazzling turquoise rivers—stunning scenery- made every challenge worth it.

Reaching Bangkok felt like one of their signature dishes: sweet and sour. There was a mix of pride and satisfaction at the end and a bittersweet sadness that the adventure was over.

This journey was never just about the number of countries or kilometers covered. It was a magical interlude, a whirlwind of discovery, and a collection of unforgettable encounters.



## From a Dream to 43,000 km: The Ongoing Solar Trike Adventure

**„I don't just want to talk about alternative energies; I also want to do something and perhaps make a contribution.“** With such an idea in my head I wanted to undertake a long journey in a vehicle that requires other energy than just human power, but whose battery is charged by solar panels. However, in July 2014, I found myself on my first major break of my plan. I had a rickshaw converted into a cargo e-bike, but it only got me over 500 km and I found out that this design was completely unsuitable for such endeavor. My round the world tour had just been shipwrecked, but I wasn't about to give up.

Something new was needed and I stumbled across a digital 3D render of a recumbent trike with overhead solar panels and a trailer. A few days later, I was already on the train to Uhersky Brod in the Czechia where I met Honza and Karel, who completed the first Sun Trip in 2013. They had more than 7,000 km / 4,350 miles of experience, and instead of wasting it, they were about to integrate it into my project.

My extensive traveling gear required not only powerful motor to get me up the hills, but also heavy-duty trailer. Honza took me to a barn where an aluminum structure, their prototype of the trailer, was dangling from the roof. They used it for me. AZUB also fitted a mid-drive-motor in addition to the main hub motor. After a few months, I took the provisionally assembled trike for a test ride and in the summer of 2015, I set off on my new adventure with the completed Solatrike II.

I traveled through Eastern Europe and Central Asia where I had to rebuild the trailer in a window frame factory in Uzbekistan. I continued to China and South Korea from where I shipped everything to Australia via Hong Kong. I built a third in Darwin and started a counterclockwise around Australia to Sydney. My tracks then appeared in Auckland, New Zealand and I set off on a Northland loop and drove across the North and South Island. However, due to the COVID-19 lockdown and the worldwide closure of national borders, the project was discontinued in March 2020 in Christchurch.

In July 2024, the journey was resumed in Canada and led from Vancouver over the Rocky Mountains to Edmonton where I parked my trike for a winter brake. I plan to get back in May 2025 and I will be heading south as far and as long as I can.

This trip turned out to be one of the longest, intercontinental, solo, unsupported expedition with a solar-powered electric trike. To date, I have already crossed 23 countries through four continents and 43,000 km / 26,720 miles.



## Tommy Quick's Unstoppable Trike Journey

**My name is Tommy Quick, who at the age of just 12 years I suffered a major stroke. A bleed on my brain, which meant immediate neurosurgery. Having to relearn everything from eating and swallowing to walking and talking back to some form of capacity with ongoing rehab, my life has been forever changed.**

By the time I turned 28, I was ready to make changes for myself to set a personal goal; to raise awareness that young stroke is a real thing on behalf of the Stroke Foundation, Australia; and to promote inclusion. This led me to the idea to ride my recumbent trike to the 4 most extreme points of mainland Australia a 9,000+ km / 5,600+ miles journey starting at the western, Steep Point about 700 km / 435 miles north of Perth to the most southern point, Wilson's Promontory in up to the easternmost point, Cape Byron, and finally to the Tip, the most northern point, Cape York in Queensland.

After riding the great open spaces across the Nullarbor Plain into South Australia, about one third of the way into the ride, I got hit by a car. Broken pelvis, sacrum and femur, I was in the hurt locker! With my trike smashed to pieces, and my dreams shattered both physically and mentally, it was a tough period. To be honest, I can't really remember a lot of it, it was a very blurry period due to the medication and discomfort I was on in the hospital. Then, great luck, AZUB offered to provide a new trike because in my drugged state after the accident, I had said on TV that I would continue the challenge! From

the time that we placed the order to having it arrive in two boxes shipped directly from the other side of the world, was around 4-6 weeks. Putting it together in our living room, the new Ti-FLY 26 recumbent trike, was an actual dream!

My first ride was pretty much a year after the crash due to the extensive rehabilitation and the damage. Due to Post Traumatic Stress Disorder I had to gain a confidence on the roads again and the best way to do it was by riding The Great Vic Bike Ride. A four-day tour organised by the Bicycle Network mostly on all closed roads. Immediately afterwards I started from home in Melbourne riding to Wilsons Promontory, to get the journey „back on track“ and really to assess my capacity. The feeling we got by reaching the beach at Tidal River and reaching the southernmost point on a trike was unbelievable! Blue sea, blue sky and I was back on track! I'll never forget it, nor the people who did it with me!

Another favorite destination in my memory that is etched into my mind was the elation from reaching the Tip of Cape York on my 30th birthday, Pajinka. Doing it with DJ and the support crew who were there from day one, was something special. And it was honestly more disbelief because that was some of the worst roads known to humankind that I've seen. Now in March 2025, we are preparing the „Takin' on Tassie“ project. The same mission as before but this time we are focusing on fewer kilometers of riding each day, but more elevation and more conversations along the way with my trusty trike.



Carl Bosworth

## Triking Game

**AZUB makes a great trike, if I do say so myself. My first encounter with the brand was at a bike shop in Indiana. I also saw them reviewed on Bentrideronline.com, and the design really intrigued me. I took my first ride on a demo trike on the Pumpkinvine Trail, and I was impressed. However, I wasn't quite ready to put down the money for a new one. Sometime later, after that first ride, searching online led me to find a used Ti-FLY 26 for sale - my first AZUB. It is a great-looking trike sporting neon green and yellow colors and outfitted with an oval chainring set-up. After some fine-tuning and adding a few accessories to get things set up to my liking, I have ridden that trike for many, many miles.**

I attended Cycle-Con 2022, where Matt Galat, otherwise known as JaYoe, was in attendance with his newly built Ti-FLY X. I had watched the build journey of that trike, its first road trip

with Honza, and the mystery of losing it in the airport during shipment to the US along with the intrigue of the triking community 'finding' it tucked in a corner waiting to be reunited with its owner.

I had the chance to ride that very same trike. I also met and talked with Matt, Honza, and the other members of the AZUB team. This visit to Cycle-Con, the test ride, and meeting the crew all conspired to prompt me to want to add another trike to my collection. I took the bait to upgrade my triking game. Fast forward, well-moving at the speed of triking with only a knee assist, to Cycle-Con 2023 in Xenia, OH. It took me a year to make it happen, but I now own a Ti-FLY X with the Shimano Steps motor and Shimano Cues Di2 electronic shifting. Looking rather sharp in its sand color, I am well on my way to riding this wonderful machine for hundreds of miles, too. I've added a few enhancements to make it more to my liking, but the best thing is just getting out and riding with friends or just solo in my neighborhood.



Myra Bertrand

## I Call Her Sky

**I call her Sky. Sometimes, we climb so high I could cry. Then the downhill comes, and we fly. She and I have crawled over boulders and clung for dear life over cliffs. We've looked out across mountains, range after range. She never complains when I pack her too full, but I might as I get off to push.**

**She nudges me out of the seat when I ride her too hard. Then I pick us both up and promise to be kinder, at least until next time.**

2024 was my first season on a trike. My husband has been riding his Ti-FLY X for years. I witnessed the trike's capacity in the wilderness, as I had been in some crazy places, bike-packing on two wheels while he had been on three. However, my first time out, I struggled on every little incline, legs burning, trying to keep the crank arm turning over the top with my leg extended in the air at its weakest point. I did not foresee the force it would take to get my pedal back around. I eventually ended up switching to clip-in pedals.

Before I knew it, we were riding up paved trails. Then, decommissioned roads outside our mountain town. All of a sudden, we were at the start line of the Lost Elephant. An epic self-support bike-packing race through the Kootenays.

We completed it in 3 stages over the summer. We had our trikes in places I never would have imagined. I'd look up at the climb ahead and think it was impossible, but what else would we do? Onward, we would go and, of course, make it through. The challenges that seemed insurmountable at the time turned into my favorite memories.

One evening, early on in our journey, we were trying to reach a water source to camp for the night. We were already exhausted as the sun started its descent behind the mountain peaks. A steep hill came into view, full of large stones and roots, surrounded by loose soil. I was already defeated as I looked up, but we paired up and pushed each trike up in stages. I felt like a zombie. Our planned destination was out of reach for the night, but we hunkered down and went to sleep. The following day, we were rewarded with an epic view; the rustic back country road formed a shadowed U shape between peaks, dropping down into a sunny valley surrounded by mountains. Rolling over the edge on three wheels hurtled me downward. The road was paved with stones as if they blasted the mountain and patted them down as they lay. There were drops and standing stones like small monuments. I had the time of my life hurtling down, bouncing and swerving around obstacles, neglecting to think about the harsh reality of a crash. I think that was when Sky and I learned to trust each other.



Sylvain Leurent

[worldfoodorama.com](http://worldfoodorama.com)

## Foodorama

**We are Kalima and Sylvain, photographer and filmmaker. In 2018, we embarked on an 18-month journey across the Americas, from Canada to Argentina, on our AZUB 6 recumbent bikes. This adventure became the foundation for Foodorama, a web series exploring sustainable food.**

Their enthusiasm was immediate when we contacted AZUB about partnering on the project. Knowing we'd spend an average of six hours a day in the seat, choosing the right bike was crucial. AZUB first lent us two AZUB SIXes for a two-week test ride in Morocco. Fully self-supported, we tackled the rugged terrain of the Atlas Mountains. The first day was nothing short of epic, and by the end

of the trial, we were convinced—recumbent bikes were the perfect choice.

To support Foodorama, AZUB generously provided one of our two bikes. Throughout the journey, they remained a trusted partner. We regularly shared updates, photos, and videos; their support was invaluable.

These recumbent bikes carried us over 15,000 km / 9,320 miles along coastlines, deserts, and towering Andes. They weren't just our means of transportation but an essential part of the adventure, allowing us to experience extraordinary encounters and take on unforgettable challenges. Not once did we regret our choice.



## Frozen Baikal

**The idea for a winter crossing of Lake Baikal had grown in me for over a year. During my cycling trip from Europe to Japan, it was born on its shores when I spent several days on the southern coast. The desire to experience something new eventually brought me back. But this time to the Baikal ice. The preparation itself was a challenge, and when I talked about the plan with my AZUB friends, they came up with an original suggestion: „Why don't you try it on a trike?“ AZUB FAT was born just for my expedition.**

However, just before my departure, I received some disturbing news. This year's winter in Siberia had been unusually warm, and at the end of February, there were still unfrozen water areas. Yet on March 6, 2015, I stood on the shore of the lake in the village of Kultuk, ready to go. It was blowing and snowing, and visibility was poor. The ice was covered with snow that became a tougher opponent with every meter traveled. After a few kilometres, I had to get off the trike and start pulling it.

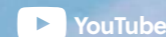
It took six days. Ten hours a day. Wading through deep powder, crossing ice walls and different ice formations, and carefully navigating around cracks. Every step was a struggle and required 100% commitment. Cracks were a daily reality. I could cross the smaller ones but had to go around the bigger ones. I was alone, and any mistake could have been fatal.

In six days, I covered a little over 100 km / 62 miles. The optimistic plan to complete the crossing in two weeks became an illusory memory. After a week, the first bits of smooth ice and frozen drifts that could be crossed by trike finally showed up. But the speed didn't increase—quite the contrary. Cracks continued to complicate progress, and areas of weak ice were added. Although I walked and rode many kilometres in all directions, the daily forward progress remained around 20 km / 12 miles.

On the tenth day, an unexpected blow came. Around 11 a.m., an earthquake shook Baikal. The terrible roar of cracking ice literally knocked me off my feet. I stood breathless, waiting anxiously to see what would happen next. The ice cracked, and several new cracks opened. With my eyes fixed on every step, I retreated towards the shore, but an hour later, another tremor came, making the situation even worse. It took me two hours to make the seven-kilometre escape to the mainland, and every moment, I imagined that the ice beneath me would crack.

After much thought, I decided to abandon the expedition. I didn't want to take any more chances with unstable ice. At that moment, the experience had a crushing effect on my mind. Despite this setback, I have wonderful memories of Baikal. It was a big lesson.

Nature is beautiful and untamed, and this unpredictability always gets me out of the comfort of my home.



Nicola Chiacchio

## From the Sahara to the Gobi

**Sometime in 2018—or maybe even earlier—a wild idea took root in my mind: crossing the vast Sahara Desert by bike. But not the usual north-to-south route like Morocco to Mauritania, Algeria to Niger, or Egypt to Sudan. No, I wanted to take on the longest possible route—west to east or vice versa—spanning nearly 6,000 km / 3,728 miles of unforgiving terrain. A crazy idea? Absolutely. But that only made it more tempting.**

As I researched, I stumbled upon a book by a French engineer who had, back in the early '80s, crossed the desert from Algeria to Mali on a bizarre bike with three massive wheels arranged in a row. His fully loaded rig, carrying 75 liters / 20 gallons of water, weighed an impossible 170 kg / 375 lbs. It was so heavy that pushing it uphill or pulling it out of the sand was nearly out of the question. That wasn't going to work for me.

I needed the right vehicle for this kind of challenge. Something capable of handling deep sand, scorching heat, and brutal distances. That's when I came across a recumbent tricycle with large wheels. The moment I saw it, I knew—this was it.

I reached out to several manufacturers before finally deciding on AZUB, a relatively young brand that was already well-known among cycle tourists. I placed my order through their dealer in Madrid in June 2018—right in the middle of the cycling season. Despite their busy schedule, AZUB promised to get the trike to me as soon as possible. And within a week, it had arrived. Super!

With that trike, I covered 10,000 km / 6,213 miles across Spain, Morocco, Mauritania, Senegal, Gambia, Guinea-Bissau, Guinea-Conakry, Côte d'Ivoire, Burkina Faso, and Mali. But then, near Timbuktu, I lost it. That was a hard blow.

Undeterred, I got another used trike and embarked on another adventure, riding 30,000 km / 18,641 miles through Europe, the Middle East, and Central Asia. After this journey, AZUB stepped in again, offering me a brand-new trike. With it, I rode from Europe all the way to Japan.

During my time in Europe, I had the chance to visit AZUB's headquarters, meet Honza, and even speak with the company's founder—an inspiring encounter that left a lasting impression. The AZUB team fine-tuned my trike at my request, optimizing it for climbs since I travel with a trailer. Honza even made me some peace stickers to place on the trike's roof—a small but meaningful touch.

With my latest AZUB trike, I've already covered 17,000 km / 10,563 miles, including an unforgettable month-long ride through the Gobi Desert—an incredible journey. A dream come true. And none of it would have been possible without AZUB!



Matt „JaYoe“ Galat

[youtube.com/@jayoensation](https://youtube.com/@jayoensation)

## Freedom on Three Wheels

**In 2013, I discovered the magic of riding a three-wheeled recumbent trike, and I've been hooked ever since. The stability and comfort transformed how I travel, offering a smooth, reliable ride that allowed me to focus on storytelling and capturing moments. My recumbent trike carried me thousands of miles across Asia, through eight countries, and into countless adventures. My current trike is the AZUB Ti-FLY X. Its larger proportions and wheels fit me like a dream, delivering an even smoother ride and unmatched comfort. It's been a game-changer for a traveling storyteller.**

Building my Ti-FLY X at AZUB's headquarters in Uhersky Brod, Czechia, was an experience I'll never forget. Working alongside the AZUB team, I discovered the heart behind the brand.

A group of passionate adventurers who live for exploration and innovation. Their stories mirrored my own, making AZUB feel like the perfect match.

The Ti-FLY X has been more than a trike; it's become my mobile studio, creative platform, and trusted companion on the road. Whether gliding through bustling cities or exploring remote backroads, it has taken my travels to a new level. The road ahead feels limitless. Every journey holds a new story waiting to be told, and I can't wait to share it all from the seat of this incredible machine.



 YouTube





## TRIKES

FULL SUSPENSION

TI-FLY X



TI-FLY 26



TI-FLY 20



REAR SUSPENSION

TRICON GR



TRICON 26



TRICON 20



NO SUSPENSION

T-TRIS AR



T-TRIS 26



T-TRIS 20



T-TRISEK



FAT



## BIKES

MAX 700



MAX 26



SIX



MINI



TWIN



ORIGAMI



# TI-FLY X

**Folding or separable full suspension trike with all 26" wheels**

## Enjoy extremes with maximum comfort

Full suspension combined with 26" wheels. That's what makes our Ti-FLY X a unique machine calling for long rides that will soon become extreme. And it doesn't really matter what you call extreme – it may be the distance cycled on a paved road, the roughness of terrain or the amount of endorphin that you produce during the ride. You can say from the first look that Ti FLY X is a special vehicle. It unites in itself all our innovative designs, our passion for traveling and love for off-road fun. Basically, it's a synonym for extreme cycling in all its forms.

OVERALL WIDTH  
**91 cm / 35.8"**

OVERALL HEIGHT  
**min. 80 cm / 31.5"**

OVERALL LENGTH  
**200 - 223 cm / 78.7 - 87.8"**

TRACK  
**81.5 cm / 32.1"**

WHEELBASE  
**133 cm / 52.4"**

GROUND CLEARANCE  
**18.5 cm / 7.3" (2.35" tyres)**

BOTTOM SEAT HEIGHT  
**39 - 43 cm / 15.4 - 16.9"**

SEAT ADJUSTMENT RANGE  
**length 11 cm / 4.3", 40 - 55°**

BOTTOM BRACKET HEIGHT  
**48.5 - 55.5 cm / 19.1 - 21.9"**

MAX TYRE WIDTH  
**60 mm / 2.35"**

MAX LOAD  
**125 kg / 275 lbs (Rider + cargo)**

RIDER HEIGHT  
**150 - 205 cm / 4' 11" - 6' 9"**  
(optionally shorter or taller)

HALF FOLDED  
**91 x 127 x 70 cm / 35.8 x 50 x 27.6"**

EXTREME FOLDING  
**71 x 79 x 39 cm / 28 x 31.1 x 15.4"**

# AZUB TI-FLY X



# TI-FLY 26

Folding or separable full suspension trike with 20" front and 26" rear wheels



## World's most advanced recumbent trike

AZUB Ti-FLY is the epitome of an intensive five-year development of our trikes. In 2015, our previous top model, the TRIcon 26, was presented with the prestigious award "Trike of the Year 2015", thanks to its superior workmanship, stable steering and the revolutionary design of the rear fork with a 157mm wide hub and a solid-through Syntace axle. In the Ti-FLY model, all these technical details are complemented by a unique technology of titanium front suspension, which makes it the most advanced trike in the world. Experience the comfort and amazing stability this trike offers.

OVERALL WIDTH  
**83.5 cm / 32.9"**

OVERALL HEIGHT  
**min. 73 cm / 28.7"**

OVERALL LENGTH  
**198 – 223 cm / 78 - 87.8"**

TRACK  
**77 cm / 30.3"**

WHEELBASE  
**124 cm / 48.8"**

GROUND CLEARANCE  
**9.5 cm / 3.7" (tyres 1,5")**

BOTTOM SEAT HEIGHT  
**26 – 29 cm / 10.2 - 11.4"**

SEAT ADJUSTMENT RANGE  
**length 11 cm / 4.3", 40 – 55°**

BOTTOM BRACKET HEIGHT  
**44 – 49 cm / 17.3 - 19.3"**

MAX TYRE WIDTH  
**60 mm / 2.35"**

MAX LOAD  
**125 kg / 275 lbs**  
(Rider + cargo)

RIDER HEIGHT  
**150 - 205 cm / 4' 11" - 6' 9"**  
(optionally shorter or taller)

HALF FOLDED  
**83.5 x 126.5 x 56 cm**  
**32.8 x 49.8 x 22"**

EXTREME FOLDING  
**65 x 79 x 39 cm**  
**25.6 x 31.1 x 15.4"**

# TI-FLY 20

Folding or separable full suspension trike with all 20" wheels



## A comfortable midget

Many people could feel that trikes with large 26" rear wheels are rather big and ungainly. That is why we offer you the Ti-FLY 20 with all the comforts of its big sister but in a more compact form. The front titanium suspension and a rear shock absorber (a choice between spring or air) make for a very comfortable machine, while its compact dimensions and superb AZUB steering make it the perfect choice for fun rides. And transporting the Ti-FLY 20 on by car or train is a breeze. Our ultra-flat folding mechanism will ensure your bike folds into a super small package. In short, the Ti-FLY 20 is a very pleasant, useful and fun little trike.



OVERALL WIDTH  
**83.5 cm / 32.9"**

OVERALL HEIGHT  
**min. 73 cm / 28.7"**

OVERALL LENGTH  
**185 – 210 cm / 72.8 - 82.8"**

TRACK  
**77 cm / 30.3"**

WHEELBASE  
**117 cm / 46.1"**

GROUND CLEARANCE  
**11 cm / 4.3" (tyres 1,5")**

BOTTOM SEAT HEIGHT  
**26 – 29 cm / 10.2 - 11.4"**

SEAT ADJUSTMENT RANGE  
**length 11 cm / 4.3", 40 – 55°**

BOTTOM BRACKET HEIGHT  
**43 – 48 cm / 16.9 - 18.9"**

MAX TYRE WIDTH  
**60 mm / 2.35"**

MAX LOAD  
**125 kg / 275 lbs**  
(Rider + cargo)

RIDER HEIGHT  
**150 - 205 cm / 4' 11" - 6' 9"**  
(optionally shorter or taller)

HALF FOLDED  
**83.5 x 126.5 x 49 cm**  
**32.8 x 44.1 x 19.3"**

EXTREME FOLDING  
**65 x 79 x 36 cm**  
**25.6 x 31.1 x 14.2"**

# TRICON GR

Folding or separable rear suspension trike with all 26" wheels



## Gravel & Road

Do you enjoy discovering new spots of nature away from main routes? Do you often find yourself on potholed tarmac? Would you like to take your trike on a long gravel path leading to new horizons? Then the GR is the great choice for you. The letters GR stand for Gravel and Road, indicating that during its development, we thought of both tarmac roads and gravel paths meandering through the countryside. The three 26" wheels give the TRIcon higher seating, better passability through terrain and splendid view. The rear suspension provides the required comfort, while the absent front suspension makes for lighter weight and better conservation of power.

OVERALL WIDTH  
**91 cm / 35.8"**

OVERALL HEIGHT  
**min. 80 cm / 31.5"**

OVERALL LENGTH  
**200 - 223 cm, 78.7 - 87.8"**

TRACK  
**81,5 cm / 32.1"**

WHEELBASE  
**133 cm / 52.4"**

GROUND CLEARANCE  
**18.5 cm / 7.3" (tyres 2,35")**

BOTTOM SEAT HEIGHT  
**40 - 44 cm / 15.7 - 17.3"**

SEAT ADJUSTMENT RANGE  
**length 11 cm / 4.3", 40 - 55°**

BOTTOM BRACKET HEIGHT  
**45 - 53 cm / 17.7 - 20.9"**

MAX TYRE WIDTH  
**60 mm / 2,35"**

MAX LOAD  
**125 kg / 275 lbs  
(Rider + cargo)**

RIDER HEIGHT  
**150 - 205 cm / 4' 11" - 6' 9"  
(optionally shorter or taller)**

HALF FOLDED  
**91 x 127 x 70 cm  
35.8 x 50 x 27.6"**

EXTREME FOLDING  
**71 x 79 x 37 cm  
28 x 31.1 x 14.6"**

# TRICON 26

Folding or separable rear suspension trike with 20" front and 26" rear wheels



## Trike of the year 2015

When you sit in the TRIcon 26 for the very first time, it immediately becomes clear why this trike has won the title Trike of the year 2015. Just settle comfortably in the ergonomic seat, sit back and start pedalling. The first two or three corners will give you a taste of the best advantages of our revolutionary 26" rear wheel solution. The shortest possible stiff fork with the 157 mm wide Syntace solid-through axle design that we "borrowed" from mountain bikes, work an absolute miracle. What previously was unthinkable in the world of tricycles with a 26" rear wheel suspension has now become a reality. Yes, we are talking about fast cornering with minimal rear wheel flex while making you feel that the trike is absolutely stable and reacts accurately and instantly to any correction of the direction coming from the handlebars. And this feeling sure is absolutely exhilarating.



OVERALL WIDTH  
**83.5 cm / 32.9"**

OVERALL HEIGHT  
**min. 73 cm / 28.7"**

OVERALL LENGTH  
**198 - 223 cm / 78 - 87.8"**

TRACK  
**77 cm / 30.3"**

WHEELBASE  
**124 cm / 48.8"**

GROUND CLEARANCE  
**12 cm / 4.7" (tyres 1,5")**

BOTTOM SEAT HEIGHT  
**27 - 30 cm / 10.6 - 11.8"**

SEAT ADJUSTMENT RANGE  
**length 11 cm / 4.3", 40 - 55°**

BOTTOM BRACKET HEIGHT  
**40 - 45 cm / 15.7 - 17.7"**

MAX TYRE WIDTH  
**60 mm / 2.35"**

MAX LOAD  
**125 kg / 275 lbs  
(Rider + cargo)**

RIDER HEIGHT  
**150 - 205 cm / 4' 11" - 6' 9"  
(optionally shorter or taller)**

HALF FOLDED  
**83.5 x 126.5 x 56 cm  
32.8 x 49.8 x 22"**

EXTREME FOLDING  
**65 x 79 x 37 cm  
25.6 x 31.1 x 14.6"**

# TRICON 20

Folding or separable rear suspension trike with all 26" wheels



## Perfect for the road

When you ride this trike for the first time, it will pleasantly surprise you straightaway in how easy it is to handle and how stable the cornering is. And it does not matter whether you are going slowly or quickly. Steering is spot on and gives you a feeling of security. The F2F-U folding system, that is Fold to Flat Ultra, will completely blow you away. Even back in 2010 when we introduced AZUB ECO, our first three wheeler, we were already working on a second one which was meant to become the top of the tricycle scene – the TRIcon 20. We knew that we wanted to have a trike that would offer excellent riding properties, a stiff frame with a comfortable seat, which would not only be foldable in half but a trike which when folded, would fit in a small bag so that it would be easy to fly with even across the continents. Basically, we wanted to develop a tricycle that we ourselves would enjoy travelling with. And we wanted to be absolutely happy with it.

OVERALL WIDTH  
**83.5 cm / 32.9"**

OVERALL HEIGHT  
**min. 73 cm / 28.7"**

OVERALL LENGTH  
**185 - 210 cm / 78 - 87.8"**

TRACK  
**77 cm / 30.3"**

WHEELBASE  
**117 cm / 46.1"**

GROUND CLEARANCE  
**11 cm / 4.3" (tyres 1.5")**

BOTTOM SEAT HEIGHT  
**27 - 30 cm / 10.6 - 11.8"**

SEAT ADJUSTMENT RANGE  
**length 11 cm / 4.3", 40 - 55°**

BOTTOM BRACKET HEIGHT  
**39 - 44 cm / 15.4 - 17.3"**

MAX TYRE WIDTH  
**60 mm / 2.35"**

MAX LOAD  
**125 kg / 275 lbs  
(Rider + cargo)**

RIDER HEIGHT  
**150 - 205 cm / 4' 11" - 6' 9"  
(optionally shorter or taller)**

HALF FOLDED  
**83,5 x 112 x 49 cm  
32.8 x 44.1 x 19.3"**

EXTREME FOLDING  
**65 x 79 x 34 cm  
25.6 x 31.1 x 13.4"**

# T-TRIS AR

Folding or separable trike with 26" wheels and no suspension



## Big wheels rule

If you are a bit more adventurous and dream of riding your new recumbent trike on tarmac as well as on good gravel and forest tracks, the AZUB T-Tris AR definitely fits the bill. The AR stands for Adventure Riding and this trike is our entry-level model with 26" wheels that will allow you to go much further than you expect. Since introducing a tricycle with three large wheels, we have seen a huge increase in popularity for this combination. 26" wheels cope with bumps more efficiently, making riding a recumbent trike more comfortable. It also means the seat is raised, which enables the rider to see better and makes the trike easier to get on. On the other hand, they also slightly reduce the stability of the trike, so in faster or sharper bends, riders do have to lean to the side more. However, where ground clearance is concerned, on a trike with three 26" wheels you have so much that nothing will stop you. And finally, we must say that trikes with three large wheels simply look great. The riding experience feels almost regal, and tall, well-built guys look especially good on them.

OVERALL WIDTH  
**83.5 cm / 32.9"**

OVERALL HEIGHT  
**min. 79,5 cm / 31.2"**

OVERALL LENGTH  
**186 - 211 cm**

TRACK  
**75,5 cm / 29.7"**

WHEELBASE  
**120 cm / 47.2"**

GROUND CLEARANCE  
**18.5 cm / 7.3" (1.9" tyres)**

BOTTOM SEAT HEIGHT  
**40 - 43 cm / 7.3"**

SEAT ADJUSTMENT RANGE  
**18 cm, 34 - 52°  
7.1", 34 - 52°**

BOTTOM BRACKET HEIGHT  
**45 - 49 cm / 17.7 - 19.3"**

MAX TYRE WIDTH  
**60 mm / 2.35"**

MAX LOAD  
**125 kg / 275 lbs  
(Rider + cargo)**

RIDER HEIGHT  
**150 - 205 cm / 4' 11" - 6' 9"  
(optionally shorter or taller)**

FOLDED SIZE  
**83,5 x 108 x 49 cm  
32.9 X 42.5 X 19.3"**

# T-TRIS 26

Folding or separable trike with 20" front and 26" rear wheels and no suspension



## Our fastest trike

The T-Tris 26 is the fastest and the most affordable trike we have on offer. It, too, has a stiff frame with minimum flex while riding, and accurate steering. The T-Tris 26 shares the same geometry and other important technical solutions with its siblings, like the AZUB Ti-FLY or TRIcon. Even the rear part of the frame is designed and made so as to make the rider feel confident in steering through even the sharpest bends. The 26" rear wheel gives a slightly better feeling of comfort. For the more sport-minded cyclists, the fact that the trike is faster on flats may also play a role.

OVERALL WIDTH <b>83.5 cm / 32.9"</b>	SEAT ADJUSTMENT RANGE <b>length 18 cm / 7.1", 34 – 52°</b>
OVERALL HEIGHT <b>min. 71 cm / 28"</b>	BOTTOM BRACKET HEIGHT <b>37 – 41 cm / 14.6 - 16.1"</b>
OVERALL LENGTH <b>185 - 210 cm / 72.8 - 82.8"</b>	MAX TYRE WIDTH <b>60 mm / 2.35"</b>
TRACK <b>77 cm / 30.3"</b>	MAX LOAD <b>125 kg / 275 lbs (Rider + cargo)</b>
WHEELBASE <b>120 cm / 47.2"</b>	RIDER HEIGHT <b>150 - 205 cm / 4' 11" - 6' 9" (optionally shorter or taller)</b>
GROUND CLEARANCE <b>13 cm / 5.1" (tyres 1,5")</b>	FOLDED SIZE <b>83.5 x 108 x 49 cm 32.9 x 42.5 x 19.3"</b>
BOTTOM SEAT HEIGHT <b>31.5 – 34.5 cm / 12.4 - 13.6"</b>	

# T-TRIS 20

Folding or separable trike with all 20" wheels and no suspension



## Fast and nimble

The T-Tris 20 is based on our first and very successful tricycle, the AZUB ECO trike, to which we have added a folding system and kept all its exceptional qualities, such as the top quality riding feel, stability, adjustability and compact size. And it is the small dimensions that make the T-Tris a nifty little vehicle with a small turning circle, which when folded can be easily transported in a car or stashed away in your garage. The T-Tris 20 is also popular with customers thanks to its ergonomic comfortable mesh seat that greatly contributes to a comfortable ride, even though the tricycle has no active suspension. If you would like to increase your comfort further, you can opt for the Schwalbe Big Ben Plus balloon tyres that perfectly absorb the minor vibrations coming from the road. The stiff frame without suspension enables the rider to have excellent power transmission and the 20" wheels provide superb acceleration and easier ascent.



OVERALL WIDTH <b>83.5 cm / 32.9"</b>	SEAT ADJUSTMENT RANGE <b>length 18 cm / 7.1", 34 – 52°</b>
OVERALL HEIGHT <b>min. 71 cm / 28"</b>	BOTTOM BRACKET HEIGHT <b>37 – 41 cm / 14.6 - 16.1"</b>
OVERALL LENGTH <b>169 – 194 cm / 66.5 - 76.4"</b>	MAX TYRE WIDTH <b>60 mm / 2.35"</b>
TRACK <b>77 cm / 30.3"</b>	MAX LOAD <b>125 kg / 275 lbs (Rider + cargo)</b>
WHEELBASE <b>105 cm / 41.3"</b>	RIDER HEIGHT <b>150 - 205 cm / 4' 11" - 6' 9" (optionally shorter or taller)</b>
GROUND CLEARANCE <b>13 cm / 5.1" (tyres 1,5")</b>	FOLDED SIZE <b>83.5 x 92 x 49 cm 32.9 x 36.2 x 19.3"</b>
BOTTOM SEAT HEIGHT <b>31.5 – 34.5 cm / 12.4 - 13.6"</b>	

# T-TRISEK

Folding or separable trike with 20" wheels and no suspension for kids and short riders



## The smallest trike for our cutest fans

Here it is – a trike that fits riders from 135 cm / 4'3" to 180 cm / 5'11" (or taller if needs be). What does it mean? If you are a short adult, you can sit comfortably on this trike and feel as if it was built just for you. If you are a parent of a child who needs a trike for whatever reason but who hasn't stopped growing yet and might still shoot up, you can rest assured that in a few years, you will not have to buy a new trike. This model will grow with your kid. Excellent news, don't you think?

OVERALL WIDTH  
**83.5 cm / 32.9"**

OVERALL HEIGHT  
**min. 71 cm / 28"**

OVERALL LENGTH  
**161 – 194 cm / 63.4 - 76.4"**

TRACK  
**77 cm / 30.3"**

WHEELBASE  
**97 cm / 38.2"**

GROUND CLEARANCE  
**10 cm / 3.9" (tyres 1,5")**

BOTTOM SEAT HEIGHT  
**35 – 38 cm / 13.8 – 15"**

SEAT ADJUSTMENT RANGE  
**13 cm, 34 – 52°**

BOTTOM BRACKET HEIGHT  
**33 – 40 cm / 13 – 15.7"**

MAX TYRE WIDTH  
**60 mm / 2.35"**

MAX LOAD  
**125 kg / 275 lbs  
(Rider + cargo)**

RIDER HEIGHT  
**135 – 180 cm / 4'3" – 5'11"  
(optionally shorter or taller)**

FOLDED SIZE  
**83.5 x 88 x 54 cm  
32.9 x 34.6 x 21.3"**

# FAT

Folding or separable trike with all 26" fat tyres and no suspension



## Places others cannot reach

Our fatty is a trike that is simply irresistible at first sight. It looks so huge, as if it did not even belong to the cycling world and yet it makes you feel that riding it will be a fast and smooth experience. And when you actually sit on it, your feelings grow into complete euphoria. The fully adjustable ergonomic seat feels like a throne fit for a king. The view is absolutely thrilling – two massive wheels on the sides and the road in front of you. "I wonder how many potholes there might be, or what terrain will this beauty cope with" you will immediately start thinking. Well, think definitely big – it will cope with much more challenging terrain than any other tricycle could.

OVERALL WIDTH  
**91 cm / 35.8"**

OVERALL HEIGHT  
**min. 81 cm / 31.9"**

OVERALL LENGTH  
**200 – 225 cm / 78.7 - 88.6"**

TRACK  
**81.5 cm / 32.1"**

WHEELBASE  
**122 cm / 48"**

GROUND CLEARANCE  
**21 cm / 8.3" (tyres 4")**

BOTTOM SEAT HEIGHT  
**43 – 45 cm / 16.9 - 17.7"**

SEAT ADJUSTMENT RANGE  
**length 18 cm / 7.1", 34 – 52°**

BOTTOM BRACKET HEIGHT  
**50 – 53 cm / 19.7 - 20.9"**

MAX TYRE WIDTH  
**122 mm (4,8")**

MAX LOAD  
**125 kg / 275 lbs  
(Rider + cargo)**

RIDER HEIGHT  
**150 - 205 cm / 4' 11" - 6' 9"  
(optionally shorter or taller)**

FOLDED SIZE  
**91 x 125 x 76 cm  
35.8 x 49.2 x 29.9"**

# MAX 700

**Recumbent bike with 700c/28" wheels and rear suspension**

## Go fast, taste comfort, enjoy 28

A pleasant flight - two words that could be used to aptly express your future ride on MAX 700. It is a model based on our extremely popular MAX 26 to which we have added 28" wheels and components designed for speedy road trips. MAX 700 boasts a front carbon fork, powerful Avid BB7 disc brakes and an air shock, even in its standard version. In addition, you have the option to choose between the convenient aerodynamic above seat steering or the very comfy underseat steering. In short, MAX 700 will suit taller riders who want to have a fast and comfortable bike which will turn each ride into a fun-filled flight.

OVERALL HEIGHT  
**min. 120 cm / 47.2"**

OVERALL LENGTH  
**min. 176 cm / 69.3"**

HANDLEBAR WIDTH  
**USS 65 cm / 25.6"**  
**OSS 42 cm / 16.5"**

WHEELBASE  
**113 cm / 44.5"**

BOTTOM SEAT HEIGHT  
**min. 68 cm / 26.8"**

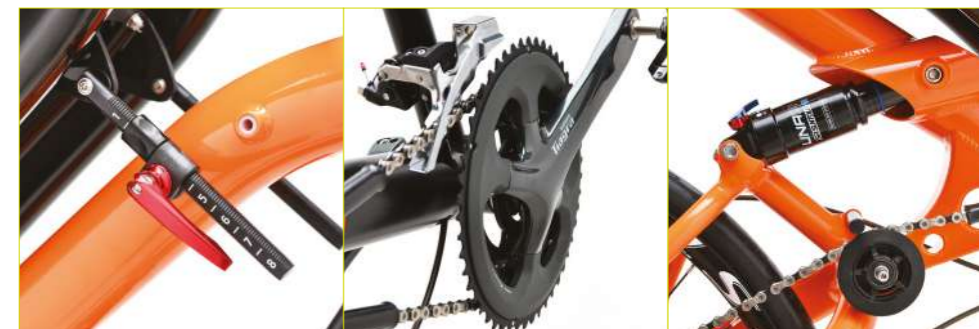
SEAT ADJUSTMENT RANGE  
**length 13 cm / 5.1" , 27 - 50°**

BOTTOM BRACKET HEIGHT  
**min. 80 cm / 31.5"**

MAX TYRE WIDTH  
**32 mm (1.25")**

MAX LOAD  
**125 kg / 275 lbs**  
**(Rider + cargo)**

RIDER HEIGHT  
**165 - 205 cm / 5' 5" - 6' 9"**  
**(optionally taller)**



# AZUB MAX 700

# MAX 26

Recumbent bike with 26" wheels, rear suspension and optional front suspension



## Think big

AZUB MAX is a chariot you will fall in love with. When you sit on it, you cannot but beam with delight. Or even squeal with joy. This bike runs like clockwork, it devours all straight roads like nothing before and going downhill is a never ending joy. With its two large 26" wheels it is a recumbent like none other. The rear suspension is supplied as standard, and together with the optional front suspension, the AZUB MAX is a comfortable and fast bike which turns a road full of potholes into a smooth asphalt thoroughfare.

OVERALL HEIGHT  
**min. 115 cm / 45.3"**

OVERALL LENGTH  
**min. 172 cm / 67.8"**

HANDLEBAR WIDTH  
**USS 65 cm / 25.6"**  
**OSS 52 cm / 20.5"**

WHEELBASE  
**111 cm / 43.7"**

BOTTOM SEAT HEIGHT  
**min. 65 cm / 25.6"**

SEAT ADJUSTMENT RANGE  
**length 13 cm / 5.1" 27 - 50°**

BOTTOM BRACKET HEIGHT  
**min. 79 cm / 31.1"**

MAX TYRE WIDTH  
**57 mm / 2.25"**

MAX LOAD  
**125 kg / 275 lbs**  
(Rider + cargo)

RIDER HEIGHT  
**165 - 205 cm / 5'5" - 6' 9"**  
(optionally shorter or taller)

# SIX

Recumbent bike with 20" front and 26" rear wheels, rear suspension and optional front suspension



## For the city as well as faraway places

AZUB SIX is the ultimate universal bike we have on offer. It is comfortable, ergonomic, efficient and beautiful, nimble enough for the city and stable enough for long straight roads. Its robust frame, semi-integrated headset, stiff rear fork and a fixed rear rack make it a durable bike suitable for everyday commuting as well as for expeditions tens of thousands of kilometres long. However, each bike we have on offer is built according to the customer's wishes, so we can also configure the SIX in such a way so that it offers plenty of comfort and speed for some pleasant afternoon or weekend outings. Which means you will be able to experience all the amazing features that AZUB SIX offers to extreme riders too.

OVERALL HEIGHT  
**min. 108 cm / 42.5"**

OVERALL LENGTH  
**min. 175 cm / 68.9"**

HANDLEBAR WIDTH  
**USS 65 cm / 25.6"**  
**OSS 52 cm / 20.5"**

WHEELBASE  
**114 cm / 44.9"**

BOTTOM SEAT HEIGHT  
**min. 62 cm / 24.4"**

SEAT ADJUSTMENT RANGE  
**length 13 cm / 5.1" , 30 - 50°**

BOTTOM BRACKET HEIGHT  
**min. 68 cm / 26.8"**

MAX TYRE WIDTH  
**57 mm / 2.25"**

MAX LOAD  
**125 kg / 275 lbs**  
(Rider + cargo)

RIDER HEIGHT  
**150 - 205 cm / 4' 11" - 6' 9"**  
(optionally shorter or taller)

# MINI

Compact recumbent with both 20" wheels, rear suspension and optional front suspension



## A nimble midget for confident riders

Balance – there is no better word that would sum up all the properties of the AZUB MINI. Even the first glance confirms it. The two 20" wheels give the bike a symmetrical appearance, offset by a functional solution in the form of the asymmetric rear fork and the location of its shock. The seating position is a perfect combination of comfort and sportiness. The total height of the bike offers both the low seating of a sporty recumbent and the ample view of what is happening around you. The overall dimensions of the AZUB MINI then make it an ideal bike for playful and nimble weaving through the city streets, but the long wheelbase gives it a surprising stability.

OVERALL HEIGHT  
**min. 104 cm / 40.9"**

OVERALL LENGTH  
**min. 165 cm / 65"**

HANDLEBAR WIDTH  
**USS 65 cm / 25.6"**  
**OSS 52 cm / 20.5"**

WHEELBASE  
**109 cm / 42.9"**

BOTTOM SEAT HEIGHT  
**min. 55 cm / 21.7"**

SEAT ADJUSTMENT RANGE  
**length 13 cm / 5.1", 27 - 50°**

BOTTOM BRACKET HEIGHT  
**min. 65 cm / 25.6"**

MAX TYRE WIDTH  
**58 mm (2,3")**

MAX LOAD  
**125 kg / 275 lbs**  
**(Rider + cargo)**

RIDER HEIGHT  
**150 - 205 cm / 4' 11" - 6' 9"**  
**(optionally shorter or taller)**

# ORIGAMI

Folding recumbent bike with 20" wheels and great stability



## Inspired by Japan

A recumbent like AZUB Origami will be very hard to find anywhere in the world. The long wheelbase and tuned geometry of the frame give it excellent riding properties both in slow pedalling through a city and in fast descents. You will also be pleased with the array of smart solutions there are, such as the possibility to secure the bike after folding, the integrated rack or the space under the seat to fit a specially designed triangular bag. Not to mention the folding system that turns the Origami into a small bag easily transported by car, train or even plane. In short, the Origami is just right for small spaces and it does not really matter whether you come across them while weaving through a city or looking into the boot of your car.

OVERALL HEIGHT  
**min. 100 cm / 39.4"**

OVERALL LENGTH  
**min. 167 cm / 65.7"**

HANDLEBAR WIDTH  
**42 cm / 16.5"**

WHEELBASE  
**122 cm / 48"**

BOTTOM SEAT HEIGHT  
**min. 54 cm / 21.3"**

SEAT ADJUSTMENT RANGE  
**length 18 cm / 7.1", 24 - 40°**

BOTTOM BRACKET HEIGHT  
**min. 67 cm / 26.4"**

MAX TYRE WIDTH  
**55 mm (2,15")**

MAX LOAD  
**125 kg / 275 lbs**  
**(Rider + cargo)**

RIDER HEIGHT  
**160 - 205 cm (optionally shorter or taller)**

FOLDED SIZE  
**84 x 105 x 47 cm**  
**33.1 x 41.3 x 18.5"**

# TWIN

## Folding and separable full suspension recumbent tandem



### Teamwork makes the dream work

All it takes is one look at our Twin and it is perfectly clear that this bike will withstand even the harshest conditions. However, you will appreciate its main characteristics even on short trips. They include the low seating position of the front rider, two truly recumbent positions of both riders, as stiff frame contributing to the stability and safety of riding, and the sturdy folding mechanism. In our opinion, AZUB Twin is the best recumbent tandem in the world. In 2016, we have brought some improvements and the bike's users are thrilled. Those who use it to race around on Florida's cycle paths as well as those who have chosen it to travel around the world with. After all, riding in twos is fantastic. You experience every single detail together, share every experience, enjoy each descent and labour on each ascent, together experiencing the same feelings. Riding a tandem is about cooperation, harmony, sharing and about of two people living one dream.

OVERALL HEIGHT  
**min. 111 cm / 43.7"**

OVERALL LENGTH  
**min. 290 cm / 114.2"**  
**(average 310 cm / 122")**

FRONT PART LENGTH  
**150 cm / 59"**  
**(average 160 cm / 63")**

REAR PART LENGTH  
**105 cm / 41.3"**  
**(average 115 cm / 45.3")**

HANDLEBAR WIDTH  
**USS 65 cm / 25.6"**  
**OSS 52 cm / 20.5"**

WHEELBASE  
**221 cm / 87"** (adjustable)

BOTTOM SEAT HEIGHTS  
**f: 62 cm / 24.4" r: 49 cm / 19.3"**

BOTTOM BRACKET HEIGHTS  
**min. f: 66cm / 26" r: 39 cm / 15.4"**

MAX TYRE WIDTH  
**57 mm (2,25")**

MAX LOAD  
**215 kg (Riders + cargo)**

CAPTAIN HEIGHT  
**165 - 205 cm / 5'5" 6' 9"**  
**(optionally shorter / taller)**

STOKER HEIGHT  
**125 - 195 cm / 4' 1" - 6' 5"**  
**(optionally shorter / taller)**

SMALLEST FOLDED FRAME SIZE  
**130 x 56 x 38 cm**  
**51.2 x 22 x 15"**  
**(no wheels, seats, accessories)**



# azub

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