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AZUB TI-FLY 26

Posted on August 16, 2016 by Bryan Ball



By BRYAN J. BALL Managing Editor

AZUB Recumbents out of the Czech Republic has undoubtedly become a major player in the recumbent trike market over the last few years.

selling lots of for years. Full suspension. Customers asked them when they'd see a full suspension AZUB and they were coy. When I asked, all I was told was, "We're working on something really cool and want to get it right."

And take their time, they did. AZUB spent over three and a half years developing their new baby. This "really cool" trike is finally upon us in the form of the radical new AZUB TI-FLY.

The rear half of the TI-FLY will look familiar to most AZUB fans. It's basically the same as a TRIcon 26. The front half is where things get a bit crazy and give the TI-FLY its name.

The overall look of the TI-FLY is quite dramatic. Even the most cursory glance tells you that something very interesting is going on here.

The rest of the trike doesn't let the exotic front end down. As I said, the rest of the TI-FLY looks like any other AZUB trike, but that's pretty high praise.

AZUB offers basically any color or combination of colors you can think of. I went simple with the TI-FLY and ordered it in a very convincing shade of BentRider Blue (not what AZUB calls it) and AZUB added a bunch of their usual red accents.

There's a staggering amount of factory component options on all of AZUB's bikes and trikes. Everything from a basic 24-speed set-up to a full-blown 18-speed Pinion gearbox are available.

My TI-FLY was equipped with one of AZUB's more middle-of-the-road component specifications. The entire drivetrain including the shifters, derailleurs and crankset are Shimano Deore 27-speed.

Despite the TI-FLY's exotic looks, this is intended to be a touring trike at its core. I was happy to see that AZUB chose gearing appropriate to this task.

The TI-FLY is available with drum brakes or hydraulic disc brakes but my tester came with the ever-present Avid BB-7 mechanical disc brakes.

The wheels themselves are custom built for AZUB with Remerx Fast Disc rims and AZUB's own very pretty front hubs.

I admit that I've always considered the whole wheel flex issue to be a bit overblown, but I absolutely could feel a difference on the AZUB. When really leaning into a corner the rear feels just a bit more solid than the other 26" drivewheel trike that I have on hand to compare it to.

Now back to that suspension... Does AZUB's fancy new front suspension system work? In a word, YES! It absorbs bumps very well indeed and didn't upset the trike's handling in the least.

One of the things I liked most about AZUB's system is that when I tried to do truly stupid things with it and overtaxed the front suspension, there wasn't a hard "bump" when it bottomed out.

The overall feel of the TI-FLY's front suspension is somewhere between that of ICE's sporty elastomer-based 1.6" of travel and HP Velotechnik's cushier 2.4" of spring and elastomer travel.

The TI-FLY's rear suspension keeps up well. It's the same system you'll find on the TRI-Con and it works very well.

The overall riding position of the TI-FLY is pretty similar to that of the TRIcon. The seat height is 12 inches.

AZUB's seat is adjustable between 34 and 52 degrees. The seat itself is an inch or two narrower than ICE, HP Velotechnik or Catrike but I can't say I noticed any difference switching between trikes.

In short, the TI-FLY is just as comfortable as any of AZUB's other already-great trikes with the added advantage of full suspension.

One of my favorite things about AZUB trikes has always been their handling. I was a bit worried that the new-fangled suspension may ruin one of the sweetest handling trikes on the planet.

The steering is light without being twitchy and the TI-FLY is rock solid at speed. Even over bumps. There's no brake steer to speak of and no pedal steer at all.

My test trike weighed in at just a bit under 42 lbs with pedals and no rack or fenders installed. That's pretty light for a full-suspension trike.

The comparatively low weight is nice, but that's really not what this trike is about. When most TI-FLY buyer's are ticking boxes on the option sheet, they'll be adding weight rather than taking it away.

Even though it's a touring trike, the TI-FLY is pretty quick for a full-suspension tourer. The seating position is fairly aerodynamic and the lower weight is noticeable.

One of the best things that the TI-FLY shares with the TRIcon is its fold. It's very intuitive and folds down into a very small package.

And now for the downside... The price. The TI-FLY starts at about \$5200 and the extras don't come cheap.

I think the best way to sum up the TI-FLY is by pointing out the length of this review. On average, my trike reviews are around 1500-1800 words.

AZUB TI-FLY

MSRP - Starting at \$5208

Highs - Many innovations that really work, Great suspension, Great handling, Small fold, Suberb build quality

Lows - The cost of entry

More info - http://www.azub.eu, http://www.azub.eu/ti-fly



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