

Sofrider V2 – Technical Summary Update

by Doug Burton



Following its passion for constant improvement and its commitment to listening to its customers, Cruzbike made modifications to the Sofrider V2 starting with the second production run.

V2 Improved Drivetrain

As the Sofrider V2 entered production and distribution, research into improved riding dynamics continued.

Short length cranks have become very popular with recumbent riders due to their ability to facilitate “spinning” pedal cadences and reduce the operating angles of the knees and hips. Once these advantages could be validated on an actual Sofrider V2 test bike, a search was initiated for a suitable short length crankset. Additionally, in order to preserve the correct gain ratio range for the drivetrain, changes were made to the chainring tooth count. Sofriders now ship with crankset consisting of 155mm cranks and a 48/34t chainring set.



The original Sofrider V2 employed a mixed-manufacturer drivetrain. In order to improve drivetrain system compatibility, performance and parts sourcing, the MicroShift road component group was selected. MicroShift components are seeing increasing use by several respected recumbent manufacturers, providing reliable, smooth shifting and lightweight components that work well with wide-ratio cassettes and flat-bar shifter mounting. The MicroShift shifter set has a small footprint on the handlebar, and light, positive shifting action with clearly visible gear-position indicators.



As component technologies continue to evolve, you can expect Cruzbike to follow its policy of upgrading designs and components to maximize the benefits of “*Real Comfort*” cycling.

Questions? Visit us on the web at <http://www.cruzbike.com/>