

Tech Briefs

Hebie Chainguard Integrates with Derailleurs

TORONTO, Ontario—German accessories company Hebie has developed an enclosed chainguard called Chainglider that works with single chainrings and a variety of rear derailleur setups. The two-piece guard snaps around the chainring and extends almost to the rear cassette, completely enclosing the chain. Toronto's Urbane Cyclist, a Hebie distributor in North America, has a lot of experience with Hebie's single-speed/internal hub Chainglider and expects the new derailleur-ready Chainglider to work just as well. "We love the product and they are simple enough that a child could fit one to a bike. Because they sit right on the chain, you can hear and feel a very slight amount of rubbing, but they work as well as they say," said Martin Neale, Urbane Cyclist's parts inventory coordinator. Not only does the system keep grease off dresses and pants, but the enclosed chainring keeps pants from getting pinched between the chain and chainring. The Chainglider also protects the chain from road grime or ice, extending chain life. To mount the Chainglider, riders simply snap its two halves together. No tools are needed. Given its design, there is no need to anchor the guard to the bike frame. The Chainglider comes in two colors—gray and black—and works with a variety of drivetrains. The guards sell for up to \$70.

KCNC's Lightweight Brakes Offer Easy Setup

TUCSON, AZ—KCNC is making a name for itself manufacturing inexpensive, super lightweight parts without the high-strung, finicky setup. Take KCNC's \$330 CB1 dual-pivot road brake, for example. It weighs in at 168 grams for a brakeset with shoes. It's among the lightest brakes on the market yet it sets up easily, according to Fairwheel Bikes, KCNC's North American distributor. "The brakes have a little pin on the front arm that rides in a channel on the rear arm that

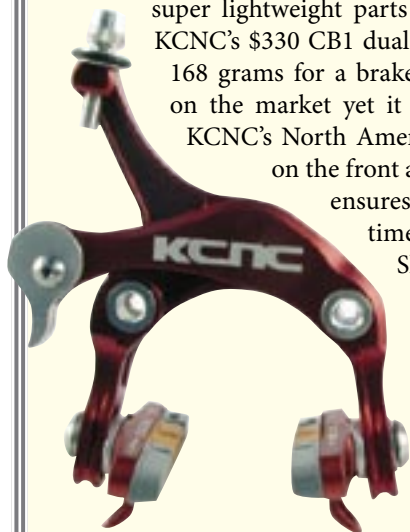
ensures that both arms move evenly and at the same time. This makes mounting and setup as easy as

Shimano brakes," said Jason Woznick, Fairwheel Bikes' general manager. Woznick said no one expects any of the super lightweight brakes to work like Dura-Ace or Campagnolo, but that is not why people choose lightweight brakes.

"For a light brake at a competitive cost I think the KCNC is a hard brake to beat," he said.

The CB1 comes in black, silver, red and gold.

It includes front and rear calipers, aluminum mounting nuts, pad holders and pads for aluminum and carbon rims.



KCNC CB1
dual-pivot road brake

FSA's BB Kit Adapts Cranks to Trek Madones

WOODINVILLE, WA—Trek's proprietary Madone bottom bracket design relies on pushed-in rather than thread-in bearings, which allowed Trek to better tune the stiffness of its bottom bracket. The company worked with Shimano to develop a press-in bearing system that allowed Dura-Ace cranks to work with its unique design. Not to be outdone, FSA has developed its own bearing insert that allows any of its Mega Exo cranks to be used with Madone frames as well. "The \$12 kit includes a pair of plastic spacers and Mega Exo bearings that push into a Madone frame and fit our Mega Exo two-piece cranks. So our two-piece cranks now work with Trek's frame," said Ric Hjertberg, FSA's new technology manager. "There are probably not too many people looking to replace a new Dura-Ace crank with an FSA at this point, so basically it's a way for us to let Trek know we embrace their system and our cranks work just as well as Shimano's," Hjertberg added. Trek has not announced plans to incorporate the unique bottom bracket to other models in its line, but FSA is ready for that business as well. Hjertberg said the kit gives new Madone owners with a hankering for a compact crank the option to try FSA's compact or carbon crank.