





NEW - PRE OWNED
FACTORY CONVERSION CENTER
TRAILERS | ACCESSORIES
SERVICE

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www.TrikeZone.com sales@trikezone.com

Mulhurst, AB Corner of HWY 616 & HWY 780

Leader of the Three World



Beginning with a Dream...

In 1985, John Lehman completed the first Lehman Trike. His vision was to provide a safe and comfortable motorcycle for his family to enjoy the riding experience together. Using his garage as a workshop, and a 1981 Honda CB900, he had successfully achieved his goal. At the time, John could never have imagined he was establishing the foundation for a new era of modern-day trikes.

As people learned of the trike John had created, word spread and soon it became apparent that there was emerging interest for three-wheel motorcycles. The stage was set, and a company dedicated to providing an entirely new three-wheel experience was born.

The Original Trike Company...

Lehman Trikes has become the premier name in three-wheel motorcycles. Originally founded and established in the quiet rural community of Westlock, Alberta, Canada, Lehman has grown to become a publicly traded company, supported by a team of dedicated employees, dealers and industry partners.

Now based in Spearfish, South Dakota, Lehman Trikes are proudly made in the USA

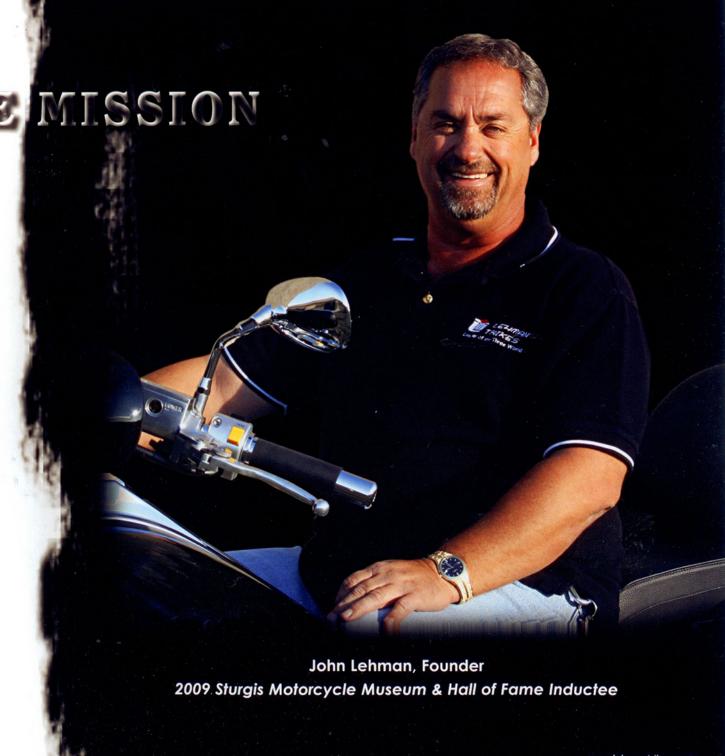
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and feature our three year, unlimited mileage warranty. Factory and dealer support for our products has earned Lehman an exceptional reputation. Lehman Trikes is proud to have established the kind of customer relationships and loyalty that can only be earned through years of dedication and integrity.

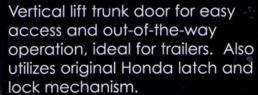
Committed to the Three Wheel Experience...

Lehman Trikes has achieved recognition throughout the motorcycle community for innovation, leadership and the advancement of three-wheel motorcycles. Our dedication to industry leadership and customer satisfaction is what sets Lehman apart. All Lehman Trikes are assembled by Factory Trained Technicians and are supported by the most highly qualified network of Authorized Lehman Dealers. Our commitment to safety, quality and performance assures confidence and control around every corner.

For nearly 25 years, Lehman has been an industry leader and earned the reputation for high quality, premium trikes. "Leader of the Three World" represents our commitment to the three-wheel motorcycle experience.

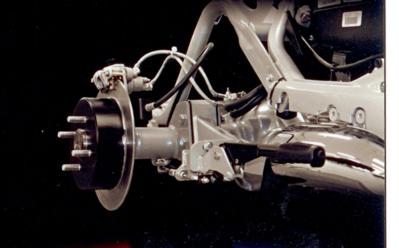








Linked brake system and integrated park brake meets Federal Motor Vehicle Safety Standards for three-wheel vehicles and provides superior braking performance.



Monarchit

Resin Transfer Mold (RTM) fiberglass technology ensures a smooth surface finish and consistent thickness and strength throughout the body.

MONARCH II SPECS

Mfr. Model.......GL1800 Gold Wing® Wheel Base......72 in. (1829 mm)

Overall Length112 in. (2845 mm)

Overall Width54 in. (1372 mm)

Curb Weight1148 lbs. (521 kg)

Trunk Volume.....4.5 cu.ft. (127 L)

All Models and/or dimensions may not be exactly as shown and are subject to change.

www.lehmantrikes.com

"NO-LEAN" SUSPENSION

NO-LEAN DESIGN

"No-Lean" is the original Lehman philosophy for uncompromised trike stability. Lehman's proprietary design virtually eliminates chassis flex throughout the vehicle. This provides the foundation for superior handling performance and a precise, controlled ride. A trike, unlike an automobile, does not have two wheels in front to assist with stability. The trike chassis design is therefore essential in maintaining complete three-wheel stability.

NO-LEAN PERFORMANCE

Cornering stability and steering control are maximized by the genuine "No-Lean" design. All three wheels remain firmly intact with the road while cornering. Undesirable flex in the chassis and suspension would cause the trike to sway and lean outward as it is maneuvered, shifting the center of gravity to the outside of the turn resulting in decreased stability and heavier steering. Every Lehman trike is specifically designed and precision crafted for the ultimate "No-Lean" experience.

CUSHION-RIDE COMFORT

For the Monarch II, Lehman utilizes a unique "cushion-ride" isolastic rear-end mounting system to minimize headshake and provide a smooth, comfortable ride. The rear-end is attached to the swingarm through urethane isolation mounts rather than traditional solid mounting. This provides an additional cushion, absorbing road vibrations and impacts that are typically transferred from the rear wheels through the chassis. The motorcycle's onboard computer-controlled suspension is retained for ride adjustment and memory presets, and an upgraded progressive spring and auxiliary shock are designed for optimal suspension performance.

