

LEHMAN *Genuine* "NO-LEAN" SUSPENSION



Leader of the Three World

What is "No-Lean" suspension?

The single greatest factor that determines how a trike performs is swing-arm design. No other single component has such an impact on handling and ride quality.

"No-Lean" refers to the Lehman proprietary design, which minimizes flex in the swing-arm and rear-end system. This design features a differential rear-end with internal solid axles. The Lehman swing-arm is a one-piece reinforced design, specially constructed to reduce the effects of sway and body roll.

Why should the swingarm be so rigid?

Performance. The way to maximize stability and improve handling is to use the most rigid one-piece swing-arm possible. Using a rigid swing-arm ensures that while cornering, all three wheels remain firmly planted on the ground, while the center of gravity stays where it belongs – centered between the rear wheels no matter how the vehicle is maneuvered. Flex within the swing-arm would cause the trike to lean resulting in decreased stability and heavier steering.

How does "No-Lean" suspension compare to independent suspension systems?

"No-Lean" is the exact opposite of independent suspension. Independent platforms are designed to allow shock compression on one side of the trike while allowing extension on the opposite side. For this reason, body roll or "sway" must be expected. Body roll shifts the center of gravity to the outside wheel in curves and creates a less stable condition. To compensate for this, the rider must slow down. A trike with independent suspension will allow the center of gravity to shift from side to side. This effect increases with speed while cornering which makes the vehicle feel unstable. The addition of anti-sway devices simply limits this tendency by restricting some of the independent movement, which also limits the smooth ride benefits.

Conclusion:

Lehman "No-Lean" Trike - the most stable and best handling motorcycle-trike conversion.

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