



BOOM
TRIKES
RIDE YOUR DREAM

Models 2013



Just take off the workwear, put on the biker clothes and ride with a BOOM trike into another world. No matter if business man or employee, if young or old, if man or woman, if single or a family man – on a trike, everyone can leave the daily routine behind. To feel the wind in your face, to glide through the landscape, that's something that makes you feel the freedom on 3 wheels. As unique as the riding sensation is the triker community. Status symbols are not counting anymore, it doesn't matter what you are doing in your "normal life", the only thing that counts is the passion of riding a trike, to have fun together and to enjoy life.



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ABOUT BOOM TRIKES

23 YEARS OF BOOM TRIKES: TRADITION ON THE PULSE OF TIME

Since our company foundation on 29.01.1990, we have acquired a worldwide first-class name as leading trike manufacturer.

Why?

Because it is of utmost importance to us that our customers can identify with our products.

Because we offer technically and qualitatively high-class vehicles made with great attention to detail and with unique options.

Because we are launching the right products at the right time and are setting new standards within the trike sector.

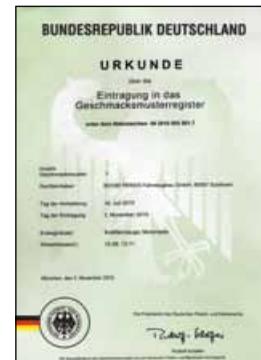
According to representative surveys, our vehicles have the biggest conservation of value compared to any other available trikes on the market.



The company's founders H. Böhm and W. Merkle in the founding year 1990.

**BOOM TRIKES
IS THE ONLY TRIKE MANUFACTURER
WORLDWIDE WHICH PRODUCES
EXCLUSIVELY
"MADE IN GERMANY"**

¹ Manufacturer with several hundreds of vehicles each year.



Our self-imposed high quality management system, organized according to the rules of ISO 9001 and strictly controlled by the German TÜV each year also guarantees the constant high quality level of our products.



BOOM TRIKES 1992.

STABLE MARKET VALUE BY HANDMADE QUALITY PRODUCTION.

Our vehicles are developed and constructed in our head office in Sontheim, a Swabian village in the South of Germany. Before the final assembly however, all needed "BOOM parts" have to be elaborately handmade during about 80-150 hours (depending on model and equipment). Not till then, the vehicles will be finished with caring attention to detail.

Consequently, in general about 200 hand working hours are necessary for each BOOM trike.

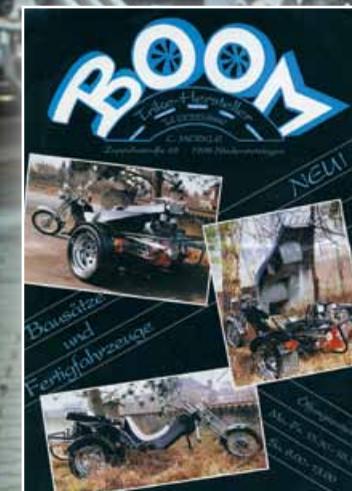
Our vehicles may not be as plain perfect as a car which is made within just 4 hours by a robot, but the hand-work makes them much more precious, exclusive and of lasting value. BOOM Trikes with all the stainless steel parts are not only long-living, but are made for eternity.



BOOM TRIKES 2011 (view from westward direction).

Extract of TRIKE-Magazin 4/2010

Jubiläum



One of the first BOOM TRIKES catalogues.

In September 2010, the company BOOM TRIKES celebrated its 20th anniversary.

Exactly on 29.01.1990, Christine and Wolfgang Merkle founded the one-man company „BOOM Exklusivfahrzeuge“ which later became BOOM TRIKES Fahrzeugbau GmbH. Since 1992, after a move, the head office is located at Sontheim/Brenz, a Swabian village in the South of Germany.

BOOM TRIKES established itself very quickly on the market and was able to double its turnover every year in the early days.

1995, after over 700 sold units and a 40% market share, BOOM TRIKES achieved the market leadership. In 1997, as first trike producer, BOOM TRIKES was certificated in accordance with the DIN EN ISO 9001. An extremely high quality and security level was achieved. Until today, the German TÜV is severely controlling this quality level every year.

In 1998, the next obstacle, the European homologation for all BOOM TRIKES models, was surmounted. From this moment, BOOM TRIKES was

able to deliver all trike models to the European market. Also outside of the EU, BOOM TRIKES delivers vehicles to all over the world. BOOM trikes do not only drive in the Alps, but also in Africa, Australia, the Andes or on the highways overseas.

BOOM trikes are not only means of transportation, but became more and more a life philosophy, related to Harley Davidson, but on 3 wheels. A life philosophy that units freedom and adventure, travel desire and closeness to nature.

To experience the trike fascination together with their families and friends represents more than a hobby to many trikers – it is simply their life.

The success of BOOM TRIKES is also due to the fact that each time at the right moment, the right products have been launched to the market. The Highway II in 1992, the Low Rider in 1995, the Fighter X11 in 2001 and the Mustang ST1 in the anniversary year 2010 have set standards.

For BOOM TRIKES, the future lies in the construction of classic custom trikes. So the company offers 6 different trike models – more than any other manufacturer in the world. Director Wolfgang Merkle: „Our efforts for the future are: offering our trike customers a large range of new vehicles with the best cost-benefit perspective on the market.“

The anniversary year was celebrated with a big in-house exhibition from 20.-26.09.2010. In the rene-



The 3 directors of BOOM TRIKES. 17 years have passed between the two pictures. During this time, they contributed a lot to the trike community. A good reason to raise the glasses. (from the left to the right: T. Stubenvoll, H. Böhm, W. Merkle).

wed and larger production halls you now find extra halls for each trike model. Paintings are now done on location. That means that special requests can be realized very fast. Our editorial staff is especially interested in the construction department. Among other things, the operational stability of all fabricated parts are tested and optimized there. The operational stability is calculated according to the „Finite Element“ method. It is still fascinating to see how individual stabilities can be simulated.



This is real serial production: trike bodies in file.



BOOM TRIKES always have a heart for the little ones – you can also call it promotion of future trikers.

Nowadays, about 30 employees are operating at the head office of BOOM TRIKES in Sontheim and 40 more collaborators are working in a subsidiary in Hungary.

Over 200 suppliers are providing to BOOM TRIKES. The BOOM TRIKES network covers approx. 100 dealers and locations, about 60 of them in Germany and the remaining 35 all over the world. Altogether, accordingly to Wolfgang Merkle, „approximately 300-400 persons are working on the product BOOM TRIKES, and this already for more than 20 years. A reason to be really proud!“

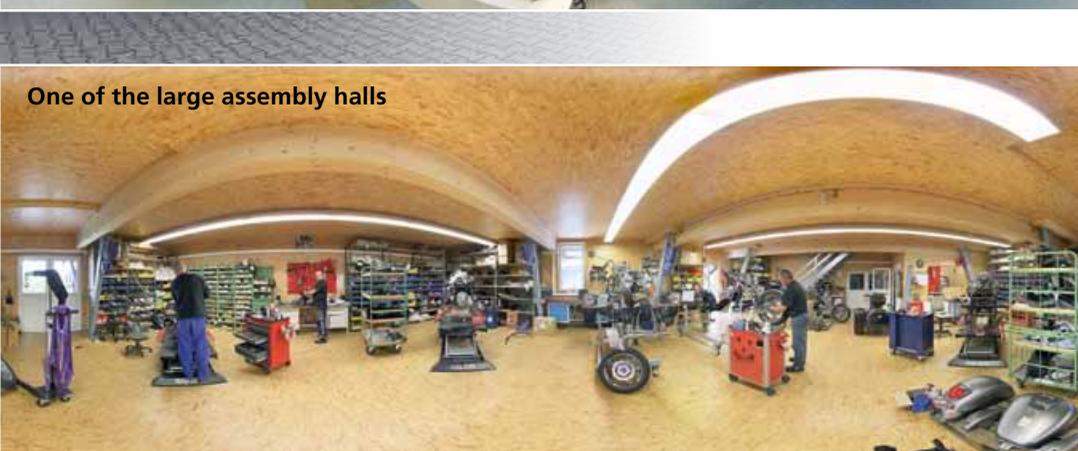
In the new designed assembly halls in Sontheim, every trike model has its separate construction area.



The construction department works with modern 3D-programs, including stability evaluation.

PANORAMA VIEW OF THE BOOM TRIKES COMPANY IN SONTHEIM

The BOOM TRIKES premises in Sontheim/Brenz with
over 2000 m² production and storage area.
(2013, panorama view from eastward direction).





MODEL OVERVIEW	① Mustang	② Hayabusa	③ Low Rider	Muscle	④ New Highway	⑤ Fighter X11-2,0 A	⑥ Mustang Family
See catalogue page	16	48	32	32	12	42	26
Short description	Sportive touring trike with big trunk	Super high-speed racing trike with bike engine	Classic design with	modern engine	Compact, agile and nicely shaped all-rounder	Our flagship	Fun travelling for the whole family
Seats	1-2	1	1-2	1-2	1-2	1-2	1, 2 or 3
Engines / Power HP (kW) / V max. about	1,1 l 4-cylinder / 79 (58) / 145 km/h 1,5 l 4-cylinder / 110 (81) / 160 km/h 1,6 l VCT 4-cylinder / 125 (92) / 170 km/h 1,6 l VCT compressor / 198 (146) / over 200 km/h*	1,3 l 4-cylinder / 197 (145) / over 200 km/h 1,3 l 4-cylinder compressor / 300 (221)/over 200 km/h	1,6 l 4-cylinder / 1,6 l 4-cylinder /	75 (55) / 150 km/h 100 (74) / 165 km/h	1,1 l 4-cylinder / 79 (58) / 145 km/h 1,5 l 4-cylinder / 110 (81) / 160 km/h 1,6 l VCT 4-cylinder / 125 (92) / 170 km/h 1,6 l VCT compressor / 198 (146)/over 200 km/h*	2,0 l 4-cylinder / 140 (103) / 190 km/h	1,1 l 4-cylinder / 79 (58) / 145 km/h 1,5 l 4-cylinder / 110 (81) / 160 km/h 1,6 l VCT 4-cylinder / 125 (92) / 170 km/h 1,6 l VCT compressor / 198 (146)/over 200 km/h*
Gears	5 gears, lateral gear change (all engines) and selectable middle gear change on 1,1 l + 1,5 l engines	6 gears sequential food coupling (Tiptronic possible)	4 gears,	lateral gear change	5 gears, lateral gear change (all engines) and selectable middle gear change on 1,1 l + 1,5 l engines	Fully automatic torque converter	5 gears, lateral gear change (all engines) and selectable middle gear change on 1,1 l + 1,5 l engines
Driving licence for cars	✓	✓	✓	✓	✓	✓	✓
Towing capacity	312 kg (EU)	-	350 kg (EU)	350 kg (EU)	307 kg (EU)	390 kg (EU)	312 kg (EU)
List price in € excluding VAT, up from	18.403,-	27.647,-	20.924,-	20.924,-	17.563,-	25.126,-	19.244,-

* only in Germany

NEW HIGHWAY

All New Highway models are available in two different versions.
Short version: For drivers with a body height of approx. 160 cm to 175 cm.
Long version: For drivers with a body height up from approx. 175 cm.
A customized trike for all drivers.



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Equipment version "Thunderbird" with extras: passenger headrest, stainless steel; pedals, stainless steel; sound exhaust system.

STANDARD EQUIPMENT OF THE NEW HIGHWAY BASIC MODELS

Engine

1,1 l, 4-cylinder in-line engine 79 HP (58 kW) with regulated catalytic converter

Gearbox

Manual transmission, 5 forward gears / 1 reverse gear

Exhaust system

Polished stainless steel with 2 silencers

Framework, chassis and attachments

Alloy semi trailing link axle with suspension; fully adjustable pedals & footrest mountings, black plastic coated; bumper Ø 42 mm, black plastic coated; standard suspension Koni

Fork Comfort fork Ø 48 mm, polished stainless steel; standard handlebars Ø 22 mm, chrome

Brakes

Front disc brake; self adjusting rear disc brakes; integral braking system; brake fluid indicator, brake booster

Wheels and tyres

Front wheel 160/80-15 on 3,50x15 spoke rim, rear wheels 295/50-15 on 10x15 alloy rims, hole pattern, SLC chrome

Electrical and lighting equipment

Instrument unit with digital speedometer, tachometer, fuel gauge and warning light panel; 2 add-on headlights, standard (dummy) mounted on fork and LED taillights; waterproof fuse box; water temperature gauge set in chrome ring

Colours

Free choice of the BOOM standard colours

Fuel tank

38 l fuel tank, steel plastic coated

Active security package "Pro Safe"

Automatic brake balance, front and rear wheels; braided brake lines; warning waistcoat; warning triangle; First aid kit

Comfort package

2 topcases à 46 l (painted), removable; Liftomatic; toolkit; passenger arm rests, leather; passenger headrest; 12-V-power outlet for navigation system

EXTRA EQUIPMENT NEW HIGHWAY THUNDERBIRD COMPARED TO THE BASIC MODEL (instead of serial equipment)

Comfort fork Ø 60 mm, polished stainless steel; handlebars Ø 30 mm, polished stainless steel; **2** big add-on headlights, 6,5" (dummy); **2** design headlights "Bullet"; front wheel 200/50-17 on 5,50x17 alloy rim, Shark design, SLC chrome; rear wheels 295/50-15 on 10x15 alloy rims, Shark design, SLC chrome; suspension "Bilstein Premium"; stabiliser bar; leg protection bar and luggage rack Ø 60 mm, polished stainless steel; bi-colour with BOOM standard colours (optional); comfort seats

TECHNICAL DATA

New Highway

Engine

4-cylinder in-line engine with regulated catalytic converter

Power

From 79 HP (58 kW) to 198 HP (146 kW)

Gears (forward/reverse)

5/1

Max. speed

145 km/h – over 200 km/h (depending on motorization)

Fuel consumption/Range

approx. 4-7 l / 100 km / 500-600 km (depending on motorization and way of driving)

Compressor over 10 l / 100 km

Type of fuel

Super unleaded 95 ROZ or E10

Frame

2-parted tubular frame, bolted

Body

Wear-resistant GPR

Dry Weight

635 kg

Gross vehicle weight

1000 kg

Vehicle load capacity

365 kg

Towing capacity

307 kg

Dimensions (depending on model)

Length approx. 3.675 mm

Width approx. 1.700 mm-1.875 mm

Height approx. 1.200 mm

No. of seats 2

Service interval

all 10.000 km

Guarantee 2 years

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NEW HIGHWAY



The New Highway on test rides in Andalusia.



EXTRA EQUIPMENT NEW HIGHWAY ULTIMATE COMPARED TO THE BASIC MODEL (instead of serial equipment)

Engine, exhaust system, framework, chassis and attachments

Exhaust system „Sound“, electrically adjustable with 2 double silencers; adjustable pedals and footrest mountings, polished stainless steel; passenger head rest and luggage rack, polished stainless steel; leg protection bar and luggage rack Ø 60 mm, polished stainless steel; suspension “Bilstein Premium”; stabiliser bar

Fork

Comfort fork Ø 76 mm, polished stainless steel; Fighter handlebars Ø 42 mm or extreme handlebars Ø 38 mm, polished stainless steel

Brakes

Racing brake system with ventilated and punched 360 mm brake discs (red painted) and special brake pads

Wheels + tyres

Front wheel 200/50-17 on 5,50x17 alloy rim, Shark design, SLC chrome, optional compressor design, SLC chrome or matt black; rear wheels 295/30-18 on 11x18 alloy rims, Shark design, SLC chrome, optional Compressor design, SLC chrome or matt black.

Lighting equipment and instruments

2 big add-on headlights, 6,5” (dummy), optional cockpit fairing with headlights (dummy); Jet Light system; oil temperature set and time clock in chrome rings; alarm system with remote control

Bodywork, colours and seats

Free choice of colours (unicolour); big trunk 170 l; comfort seats

MUSTANG TRIKES

COMFORTABLE SPORTY WAY TO TRAVEL

With its 4 different selectable engines, the Mustang ST1 ushers a new era in the trike sector. Not only thanks to the compactness, mobility and driving agility but also due to the extremely comfortable seating position and the extraordinary design, the Mustang ST1 is the trike everyone is talking about. Meanwhile, the Mustang is the best-selling trike of the BOOM product range. Since the model year 2012, it is also available as 3-seater. Because of the

deep and secure seating position, the co-driver is sitting well-protected behind the driver and is at the same time able to glance over him. On request, the seats can be bolstered up free of charge for smaller passengers in order to allow them to have the same good view despite of the low seat position. As Touringback version the Mustang ST1 disposes of a convenient trunk with 240 l storage space.



Comfort seats



From model year 2013, comfort seats in black/black are standard for our models New Highway and Mustang ST1 (Thunderbird and Ultimate version).

Rear spoiler Mustang model 2013



Black colour, serial equipment for model 2013. Painting at extra charge.





STANDARD EQUIPMENT OF THE MUSTANG BASIC MODELS

Engine

1,1 l, 4-cylinder in-line engine 79 HP (58 kW) with regulated catalytic converter

Gearbox

Manual gear, 5 forward gears and 1 reverse gear and hydraulic coupling

Exhaust system

Polished stainless steel with 2 silencers

Framework, chassis and attachments

Alloy semi trailing link axle with suspension; fully adjustable pedals & footrest mountings, black plastic coated; bumper Ø 42 mm, black plastic coated; standard suspension Koni

Fork

Comfort fork Ø 48 mm, polished stainless steel; standard handlebars Ø 22 mm, chrome

Brakes Front disc brake; self adjusting rear disc brakes; integral braking system; brake fluid indicator, brake booster

Wheels and tyres

Front wheel 160/80-15 on 3,50x15 spoke rim, rear wheels

295/50-15 on 10x15 alloy rims, hole pattern, SLC chrome

Electrical and lighting equipment

Instrument unit with digital speedometer, tachometer, fuel gauge and warning light panel; 2 add-on headlights, standard (dummy) mounted on fork and LED taillights; waterproof fuse box; handbrake-actuated engine kill switch; water temperature gauge set in chrome ring

Colours

Free choice of the BOOM standard colours

Fuel tank

38 l fuel tank, steel plastic coated

Active security package "Pro Safe"

Automatic brake balance, front and rear wheels; braided brake lines; warning waistcoat; warning triangle; First aid kit

Comfort package

2 Topcases à 46 l (painted), removable; Liftomatic; toolkit; passenger arm rests, leather; passenger headrest; 12-V-power outlet for navigation system



Mustang Sportback Thunderbird

All Mustang models are available in two different versions.
 Short version: For drivers with a body height of approx. 160 cm to 175 cm.
 Long version: For drivers with a body height up from approx. 175 cm.
 A customized trike for all drivers.

Mustang

Engine

4-cylinder in-line engine with regulated catalytic converter

Power

From 79 HP (58 kW) to 198 HP (146 kW)

Gears

(forward / reverse) 5/1

Max. speed

145 km/h – over 200 km/h (depending on motorization)

Fuel consumption / Range

approx. 4-7 l / 100 km / 500-600 km (depending on motorization and way of driving)

Compressor over 10 l / 100 km

Type of fuel

Super unleaded 95 ROZ or E10

Frame

2-parted tubular frame, bolted

Body

Wear-resistant GPR

Dry Weight

645 kg

Gross vehicle weight

900 kg

Vehicle load capacity

255 kg

Towing capacity

312 kg

Dimensions (depending on model)

Length approx. 3.370 mm-3.470 mm

Width approx. 1.780 mm-1.875 mm

Height approx. 1.350 mm

No. of seats 2

Service interval

all 10.000 km

Guarantee 2 years

EXTRA EQUIPMENT MUSTANG THUNDERBIRD COMPARED TO THE BASIC MODEL

(instead of serial equipment)



Comfort fork Ø 60 mm, polished stainless steel; handlebars Ø 30 mm, polished stainless steel; **2** big add-on headlights, 6,5" (dummy); **2** main headlights, design „Bullet“; front wheel 200/50-17 on 5,50x17 alloy rim, Shark design, SLC chrome; rear wheels 295/50-15 on 10x15 alloy rims, Shark design, SLC chrome; suspension „Bilstein Premium“; stabiliser bar; leg protection bar and luggage rack Ø 60 mm, polished stainless steel; **bi-colour** with BOOM standard colours (optional); **comfort seats**

Mustang Sportback Thunderbird



MUSTANG TRIKES

MUSTANG COMPRESSOR*

Mustang Trikes are also available as compressor version with 198 HP(146 kW). For further information, please contact our tuning exclusive partner Rambalsky & Müller.

www.boom-trikes.katzenfurt.de

*(only homologated in Germany!)



Mustang Compressor, Sportback version.

MUSTANG TOURINGBACK THUNDERBIRD

with following extras:

- Stainless steel package
- Painted spoiler (model 2012)
- Bi-colour standard colours (without extra charge)
- Trailer hitch
- Fighter handlebars Ø 42 mm



MUSTANG TRIKES

EXTRA EQUIPMENT MUSTANG ULTIMATE COMPARED TO THE BASIC MODEL

(instead of serial equipment)

Engine, exhaust system, framework, chassis and attachments

Exhaust system „Sound“, electrically adjustable with 2 double silencers; adjustable pedals and footrest mountings, polished stainless steel; bumper Ø 60 mm, polished stainless steel; passenger headrest and luggage rack, polished stainless steel; leg protection bar and luggage rack Ø 60 mm, polished stainless steel; suspension “Bilstein Premium”; stabiliser bar

Fork

Comfort fork Ø 76 mm, polished stainless steel; Fighter handlebars Ø 42 mm or extreme handlebars Ø 38 mm, polished stainless steel

Brakes

Racing brake system with ventilated and punched 360 mm brake discs (red painted) and special brake pads

Wheels + tyres

Front wheel 200/50-17 on 5,50x17 alloy rim, Shark design, SLC chrome, optional Compressor design, SLC chrome or matt black; rear wheels 295/30-18 on 11x18 alloy rims, Shark design, SLC chrome, optional Compressor design, SLC chrome or matt black.

Lighting equipment and instruments

2 big add-on headlights, 6,5" (dummy), optional cockpit fairing with headlights (dummy); Jet Light system; oil temperature set and time clock in chrome rings; alarm system with remote control

Bodywork, colours and seats

Free choice of colours (unicolour); big trunk 240 l; comfort seats

Mustang Touringback Ultimate



MUSTANG TRIKES

MUSTANG FAMILY

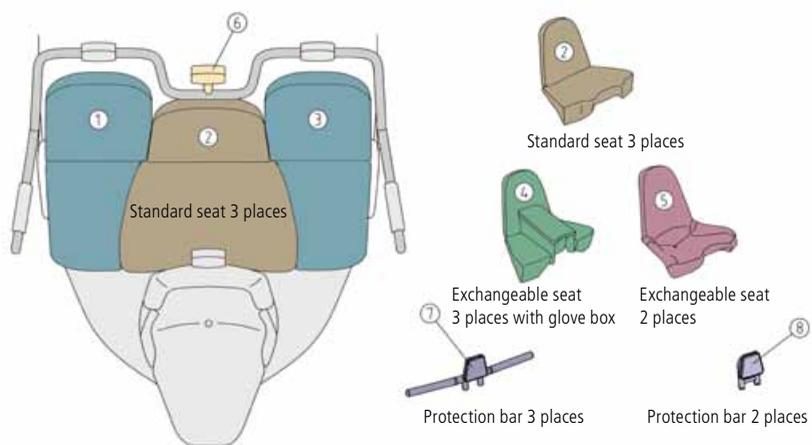
Since the model year 2012, the Mustang is also available as Family trike with 3 seats. Based on the established previous Family II Muscle model, the chassis has been refined. When you drive with only two persons, the co-driver can sit centrally. Due to the folding passenger protection bar, getting on or off the trike is quite easy for the co-driver. The width of the passenger seat was enlarged by approx. 10 cm. The windbreak and the center of gravity are

optimized by considerably deeper positioned seats. The optional available trunk of 240 liters and the big luggage rack of the new Mustang Family trike offer storage space for the whole family.

The short version is available for drivers with a body height of approx. 160-175 cm.

The long version is available for drivers with a body height starting from 175 cm.

MODIFICATION SYSTEM FOR FAMILY MUSTANG SEATS



All Mustang Family models will generally be delivered with 3 individual seats ①②③ with continuous seating area. Also standardly delivered: the movable head support ⑥ as well as the 3 seater protection bar ⑦. Therefore, as standard version, the trike can be driven by 1, 2 or 3 persons. In order to offer a higher comfort to our customers, we also provide as an option / extra the exchangeable seat (for 3 persons) with glove box ④ as well as the exchangeable seat (for 2 persons) ⑤ which will be delivered together with a 2 seater protection bar ⑧.





EXTRA EQUIPMENT MUSTANG FAMILY THUNDERBIRD COMPARED TO THE BASIC MODEL (instead of serial equipment)

Comfort fork Ø 60 mm, polished stainless steel; handlebars Ø 30 mm, polished stainless steel; **2** big add-on headlights, 6,5" (dummy); **2** design headlights "Bullet"; front wheel 200/50-17 on 5,50x17 alloy rim, SLC chrome, Shark design; rear wheels 295/50-15 on 10x15 alloy rims, SLC chrome, Shark design; suspension "Bilstein Premium"; stabiliser bar; leg protection bar and luggage rack Ø 60 mm, polished stainless steel; **bi**-colour with BOOM standard colours (optional); comfort seats

EXTRA EQUIPMENT MUSTANG FAMILY ULTIMATE COMPARED TO THE BASIC MODEL (instead of serial equipment)

Engine, exhaust system, framework, chassis and attachments

Exhaust system „Sound“, electrically adjustable with 2 double silencers; adjustable pedals and footrest mountings, polished stainless steel; bumper Ø 60 mm, polished stainless steel; passenger headrest and luggage rack, polished stainless steel; passenger protection bar, stainless steel; leg protection bar and luggage rack Ø 60 mm, polished stainless steel; suspension "Bilstein Premium"; stabiliser bar

Fork

Comfort fork Ø 76 mm, polished stainless steel; Fighter handlebars Ø 42 mm or extreme handlebars Ø 38 mm, polished stainless steel

Brakes

Racing brake system with ventilated and punched 360 mm brake discs (red painted) and special brake pads

Wheels + tyres

Front wheel 200/50-17 on 5,50x17 alloy rim, Shark design, SLC chrome, optional Compressor design, SLC chrome or matt black; rear wheels 295/30-18 on 11x18 alloy rims, Shark design, SLC chrome, optional Compressor design, SLC chrome or matt black.

Lighting equipment and instruments

2 big add-on headlights, 6,5" (dummy), optional cockpit fairing with headlights (dummy); Jet Light system; oil temperature set and time clock in chrome rings; alarm system with remote control

Bodywork, colours and seats

Free choice of colours (unicolour); big trunk 240 l; comfort seats



Mustang Family

Engine

4-cylinder in-line engine with regulated catalytic converter

Power

From 79 HP (58 kW) to 198 HP (146 kW)

Gears (forward/reverse)

5/1

Max. speed

145 km/h – over 200 km/h (depending on motorization)

Fuel consumption/Range

approx. 4-7 l / 100 km / 500-600 km (depending on motorization and way of driving)

Compressor over 10 l / 100 km

Type of fuel

Super unleaded 95 ROZ or E10

Frame

2-parted tubular frame, bolted

Body

Wear-resistant GPR

Dry Weight

645 kg

Gross vehicle weight

900 kg

Vehicle load capacity

255 kg

Towing capacity

312 kg

Dimensions (depending on model)

Length approx. 3.370 mm-3.470 mm

Width approx. 1.780 mm-1.875 mm

Height approx. 1.350 mm

No. of seats 2/3

Service interval

all 10.000 km

Guarantee 2 years



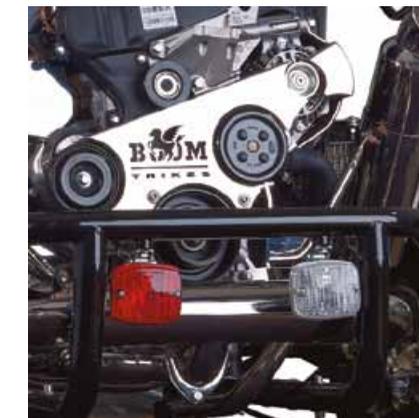
LOW RIDER

Low Rider Thunderbird

CLASSIC DESIGN, COMBINED WITH PREMIUM QUALITY AND MODERN TECHNOLOGY

An extremely deep and comfortable seating position excels the Low Rider. Outstanding handling characteristics combined with elegant design inspire its special character. Since 1995, a proven Big block steel framework has worked satisfactorily, in the hard every day life of renting applications. Since 2005 the Low Rider is available in the Muscle version with a modern Ford engine. A clearly

increased maximum speed as well as more power in all situations of life and less consumption has pushed the classic "Beetle trike" out of the market. The Low Rider Muscle is a beautiful and up-to-date trike, which unites most modern vehicle construction technology with conventional design in unique harmony.



Low Rider Basic

Extras: Cockpit fairing

LOW RIDER

STANDARD EQUIPMENT OF THE LOW RIDER BASIC MODELS

Engine

1,6 l 4-cylinder in-line engine, 16 V 100 HP (74 kW) with regulated catalytic converter, also available with 75 HP (55 kW)

Gearbox

Brand new VW-semi trailing transmission, 4 forward gears / 1 reverse gear

Exhaust system

4 into 2, polished stainless steel

Framework, chassis and attachments

Alloy semi trailing link axle with suspension; fully adjustable pedals and footrest mountings, black plastic coated; bumper Ø 42 mm, black plastic coated; luggage rack with passenger grab rails and preparation for pannier set, black; standard Koni suspension

Fork

Comfort fork Ø 48 mm, polished stainless steel; standard handlebars Ø 22 mm, chrome

Brakes

Front disc brake; self adjusting ventilated rear disc brakes; integral braking system; brake booster; brake fluid indicator

Wheels and tyres

Front wheel 160/80-15 on 3,50x15 spoke rim; rear wheels 295/50-15 on 10x15 alloy rims, hole pattern, SLC chrome

Electrical and lighting equipment

Instrument unit with digital speedometer, tachometer, fuel gauge and warning light panel; water temperature gauge set in chrome ring; 2 add-on headlights, standard (dummy) mounted on fork and LED taillights; waterproof fuse box; handbrake-actuated engine kill switch; three-phase generator

Colours

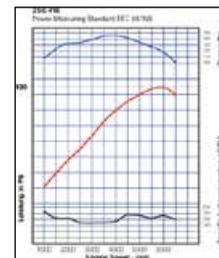
Free choice of the BOOM standard colours

Fuel tank

38 l fuel tank, steel plastic coated

Standard accessories

Automatic brake balance front and rear wheels; braided brake lines; warning waistcoat; warning triangle; First aid kit; 1 topcase 46 l (painted), removable; Liftomatic; tool kit; passenger arm rests, leather; passenger headrest; 12 V power output for navigation systems; driver and passenger seats with side guidance



For rental trikes, the engine power can be throttled to 75 HP (55 kW) with same torque as unthrottled.



LOW RIDER



Low Rider Thunderbird

From model year 2013 without extra charge:

Front wheel: 200/50-17 on 5,50x17 alloy rim, Shark Design, SLC chrome

Rear wheels: 295/50-15 on 10x15 alloy rims, Shark design, SLC chrome

EXTRA EQUIPMENT OF LOW RIDER THUNDERBIRD COMPARED TO THE BASIC MODEL (instead of serial equipment)

Comfort fork Ø 60 mm, polished stainless steel; handlebars Ø 30 mm, polished stainless steel; axle covers, polished stainless steel; **2** main headlights "Bullet"; **2** add-on headlights 6,5" (dummy); suspension "Bilstein"; stabiliser bar; leg protection bar and luggage rack Ø 60 mm, polished stainless steel; front wheel 200/50-17 on 5,50x17 alloy rim, Shark Design, SLC chrome; rear wheels 295/50-15 on 10x15 alloy rims, Shark design, SLC chrome



Low Rider Thunderbird



From model year 2013 without extra charge:

Front wheel: 200/50-17 on 5,50x17 alloy rim, Shark Design, SLC chrome

Rear wheels: 295/50-15 on 10x15 alloy rims, Shark design, SLC chrome

TECHNICAL DATA

LOW RIDER

Engine

1.6 l in-line engine with regulated catalytic converter

Power

100 HP (74 kW)

optional reduced to 75 HP (55 kW)

Gears (forward/reverse)

4/1

Torque

146 Nm at 4000 min⁻¹

Max. speed

165 km/h

Fuel consumption/Range

5-7 l/100 km / 500 km

Type of fuel

Super unleaded 95 ROZ or E10

Fuel capacity

38 l

Frame

2-parted Big Block frame

Body

Wear-resistant GRP

Dry weight

Approx. 700 kg (depending on extras)

Gross vehicle weight

1000 kg

Vehicle load capacity

300 kg

Towing capacity

350 kg

Dimensions (depending on model)

Length 3.555 mm

Width 1.780-1.920 mm (depending on tyres)

Height 1.200-1.440 mm

No. of seats 2

Service interval

all 10.000 km

Guarantee 2 years

LOW RIDER



Low Rider Ultimate
(optional Dragster exhaust system)



EXTRA EQUIPMENT OF LOW RIDER ULTIMATE COMPARED TO THE BASIC MODEL

(instead of serial equipment)

Exhaust system, framework, chassis and attachments

Exhaust system Dragster, polished stainless steel (optional); adjustable pedals and footrest mountings, polished stainless steel; bumper Ø 60 mm, polished stainless steel; axle covers, polished stainless steel; luggage rack with passenger grab rails and preparation for pannier set, polished stainless steel; leg protection bar and luggage rack Ø 60 mm, polished stainless steel; suspension "Bilstein Premium"; stabiliser bar

Fork

Comfort fork Ø 76 mm, polished stainless steel; Fighter handlebars Ø 42 mm or extreme handlebars Ø 38 mm, polished stainless steel

Brakes

Racing brake system with ventilated and punched 360 mm brake discs (red painted) and special brake pads

Wheels and tyres

Front wheel 200/50-17 on 5,50x17 alloy rim, Shark design, SLC chrome, optional Compressor design, SLC chrome or matt black; rear wheels 295/30-18 on 11x18 alloy rims, Shark design, SLC chrome, optional Compressor design, SLC chrome or matt black

Lighting equipment and instruments

2 big add-on headlights, 6,5" (dummy), optional cockpit fairing; Jet Light system; oil temperature set and clock set in chrome rings; alarm system with remote control

Bodywork and colours

Free choice of colours (unicolour); 2 side cases, each 41 l, painted





Fighter X11-2,0 A „Thunderbird“

STANDARD EQUIPMENT OF THE FIGHTER X11-2,0 A BASIC MODEL

Engine and gearbox

Water-cooled 4-cylinder in-line engine, with most advanced fuel-injection-technology and a catalytic converter; Fighter exhaust system, polished stainless steel, including 2 stainless steel silencers; automatic gearbox with reverse gear

Frame and attachments

Fighter tubular frame with independent suspension, aluminium semi trailing arms and Koni suspension; bolted dual section frame, black; fully adjustable pedals and footrest mountings, black plastic coated; bolts, nuts, washers in stainless steel, if possible; bumper, black plastic coated; luggage rack, black plastic coated; passenger grab rail, black plastic coated

Fork

Comfort fork Ø 48 mm, polished stainless steel; handlebars Ø22 mm, chrome; chrome grips

Wheels + tyres

Front wheel 160/80-15 on 3,50x15 spoke rim, rear wheels 295/50-15 on 10x15 alloy rims, hole pattern, SLC chrome

Brakes

Front disc brake; self-adjusting and ventilated rear disc brakes; integral braking system; braided brake lines; brake fluid indicator; brake booster

Fuel tank

42 l steel tank

Electrical and lighting equipment

Waterproof fuse-box; instrument unit with tachometer, digital speedometer, fuel gauge and warning light panel; rear

fog light, hazard warning lights, reverse light; 2 add-on headlights, standard (dummy) mounted on fork; waterproof switches, warning lights and instruments; water temperature gauge set in chrome ring; handbrake-actuated engine kill switch

Standard accessories

Automatic brake balance, front and rear wheels; toolkit; First aid kit; warning waistcoat; warning triangle; Liftomatic; 12 V power outlet for navigation system; driver and passenger seats with side guidance

Colours

Free choice of the BOOM standard colours



Not pictured: front spoke rim (serial on model Basic)

EXTRA EQUIPMENT FIGHTER X11-2,0 A THUNDERBIRD COMPARED TO THE BASIC MODEL (instead of serial equipment)

Comfort fork Ø 60 mm, polished stainless steel; handlebars Ø 30 mm, polished stainless steel; **2** big add-on headlights, 6,5" (dummy); **2** main headlamps design „Bullet“; front wheel 200/50-17 on 5,50x17 alloy rim, Shark Design, SLC chrome; rear wheels 295/50-15 on 10x15 alloy rims, Shark Design, SLC chrome; suspension „Bilstein Premium“; stabiliser bar; leg protector bar and luggage rack Ø 60 mm, polished stainless steel

Fighter X11-2,0 A

Engine

2.0 l in-line engine with regulated catalytic converter

Power

140 HP (103 kW)

Gear

Automatic gear with torque converter

Torque

200 Nm at 4000 min⁻¹

Max. speed

190 km/h

Fuel consumption/Range

6-9 l / 100 km / 500 km

Type of fuel

Super unleaded 95 ROZ or E10

Fuel capacity

42 l

Dry weight

850 kg

Gross vehicle weight

1.100 kg

Vehicle load capacity

250 kg

Towing capacity

390 kg

Dimensions

Length 3.700 mm

Width 1.890-1.985 mm
(depending on tyres)

Height 1.425 mm

No. of seats

2

Service intervals

all 10.000 km

Guarantee

2 years

FIGHTER TRIKES



Fighter X11-2,0 A Thunderbird with the following extras:
Silver metallic paint (unicolour)
Rear wheels 295/30-18 on 11x18 alloy rims, Shark design, SLC chrome



Marrakesch brown metallic



EXTRA EQUIPMENT FIGHTER X11-2,0 A ULTIMATE COMPARED TO THE BASIC MODEL

(instead of serial equipment)

Dragster exhaust system 4 into 4, polished stainless steel; **adjustable** pedals and footrest mountings, polished stainless steel; **bumper** Ø 60 mm, polished stainless steel; **passenger** grab rail and luggage rack, polished stainless steel; **suspension** "Bilstein Premium"; **stabiliser** bar; **2** big add-on headlights, 6,5" (dummy), optional cockpit fairing with head-

lights (dummy); **front wheel** 200/50-17 on 5,50x17 alloy rim, Shark-Design, SLC chrome, optional Compressor Design, SLC chrome or matt black; **rear wheels** 295/30-18 on 11x18 alloy rims, Shark-Design, SLC chrome, optional Compressor Design, SLC chrome or matt black; **Racing** brake system with ventilated and punched 360 mm brake discs (red painted) and special brake pads;

comfort fork Ø 76 mm, polished stainless steel; **Fighter** handlebars Ø 42 mm or extreme handlebars Ø 38 mm, polished stainless steel; **leg protection** bar and luggage rack Ø 60 mm, polished stainless steel; **oil temperature** set and time clock in chrome rings; **Jet Light** system; **free choice of colours** (unicolor); **alarm system** with remote control; **2nd** topcase.



Fighter X11 Ultimate
Extras: 3-parted alloy wheels;
trailer hitch; special rear mirrors.

HAYABUSA



HAYABUSA

On the basis of the worldwide quickest motorcycle, the Hayabusa, the new Hayabusa Hardcore Bike-Trike has become the strongest production trike. The engine, the exhaust system, the electrical system and the cooling system, the fairing and the clocks as well as various other small parts were taken by the motorcycle. In the suction version with 197 HP and a power to weight ratio less than 3 kg / HP the Hayabusa plays in the same league as for example the Porsche GT3 or the Ferrari F430. Also its concept is unique. The controls and the brake can be handled in the same way as on motorcycles. So the hands of the driver always remain on the handlebars. This guarantees a higher security when driving quickly. The engine is similarly torque-strong like our proven car engines. On other trikes like a Low Rider or a Mustang, the gears have to be changed at a certain speed, but not on the Hayabusa. Its power engine only starts in such moments. At 7.000 r/min., it literally explodes and

catapults the driver forward until the speed limiter stops at about 11.000 r/min.

The whole action is underlined by an ear-battering bike sound. The acceleration orgy could be described as a „ride on the cannon ball“. The chassis with the new designed tubular trellis frame and an aluminium semi-trailing link, the Bilstein threaded shock absorbers and a stabilizer are able to cope with even the 300 HP compressor version at any time.

Result: Hardcore trike with extreme road performance for the experienced triker – not for the faint-hearted.

EQUIPMENT VERSIONS

The Hardcore Hayabusa trike is available in the equipment versions Basic, Thunderbird and Ultimate. Please find the differences between the models on page 64 and 65.



TECHNICAL DATA

Hayabusa Engine

1,3 l, 4-cylinder 4 stroke engine
liquid-cooled

Power

197 HP (145 kW)
optional Compressor (only in Germany)
300 HP (231 kW)

Gears (forward/reverse)
6/1

Torque

155 Nm/7200 min⁻¹
Compressor (only in Germany)
approx. 220 Nm

Max. speed

More than 200 km/h

Fuel tank (depending on equipment)
19 l/35 l

Fuel consumption/Range

approx. 8-10 l / 100 km / 200-400 km
(depending on manner of driving and
tank capacity)

Type of fuel

Super unleaded ROZ 95 or E10

Frame

Tubular trellis frame

Body

Wear-resistant GPR

Dry weight

up from 530 kg (depending on model)

Gross vehicle weight

700 kg

Vehicle load capacity

up to 170 kg (depending on model)

Dimensions (depending on model)

Length: 3.520 mm

Width: 1.760 mm

Height: 1.170 mm

No. of seats 1

Service intervals

all 10.000 km

Guarantee 2 years

HAYABUSA



Hayabusa Ultimate



HAYABUSA

Hayabusa Ultimate Compressor



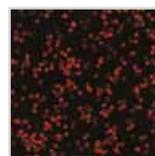
COLOURS



COLOUR PALETTE OF BOOM TRIKES

- We provide all RAL-, metallic- or bi-colour paints for an extra charge (see list of extra charges). For all Ultimate models, you can freely choose your desired colour (unicolour) without extra charge.

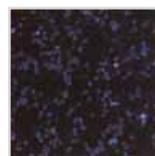
• Standard colour range



Black red effect



Black green effect



Black blue effect



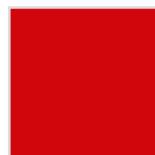
Sapphire RAL 5003



White RAL 9003



Yellow RAL 1021



Red RAL 3002



Black RAL 9005

LIFESTYLE FOR HER AND HIM



TRIKER JACKET

Wind- and waterproof, breathable. Removable thermo-lining, Easa Foam back-protector, CCF-protectors (shoulder, elbow), removable. 4 waterproof outside pockets, 2 inside pockets, 1 pocket on the back. Special wearing comfort because of air in- and outlets. Size of arms and breast adjustable. Soft collar.

Imprint:
Back side: logo
Front side: BOOM TRIKES, black
Sizes: S-XXL
Colours: black-grey-charcoal
Item number: 300 05 58
Price: € 142,02



TRIKER PANTS

Wind and water resistant pants, breathable. Lining. Easa foam hip protector, CCF knee protectors. Tall cut and bolstered up kidney part. Adjustable leg part. 6 pockets (respectively 2 on the front, lateral, back).

Imprint: Logo white
Sizes: S-XXL
Colour: black
Item number: 300 05 59
Price: € 122,69



NECK WARMER

Thermax fleece lining, breathable. Nibo wind stopper, lateral zipper. Imprint: BOOM TRIKES, silver
Sizes: S, M, L, XL

Colour: black
Item number: 300 38 80
Price: € 20,00



SUN GLASSES

High-quality sun glasses with de-mister coating and optimal protection against UV radiation and stone-chipping. Imprint: Logo, silver
Sizes: one-size
Colour: black
Item number: 300 35 80
Price: € 33,61



GLOVES "SILVERSTAR"

Wind and water resistant. Continuously lined. Nubuck leather on the inside hand. Bolstered up by Kevlar

Imprint: Logo, silver
Sizes: 7-12
Colour: black
Item number: 300 38 08
Price: € 32,77



GLOVES "SUMMER"

Net material for comfortable air inlet. Ankle-protectors. Embroidery: BOOM TRIKES, silver

Sizes: 9-12
Colour: black
Item number: 300 38 22
Price: € 28,57



KIDNEY BELT

Lined inside, on the back taller cut. Variable adjustment of the different parts by stretch inset. Velcro.

Imprint: Logo, 3 coloured
Sizes: 1 = 95 cm total length
2 = 110 cm total length
3 = 120 cm total length
4 = 130 cm total length
Item number: 300 38 60
Price: € 10,00

LIFESTYLE FOR HIS-AND-HER



GIRLY V-NECK SHIRT

100 % combed cotton rib ware with maximum dimensional stability and soft wearing comfort. Lateral seams. Waisted.

Imprint: Logo with Tribal, black
 Sizes: S-XL
 Colour: moss-green
 Item number: 300 04 32
Price: € 20,92

BANDANA

Imprint: Pegasus + „Triker“, silver
 Sizes: one-size
 Colour: black
 Item number: 300 01 76
Price: € 18,49



BOOM BRACES

With cases for cigarette boxes and cigarette lighter worked into them.

Item number: 300 06 10
Price: € 19,75



BASEBALL CAP

Imprint: Logo, 3-coloured
 Colours: black, blue, red
 Item number: black 300 01 60
 red 300 01 61
 blue 300 01 62
Price: € 7,65

BOOM LEATHER JACKET

The exclusive and heavy duty BOOM leather jacket for trikers, who would like to have something special. Leather and inside lining are black, inside pocket with zipper. Artwork on the back.

Sizes: S-XXXL
 Item number: 300 05 38
Price: € 250,00



WAISTCOAT "NIGHT RIDER"

Artistic airbrush-artwork on a tied up, black leather waistcoat
 Sizes: L-XXXL
 Item number: 300 05 30
Price: € 245,38

BLACK T-SHIRT

100 % fine combed cotton. Ideal dimensional stability by ringspin. Comfortably soft to touch. About 160g ware with reinforced neck tie.

Imprint: front Logo
 back Pegasus, silver
 Sizes: S-XXL
 Colour: Black
 Item number: 300 02 89
Price: € 16,72

FLEECE JACKET

Stand-up collar with synthetic zipper. Sleeve bunch with elastic. Straight cut sweater.

Embroidery:
 Logo on the left side of the chest
 Sizes: S-XXL
 Colour: grey
 Item number: 300 04 70
Price: € 52,52



MUSCLE SHIRT

100 % combed cotton rib ware with maximum dimensional stability.

Imprint:
 Front: Logo, silver
 Back: Pegasus, silver
 Sizes: S-XXL
 Colour: black
 Item number: 300 04 39
Price: € 19,92

BOOM SWEATSHIRT

Selected quality with embroidered logo.
 Sizes: L-XXL

Colour: black, red or blue
 Item number: 300 04 09
Price: € 41,93

T-SHIRT LOGO & TRIKE

Sizes: S-XXL
 Colour: black or white
 Item number: 300 03 06
Price: € 7,56



CAP

Size: one size
 Embroidery: Logo, 3 coloured
 Color: black
 Item number 300 01 80
Price: € 20,59

POLO PIQUET CONTRAST

Trendy two coloured polo shirt. Button panel and collar in contrast colour. Collar and cuffs ribbed.

Imprint: Logo on the right side of the chest.
 Sizes: S-XXL
 Colour: navyblue/red
 Item number: 300 04 59
Price: € 32,77

BOOM PATCH

Cotton patch.
 Size: about 90 x 60 mm
 Item number: 300 20 10
Price: € 4,71



RAINWEAR COMBINATION

Especially wind and water resistant combination with lining, weld-shut seams, diagonal zipper, Velcro, elastic (hip, wrist, ankle). Adjustment of the leg part.

Imprint: Logo, silver
 Sizes: M-XXXL
 Colour: black-grey
 Item number: 300 06 00
Price: € 62,10

LIFESTYLE FOR HIS-AND-HER



1| PILSNER BEER GLASS

High-quality Ferrara goblet, 0,33 l
Imprint: Logo, white matt
Item number: 300 24 60
Price: € 5,88

2| BEER MUG

Bavarian mug, 0,5 l
grey glazed
Imprint: Logo, 4-coloured
Item number: 300 05 30
Price: € 8,32

3| WEIZEN BEER GLASS

Weizen Beer glass "Walchensee", 0,5 l
Imprint: Logo, white matt
Item number: 300 24 70
Price: € 5,88

FLAT BOTTLE

High-quality flat bottle,
out of polished
stainless steel,
240 ml with
engraved logo.
Item number:
300 24 80
**Price:
€ 16,47**



BOOM EMBLEM Sticker

Size: 115 x 55 mm
Item number: 300 20 50
Price: € 7,56



BOOM ZIPPO

High-quality
cigarette lighter that
works with gasoline.
Logo engraved.
Item number:
300 10 70
Price: € 41,18

FIGURE PEGASUS

Screwable
Height: approx. 60 mm
Item number: 300 20 60
Price: € 44,96



BOOM MULTITOOl

Multi-part, high-quality pocket-knife.
Contains pliers and torch, saw and
screwdriver. Handle with engraved
logo. Matching nylon cover to put
on belt. Packed in a precious
metal box.
Item number: 300 35 70
Price: € 28,24



KEYRING PENDANT

of dull metal with engraved Pegasus.
With a bright LED light and 5 keyrings
that can be taken off in a decorative
giftbox. 2 batteries for a long use.
Item number: 300 25 00
Price: € 6,39

BOOM EMBLEM

Sticker round
Size: Ø 50 mm
Item number:
300 21 31
Price: € 7,56



POCKET-KNIFE

Precious pocket-knife in a silver
coloured metalbox. Logo engraved.
Item number: 300 35 60
Price: € 15,55



BOOM CUP

High-quality coffee cup
of refined stainless
steel with
engraved logo.
Item number:
300 24 40
Price: € 11,76



GLASS DICE

with trike in 3-dimensional effect
made by laser technology.
Size: 80 x 50 x 50 mm
Item number: 300 24 10
Price: € 37,98



Classic

Chrono

BOOM WRIST WATCH „CLASSIC“

with date display and elegant leather
bracelet.
Item number: 300 35 22
Price: € 96,64

BOOM WRIST WATCH „CHRONO“

with date display, second dial,
1/10-second dial, minute dial and
tachymeter. With elegant leather
bracelet.
Item number: 300 35 21
Price: € 150,00



BOOM STICKER

Logo with BOOM colours.
Size: 14 x 8 cm
Item number: 300 21 15
Price: € 0,46

Comparison of the models 2013

BOOM TRIKES Test Rides in Andalusia

Extract of Trike-Magazin 1/2013



WHICH BOOM TRIKE IS THE RIGHT ONE FOR ME?
THE MODELS 2013 FROM THE LEFT TO THE RIGHT:

Explosive control! Please open your backpack." The lady is lightly irritated as I'm not able to close my studded belt fast enough after the body check to obey her demand. Apparently, my hand luggage contains suspicious objects. 2 cameras, laptop, recorder and objectives that are not exactly usual hand luggage.

I'm on my way to Málaga. The flight is turbulent, but after 2 hours under a closed cloud cover I can see the first gaps in the dull white. What is waiting

for me the next days? Wolfgang Merkle, director of BOOM TRIKES, had invited us on September to test the models 2013 in the sunny South of Spain. Such an opportunity, you don't let it pass of course!

To leave the dense fog behind for some days and to ride a trike in the Sierra Nevada, that's something amazing! Last year between October and December, Mr. Merkle offered this occasion to each of his dealers for one week. The season in Germany was just over.

So it was the right time to check out the models for the coming season.

BOOM event adviser Reinhold Mack (Reno) is responsible for the group transfer. It will take him several hours to pick up all 7 persons coming from all corners of Germany and Austria. Reno thinks that 2 groups should ride a trike. Immediately, the eyes of Gerd Werner of Werners Trike Shop are beginning to shine. We others keep on thinking that this was just a joke, until we found ourselves standing on the parking



Sun and rain, but driving with the Mustang is always fun.

deck in front of 2 trikes and a car. We all have a lot of luggages such as motorcycle helmets and clothes that take a lot of place. But the Family and the Mustang have a remarkable trunk volume and the rest is fixed on the trikes. The remaining 3 persons get into the car, the suitcases between their legs. There we go to the finca in Frigiliana.

The last kilometers, we are rumbling on handmade cement roads. Several times, the car bottoms out on the road, but Reno only shrugs his shoulders.

The finca with 7 double rooms, terraces, pool and a barbecue area is fantastically situated: Behind us the foothills of the Sierra Nevada, in front of us the sea and the view on Frigiliana, one of the famous white villages. 2 couples already arrived before us, so now we are 12 persons.

My fellow travelers don't know my plans yet. As all of them are experienced trikers used to different trike models, they are supposed to describe to me their impressions and experiences.

It's already too late for a first test ride, the sun is going down already. We haven't eaten very much and we are starving. For the first evening, a barbecue is planned and prepared, the rest of the week, the group has to cook on its own.

But what could be better for the group dynamics than mutual cooking and eating?

Instantly, the usual gender splitting begins: the men are making fire and the women are preparing the salad. Only Ralf is outing himself as an amateur cook and agrees to rattle the pots and pans tomorrow.

It is still grey outside as I wake up the next morning and look expectantly outside the window. Cloudy. Not exactly what I have expected, but not as bad either.

Even before the others get up, Reno and I are leaving with the Mustang to fill up the tank.

I don't like to admit it, but this is my first ride on a real trike. So the automatic version seems quite good to me and effectively, from the beginning, I don't have any problems to handle it. The hand brake on the trike is on the right side, like I'm used to with my Vespa 250 which also has an automatic gear. My brain immediately switches to autopilot concerning the appliance of the device. Also the handling works quite quick. The feeling is between a scooter and a car.

Reno is sitting behind me and reminds me from time to time that the rear end is larger than I'm obviously thinking.

As we only planned to fill up the tank, I didn't take my camera with me which immediately turns out to be a mistake. At the gas station, a group of excited women surrounds us. Everyone takes out their camera. They also want to sit on the trike. Reno stands up. Click click. "Okay, you also better get off", he tells me, "so they will finish their photo shoots sooner".

At the end, they all give us their cameras to make some pics for their autograph book. Such fun and I don't have my camera with me!

Back at the finca, the test riders are ready to go, but the weather is bad. It's raining.

Consistently, we are looking into the sky. "Over there, there is some blue. We must drive to where it's blue." So we leave direction Málaga and then towards the mountains. On the road, we are getting showers several times. Together with Regina, I am sitting on the back seat of the Family. What a great opportunity for me to take some pictures during the ride.

The road gets tight and winding, flanked on both sides by high-angle hillsides with olive and mango trees. It leads us inescapably towards a deep black sky. After a short discussion, we decide to return. On the way back, we all get wet and it's freezing cold, but at least, we have made our first test experiences.

During the night, the wind is whistling around the house and rain is pouring against the windows.

Let's go to the mountains.
This is a test ride exactly to our taste.



Model: Low Rider Muscle



Helmut: "For riding, the Low Rider is very comfortable and the handling is very useful. It has a good speed range and its transmission is optimal. My personal star however is the Mustang ST1 double seater, a really well done vehicle. It is optimal for location and an ideal trike for beginners as well as for experienced trikers."



Brigitte: "As a co-driver, you are sitting very comfortably, but the wind is quite heavy. For anxious people, the Low Rider may probably not be appropriated. In this case, the Mustang is better as you sit lower and have a better hold. The advantage of a Low Rider and a Fighter however is that also just with 1,65 m, you overtop the driver. On a Mustang, my personal favorite, I have to look besides the driver, but I feel safer and not as exposed to the wind."

Technical data:
1,6 l 4-cylinder in-line engine, 100 HP / 74 kW



Hey, this wasn't planned like that. In the morning, the terrace is wet, but there are some blue-white gaps in the sky.

This time, the weather on the mountains seems good, but there is a grey cloud cover over the sea.

Today, Ronda is our tour destination. We change the vehicles and again, we start mounting the cement road with leg protection bars touching the ground. In Spain, they love to put speed bumps everywhere. The buffers are extremely abused.

The day before, the left fender of the Hayabusa said Good Bye and Reno was forced to return home shortly after the start.

Now our crew is complete again, the Hayabusa only with one single fender which makes it look like a mix of a Formula 1 car and a trike.

Ronda is situated 160 km westward in the mountains. We have to make a part of the trip on the highway. To fill up the tank, we have to stop at a gas station. Now it's my time: I want to ride the New Highway for the next kilometers. In order to test the back seat qualities, I started as Ralf's pillion rider. Shortly, he explains me the handling of the device. I notice very quickly that neither my car nor my motorcycle or scooter autopilot is going to help me now. After the first meter, my right hand grasps at nothing. Darn, wasn't there the brake yesterday? Let's hope that I won't forget it on the road. I'm asking for a test ride around the gas station. "Ralf, are you brave enough to be my passenger?" He shrugs his shoulders: "Anyway, it's like it is, right?"

I find this rather courageous. The others think that it would probably be a good exercise to drive some kilometers on the highway first.

I'm fighting against the coupling for a while until I find out that I just have to push the pedal to its end.

Extract of Trike-Magazin 1/2013

We leave the highway and glide on fantastic winding roads though lush green hillsides and olive groves. What a location to test the 6 trikes!

We slowly mount up to 1200 m to an incredible mountain panorama. The 79 HP engine of the New Highway is elastic enough to master the sinuous road without a lot of gear changes. At a certain moment, however, the fingers of my right hand are beginning to become insensible, because the gas grip is too tight for a fragile woman hand. Seemingly, this is just a pre-serial model. They promise me that this will work much better on the delivered trikes.

Half an hour later, we arrive at Ronda. The place is known for his position on a rock cliff descending vertically about 200m into the deep. A tight gorge divides the city. A fortified bridge connects the 2 city parts. This is not for people with fear of heights. We are very impressed. The long trip was really worth it.

We take another larger road to get back, as we are late and want to be home before the daylight ends. Back below, on the plain, we are driving though delicious scenting orange plantations.

A part of the group goes buying some food. The Mustang is the drudge par excellence and predestinated for such tasks.

Back at the finca, we are firing the wood chimney. It is too cold outside on the terrace to enjoy the view on the illuminated Frigiliana. The evening goes by with eating and with interviews of my test riders. They still have some days left, but I unfortunately have to go back to foggy Germany. We say heartily good bye.

Reno, our kind-hearted soul, will get up at 4 am tomorrow morning in order to bring me to the airport. When I'll be more experienced, I want to drive his baby, the Hayabusa. I have a good grasp on motor-



Only for persons free from giddiness: the city of Ronda with an unobstructed view.

cycles; when I was young, I drove a BMW, so this should be feasible. Hasta la vista, Andalusia!

Résumé:

Thanks to its agile and racy drivability and its well-engineered chassis, the Mustang turned out to be everybody's darling.

The 1,1 l automatic trike may not be the fastest trike, but it is easy to drive it also for beginners.

The New Highway appeals optically thanks to its round forms. The 1,1 l version with 79 HP requests a higher number of rotations. But those who like to cruise unhurried though the landscape will be rewarded with a lower fuel consumption.

A little break of our test riders at a nice viewpoint.



Model: Mustang 1,0 Automatic (Prototype)

In 2013, the Mustang is available in 4 different versions: 1,1 l, 1,5 l, 1,6 l VCT or 1,6 l VCT compressor. The tested automatic version will be launched in autumn 2013 and will be available as serial model in 2014.



Peter: "At the beginning, the automatic trike is kind of weird for someone used to gear changing, but that's the same for cars, when you change. As soon as you get used to it, it's a really brilliant thing. I believe that this trike will be very interesting for locations. It has all what people always demand: a big trunk, it's easy to drive, its brakes are really good and it has the well-engineered Mustang chassis. People with difficulties to handle the coupling on the left side will enjoy the automatic trike. I was very skeptic first, as I don't have problems to change the gears, but after the test ride, I'm convinced that it will be a big success. And with a little bit more power, it will be a top seller."



Kathrin: "On the back seat of the Mustang, you are sitting lower than on other models. That suits me very well. You are less exposed to turbulences and the wind. That is very comfortable, but the disadvantage is that you see less as you have to look left or right of the driver. I felt very well on the Mustang automatic."

Technical data:
1,0 l 3-cylinder in-line automated engine, 68 HP / 50 kW



Model: New Highway 1,1



Ralph: "I have tested the New Highway with the 1,1 l engine. As its concept is borrowed from the chassis of the Mustang ST1, the drivability and the brakes are excellent. It's easy to drive the 1,1 l engine, but on lower speed range, you need to accelerate a little more. For people driving in the mountains, the 1,5 l engine would clearly be the better option. The advantage of a smaller engine

is that even with a high speed of up to 120 km/h on the highway, you need less than 7 liters of fuel. This leads to the conclusion that while cruising unhurried, you can even come to only 5,5 l.

The New Highway is very compact. Here in Spain, we are testing the normal version, but it can also be delivered as a longer version for taller drivers. In construction, it is identical to the long version of the Mustang, so you can assume that it has the same good drivability."

Edith: "To assure a good co-driver comfort, it is very important to choose carefully the right footrest mountings. The comfort seats are, as far as possible to choose on the bought model, absolutely recommendable. An extra advantage is a movable head rest, but it is not part of the serial equipment. I know it's a question of cost, but I personally think that it would be better to invest more in such things and not always just in optical stuff like rims or related gadgets."



Technical data:
1,1 l 4-cylinder in-line engine, 79 HP / 58 kW



Model: Fighter X11 2,0



Gerd: "The Fighter is the flagship of BOOM TRIKES. It is optimal for travelling. It's a big trike for big guys, but the Mustang is the more maneuverable of them.

Thanks to the long wheelbase, you can drive it very confidently. The 2,0 l engine with 140 HP is more than sufficient. You have enough power for all kind of situations. For wild rides on tight curves, the Mustang would certainly be the better choice. Or the Hayabusa, but it only can be

driven by one person. Probably it's better like that (grin). Soon, the Fighter with automatic gear is supposed to be launched; we are looking forward to it."



Birgit: "The back seat of the Fighter is very comfortable and despite of the intensive driving exercises of my husband, I was even able to take some pictures. You can move easily behind, you have a big angle of view and you can definitely turn yourself without fearing to fall out. You feel very safe thanks to the arm rests and if necessary, you can latch onto them. Man is sliding, woman is suffering... sometimes (laughs)."



Technical data:
2,0 l 4-cylinder in-line Peugeot engine, 40 HP / 103 kW available from Mai/ June 2013 as automatic version.

Model: Mustang Family



Manni: "The Family drives great on the road. The performance and the coupling are very good. Compared to the former model, the seat position is more comfortable now.

Thanks to the exchangeable seat elements of the back seat, the Family can be used as a double seat as well as a full-fledged triple seat. The riding quality is very good and it disposes of an enormous trunk. It has a high engine torque, you can ride it easily with lower rotary speed. It is very well controllable; even while drifting, you can bring it everywhere you want to. The brakes are top, so for me, it's an overall super trike.

My favorite is the Mustang, but the Fighter also has something. At 2nd gear from 50-100, you floor everything that's in your way. That really makes fun, but the chassis is not so agile. It is rather a limousine, a travelling vehicle. Thanks to the long wheelbase, his tracking stability is excellent. In contrast, the Mustang is more a sprinter and better for curves."

And if you are looking for an ego trip and a high adrenaline level, then take the Hayabusa with 200 HP, of course completely unsuitable for families, but just that darn hot! ■

Yvonne Faber



Regina: "I love being a co-driver on the Family because there I don't have any problems to arrange my long legs – I measure 1,75 m. On the new model, I enjoy the fact that the middle

seat can be exchanged which assures the comfort of a double seat. You feel quite safe because of the front protection bar, but in order to get on or off the trike, the bar has to be pulled and lifted over. It is the comfort of the special middle seat that made me prefer it most compared to all other models. The trunk is fantastic and by far the biggest of all models."

Notice of Yvonne: "Sometimes, I was sitting together with Regina on the back seats, which was very useful for taking pictures on the highway. However, due to the lateral arrangement of the legs, you are obliged to distort your vertical column which, on long trips, may lead to problems. At least if you measure 1,80 m like me. Smaller persons will certainly have less problems."

Technical data: Ford 1,6 l 4-cylinder in-line VCT engine, 125 HP / 92 kW

Model: Hayabusa



Reinhold Mack/Reno is not only a driver but also

the developer of the Hayabusa trike: "Due to its construction, it is closer to motorbikes than to a classic trike. Thanks to the food coupling and the hand brake, the hands always stay on the handlebars. Therefore, the reaction time is very short. The Hayabusa trike is a racing machine par excellence and will continue to be available only as single seater. The tubular trellis frame construction obviously distinguishes it from all other normal trikes.

Its adaptability to bad road conditions makes it clearly superior to motorbikes. When a biker slides, a triker only drifts at best. At the beginning, when I went on tours with my racing colleagues, they were laughing at me, but now, they show respect."

Technical data: 1,3 l 4-cylinder in-line engine, 197 HP / 145 kW



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BOOM TRIKES Fahrzeugbau GmbH
Baechinger Str. 7 D-89567 Sontheim OT Brenz
www.boom-trikes.eu



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