







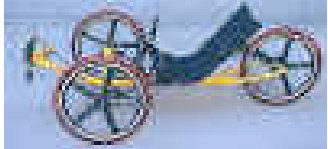
TerraTrike Evolution

Though our products have improved over the years, the thing that hasn't changed is our commitment to quality, customer service, and the environment. You can trust WizWheelz.


Version	Date	Updates	Photos (Click to enlarge)
MODERN			
3.6 / Tour	Dec 04	<p>Note: The TerraTrike 3.6 was renamed the TerraTrike Tour in January of 2006.</p> <p>With the 3.6 we've improved the handling yet again giving it a more stable feel at all speeds. It has a stronger frame and for the first time, full assembly comes standard. We've added many quality refinements and best of all, it has a \$300 lower pricetag. Here are the details:</p> <ul style="list-style-type: none"> • a cast lug at the intersection of the main tube and outriggers makes the frame incredibly strong • cast hubmounts are stronger and look much more sculpted than our old square welded hubmounts • an improved kingpin design • much better looking, higher quality welds all around • a downward bend in the seat frame where the bottom edge used to rub against some rider's thighs • individual straps and buckles secure the seat mesh instead of a single cord with eyelets(it used to tie like a shoe) - this allows for micro-adjustment of the seat - our most comfortable seat ever • an improved seat mounting design which eliminates having to position those pesky washers between the frame and the seat bracket - adjusting your seat position and angle is easy • a more stable feel to the steering and handling at all speeds • our finest, most consistant powder coat ever • all fasteners are now stainless steel • the decals are sandwiched between the sparkle red powder coat and the clear coat so the edges are invisible and they won't peel • a textured black anodized finish on the seat, handlebar and both the upper and lower seat stays which looks great and resists paint scratches • fully assembled and shipped in a custom engineered box • very competitive dealer pricing (first time in our 9 year history that we've opened up to dealers) • customers can order through their local dealer or direct from us using our new secure online ordering system • compared to the 3.5 this new version is a much more refined, professional looking trike with a better feel and a very aggressive price • A retail price drop of \$300; the 3.5 was \$2199; higher sales volume has led to a better trike at a better price 	
3.5	Jan 04	<p>The 3.5 included:</p> <ul style="list-style-type: none"> • our new HSS (high speed steering) geometry • shorter wheelbase • tighter turning radius • improved handling 	





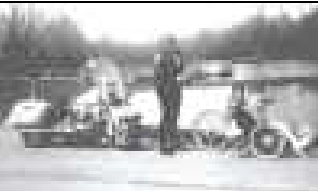


3.5	Jan 04	<p>The 3.5 included:</p> <ul style="list-style-type: none"> • our new HSS (high speed steering) geometry • shorter wheelbase • tighter turning radius • improved handling • more sporty feel • improved component spec including an LX rear derailleur • a full assembly option. 	
3.4	April 03	<p>3.4 features:</p> <ul style="list-style-type: none"> • More comfortable seat • New handlebar • Stronger Frame • Retail price drop of nearly \$100 	
3.3	April 02	<p>The 3.3 included:</p> <ul style="list-style-type: none"> • Improved Handling • Updated Steering System • Disc Brakes • Velocity Wheels • Stronger Frame • Improved Seat • Lighter Weight and a handful of minor component upgrades! 	

VINTAGE

3.2	Feb 01	<p>The 3.2 included:</p> <ul style="list-style-type: none"> • new steering system still with full Ackerman adjustment and center point steering • an angle-adjustable handlebar and a front derailleur boom with built-in accessory mount • a new, maximum value, component package including bar end shifters, a 9 speed rear cassette, an FSA Gossamer Road Crankset and more. 	
3.1	Oct 00	<p>A precursor to the 3.2. Only one was ever created. It was tricked out with some very cool upgrades including aerospoke wheels. It sold on Ebay for \$3,000.</p>	
3.0	June 00	<p>The 3.0 was a significant change and warranted more than just an incremental version adjustment.</p> <ul style="list-style-type: none"> • Lower center of gravity (main tube is 1 inch lower to the ground) • Multi-length detachable booms accommodate a wider rider height range • New tougher idler wheels • Water bottle braze-on mounts • TerraTank frame option for heavier riders • Detachable boom allows the trike to be packaged more fully assembled 	

CLASSIC

2.4	May 00	<p>There is only one 2.4 in existence; it was the prototype that led to the creation of the 3.0. It is essentially a 2.3 but constructed such that the main tube is 1 inch lower to the ground.</p>	
2.3	Nov 99	<ul style="list-style-type: none"> • Wider track • Wider handlebar • Tighter steering radius • Slip pockets in seat mesh • Triangulated seat rib 	
2.2	Sept 99	<ul style="list-style-type: none"> • Longer wheelbase 	

2.0	June 99	<p>The 2.0 was a major change in the look of the TerraTrike. We did away with the huge rear wheel and the Rans seat.</p> <ul style="list-style-type: none"> • 20" rear wheel • New "our" seat • New steering • Tighter steering radius • Better handling 	
ANTIQUE			
1.9	Sept 99	<p>This was a one-off prototype which was basically a 1.8 with the "new" 2.0-style hubmou, nts. It had a 26" rear, 7-speed bar end shifter, and Indy Pace Car purple powdercoat.</p>	
1.8	Apr 99	<ul style="list-style-type: none"> • Minor steering update • Better handling 	
1.7	Feb 99	<ul style="list-style-type: none"> • Frame tubing update • Wider track • Stronger • Stiffer • Tighter ride 	
1.6	Dec 98	<ul style="list-style-type: none"> • Sturmey Archer hubs • Improved hub mounts • Less camber • Skinnier track • Improved handling 	
1.5	Mar 98	<ul style="list-style-type: none"> • Under seat steering (U.S.S.) option • Improved steering 	
1.4	Jan 98	<ul style="list-style-type: none"> • Powder coated • 12mm solid axles • Improved steering • Less camber 	
1.3	June 97	<ul style="list-style-type: none"> • Better paint/graphics • New steering hinge • Tig welded 	
1.2	Mar 97	<ul style="list-style-type: none"> • First of production models • stronger frame • better steering • amatuer paint job 	

ARCHIVED

1.1	Nov 96	<ul style="list-style-type: none">• Cambered front• Wider track• Improved handling• 10mm axles	
1.0	Sept 96	<ul style="list-style-type: none">• Original Prototype• very squirrely but fun• Above seat steering (A.S.S.)• 26" rear wheel	