

Every
LEKTRO
model is:

- Easy to maneuver
- Emission-free
- All-electric
- Whisper-quiet
- Fast to hook up
- Cold-weather friendly
- Rugged and durable



**Dependable
day in, day out**

"We have had our LEKTRO 8850 for just about a year now and I wanted you to know it has become one of our most important pieces of equipment... There have been several cases in the past when we could not get an aircraft in the hangar due to icy conditions on our ramp and in front of the hangars. With our LEKTRO we have not had any trouble towing any plane in any condition."

— Justin Carver
FBO Manager
Rifle Jet Center
Rifle, Colorado

With six model series, there's a **LEKTRO** perfect for you!



**SERIES
8350**

- Tows up to 10,000 lbs. (4,535 kgs.)
- Ideal for single engine, twin engine and VLJ aircraft

The compact efficiency of the AP8350 is perfect for smaller FBOs and maintenance/avionics facilities that cater to personal and corporate aircraft. LEKTRO AP8350 owners will enjoy the independence and flexibility of being able to handle their own aircraft.



**SERIES
8700X**

- Tows up to 80,000 lbs. (36,287 kgs.)
- Ideal for aircraft with longer radomes or fuselage

With a 32-inch-longer chassis on the 87X series, these hefty towing vehicles provide maximum clearance where you need it most. Aircraft with a longer radome or fuselage may pose a problem for other aircraft tugs, but not for the efficient towbarless AP87X models from LEKTRO.



**SERIES
8600**

- Tows up to 28,000 lbs. (12,700 kgs.)
- Ideal for medium-sized engine, corporate jets down through single-engine planes

The 8600 series provides all the maneuverability of our high-end tugs in affordable, entry-level models. The 8600s are perfect for individual aircraft owners and smaller FBOs who want to upgrade their outdated towbar tugs.



**SERIES
8800**

- Tows up to 120,000 lbs. (54,500 kgs.)
- Ideal for nearly every aircraft in this weight category, including ultra-long range corporate jets, regional airlines and military fighter jets

The 8800s are a blend of brawn and agility. Every 8800 model is a joy to operate, providing enough towing power and responsive handling for even the busiest conditions. Its sleek, low-profile design permits this tug to operate in the tightest environments, yet handle nearly every make of aircraft in its weight capacity.



**SERIES
8700**

- Tows up to 75,000 lbs. (34,000 kgs.)
- Ideal for most wide-body corporate jets and regional airlines down through turbo jets

Each model in the 8700 series has the flexibility to tow everything from single-engine aircraft to regional jets, without compromising its compact design. The ideal choice for busy FBOs.



**SERIES
8900**

- Tows up to 180,000 lbs. (81,600 kgs.)
- Ideal for most narrow-body airliners, military cargo aircraft and airline-sized corporate jets

Nothing works harder than LEKTRO's 8900 series of towbarless tugs. And nothing moves narrow-body and general aviation aircraft better. With the 8900 series, you'll run out of aircraft before you run out of pulling power.

LEKTRO

Three easy steps and you're rolling!

Add value to your operations

"I have spent a good portion of my aviation career utilizing LEKTRO tugs. We have big ones, small ones, old ones and every now and then a new one. Let's face it, they work hard and rarely let you down... I will spend the rest of my aviation career with dependable and safe LEKTRO tugs."

— Michael Slingluff
General Manager
Galaxy Aviation
St. Augustine, Florida



Drive up to the aircraft. Position the patented universal cradle at the plane's front wheel. Attach the winch strap around the plane's nose gear strut.



LEKTRO's built-in winch gently pulls the aircraft into the cradle — no heavy towbars or complicated attachments. When the front wheels are safely winched onto the cradle, simply insert the safety gate.



Raise the hydraulic cradle and you're ready to safely maneuver your plane into even the tightest spaces. To release the aircraft, lower the hydraulic cradle, detach the winch strap, remove the safety gate and back away from the plane.

Not just a tug. It's a LEKTRO.



LEKTRO

— SINCE 1945 —

1190 SE Flightline Drive
Warrenton, Oregon 97146 USA
Toll-free 1-800-535-8767

Phone 503-861-2288

Fax 503-861-2283

www.lektro.com

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