

LADAKH BIKERS

LEH · LADAKH · SINCE 2015

TRADE EDITION

2027 SEASON

GROUND HANDLING & MOTORCYCLE EXPEDITIONS FOR TOUR OPERATORS

YOUR CLIENTS RIDE. WE HANDLE THE HIMALAYA.

Royal Enfield expeditions across Ladakh, Zanskar, Spiti and Kashmir, run by a Leh-based operator with its own fleet, mechanics, support vehicles and permit desk. Sell them under your brand, fill seats on our departures, or send us a brief and we build it.

2015	18	6	5.0 ★
Operating from Leh, same entity, same base	Ready-made itineraries, 2 to 21 days	Zanskar routes, open to foreign passports	Google rating, 187 reviews

THE OPERATOR ON THE GROUND

NO MIDDLEMAN BETWEEN YOUR CLIENT AND THE MOUNTAIN.

Ladakh Bikers is the trading name of Aryan Ladakh Tour & Travel, a Leh company that has run motorcycle expeditions out of the same base on Karzu Road since 2015. We are not a booking desk in Delhi and we do not fly guides in. The riders, mechanics, drivers and permit staff are local, and the motorcycles are ours.

29	5	12	4
Royal Enfields owned outright, LA-02 commercial plates	Models, from the Himalayan 450 to the Classic 350, plus partner bikes in peak season	Riders at most on our own departures. Private groups: any size	Regions handled: Ladakh, Zanskar, Spiti, Kashmir

WHAT INTERNATIONAL PARTNERS GET FROM US

- **A single contract for the whole ground.** Fleet, fuel, support vehicle, mechanic, route captain, permits, hotels, camps, meals and transfers all come from one Leh company.
- **Permit honesty.** We tell you in writing, before any deposit, which roads a foreign passport can legally ride. Your clients are never turned back at an army checkpost.
- **Local crew who know the road.** Our Ladakhi route captain, working in English, Hindi and Ladakhi, calls the water crossings and decides when a pass is rideable.
- **Your brand, not ours.** We work under your tour leader and your name on white-label departures. Your client relationship stays yours.
- **One trade rate card.** Net rates go out on request, and every operator gets the same card.



A LADAKH BIKERS GROUP ON THE HIGH ROAD

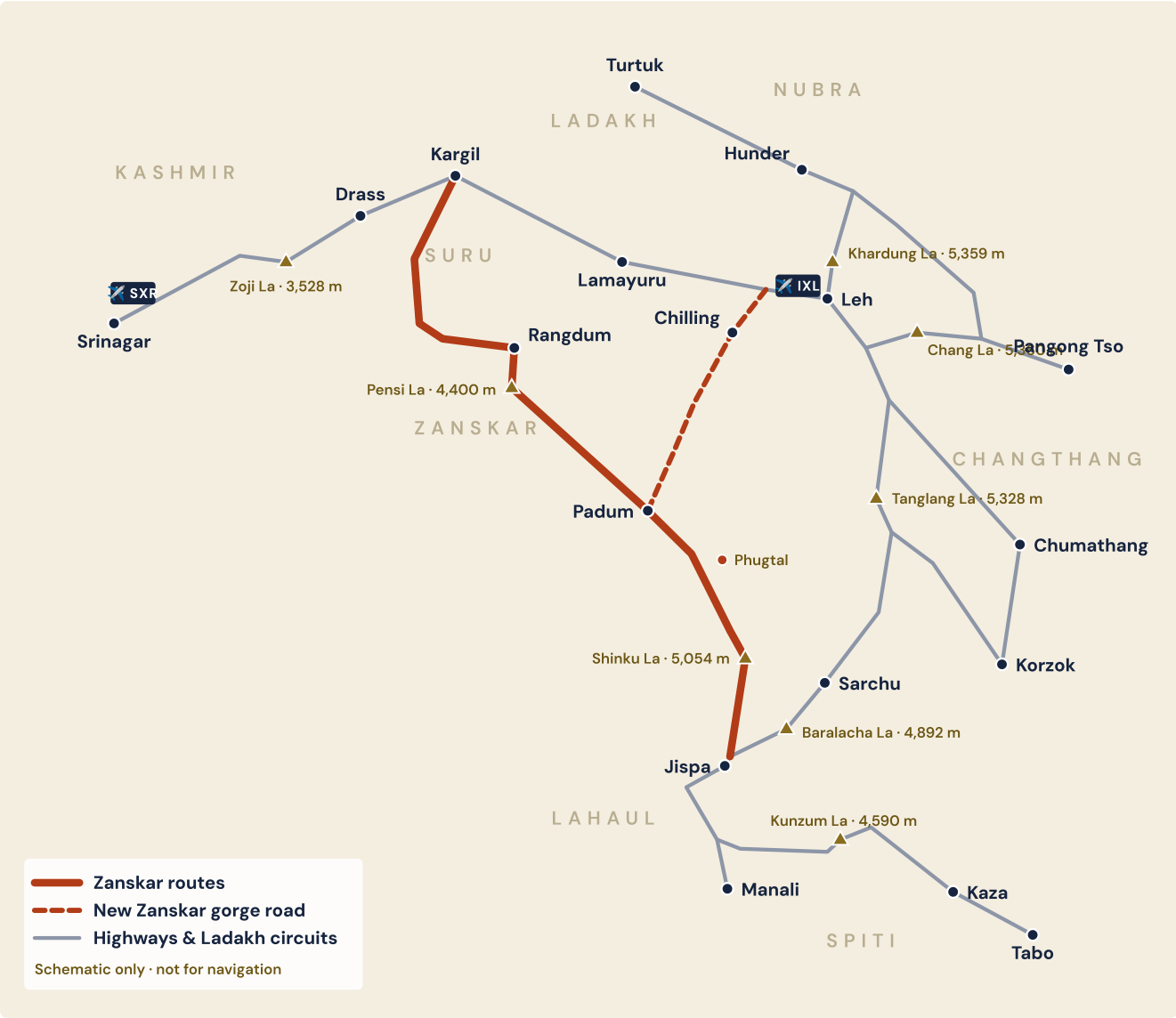


RIDERS AT THE WARI LA PASS MARKER

AREA SERVED

FOUR REGIONS, THREE GATEWAYS, ONE TEAM OUT OF LEH.

Riders can start from Leh (IXL), Srinagar (SXR) or Manali and finish at any of the three. That means one-way itineraries with no backtracking, or fly-in, fly-out circuits from Leh.



LADAKH

Our home ground: Leh loops, Khardung La, Nubra, the Shyok road, Pangong, Tso Moriri and the Changthang plateau. Own fleet, workshop and permit desk.
May – September

ZANSKAR

Pensi La, Padum, Phugtal and the unpaved Shinku La, plus the new gorge road to Chilling. Our speciality, and the most remote riding we offer.
Summer season, confirmed per departure

SPITI & LAHAUL

Entry via Manali through Kunzum La to Kaza and Tabo, including the Spiti-to-Ladakh traverse, with partner accommodation blocks along the valley.
June – September

KASHMIR

Srinagar start-point handling, the Dal Lake houseboat night, Sonamarg, Zoji La, Drass and Kargil. Has the longest weather window of the four.
May – October

FULL GROUND HANDLING

EVERYTHING ON THE GROUND. FROM AIRPORT TO AIRPORT.



THE 4X4 SUPPORT VEHICLE RUNS BEHIND EVERY DEPARTURE

01 ROYAL ENFIELD FLEET

Himalayan 450, Himalayan 411, Classic 350, Classic 500 and Thunderbird 350X. All carry LA-02 commercial plates, which the internal Ladakh circuits require.

02 SUPPORT VEHICLE

A 4x4 with driver carries luggage, spares, reserve fuel, medical oxygen, a pulse oximeter and the first-aid kit. It is the last vehicle on the road every day.

03 MECHANIC

A Royal Enfield mechanic rides with every guided group. Every bike gets a 30-point pre-ride check at our Karzu Road workshop in Leh.

04 ROUTE CAPTAIN

Our Ladakhi ride leader works in English, Hindi and Ladakhi. He sets the pace, reads the weather and calls the river crossings.

05 PERMITS

The Ladakh permit for Indian passports and the Protected Area Permit (PAP) for foreign passports, processed in Leh in 24–48 hours, with printed copies for the checkposts. Solo foreign riders are paired on another application.

06 HOTELS & CAMPS

Hotels in Leh and Kargil, Srinagar houseboats, and fixed camps at Pangong, Sarchu, Hanle and Nubra. Twin-share as standard, with other hotel tiers on request.

07 MEALS & HELMET

Breakfast and dinner daily on guided tours. An ECE-certified helmet comes with every motorcycle.

08 TRANSFERS & START POINTS

Leh (IXL) airport transfers, plus start-point handling in Srinagar and Manali for the highway routes.

09 GPX ROUTE FILES

A GPX 1.1 file for every itinerary, with day tracks, named waypoints and elevation. It opens in Garmin, Komoot, OsmAnd and Gaia, which makes it useful for your pre-trip packs.

10 ACCLIMATISATION BUILT IN

Fly-in routes start with 48 hours in Leh at 3,500 m before any high pass. Oxygen and oximeter checks ride with the group throughout.

HOW WE WORK WITH PARTNERS

SIX WAYS TO SELL THE HIMALAYA WITH US.

Pick the model that fits your business. Most partners combine two or three: a branded Zanskar departure, some seats on our group dates for solo enquiries, and a custom build for the club that wants something nobody else rides.

01

WHITE-LABEL PRIVATE EXPEDITION

Your brand, your dates, your group. We run the whole ground operation under your name, from any itinerary in this brochure or a route built for you.

FOR TOUR OPERATORS & TRAVEL AGENCIES

02

GROUND HANDLING FOR YOUR LEADER

Bring your own tour leader, who speaks your clients' language. We supply fleet, mechanic, support vehicle, route captain, permits and accommodation underneath them.

FOR OPERATORS WITH IN-HOUSE GUIDES

03

FULLY CUSTOM EXPEDITION

Tell us the riders, the days, the airports and the level. We draft a route, check every road against the foreign-permit rules and confirm it in writing.

FOR CLUBS, CORPORATE & SPECIAL GROUPS

04

SEATS ON FIXED DEPARTURES

Sell individual seats on our 2027 join-in group dates for solo riders, couples and small groups who can't fill a private departure on their own.

FOR AGENCIES WITH SINGLE BOOKINGS

05

SELF-GUIDED WITH BACKUP

Experienced riders follow our route and GPX file with booked hotels, permits and a prepared motorcycle, and Leh is a phone call away.

FOR INDEPENDENT ADVENTURE RIDERS

06

MOTORCYCLE SUPPLY & RENTAL

LA-02 plated Royal Enfields prepared in our Leh workshop, for groups that bring their own logistics but need legal, reliable bikes.

FOR DMCS & SELF-RUN GROUPS



OUR SIGNATURE · THE REAL ADVENTURE

ZANSKAR

One road down a valley that was a dead end until Shinku La became rideable. Unpaved crossings at 5,000 m, glacier melt across the track, a monastery built into a cliff that you reach on foot, and roughly 200 km with no fuel between Darcha and Padum. It is the ride experienced overseas riders come to India for, and the route we know best.

SHINKU LA

5,054 m unpaved gateway, crossed by glacier melt

PENSI LA

4,400 m, opening directly onto the Drang-Drung glacier

PHUGTAL

A cave monastery reached only on foot

100% OPEN

No sector closed to foreign passports on any Zanskar route

WHY ZANSKAR SELLS TO INTERNATIONAL RIDERS

THE ONE LADAKH REGION A FOREIGN PASSPORT CAN RIDE END TO END.

Much of eastern Ladakh is closed to foreign nationals, NRI and OCI holders included. That covers Umling La, Photi La and Demchok, and Mig La is closed to everyone. No agency can get a permit for them at any price, and many operators still sell those roads to overseas riders.

Zanskar has no such sector. Every kilometre of every Zanskar route in this brochure is open on a standard Protected Area Permit, with nothing swapped and no checkpost turnaround. It is also the least-travelled riding in Ladakh. The Nubra–Pangong circuit is paved end to end and carries the heaviest traffic, while Zanskar is loose surface for days at a time with almost no mobile signal.

The riding through Zanskar is much the same on all six routes. The differences are where the trip starts, where it finishes, and whether it crosses Shinku La. Those decide your clients' flights and how technical the trip is.


THE RIVER GORGE IN AUTUMN COLOUR


POPLARS ALONG THE RIVER

ZANSKAR ROUTE	FLY IN → OUT	DAYS	KM	SHINKU LA	LEVEL	BEST FOR
Leh → Srinagar via Zanskar & the Suru Valley	Leh → Srinagar	9	790	No	MODERATE	First Zanskar trip, early season, mixed-ability groups
Zanskar Gorge: Manali → Leh via the Chilling road	Manali → Leh	7	550	**Yes**	HARD	The new river-gorge road, shortest full Zanskar crossing
Zanskar Valley Expedition	Leh / Srinagar → Manali	8	625	**Yes**	HARD	Compact valley ride with the Phugtal trek day
Manali → Leh via Zanskar & Shinku La	Manali → Leh	10	870	**Yes**	HARD	Shinku La on the way in, finishing at an airport
Leh → Leh Zanskar Circuit via Shinku La	Leh → Leh	10	1,180	**Yes**	HARD	A true loop, no road ridden twice, return flight to one airport
Zanskar Traverse: Manali → Srinagar	Manali → Srinagar	12	1,240	**Yes**	HARD	Both legendary highways plus Zanskar, with Leh in the middle

DAY BY DAY

THE TWO ZANSKAR ROUTES PARTNERS SELL MOST.

LEH → LEH ZANSKAR CIRCUIT

10 days **1,180 km** High point **5,328 m** HARD

LEH · KARGIL · SURU · RANGDUM · PENSI LA · PADUM · PHUGTAL · SHINKU LA · JISPA · TANGLANG LA · LEH

D1	Fly into Leh. Rest, nothing else. 3,500 m
D2	Leh shakedown ride: Sangam, Magnetic Hill, Alchi 110 km
D3	Leh to Kargil via Lamayuru and the Moonland 220 km
D4	Kargil to Rangdum through the Suru Valley, under Nun and Kun (both 7,000 m+) 130 km
D5	Rangdum to Padum over Pensi La and the Drang-Drung glacier 110 km
D6	Padum: Karsha, Stongdey and a rest day 45 km
D7	Padum to Purne, then Phugtal cave monastery on foot 60 km + 12 km trek
D8	Purne to Jispa over Shinku La, the hard day 120 km
D9	Jispa to Leh over Baralacha La and Tanglang La 330 km
D10	Departure from Leh (IXL), airport transfer

Why partners pick it: clients book one return flight to Leh, no road is ridden twice, and Shinku La is ridden as the exit rather than the entry, after five days in the valley.

MANALI → LEH VIA SHINKU LA

10 days **870 km** High point **5,054 m** HARD

MANALI · ATAL TUNNEL · JISPA · SHINKU LA · PURNE · PHUGTAL · PADUM · PENSI LA · RANGDUM · KARGIL · LAMAYURU · LEH

D1	Arrive Manali: bike handover, Zanskar briefing, test ride 20 km
D2	Manali to Jispa via the Atal Tunnel 140 km
D3	Jispa to Purne: Shinku La and the drop into Zanskar 120 km
D4	Phugtal monastery on foot, then Purne to Padum 40 km + 12 km trek
D5	Padum: Karsha monastery and a rest day 45 km
D6	Padum to Rangdum over Pensi La 110 km
D7	Rangdum to Kargil, back on tarmac 130 km
D8	Kargil to Leh via Lamayuru and the Indus Valley 230 km
D9	Leh: Khardung La or a rest day, rider's choice 80 km optional
D10	Departure from Leh (IXL), airport transfer

Why partners pick it: the full Shinku La crossing without extra highway days. Riders climb into Zanskar on day three and finish at an airport.



CULTIVATED TERRACES ABOVE THE RIVER: THE GREEN VALLEYS BETWEEN THE PASSES

ZANSKAR GORGE: MANALI → LEH VIA CHILLING

7 days **550 km** High point **5,054 m** HARD

MANALI · DARCHA · SHINKU LA · PADUM · PHUGTAL · ZANSKAR GORGE · CHILLING · NIMMU · LEH

D1	Arrive Manali: bike handover, briefing, test ride 25 km
D2	Manali to Darcha through the Atal Tunnel and Lahaul 105 km
D3	Darcha to Padum, crossing Shinku La 145 km
D4	Padum local: Karsha and Sani monasteries 38 km
D5	Phugtal cave monastery trek day 52 km + 10 km trek
D6	Padum to Leh on the new gorge road via Chilling 187 km
D7	Departure from Leh

New for partners: the Nimmu–Padum–Darcha road through the Zanskar river gorge. It is a genuine first-ride story for repeat Ladakh clients.

LEH → SRINAGAR VIA ZANSKAR & SURU

9 days **790 km** High point **4,400 m** MODERATE

LEH · LAMAYURU · KARGIL · SURU · RANGDUM · PENSI LA · PADUM · KARGIL · ZOJI LA · SRINAGAR

D1	Fly into Leh, acclimatisation day 3,500 m
D2	Leh shakedown: Sangam, Magnetic Hill, Alchi 110 km
D3	Leh to Kargil via Lamayuru 220 km
D4	Kargil to Rangdum through the Suru Valley 130 km
D5	Rangdum to Padum over Pensi La 110 km
D6	Padum: Karsha, Sani and a rest day 45 km
D7	Padum back over Pensi La to Kargil 240 km
D8	Kargil to Srinagar over Zoji La 200 km
D9	Departure from Srinagar (SXR)

The gentle way in: no Shinku La, so it's the least technical Zanskar route and the first to open each season. Clients fly into Leh and out of Srinagar.

ZANSKAR TRAVERSE

12 days · 1,240 km · Manali → Srinagar · Hard

Shinku La, Padum, an optional Phugtal trek, Pensi La, Suru, Kargil, Lamayuru and a rest day in Leh, finishing over Zoji La to the Dal Lake. It is the longest route we run with no restricted sector on it.

Open to foreign passports end to end

ZANSKAR VALLEY EXPEDITION

8 days · 625 km · Leh/Srinagar → Manali · Hard

Kargil and the Suru Valley to Rangdum, over Pensi La to Padum, a Phugtal trek day, then out over Shinku La and down the river bed to Jispa and Manali.

Open to foreign passports end to end

WHO ZANSKAR IS FOR

We would rather turn a booking away than put the wrong rider on the Shinku La side. There is no bail-out from mid-valley, and the nearest hospital is in Kargil, a day away.

Brief your clients: riders need real experience on loose surfaces and water crossings. Fuel stops are about 200 km apart, and mobile signal is minimal.



THE GROUP AND THE SUPPORT PICKUP IN ZANSKAR

FLY-IN, FLY-OUT FROM LEH

THE LADAKH CLASSICS.


A LAKE STOP ON A LADAKH CIRCUIT



TURTUK, NUBRA



A GROUP AT KHARDUNG LA

LEH → LEH EXPEDITION

8 days · 990 km · Moderate

Khardung La, Nubra, the Shyok river road to Pangong, Rezang La, two nights at the Hanle dark-sky reserve, Umling La and the Chumathang hot springs.

Foreign passports: day 6 becomes a second Hanle day or Tso Moriri (Umling La and Photi La are closed). Every rider on a Himalayan 450

LEH – SIACHEN – LEH

9 days · 1,100 km · Hard

Sham Valley, Khardung La, the Siachen War Memorial, Sumur, Pangong, Hanle and Tso Moriri over Silsila La, finishing back in Leh.

Foreign passports: day 6 re-planned around Demchok and Umling La

6-DAY HIGH PASS CIRCUIT

6 days · 750 km · Moderate

A short fly-in loop: Khardung La, Turtuk on the Indo-Pak border, Hunder dunes, Pangong, Hanle and Chang La, finishing at Thiksey Monastery.

Foreign passports: day 4 re-planned around Umling La

TSO MORIRI & RUPSHU

4 days · 460 km · Hard

Along the Indus to Chumathang, then Korzok on Tso Moriri among Changpa nomad camps, and back via Tso Kar and the More Plains.

Open to foreign passports on a standard PAP

NUBRA VALLEY LOOP

3 days · 200 km · Moderate

Over Khardung La to Hunder, out to Turtuk and Tyakshi on the border, and back via the Diskit Monastery Buddha.

Open to foreign passports on a standard PAP

PANGONG LAKE CIRCUIT

2 days · 320 km · Moderate

Chang La at 5,360 m, a night on the shore of Pangong Tso and a sunrise ride back. It works well as an add-on to any Leh stay.

Open to foreign passports on a standard PAP

THE LEGENDARY HIGHWAYS & LONG TRAVERSES

RIDE IN ON A HIGHWAY. OR RIDE THE WHOLE HIMALAYA.

MANALI → LEH HIGHWAY

7 days · 610 km · Hard · High point 5,328 m

The Atal Tunnel into Lahaul, Baralacha La, a night at Sarchu, the Gata Loops and Tanglang La, then a Leh day and Khardung La.

Open to foreign passports

SRINAGAR → LEH HIGHWAY

5 days · 434 km · Moderate

A Dal Lake houseboat night, Sonamarg, Zoji La, the Kargil War Memorial at Drass, the Lamayuru Moonland and the Indus–Zanskar confluence.

Open to foreign passports

SPITI VALLEY EXPEDITION

10 days · 900 km · Hard

Jalori Pass to Kinnaur and Kalpa, then Tabo, Dhankar, Kaza, Key Monastery, Hikkim, Pin Valley, Kunzum La and the water crossings out of Chandratal.

Open to foreign passports end to end

GRAND HIMALAYAN CIRCUIT

21 days · 1,800 km · Hard

The complete loop: Manali–Leh, Nubra and Turtuk, Pangong, Hanle, Tso Moriri, Sarchu, Spiti and Kinnaur, back to Manali via Jalori.

Foreign passports: day 12 re-planned around Umling La

FIXED-DATE JOIN-IN DEPARTURES · 2027

SEATS YOU CAN SELL ONE AT A TIME.

Groups of up to 12, every rider on a Royal Enfield Himalayan 450, with a support vehicle and mechanic. They suit solo riders, couples and friends, and no group of your own is needed.

Leh → Leh, 8 days · 990 km · 23 departures

9 Apr	16 Apr	23 Apr	1 May	8 May	15 May
22 May	4 Jun	11 Jun	18 Jun	25 Jun	2 Jul
9 Jul	16 Jul	23 Jul	6 Aug	13 Aug	20 Aug
3 Sep	10 Sep	17 Sep	24 Sep	1 Oct	

Start dates shown. We confirm each date in writing before the deposit. Live seat counts are on request, and blocks of seats can be held against a signed agreement.



A REGROUP STOP ON A GROUP DEPARTURE

BUILT TO YOUR BRIEF

DON'T SEE IT HERE? WE'LL BUILD IT.

Every itinerary in this brochure is a starting point. The routes can be joined, cut, reversed or stretched, and each one is costed on its own. Send us your riders, dates and ambition, and we'll send back a day-by-day route that has been checked against the foreign-permit rules.



WHAT YOU CAN SHAPE

Route & gateways
Start and finish in Leh, Srinagar or Manali. Combine Zanskar with Spiti, Kashmir or the Leh loops.

Length & pace
From a 2-day add-on to a 3-week traverse, with extra acclimatisation or rest days wherever you want them.

Motorcycle
Any model from our fleet, and riders in one group can be on different models.

Hotel category
Standard twin-share, upgraded hotels and houseboats, or fixed camps at the lakes and in the valleys.

Service level
Fully guided with our route captain, run under your own leader, or self-guided with backup.

Experiences
The Phugtal trek, monastery visits, the Hanle dark-sky reserve, the Hunder camels, hot springs, or Dal Lake.

Group size
Any size, from a private couple to a club, quoted per group. Our fleet is topped up with partner bikes in peak season.

Your brand
White-label paperwork, your leader up front, and your client relationship left untouched.

FROM ENQUIRY TO THE FIRST KILOMETRE

01
BRIEF
Riders, dates, gateways, experience level and the service model you want.

02
ROUTE DRAFT
A day-by-day plan with distances, altitudes and overnight stops.

03
PERMIT CHECK
Every road checked against the foreign-national rules and confirmed in writing.

04
NET QUOTE & BLOCK
Net rates by group size and service tier. Dates and fleet are held on a signed block.

05
WE RIDE
Bike checks, permits and briefings in Leh, then the road.

WHAT YOUR CLIENTS' SAFETY RESTS ON

STRAIGHT ANSWERS BEFORE THE DEPOSIT.

Overseas riders are regularly sold roads they can't legally ride. We publish the rules and plan around them, because a checkpost turnaround at 5,000 m damages the brand that sold the trip. Usually that brand is yours.

OPEN TO FOREIGN NATIONALS

- **All of Zanskar**: Pensi La, Padum, Phugtal, Shinku La, the gorge road, on the Zanskar permit we arrange with the PAP
- Nubra, Turtuk, Pangong Tso, Chushul–Tsaga La, the Loma–Nyoma road and Tso Moriri, on a Protected Area Permit
- The Manali–Leh and Srinagar–Leh highways, and Spiti
- Hanle, with conditions: at least two foreign nationals on one permit and a registered stay

CLOSED TO FOREIGN NATIONALS

- Umling La, Photi La and Demchok. Mig La is closed to everyone, Indians included
- This includes NRI and OCI cardholders. No permit is issued, by anyone, at any price
- Where one of our itineraries touches a closed sector, **that day is re-planned and confirmed in writing before any deposit**

OUR SAFETY STANDARD

- 48 hours in Leh at 3,500 m before any high pass on fly-in routes
- Medical oxygen, a pulse oximeter and a first-aid kit on the support vehicle, every departure
- A support vehicle behind the group, last on the road every day
- A Royal Enfield mechanic with the group, and a 30-point pre-ride check in our Leh workshop
- Pass status confirmed before each departure. Our route captain decides on the day whether a pass is rideable
- Rider suitability screened for Zanskar. We turn away bookings that aren't ready for Shinku La



A GROUP HALT WITH THE SUPPORT VEHICLE BEHIND

WHAT STAYS WITH YOU, THE PARTNER

- **We are not a rescue service.** Evacuation from our routes is by road to Leh. Clients and their insurers need to know this before booking.
- **Insurance.** We provide no insurance of any kind. Our motorcycles carry the third-party insurance the law requires, and riders pay for damage to the motorcycle. Travel insurance that covers motorcycling and medical evacuation is strongly recommended.
- **Languages.** Our crew work in English, Hindi and Ladakhi. If your clients need German, French, Spanish or Italian throughout, bring your own leader and we handle everything under them.
- **Client money.** We are an Indian company outside the UK ATOL and EU package-insolvency schemes, so consumer-protection obligations stay with the selling operator.
- **Our responsibility** covers the services we supply: fleet condition, mechanical support, permits, transport and accommodation.

THE MACHINES

AN ALL-ROYAL ENFIELD FLEET, PREPARED IN LEH.

Twenty-nine motorcycles owned outright, plus partner bikes in peak season. All carry LA-02 commercial plates, without which a bike is turned back on the internal Ladakh circuits whoever is riding it.



HIMALAYAN 450

452cc · liquid-cooled · 40 bhp

The flagship for high-pass and off-road days, and the first choice for Zanskar.



HIMALAYAN 411

411cc · air-cooled · 800 mm seat

A rugged, low-seat adventure bike that forgives beginners on rough passes.



CLASSIC 350

349cc · fuel-injected

A smooth retro icon for paved highway touring and photographs.



CLASSIC 500

499cc · fuel-injected

High torque for climbing, carrying a pillion or heavy luggage.



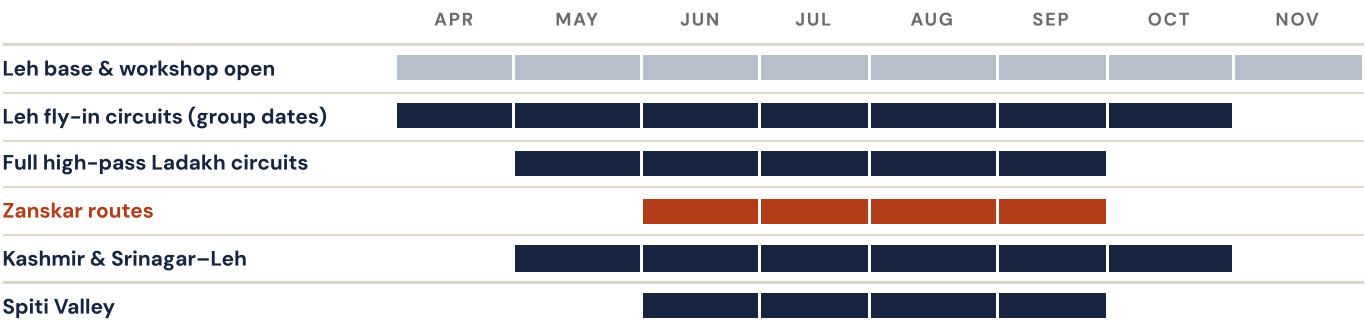
THUNDERBIRD 350X

346cc · 20 L tank · 740 mm seat

A low cruiser with a long range for comfortable highway distance.

WHEN WE RIDE

SEASON PLANNER



These are planning windows, not guarantees. Passes open and close with the weather, and we confirm pass status before each departure rather than publishing opening dates we can't control. Leh → Srinagar via Zanskar has no Shinku La crossing, so it opens weeks before the other Zanskar routes.



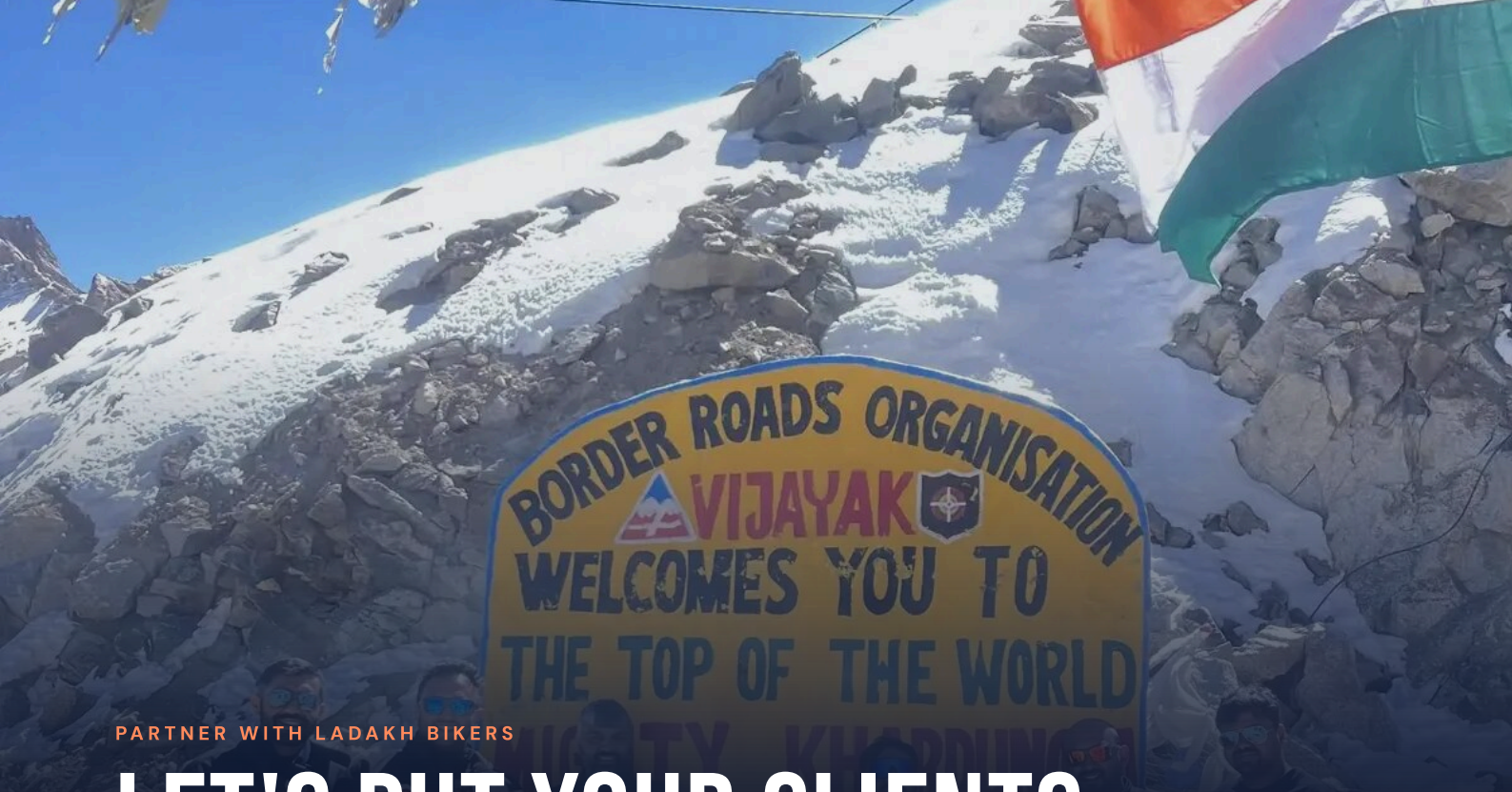
RIDERS ON THE VALLEY HIGHWAY



AT THE TOP OF KHARDUNG LA



RIDING OUT ACROSS THE PLAIN



PARTNER WITH LADAKH BIKERS

LET'S PUT YOUR CLIENTS ON SHINKU LA.

Tell us your markets, your rider numbers and the routes you want to sell. We'll reply with the trade rate card, a draft route for anything custom, and the 2027 dates we can hold for you.

DIRECT FROM LEH

Our own fleet, workshop, crew and permit desk, with nobody else between your client and the road.

ZANSKAR SPECIALISTS

Six Zanskar routes, all open to foreign passports from start to finish.

HONEST BY DEFAULT

Permit rules, rider suitability and our responsibilities are in writing before the deposit.

EMAIL	booking@ladakhbikers.com
WHATSAPP / PHONE	+91 84918 38966 · 08:00–21:00 IST
TRADE ENQUIRIES	ladakhbikers.com/partners
BASE CAMP	Karzu Road, Leh, Ladakh 194101, India
REVIEWS	5.0 ★ on Google · 187 reviews

REQUEST NET RATES

Ladakh Bikers is a trading name of Aryan Ladakh Tour & Travel, Karzu Road, Leh, Ladakh 194101, India, registered with Ladakh Tourism and the local motorcycle rental union. Itineraries, distances and altitudes are indicative and may be changed for weather, road and permit conditions. Net rates are supplied on request. This brochure contains no consumer prices.