This Gold Wing Conversion Owner’s Manual describes the converted portion of the motorcycle, generally, from the passenger seat to the back of the Trike. Your primary reference for the non-converted portion is the Honda® Owner’s Manual. The information in this manual was current at the time the manual was approved for printing. The Trike Shop, Inc. is solely responsible for the content of this manual and reserves the right to make changes at any time without notice and without obligation. All, but not part, of this manual may be reproduced for non-commercial purposes such as to create an extra owner’s manual when there is more than one regular operator of the Trike; otherwise, no part of this manual may be reproduced without written permission of The Trike Shop. The Trike Shop, Inc. is not affiliated with Honda® of America. ROADSMITH® conversions are neither licensed nor endorsed by Honda®.
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IMPORTANT INFORMATION

READ THIS SUPPLEMENTAL OWNER’S MANUAL CAREFULLY

Pay special attention to the following Safety Message Symbols that appear throughout the manual. If you are unclear about any safety message or any other information in this manual call us, toll free, at 800.331.0705.

SAFETY MESSAGE SYMBOLS
WHAT THEY MEAN

⚠️ DANGER ⚠️
You WILL be KILLED or SERIOUSLY HURT if you don’t follow these instructions.

⚠️ WARNING ⚠️
You CAN be KILLED or SERIOUSLY HURT if you don’t follow these instructions.

⚠️ CAUTION ⚠️
You CAN be HURT if you don’t follow these instructions.

📸 NOTICE 📸
Your Trike or other property can be damaged if you don’t follow these instructions.

A box with a number inside directs you to the PHOTO REFERENCE PAGE, page and a picture with the same number. The pictures on the PHOTO REFERENCE PAGE are provided to help you better understand the text.

THIS IS A SUPPLEMENTAL OWNER’S MANUAL

This Trike manual is issued by The Trike Shop, Inc. (The Trike Shop) and only covers the converted portion of your Trike. To safely operate your Trike you must be familiar with the Owner’s Manual issued by Honda®, which covers the non-converted portion of the motorcycle used in the conversion.

THIS SUPPLEMENTAL OWNER’S MANUAL COVERS

➢ general information about the conversion,
➢ how a Trike is different from a conventional two-wheel motorcycle,
➢ maintenance issues you must address, and
➢ known safety issues.

THIS SUPPLEMENTAL OWNER’S MANUAL DOES NOT COVER

➢ operation and maintenance of the Trike from roughly the passenger seat, forward.
**WARNING**

**OPERATOR AND PASSENGER**
This Trike is designed to carry the operator and one passenger. Do not exceed the maximum recommended single-rider weight of 375 pounds or a combined weight of 500 pounds for passenger and rider.

**WARNING**

**ON-ROAD USE**
This Trike is designed for on-road use only. This Trike is not equipped with a spark arrester and is not designed for off-road use. Operation in forest, brush, or grass-covered areas may be illegal and dangerous.

**NOTICE**

**SAFEGUARD THIS MANUAL**
This manual should be treated as a permanent part of the Trike and should remain with the Trike when sold.
BEFORE YOU RIDE YOU SHOULD KNOW

Your Trike is designed to give you many years of enjoyment. Before you ride, here are some things you should know and remember.

1. The Trike conversion kit is considered an accessory to a conventional two-wheel motorcycle. If you need a motorcycle endorsement on your motor vehicle operator’s license to operate a motorcycle, then you need the motorcycle endorsement to operate the Trike. Do not allow unlicensed drivers to operate your Trike.

2. ▲WARNING
   Your safety depends on your physical condition, your alertness and familiarity with the Trike, weather conditions, road condition, traffic levels, and the Trike’s mechanical condition. Do not operate a Trike:
   - under the influence of alcohol.
   - under the influence of prescription or non-prescription drugs (legal or illegal) which affect your ability to operate a motor vehicle.
   - when you are suffering from any physical or psychological condition which impairs your ability to operate a motor vehicle.
   - under any other conditions beyond your own experience and ability as an operator.
   - when the Trike’s mechanical condition is compromised.
   - before performing a pre-ride inspection.

3. ▲WARNING
   If you have experience riding a conventional two-wheel motorcycle, it does not translate hour-for-hour into meaningful experience in operating a Trike. A Trike “feels different” in some important ways including:
   - operation around others,
   - acceleration,
   - stopping, and
   - turning.

Learn how to operate your Trike safely:
   - take it easy—give yourself time to get used to the way your Trike handles.
   - take the time to read this manual carefully.
   - attend a Motorcycle Safety Foundation training course.
   - if you have any questions about the safe operation of your Trike, call us Toll Free at 800.331.0705.
TRIKE SAFETY

⚠️ WARNING

IMPORTANT SAFETY INFORMATION

Important safety information is contained in this Supplemental Owner’s Manual and the Owner’s Manual provided by Honda®. It is your responsibility to familiarize yourself with the safety information located in both manuals. Failure to familiarize yourself with, and follow, the safety information in both manuals can result in you and/or someone else being killed or seriously hurt.

Your Trike is, generally speaking, a safer driving platform than a conventional two-wheel motorcycle. However, like two-wheel motorcycles:

- regardless of the speed you may be driving, you are very vulnerable to road hazards.
- you do not have the protection of a car frame and there are only a few inches between you and the pavement.
- any Trike or motorcycle accident or incident has the potential to be life threatening or cause serious injury to you and/or your passenger—much more likely than when you are in a car with its various restraints and forms of passive protection.

We encourage all owners to stay active in the motorcycle/Trike rider community to keep current with changes in what it means to increase your safety margin when operating a Trike. Minimum commonly accepted safety standards in the Trike community include:

- Always wear a helmet.
- Always wear protective clothing.
- Take a rider training course.
- Ride defensively.
- Make yourself easy to see.
- Ride within your limits.
- Keep your Trike in safe condition.

SAFETY IS SERIOUS
Riding IS Fun
RIDING SAFELY IS SERIOUS Fun!
LOADING AND WEIGHT LIMITATIONS

⚠️WARNING

Your Trike has been designed to carry one operator and one passenger, plus cargo. You can also tow a trailer designed for use behind a Trike. When you add cargo or carry a passenger or tow a trailer, you may feel some difference in acceleration and braking. **Generally, the more weight you are carrying the longer it will take you to accelerate and the longer it will take you to stop.** However, as long as you keep your Trike well-maintained and your driving skills current, and do not operate in unsafe conditions, you can safely carry loads within the limits specified in this Supplemental Owner’s Manual. **You are creating an unsafe condition that may result in serious injury or death to you or another person when you exceed the maximum individual and/or total load limits set out in this Supplemental Owner’s Manual.**

**INDIVIDUAL LOAD LIMITS**

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max Driver Weight</td>
<td>375 pounds</td>
</tr>
<tr>
<td>Max combined Driver &amp; Passenger Weight</td>
<td>500 pounds</td>
</tr>
<tr>
<td>Max cargo upper cargo bin</td>
<td>20 pounds</td>
</tr>
<tr>
<td>Max cargo lower cargo bin</td>
<td>40 pounds</td>
</tr>
<tr>
<td>Max luggage rack</td>
<td>10 pounds</td>
</tr>
<tr>
<td>Max trailer and trailer cargo weight</td>
<td>500 pounds</td>
</tr>
<tr>
<td>Fuel</td>
<td>39 pounds</td>
</tr>
<tr>
<td>Long Range Fuel Option</td>
<td>54 pounds</td>
</tr>
<tr>
<td>Standard Trike Weight [1200-1260]</td>
<td>1260 pounds</td>
</tr>
</tbody>
</table>

**NOTE!** The weights set out above are provided to allow you the flexibility to safely carry different kinds of loads BUT NOT ALL OF THEM AT THE SAME TIME!

⚠️DANGER

**IT IS POSSIBLE TO LOAD THE TRIKE WITH MORE WEIGHT THAN IT IS SAFE TO CARRY. YOU ARE RESPONSIBLE TO OPERATE THE TRIKE AT A TOTAL WEIGHT LESS THAN THE MAX GROSS VEHICLE WEIGHT OF 2300 POUNDS.**
SAFETY LABELS

⚠️ WARNING
The following shows the locations of safety labels on the conversion. Do not remove these labels. If a label comes off or becomes hard to read, contact The Trike Shop, Inc. for a replacement.

Max Cargo Weight in Trunk

MAX CARGO WEIGHT
40 POUNDS

Long Range Gas Tank

DO NOT FILL TO TOP

On Receiver

MAX TONGUE WEIGHT 75 POUNDS
MAX TOW WEIGHT 500 POUNDS
GENERAL OPERATION

A TRIKE DOES NOT OPERATE LIKE A TWO-WHEEL MOTORCYCLE—HERE’S WHAT TO EXPECT

CHARACTERISTICS UNIQUE TO TRIKES

➢ STABILITY
   Trikes are, generally speaking, more stable than conventional motorcycles. You will notice the biggest difference at slow speeds, when stopped for traffic, and when parking. Under normal driving conditions, it is difficult, but not impossible, to cause a Trike to tip over. If you operate the Trike “on-road” within normal limits, you should never tip over. One way to destabilize the Trike and make it susceptible to tipping is to overload it. Keep the weight within the limits set out in this manual for a safe ride.

➢ REAR OF TRIKE WIDER THAN FRONT
   This takes a little getting used to at first. Just remember, you may not be able to “squeak” into parking spaces like you did on a conventional motorcycle. Make sure people back away from the bike before you start to move. And, when you pass someone, you need to allow more room.

➢ FLAT TURNS
   Once you get used to flat turns you will like them as much or more than banked turns. Just remember to “hold on” as you go around corners.

➢ STEER IN THE DIRECTION YOU WANT TO GO.
   This is another difference that you will learn to appreciate. On a Trike always turn the direction you want to go—even at faster speeds.

⚠️ CAUTION
MOUNTING THE TRIKE

➢ BODY POSITION OF DRIVER AND PASSENGER.
   Typically, the passenger gets on the Trike first because it is easier to do if the operator is not yet seated. The passenger and driver should sit with their feet on their respective foot rests. To avoid unintentionally engaging the transmission while mounting the Trike, which would allow the Trike to move without an operator, do not start the engine until you and the passenger are seated and ready to ride.
**KEEP YOUR FEET ON THE FLOORBOARDS OR FOOT PEGS TO AVOID HAVING YOUR FEET PINNED UNDER THE REAR WHEELS.**

In a conventional two-wheel motorcycle, as you begin to move forward, your feet are on the ground—then you pick up your feet and put them on the foot rest. This is not a safe procedure on a Trike because, unlike a conventional two-wheel motorcycle, on a Trike there are wheels behind your feet. If you are careless, it is possible to run over your own foot or, worse, both feet. **You will never have this problem as long as you** and your passenger keep your feet on the foot rests before you begin moving.

![Diagram](image1)

DANGER

➢ **DO NOT ALLOW ANYONE TO RIDE ON THE FENDERS.**

Allowing a person to ride on the fender of the Trike can cause harm to the Trike because the fenders are not designed to bear loads. More importantly, if someone is sitting on the fender and slips off while the Trike is moving, they will be run over by the wheel.

![Diagram](image2)

WARNING

STARTING ENGINE

Operator must be seated in driver’s seat with feet on floor boards before starting engine. **Do not start the Trike while standing on the ground next to it** as serious injury or death may result to you or others should the Trike move forward without the operator on board.

![Diagram](image3)

WARNING

BEFORE MOVING CLEAR THE AREA.

The back of the Trike is wider than the front of the Trike. Before you move the Trike, make certain there is no one standing in front of or behind the rear wheels.

STEERING—UNIQUE FEATURES

➢ Steer the direction you want to go.
➢ No counter-steering.
**WARNING**

**TURNING—UNIQUE CHARACTERISTICS**
- Driver and passenger will experience their bodies wanting to lean to the outside of a flat turn just like in a car—counter by holding on during a turn.
- **NOTICE.** The back end of a Trike is wider than the front. Exercise caution when turning to avoid obstacles that may not be hazards for a standard motorcycle.

**CRUISE—KEEP BOTH HANDS ON HANDLE BARS**
When viewed from above, the three wheels of the Trike form a triangle. When one of the wheels hits something the impact is transferred through the Trike and absorbed by the frame. You may experience a slight wobble in the front wheel when this happens. The wobble is easily countered by holding on to the handle bars with both hands. **Always drive with both hands on the handle bars.**

**STOPPING—USE OF BRAKES.**
Use the same equal application of front and rear brakes as you would on a conventional two-wheel motorcycle.

**TURNING OFF THE ENGINE**
- Get in the habit of turning off the engine and removing the key before you dismount the Trike. Doing so eliminates any possibility that you might accidentally engage the transmission as you get off the bike allowing the bike to move under its own power without an operator.
- Leave the Trike in gear to prevent it from moving. If it is parked on a slope then a wheel chock may be necessary.

**DISMOUNTING THE TRIKE**
- Turn off the engine and remove key.
- Place Trike in gear to prevent movement.
- Operator dismounts first.
- Passenger dismounts second.

**NOTICE**

**SECURING THE TRIKE**
- Place vehicle in gear and chock wheels if necessary.

**CAUTION**

**PUSHING THE TRIKE**
Exercise caution when pushing the Trike to prevent your foot from getting caught under the rear wheel.
PRE-RIDE INSPECTION

Your life and the life of your passenger depend upon the good operating condition of your Trike. Before you begin any ride, not just the first ride of the day, take a moment to walk around your Trike and check its condition.

The pre-ride inspection consists of two parts:
- the pre-ride inspection identified by Honda®.
- the pre-ride inspection identified by The Trike Shop.

PRE-RIDE INSPECTION OF TRIKE CONVERSION
- The left hand column lists the conversion items you must check before each ride.
- The second column tells you what to check for.
- The third column tells you what a problem looks like.
- The right hand column tells you what corrective action you need to take.
- Items marked ▶️WARNING ◀️ should be repaired as soon as possible.
- Items marked ▶️DANGER ◀️ should be repaired before operating the Trike.

<table>
<thead>
<tr>
<th>CHECK THIS ITEM</th>
<th>CHECK FOR THIS</th>
<th>THESE PROBLEMS REQUIRE ATTENTION</th>
<th>THIS IS WHAT NEEDS TO BE DONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>▶️WARNING ◀️ Extended range gas tank</td>
<td>▶️WARNING ◀️ Fuel cap security</td>
<td>▶️WARNING ◀️ Fuel cap missing or does not secure properly</td>
<td>▶️WARNING ◀️ Repair or replace</td>
</tr>
<tr>
<td>Trunk</td>
<td>Latch secured</td>
<td>Latch does not secure</td>
<td>Repair or replace</td>
</tr>
<tr>
<td>Turn signals</td>
<td>Operation left and right</td>
<td>One or more not flashing</td>
<td>Repair or replace</td>
</tr>
<tr>
<td>Running lights</td>
<td>Always on</td>
<td>Inoperative or Damaged lens</td>
<td>Repair or replace</td>
</tr>
<tr>
<td>Trailer lighting harness</td>
<td>Security and Integrity</td>
<td>Frayed or loose wires</td>
<td>Repair or replace</td>
</tr>
<tr>
<td>Check This Item</td>
<td>Check For This</td>
<td>These Problems Require Attention</td>
<td>This Is What Needs To Be Done</td>
</tr>
<tr>
<td>-----------------</td>
<td>----------------</td>
<td>----------------------------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>▲ WARNING Brake lights</td>
<td>▲ WARNING Independent Operation when brake pedal or brake handle is applied</td>
<td>▲ WARNING No brake lights when one or both front and rear brakes applied</td>
<td>▲ WARNING Repair or replace</td>
</tr>
<tr>
<td>▲ WARNING Rear wheels 26-30 p.s.i. Note: Rear tires must have equal pressure or the Trike will turn or “pull” in the direction of the tire with lower pressure</td>
<td>▲ WARNING Proper inflation for load, Depth of tread, Integrity of tread</td>
<td>▲ WARNING Improper inflation, Tread worn, uneven, Presence of road hazards such as nails in tread</td>
<td>▲ WARNING Adjust inflation, Repair or replace if necessary, Adjust suspension (spring or air shocks) so the tire rides flat</td>
</tr>
<tr>
<td>Rear wheels 26-30 p.s.i. Note: Rear tires must have equal pressure or the Trike will turn or “pull” in the direction of the tire with lower pressure</td>
<td>▲ WARNING Proper inflation for load, Depth of tread, Integrity of tread</td>
<td>▲ WARNING Improper inflation, Tread worn, uneven, Presence of road hazards such as nails in tread</td>
<td>▲ WARNING Adjust inflation, Repair or replace if necessary, Adjust suspension (spring or air shocks) so the tire rides flat</td>
</tr>
<tr>
<td>Constant Velocity (CV) Boots (4 each)</td>
<td>Security and Integrity</td>
<td>Cracked, signs of oil or grease on surface</td>
<td>Repair or replace</td>
</tr>
<tr>
<td>▲ WARNING Trailer hitch</td>
<td>▲ WARNING Ball security</td>
<td>▲ WARNING Loose or damaged ball</td>
<td>▲ WARNING Repair or replace</td>
</tr>
<tr>
<td>▲ WARNING Brake pedal</td>
<td>▲ WARNING Check for operation</td>
<td>▲ DANGER No resistance</td>
<td>▲ DANGER Inspect brake fluid levels. Refill levels if necessary. Check hydraulic system</td>
</tr>
<tr>
<td>CHECK THIS ITEM</td>
<td>CHECK FOR THIS</td>
<td>THESE PROBLEMS REQUIRE ATTENTION</td>
<td>THIS IS WHAT NEEDS TO BE DONE</td>
</tr>
<tr>
<td>-----------------</td>
<td>----------------</td>
<td>----------------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td><strong>Axle Nut</strong></td>
<td><strong>DANGER</strong></td>
<td><strong>DANGER</strong></td>
<td><strong>DANGER</strong></td>
</tr>
<tr>
<td><strong>DANGER</strong></td>
<td>Remove ornamental cap;</td>
<td>Loose nut or missing safety [Cotter] pin.</td>
<td>Tighten nut, Replace safety [Cotter] pin.</td>
</tr>
<tr>
<td><strong>DANGER</strong></td>
<td><strong>6</strong></td>
<td><strong>8</strong></td>
<td><strong>9</strong></td>
</tr>
<tr>
<td>Nut should be tight and the safety [Cotter] pin in place.</td>
<td>Note: squeaky sounds coming from rear axle and or appearance of red, rusty dust may be a sign of a problem with the axle nut. INSPECT AND DETERMINE SOURCE OF NOISE AND/OR DUST</td>
<td>Identify and correct problem causing noise and/or red, rusty colored dust before operating Trike.</td>
<td></td>
</tr>
<tr>
<td><strong>Lug Nuts</strong></td>
<td><strong>DANGER</strong></td>
<td><strong>DANGER</strong></td>
<td><strong>DANGER</strong></td>
</tr>
<tr>
<td><strong>DANGER</strong></td>
<td>Remove ornamental cap;</td>
<td>Loose or missing lug nuts</td>
<td>Replace and tighten all lug nuts with torque wrench to 75 #ft.</td>
</tr>
<tr>
<td><strong>DANGER</strong></td>
<td><strong>6</strong></td>
<td><strong>7</strong></td>
<td><strong>8</strong></td>
</tr>
<tr>
<td>Check for presence [4] and security of lug nuts.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
WHEEL REMOVAL

⚠️ WARNING
REAR WHEEL REMOVAL

➢ Wheel removal is normally done in a garage or service station. It is accomplished by placing a scissor jack under the jack point.

➢ The wheel is then removed in the same manner as a car wheel.

➢ Do not jack on a soft surface or under any conditions where the Trike might slip off the jack and fall on you or someone else.

TRANSPORTING THE TRIKE

➢ Recommended—Place Trike on a flat bed trailer and secure at jack points.

➢ Not Recommended—Towing.

CLEANING

The Trike is finished with polyurethane. **Waxing new polyurethane paint will negatively affect the finish. Do not wax your Trike for at least 45 days of use or exposure to the elements.**

We recommend Honda® Spray Cleaner and Polish for your Trike.

If you operate the Trike in winter conditions, do not allow water and road salt and or chemicals to collect under the vehicle. Frozen water containing road salt and chemicals can freeze on the Trike and will:

➢ cause corrosion which will shorten the life of your Trike.
➢ cause damage to, and potentially interfere with, the operation of moving parts.
STORAGE

➢ Do not store the Trike on a dirt floor—moisture rises from the earth and will corrode your Trike.
➢ Storage on a concrete floor is normally acceptable.
➢ The Trike comes equipped with radial rear tires. Radial tires do not need to be stored off the floor.

MAINTENANCE

Rear Tire Pressure
Rear tire pressure must be the same in each tire or the Trike may tend to pull or turn in the direction of the tire with the lower pressure.

U-Joint Grease
Under normal driving conditions you should grease the u-joint annually.

Differential Fluid
Under normal driving conditions you should check the differential fluid by removing the fill/inspection plug. If the plug is rubber it can be removed with a screw driver. If it is a metal plug with a “star-slot,” the plug can be removed by inserting the square end of a one-half inch extension for a ratchet wrench. For differentials with a 9-bolt rear cover, the fluid level should be one-half inch below the fill/inspection hole. For differentials with a 10-bolt rear cover, the fluid level should be one inch below the fill hole. (DO NOT overfill the 10-bolt differential – the fluid will leak through the breather vent – these differentials are filled with 1qt of fluid from the factory). This should be checked annually, or if you notice a leak.

IF YOU HAVE ANY MAINTENANCE QUESTIONS CALL US TOLL-FREE AT 800.331.0705, AND WE WILL BE HAPPY TO ANSWER THEM FOR YOU.
WHERE TO GET YOUR TRIKE SERVICED

The “front-end” non-converted portion of your Trike can be serviced at any Honda® authorized service/repair facility.

The “back-end” converted portion of your Trike can be serviced at any Trike dealer or any full-service automotive repair facility.

Any full-service automotive repair facility can call us, toll free, at 800.331.0705 and we will be happy to answer their questions on how to service or repair the converted portion of the Trike.
Roadsmith Conversion Specifications Sheet

FOR UNITS INSTALLED JANUARY, 2007 AND LATER

For HT1800 for 2001-2008 GL1800
For HT1500 for 1988-2000 GL1500
For HSC1300 for all VTX1300
For HSC1800 for all VTX1800
For HSC1500 for all Valkyries

Weight:
Kit - 400lbs

Storage Compartment:
- HT1800: 29" w x 16" h x 16" d
- HT1500: 32" w x 15" h x 12" d
- HSC1300: 30" w x 13" h x 12" d
- HSC1800: 30" w x 13" h x 12" d
- HSC1500: 30" w x 13" h x 12" d
Fully-carpeted standard

Wheelbase: with steer kit
- HT1800: 77"
- HT1500: 81"
- HSC1300: 77"
- HSC1800: 77"
- HSC1500: 79"

Overall Length: with steer kit
- HT1800: 112"
- HT1500: 121"
- HSC1300: 115"
- HSC1800: 115"
- HSC1500: 112"

Outside Tire Width:
52" - all models

Width at Center of Tires:
43.5" - all models

Maximum Fiberglass Body Width:
56" - all models

Body Material:
Polyester resin fiberglass

Differential Ratio:
HT: 2.73:1 (GM product) 7-1/2" ring gear with new gears, bearings and carrier. Gear ratio is equal to stock bike ratio with 25 1/2" diameter tires 80/90W gear lube - fill with 1 quart. Fill hole is NOT a level indicator. Fluid should come no higher than 1" below fill hole. Differential is full when shipped from factory.
HSC1300: Jeep/ Dana 30 built with all new gears gear ratio is 3.07:1
HSC1800: Same specifications as above except gear ratio is 3.55:1

Bearings: all VW application
Inner: #113-501-283
Outer: #113-501-277A
Axle seals: #113-501-315
CV joints: #113-501-331
CV boots: #113-501-149

Drive Shaft:
2" diameter automotive style with u-joints
- HT: sealed U-joint Spicer part number (front) 5-785X, (rear) 5-793X
- HSC: sealed u-joint Spicer # 5-785X for both

Brakes rear:
11" disc - dual piston calipers
Brake pad part #311-698-151B (VW)
Caliper part #311-615-107 or 108 (VW)

Rear Tires:
Radial Tires P215/55R-16 (stock)
Optional 225/45-17
Bolt pattern: 4x100mm 35mm positive offset

Shocks:
HT1800: Uses combination of stock preload adjustment system from motorcycle and coil over shocks
#00-9570-8 1969 new VW beetle application
HT1500: adjustable coil over shocks - #00-#9570-8 1969 new VW beetle application
Optional air shocks connects to bike’s air compressor Gabriel 49307 max 200 psi
Valkyrie: adjustable coil over shocks
EMPI #00-9570-8 1969 new VW beetle application
Optional air shocks connects to bike’s air compressor Gabriel 49307 max 200 psi

Suspension:
2 - 310lb Coil Springs:

Shock Support Arms and Suspension Mounting Brackets:
Laser-cut hot-rolled steel

Optional Gas Tank
TS1800 capacity: approx. 5 gallons
TS1500 capacity: approx. 9 gallons
Fuel pump: Airtex part # E8016S
Solenoid: Standard # FV1 (on HT1500)
AUXILIARY FUEL TANK

Model years 1988 through 2000 are equipped with a 9 gallon auxiliary fuel tank. The fuel tank selector switch is located on the left or right fairing and has two positions:

- “Up”—draws fuel from the front tank; and,
- “Down”—draws fuel from the auxiliary tank.

The auxiliary fuel tank does not have a gauge.

Model years 2001 and newer are equipped with a 5 gallon auxiliary fuel tank. The engine only draws fuel from the main tank. Fuel management involves transferring fuel from the auxiliary tank to the main tank through the use of a fuel transfer pump. The fuel transfer pump “on/off switch” has two settings:

- “Up” (on) for transferring fuel from the auxiliary tank to the main tank. Two small lights near the switch illuminate when the pump is turned on indicating there is power to the fuel transfer pump and it is pumping fuel; and,
- “Down” for turning off the fuel transfer pump. Two lights are no longer illuminated.

**DANGER**

FAILURE TO FOLLOW THE FUEL TRANSFER PROCEDURE WILL RESULT IN THE MAIN FUEL TANK OVER-FILLING AND SPILLING FUEL. A RESULTING FIRE AND/OR EXPLOSION WILL CAUSE SEVERE INJURY AND/OR DEATH.

FUEL TRANSFER PROCEDURE

1. After the low fuel indicator warning light comes on, move the fuel transfer pump switch to the “up” (on) position to transfer fuel from the auxiliary tank to the main tank. To avoid over-filling the main tank and causing a dangerous fuel spill, NEVER transfer fuel until after the low fuel indicator light comes on. During fuel transfer, the fuel gauge will slowly show an increase in fuel. When the fuel transfer pump has pumped all of the fuel from the auxiliary tank it will stop pumping and only one of the two small lights near the fuel transfer pump switch will be illuminated. One light illuminated means the fuel transfer pump is “armed” and will begin pumping when fuel is reintroduced into the auxiliary tank creating the potential for a dangerous fuel spill. Always complete the following step as soon as fuel transfer is complete.
2. Return the fuel transfer pump switch to the “down” (off) position.
FACTORY WARRANTY AND SERVICE AGREEMENT
36 MONTHS or 1,000,000 MILES

The Trike Shop, Inc. warrants each new Roadsmith trike conversion manufactured by it to be free from defects in material and workmanship (under normal use and service) for a time period of 36 months or 1,000,000 miles, whichever comes first.

Provided, however, this warranty is limited to repairing or replacing any part at The Trike Shop’s factory or authorized dealer within 36 months after delivery of a Roadsmith trike conversion to the purchaser. This repair or replacement is subject to an inspection of the part and subsequent determination that the part had indeed failed.

For Roadsmith trike conversion customers located outside a 125-mile radius from any authorized dealer, warranty repairs may be performed at a local repair facility chosen by the consumer. The owner of such Roadsmith trike conversion with a potential warranty claim must contact The Trike Shop prior to any warranty work being performed. The Trike Shop will authorize warranty work only after being presented with a binding estimate from the business performing the warranty work. The Trike Shop will pay the business directly for the warranty work or reimburse the customer in accordance with the estimate. Any potential estimate overages must be approved by The Trike Shop.

*The Trike Shop will not be held liable for any transportation charges incurred in connection with the warranty claim.*

This warranty is expressly in lieu of all other warranties expressed or implied and all other obligations or liabilities on the part of The Trike Shop.

*The Trike Shop neither assumes nor authorizes any other person to assume for it any other liability in connection with the sale or warranty of the Roadsmith trike conversion.*

This warranty does not apply to any Roadsmith trike conversion that was repaired or altered outside of The Trike Shop's factory in any way so, in its judgment, to affect its stability or reliability, or which has been subject to misuse, negligence or accident.

Please fill out and return the Warranty Registration and Questionnaire and fax/mail to The Trike Shop’s factory. Doing so will allow us to contact you in case of safety recall or any other such matter.