

Roadsmith HT 1800 Goldwing Trike Kit Spec's



Every HT1800 Roadsmith Trike is built with the attention and craftsmanship needed to be a true extension of the Honda™ motorcycle itself. Take a closer look and you will see what we mean.

Have Fun, Worry-Free

Features

Independent Rear Suspension

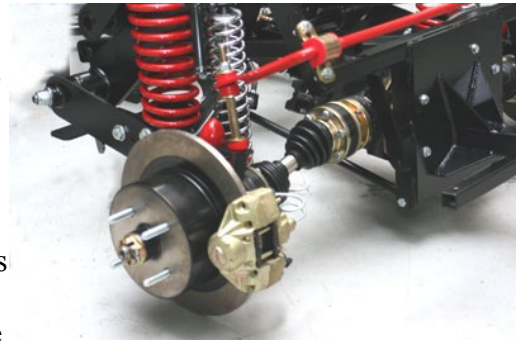
The smooth ride of the Roadsmith HT1800 is primarily due to our innovative suspension system that offers a ride like no other trike. The Trike Shop was the first to offer Independent Suspension for trike conversions over 14 years ago. The cynics said it would never work. They're eating those words today. Talk to anyone who has actually ridden an Independent Rear Suspension and a solid axle system trike for a period of time and ask them which one rode better. You can't deny Independent Rear Suspension is the way manufacturers of cars, SUV's and ATV's are going. Trikes are no different. These trikes are built with a purpose - "Touring".

The Roadsmith suspension is fully adjustable right from the dash controls. The same way the GL1800 was originally designed. This is great for adjusting the right height and sensitivity depending on the way the trike is loaded.

The multi-point mount of the chassis to the bike frame actually strengthens the bikes frame as well as dissipates the added stress of a trike. We attach it to the existing mounting points on the frame. For example, on the HT1800 we use the crash bar mounts and the shock mount. A feature of the trailing arm type independent suspension is the fact that there are very few moving parts. There are literally only two pivot points on each trailing arm. This eliminates any adjustments or maintenance requirements. There are more complicated ways to design a suspension, but why?

True Track Stabilizer Bar

The stabilizer bar, also known as a sway bar, is a flexible link between the two trailing arms. The bar uses the torsion effect to always try to keep the trike righted or sitting square to the ground. The beauty of the stabilizer bar is the fact that when one wheel hits a bump, the bar can flex quickly to absorb the movement, then return. This is the same technology used in almost every vehicle today. Just think if you had “no lean”. This means your trike is always perfectly square to the ground. In affect, if you go over a 2” bump with your right wheel, the trike rocks up 2”. With Independent Suspension, just that wheel goes up. The antiquated solid axle system is only made today because it’s cheaper and easier. Technology has improved a lot in the short history of trike conversions but some are too stuck in their ways. We offer only the most innovative designs to our customers.



Longer Wheelbase

We increase the wheelbase 8". This puts the rear wheels back behind the passengers’ seat area rather than sitting right on top of the wheels. Any vehicle that has a longer wheelbase will have a smoother ride, it’s just common sense. As an added benefit, the differential being farther back reduces the driveshaft angle.

Shaft Driven Differential

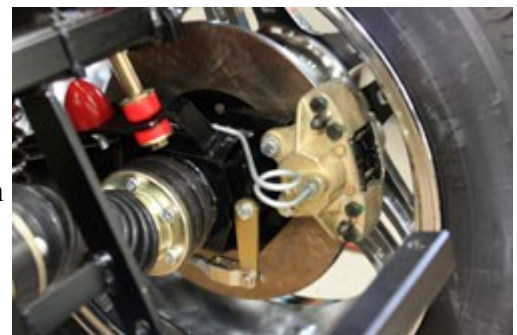
Our differential is constructed from standard automotive ring and pinion gear sets. The original application of our differential was a Ford car. We cut down this brand new cast iron housing and make an Independent Suspension differential out of it. The components inside it are all brand new including the 2.93:1 ratio ring and pinion. We keep the speedometer correct with that ratio and tire diameter.



Disc Brakes

Large disc brakes more than handle the stopping of this trike. Remember trikes stop faster and easier than bikes. With more tire contact area and much better stability, braking a trike is not the white knuckled balancing act that a bike can be. The wheel bearings, calipers and rotors are all right from a high production automobile application known as the

VW Beetle. Like all of our constructed drive train, everyday parts are off the shelf for your convenience.



Heavy Duty Driveshaft

We manufacture a completely new driveshaft built from full size sealed automotive u-joints and a 2" tube. These are the same components used in full sized cars and trucks. We figure if that design can hold up in those heavy vehicles it should have no problems with a trike application. We've proven ourselves right.



Heavy Duty CV Joints

The axles are custom made for our conversion kits, but the constant velocity (CV) joints are standard automotive applications such as VW and Porsche. We use automotive type parts for all of our drive train because it's designed for a much heavier load, meaning these parts will probably last forever in this light duty application. Again, using off the shelf parts for your convenience.



Alloy Wheels

The Alloy wheels that come with our conversion kits are clear-coated aluminum rims that have a similar look and finish to the bikes front rim. They are a 17x7", 4 bolt on 100mm circle; positive 35mm offset size that fits many automotive applications. We offer a Chrome plated option also.



Storage Compartment

The large storage compartment comes completely carpeted to both protect and store your riding gear. The trunk (6 cubic feet) has about twice the capacity of the stock saddlebags. This gives you a larger space to fit a larger objects into. If you choose not to get the auxiliary fuel tank, an extra 6" high x 12" wide x 12" deep storage space can be added. The large trunk door opening also allows for easier packing or loading. The release for the saddlebags under the Tour Pack is now used to release the latch for the trunk. This convenient trunk



will fit all your gear securely away from the elements.

Factory Styled Body

The slick body design incorporates the look and feel of the original motorcycle. We feel the trike conversion body should melt seamlessly into the original body parts. The body is constructed of heavy-duty fiberglass. It is then painted with urethane paint, flat sanded, and buffed to a mirror finish to ensure a perfect paint match both in color and finish. The mounting system for the body ensures a rock solid attachment and no exposed mounting hardware. Notice the added foot room for the passenger, another feature of a longer wheelbase.



Trailer Hitch

With any touring machine a trailer hitch is a familiar sight. When riding a trike, a trailer is not a danger like it is on a bike. The back of a trike will never feel like there's a trailer behind it. We include a 1 1/4" receiver for a trailer hitch neatly tucked under the body. It is incorporated into the rear body support and is welded directly into the strongest part of our frame. This is not an option or add-on, it's built right in. It is another one of the innovative ideas built right into the design of our trike kit.



Warranty

The Trike Shop has an unparalleled history of customer service and satisfaction and we put it in writing, with the best warranty in the market. Your trike comes with a full 3 year or 1,000,000 mile warranty on the entire trike kit. We can offer this because we know with over 14 years of producing this type of conversion kit, we do it right the first time.

Specifications

Wheelbase 78"

Overall length 116" Overall width 56" at the body 58" wide with Wing Guards

Weight 1150 lbs wet

Storage 27" wide x 14" high opening x 15" deep- 6 cu ft.

Suspension Lateral trailing arm Independent Rear Suspension

Suspension adjustment retains stock dash panel control

Stabilizer bar 5/8" bar to control body roll

Tires, rear 215/55-17 radial

Rims, rear 17x7 alloy 4x100mm 35mm offset

Final drive ratio 2.93:1 Brakes, rear dual piston calipers

Shocks adjustable coil over

Body material polyester resin fiberglass

Drive system 2" diameter shaft w/ sealed u-joints