



TRIKE CONVERSION KIT
Indian[®]
Classic, Vintage, Chieftain, and Roadmaster
Independent Suspension

Champion Trikes
(800) 875 0949
www.championtrikes.com

Owner's Maintenance Notes

1. **Tire Pressure and Rotation:**

Keep the nominal tire pressure at about 24-26psig. It is not necessary to periodically rotate the trike tires unless you experience unusual tire wear.

2. **Bearing Lubrication.**

Your Swing Arm, external differential and axle bearings are sealed and do not require greasing. However, should you experience unusual differential or axle bearing noise you should take your trike to a Champion Trike Dealer or to your motorcycle mechanic for a checkup.

3. **Body Lubrication.**

There are no grease fittings on the trike body and no required body lubrication points.

4. **Differential lubrication.**

Your differential is a sealed unit and comes filled with high-pressure grease. No maintenance is required.

5. **Brakes.**

Check your brake system fluid level every 3,000 miles and top-off as necessary. Inspect rear disc brake pads every 10,000 miles and replace as necessary. Pads are Volkswagen Part # D101P.

6. **Drive Train.**

Inspect your drive belt as recommended in your motorcycle Owner's Manual. When properly tensioned after the trike conversion, the belt should "deflect" approximately $\frac{3}{4}$ "-1" with a new belt or 1" to 1-1/2" with a used belt of total vertical movement. Do not use commercial belt dressing compounds on the belt except for Harley Davidson Poly-Oil, PN 99860-81. These compounds are designed for friction, not toothed, belts and can collect dirt and sand.

7. **Suspension System.**

The suspension is a Double A-arm Independent suspension with a standard single setting anti-roll bar or an optional Variable Sway Control (VSC) which can be adjustment for optimal ride, handling characteristics and performance. The A-arms are equipped with bushings that do not require servicing.

The suspension system is designed to give you the best ride with a load of no more than 600 pounds (passengers plus cargo plus trailer tongue weight):

8. **EZ-Steer (rake kit):**

If your trike is equipped with Champion's EZ-Steer, the bearings are a wear item. You should follow your motorcycle manufacturer's recommended front-end triple-tree maintenance requirements. Generally these call for an initial service at 1,000 miles followed by periodic maintenance at 10,000 mile intervals.



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9. Electrical:

Your trike is pre-wired for a trailer connection. The harness is just below the trunk door on the underside of the body. The wiring is as follows: (Please confirm color coding on your Trike)

Old Harness		New Universal Harness (From Mid 2007)
Running lights	Confirm by testing	BROWN
Brake lights	RED	RED
Turn signal, right	GREEN	GREEN
Turn signal, left	YELLOW	YELLOW
Accessory	BLUE	BLUE
Ground	Confirm by testing (White or Black)	BLACK

10. Basic Motorcycle Maintenance.

You should follow the periodic maintenance requirements prescribed in your motorcycle Owner's Manual for those components and systems not replaced by the Champion Trike Conversion Kit. Your trike kit should be checked by a professional trike conversion company every 5,000 miles. Every 10,000 miles you should check the trike kit fasteners for tightness.

11. Specifications

Overall Length:	103"
Body Length:	92"
Wheel Base:	53"
Load Capacity:	600 Lb
Tire Size (15"):	205 / 70 / R15
Wheel Size (15")	Offset +35 mm 15x7JJ 4x4.5
Tire Pressure:	24-26 PSI
Suspension:	See paragraph 7 above
Rear Differential:	Custom-built rear differential utilizing OEM drive belt.
Brakes:	Original front plus 2 high performance disc brakes at rear.
Storage Capacity:	5.75 cubic feet. 2 full-face helmets and additional storage.