



TRIKE CONVERSION KIT
KAWASAKI VULCAN MODELS
Independent Suspension

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

Owner's Maintenance Notes

1. Tire Pressure

Keep the nominal tire pressure at about 20-25psig. It is not necessary to periodically rotate the trike tires unless you experience unusual tire wear.

2. Bearings

All bearings in the trike kit including the 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. Differential lubrication

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

4. 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.

5. 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" of total vertical movement.

Inspect the axle CV joints and boots regularly. If the boots are cracked they should be replaced. Warning signs of potential CV joint issues: grease around the wheel or boot area, clicking or thumping noises when moving, or vibrations at certain speeds. If any of these occur you should take your trike to a Champion Trike Dealer for repair.

6. 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 adjusted 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 500 pounds (passengers plus cargo plus trailer tongue weight).

7. EZ-Steer

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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8. 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

9. 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.

10. Specifications

Overall Length (w/ EZ Steer):	109.5"
Overall Width:	58"
Wheel Base (w/ EZ Steer):	73"
Load Capacity:	500 Lb
Tire Size (15"):	205 / 70 / R15
Wheel Size (15")	Offset +35 mm 15x7JJ 4x4.5
Tire Pressure:	20-25 PSI
Suspension:	Double A-Arm Independent
Rear Differential:	Custom-built rear differential utilizing OEM style 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)