



**ICR and ICC Conversion
KIT
OWNER'S MANUAL**



ICR and ICC CONVERSION OWNER'S MANUAL

This ICR and ICC Conversion Owner's Manual is in addition to the Owner's Manual provided by **Indian Motorcycle®**. It relates to 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 **Indian Motorcycle** Owner's Manual. The information in this manual was current at the time the manual was approved for printing. Roadsmith Trikes 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 Roadsmith Trikes. Roadsmith Trikes is not affiliated with **Indian Motorcycle**. **ROADSMITH®** conversions are neither licensed nor endorsed by **Indian Motorcycle**.

ROADSMITH TRIKES
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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 at 800.331.0705.

SAFETY MESSAGE SYMBOLS

WHAT THEY MEAN



You **WILL** be **KILLED** or **SERIOUSLY HURT** if you don't follow these instructions.



You **MAY** be **KILLED** or **SERIOUSLY HURT** if you don't follow these instructions.



You **MAY** be **HURT** if you don't follow these instructions.



Your **TRIKE** OR other **PROPERTY** **MAY** be **DAMAGED** if you don't follow these instructions.



A box with a number inside directs you to the **PHOTO REFERENCE PAGE** where you will find 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 **Roadsmith Trikes** 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 **Indian Motorcycles** 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.

▲ WARNING

3. 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 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 **Indian Motorcycles**. 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



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

Max Driver Weight	375 pounds
Max combined Driver & Passenger Weight	500 pounds
Max cargo upper cargo bin	20 pounds
Max cargo lower cargo bin	40 pounds
Max luggage rack	10 pounds
Max trailer and trailer cargo weight	500 pounds
Fuel	30 pounds
Standard Trike Weight [1200-1260]	1160 pounds

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!



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.

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. Do not start the engine until you and the passenger are seated and ready to ride, to avoid unintentionally engaging the transmission while mounting the Trike which would allow the Trike to move without an operator.

➤ **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.

1

2



➤ **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.**

3



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.

3

4



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

- Leave the Trike in gear to prevent it from moving. If it is parked on a slope and you have the optional parking brake, apply it.

DISMOUNTING THE TRIKE

- Turn off the engine
- Place Trike in gear to prevent movement
- Operator dismounts first
- Passenger dismounts second

NOTICE

SECURING THE TRIKE

- Place vehicle in gear and apply optional parking brake.

▲ CAUTION

PUSHING THE TRIKE

Exercise caution when pushing the Trike to prevent your foot from getting caught under the rear wheel.

PARKING BRAKE OPERATION

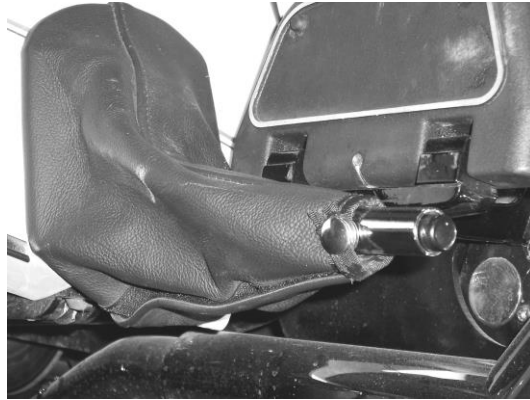
THINGS YOU MUST KNOW ABOUT SAFE OPERATION OF THE PARKING BRAKE.



WARNING

**THE OPERATOR, PASSENGER AND BYSTANDER
CAN BE KILLED OR SERIOUSLY HURT
IF YOU DON'T FOLLOW THESE INSTRUCTIONS**

The parking brake is operated by pulling up on the parking brake activation lever, and is released by depressing the button at the end of the lever and lowering the lever as far as it will go [approximately parallel to the ground].



WARNING

NEVER USE THE PARKING BRAKE ALONE TO SECURE THE TRIKE:

ON A FLAT PARKING SURFACE:

Turn off the trike,
put the trike in gear,
set the parking brake,
lock the steering.

IF THE PARKING SURFACE IS SLOPED UPWARD AND YOU ARE NEXT TO A CURB:

Turn the front wheel toward the curb and allow the trike to slowly roll backwards until the curb-side rear wheel comes into contact with the curb.
Turn off the trike,
put the trike in gear,
set the parking brake,
lock the steering.

IF THE PARKING SURFACE IS SLOPED UPWARD AND THERE IS NO CURB:

Turn the front wheel away from the road,
turn off the trike,
put the trike in gear,
set the parking brake,
lock the steering.

IF THE PARKING SURFACE IS SLOPED DOWNWARD AND YOU ARE NEXT TO A CURB:

Turn the front wheel toward the curb and allow the trike to slowly roll forward until the front wheel comes into contact with the curb.

Turn off the trike,
put the trike in gear,
set the parking brake,
lock the steering.

IF THE SURFACE IS SLOPED DOWNWARD AND THERE IS NO CURB:

Turn the front wheel away from the road,

turn off the trike,
put the trike in gear,
set the parking brake,
lock the steering.

**PARK SMART! ALWAYS ASK YOURSELF,
“IF THE TRIKE BEGINS TO ROLL WHERE WILL IT GO,”**

Reverse Lever Operation

THINGS YOU MUST KNOW ABOUT SAFE OPERATION OF THE REVERSE LEVER.

▲ WARNING

**A BYSTANDER CAN BE KILLED OR
SERIOUSLY HURT
IF YOU DON'T FOLLOW THESE INSTRUCTIONS**

Because many people do not expect a trike to be able to move backwards under its own power, it is important to follow these steps when you intend to operate the trike in reverse.

STEPS TO SAFELY OPERATE THE TRIKE IN REVERSE:

1. Check the area behind the trike to ensure there are no people or obstacles in your intended path.
2. Mount the trike as you normally would to operate it.
3. Place the trike in neutral.
Note: if the transmission is not in neutral when the reverse lever is raised with the ignition on, the engine will shut off and an error code will indicate as if the kick stand was lowered.
4. Start the engine.
5. Look behind you to make certain your intended path is still clear.
6. Lift up on the reverse activation lever. **DO NOT FORCE THE LEVER** into the up position. If the lever does not travel fully up smoothly and easily it means the gears are “teeth-to-teeth.” Fix the problem by rocking the trike forward or back until the lever moves smoothly and easily into the up [engaged] position.
7. Press and hold the “red button” on the left handlebar to engage reverse. When you release the reverse button the trike will stop moving in reverse.
8. Turn your head to the direction of the intended path to ensure the path remains clear.
9. When you are finished moving the trike, release the reverse button and lower the reverse lever as far as it will go [approximately pointing at the ground].
Note: If the lever is not lowered sufficiently, the engine will stop when the transmission is shifted out of neutral.



▲ WARNING

NEVER ENGAGE THE REVERSE LEVER WHILE STANDING ALONG SIDE THE TRIKE. IF THE TRIKE SLIPS AWAY FROM YOU, A RUNAWAY VEHICLE CAN CAUSE SERIOUS INJURY AND/OR DEATH TO THE OPERATOR, PASSENGER, OR BYSTANDERS. SITTING IN THE OPERATOR'S SEAT IS THE ONLY SAFE PLACE FROM WHICH TO OPERATE THE TRIKE.

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 **Indian Motorcycles**
- the pre-ride inspection identified by Roadsmith Trikes

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.

<u>CHECK THIS ITEM</u>	<u>CHECK FOR THIS</u>	<u>THESE PROBLEMS REQUIRE ATTENTION</u>	<u>THIS IS WHAT NEEDS TO BE DONE</u>
Trunk	Latch secured	Latch does not secure	Adjust or replace
Turn signals	Operation left and right	One or more not flashing	Repair or replace
Running lights	Always on	Inoperative or Damaged lens	Repair or replace
Trailer lighting harness	Security and Integrity	Frayed or loose wires	Repair or replace

<u>CHECK THIS ITEM</u>	<u>CHECK FOR THIS</u>	<u>THESE PROBLEMS REQUIRE ATTENTION</u>	<u>THIS IS WHAT NEEDS TO BE DONE</u>
▲ WARNING Brake lights	▲ WARNING Independent Operation when brake pedal or brake handle is applied	▲ WARNING No brake lights when one or both front and rear brakes applied	▲ WARNING Repair or replace
▲ WARNING Rear wheels 25-28 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	▲ WARNING <ul style="list-style-type: none"> ➤ Proper inflation for load ➤ Depth of tread ➤ Integrity of tread 	▲ WARNING <ul style="list-style-type: none"> ➤ Improper inflation, ➤ Tread worn, uneven ➤ Presence of road hazards such as nails in tread 	▲ WARNING <ul style="list-style-type: none"> ➤ Adjust inflation ➤ Repair or replace if necessary ➤ Adjust suspension (spring or air shocks) so the tire rides flat
Constant Velocity (CV) Boots (4 each) <div style="border: 2px solid black; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin: 10px auto;">5</div>	Security and Integrity	Cracked, signs of oil or grease on surface	Repair or replace
▲ WARNING Trailer hitch	▲ WARNING Ball security	▲ WARNING Loose or damaged ball	▲ WARNING Repair or replace
▲ DANGER Brake pedal	▲ DANGER Check for operation	▲ DANGER No resistance	▲ DANGER Inspect brake fluid levels. Refill levels if necessary. Check hydraulic system

<u>CHECK THIS ITEM</u>	<u>CHECK FOR THIS</u>	<u>THESE PROBLEMS REQUIRE ATTENTION</u>	<u>THIS IS WHAT NEEDS TO BE DONE</u>
<p>▲ DANGER Axle Nut</p>	<p>▲ DANGER Remove ornamental cap; 6 Nut should be tight and the safety [Cotter] pin in place. 8</p>	<p>▲ DANGER Loose nut or missing safety [Cotter] pin. 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 9</p>	<p>▲ DANGER Tighten nut, Replace safety [Cotter] pin. Identify and correct problem causing noise and/or red, rusty colored dust before operating Trike.</p>
<p>▲ DANGER Lug Nuts</p>	<p>▲ DANGER Remove ornamental cap; 6 Check for presence [4] and security of lug nuts. 7</p>	<p>▲ DANGER Loose or missing lug nuts</p>	<p>▲ DANGER Replace and tighten all lug nuts with torque wrench to 75 #ft.</p>

WHEEL REMOVAL

⚠ WARNING

REAR WHEEL REMOVAL

- Wheel removal is normally done in a garage or service station. It is accomplished by placing a floor jack under the jack point/ lower shock mount.

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- If your model has the full fender skirt design the body needs to be lifted about 3". The tour pack, if equipped, must be removed or tipped forward. Remove the two bolts in the rear near the trailer hitch and loosen the two bolts on each side of the front of the body.
- 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.

10

- 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.**

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.

**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 **Indian Motorcycles** 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 ICR and ICC Conversion Specifications Sheet

For units installed after 2014

Chieftain/ Roadmaster > Roadsmith ICR models
Challenger > Roadsmith HCC models

Weight:

Kit – Approx. 440lbs
Added weight to bike 275

Belt Tension:

1.3" Deflection @ 10lbs

Overall Length: with steer kit

ICR/ICC Models: 115"

Drive Belt

Gates Proprietary
ICR/ICC 14mgt-2380-25.4

Outside Tire Width:

52" – all models

Width at Center of Tires:

43.5" – all models

Maximum Fiberglass Body Width:

60" – Full fender skirt design
56" -- Open fender design

Body Material:

Hand laid polyester resin fiberglass

Rear Wheel Bearings: 1969-79 VW Beetle

Inner: #113-501-283
Outer: #113-501-277A
Axle seals: #113-501-315

CV Axle:

CV joints: #113-501-331
CV boots: #113-501-149

Rear Brakes:

11" disc - dual piston calipers
Brake pad part (VW) #311-698-151B
Recommended EBC #DP105 (OE) or
DP4105
(VW) Caliper front VW Beetle
#311-615-107 (L)
(VW) Caliper front VW Beetle
#311-615-108 (R)
Cardone caliper #19-231 (L)
Cardone caliper #19-230 (R)
Rotors- Roadsmith

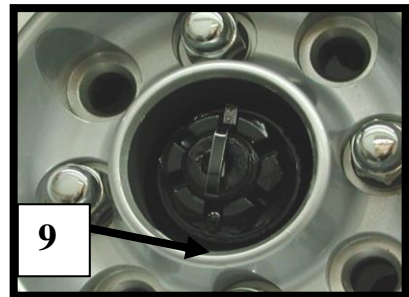
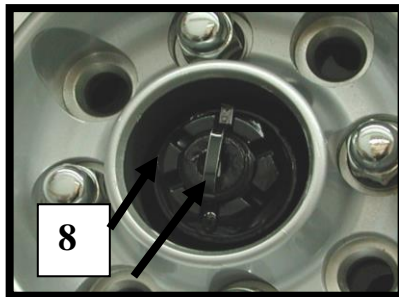
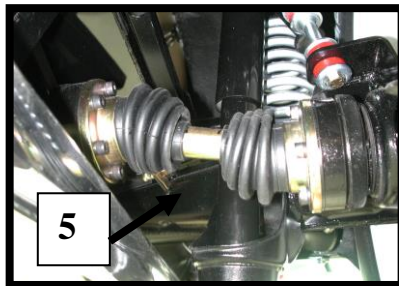
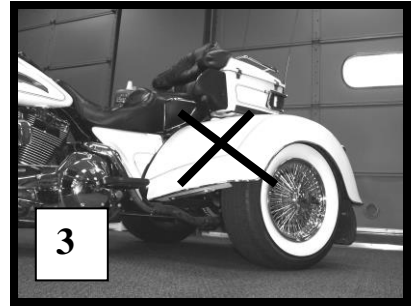
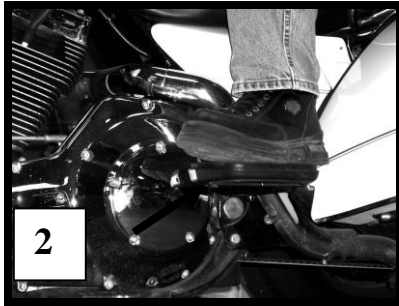
Rear Tires:

P215/55R-16 Radial Tires
Bolt pattern & wheel offset:
5x4 ½" bolt pattern
35mm positive offset
16" x 7"

Shocks:

Adjustable coil over shocks 13"
Harley Davidson Touring bike appl
or
Air Shocks on Accu-Ride system
Proprietary

PHOTO REFERENCE PAGE



FACTORY WARRANTY AND SERVICE AGREEMENT
36 MONTHS or 1,000,000 MILES

Roadsmith Trikes warrants each new trike conversion manufactured 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 Roadsmith Trikes 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 Roadsmith Trikes prior to any warranty work being performed. Roadsmith Trikes will authorize warranty work only after being presented with a binding estimate from the business performing the warranty work. Roadsmith Trikes 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 Roadsmith Trikes.

Roadsmith Trikes 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 Roadsmith Trikes.

Roadsmith Trikes 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.