



RIDE YOUR DREAM

Your BOOM Partner:

BOOM TRIKES Fahrzeugbau GmbH
Baechinger Str. 7 D-89567 Sontheim OT Brenz

This brochure **BOOM TRIKES 2012** is valid after **15.11.2011**.
Protective charge is € 3,00. We reserve the right to make any alterations to technical specifications and colours. No liability for misprint.



BOOM TRIKES Models 2012

Models 2012

RIDE YOUR DREAM



CONTENT

Model overview	4
History	6
V1 Automatic	8
Low Rider	10
Mustang	20
Hayabusa	36
Moto Trikes	42
Press commentaries	50
Model comparison and prices	54
Range of colours	66
Lifestyle	67

V1 Automatic



Low Rider



Mustang



Moto Trikes



MODEL OVERVIEW

	Catalogue pages	Seats	Engine	Power kW / (HP)	Capacity (in cm ³)	Maximum speed approx. (km/h)	Automatic transmission	Car licence	Towing capacity	Price in Euro, net:
V1 Automatic	8	1 - 2	1-cylinder-engine	29 / (39)	459	125	✓	✓	–	15.042,-
Low Rider	10	1 - 2	4-cylinder in-line-engine-Ford	55 / (75) 74 / (100)	1596	165	–	✓	350 Kg (EU)	20.084,-
Mustang ST1 Mustang Family	20 30	1 - 2 1 - 3	4-cylinder in-line-engine-Ford	80 / (109)	1596	170 more than 200	–	✓	312 Kg (EU)	20.924,-
Hayabusa	36	1	4-cylinder in-line-engine-Suzuki	145 / (197) 231 / (315)	1340	more than 200	–	✓	–	28.487,-
Shadow 750 Intruder 1800	42	1 - 2 1 - 2	V2 engine V2 engine	34 / (46) 84 / (114)	745 1783	140 175	–	✓	–	17.983,- 23.445,-



Hayabusa



The first BOOM Trike: Highway 1



BOOM TRIKES 1991

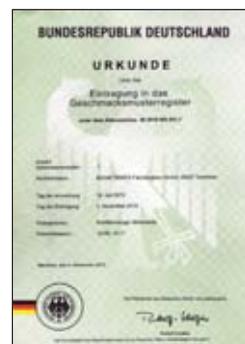
21 YEARS BOOM TRIKES: TRADITION ON THE PULSE OF TIME

Since our company foundation on 29.01.1990 as a leading trike manufacturer we have acquired a reknowned name worldwide. Why? We have a strong emphasize that our customers can identify with our products.

We offer products which meet all technical and quality demands which guarantee safe travelling. However, for us, it is of great importance that the driver should also enjoys his uniquely designed Boom Trike. We are launching the right products at the right time and are setting new standards in the trike sector. According to represented surveys our trikes have the biggest conservation of value of any trike on current market.

BOOM TRIKES
is the only trike manufacturer¹
worldwide, which produces
exclusivly **„Made in Germany“**

¹ Manufacturer with several hundreds of vehicles each year.



BOOM TRIKES: HIGH-QUALITY WORKMANSHIP “MADE IN GERMANY”

In Sontheim, near to Munich, our trikes are designed and hand-crafted, using only high-end components. This consolidated organization allows permanent quality control and a smooth implementation of process improvements. Our quality management system is organized according to the rules of EN (DIN) 9001 which is inspected once a year by an independent Certificate Authority (MOT certificate).



BOOM TRIKES 2011



STANDARD EQUIPMENT OF THE BASIC MODEL V1 AUTOMATIC

Engine

459 ccm / 39 HP (29 kW) single-cylinder fuel-injected 4-stroke engine with catalytic converter

Gearbox

Automatic gearbox / Variomatic with reverse gear; Enforced BOOM-final drive

Exhaust system

Chrome-plated muffler-tip, manifold in stainless steel

Frame and attachments

Alloy semi trailing link axle with suspension; Fully adjustable brake pedal and footrest mountings, black plastic coated; Bolts, nuts, washers in stainless steel, if possible; Luggage rack, black plastic coated

Fork

Comfort fork \varnothing 48 mm, polished stainless steel, selectable with alloy or stainless steel fork crown; Standard handlebars \varnothing 22 mm, chrome; Chrome grips

Wheels and tyres

Front 170/60 x 17 on 5.50 x 17 alloy rim Shark-Design; Rear 255/40 x 17 on 8.50 x 17 alloy rims Shark-Design

Brakes

Front disc brake; Self-adjusting, ventilated rear disc brakes; Integral braking system; Brake fluid indicator

Electrical and lighting equipment

Instrument unit with digital speedometer, tachometer, fuel gauge and warning light panel; Water temperature gauge set in chrome ring; 2 add-on headlights, standard (dummy) mounted on fork; LED taillights; Handbrake actuated engine kill switch

Paintwork

Free choice of the BOOM-standard-colours

Fuel tank

32.5 l fuel tank, steel plastic coated

Standard accessories

Automatic brake balance front and rear wheels; Braided brake lines; Warning waistcoat; Warning triangle; First aid kit; 1 Topcase 46 l (painted), removable; Liftomatic; Tool kit; Passenger arm rests, leather; 12 V power output for navigation system; Sport seats with side guidance

EXTRA EQUIPMENT V1 AUTOMATIC THUNDERBIRD

Leg protector bar and luggage rack, black \varnothing 42 mm; Suspension "Bilstein"; Stabiliser bar; 2 main headlights "Bullet", selectable 2 add-on headlights 6,5" (dummy)

V1 Automatic

Engine

1-cylinder, 459 cm³ injection

Automatic transmission

Power

29 kW / (39 HP)

Max. speed

approx. 125 Km/h

Fuel consumption

approx. 4 - 5 l / 100 Km

Type of fuel

Unleaded fuel 95 ROZ or E10

Fuel Capacity

32.5 l

Frame

2-parted tubular frame, bolted

Body

wear-resistant GRP

Dry weight

approx. 460 Kg

Gross vehicle weight

800 Kg

Vehicle load capacity

340 Kg

Dimensions

(depending on model)

Length 3275 – 3490 mm

Width 1510 – 1640 mm

Height 1165 – 1440 mm

No. of seats 2

Service interval all

10.000 Km

Guarantee

2 years

Low Rider Thunderbird



CLASSIC DESIGN, COMBINED WITH
PREMIUM QUALITY AND MODERN TECHNIC

An extremely deep and comfortable seating position excels the Low Rider. Outstanding handling characteristics combined with elegant design inspires its special character. The Big block steel framework worked satisfactorily since 1995 in the hard every day live and renting application. Since 2005 the Low Rider is available in the Muscle version with a modern Ford engine. A clearly increased maximum speed as well as more power in all situations of life and less

consumption has put the classic "Beetle-Trike" out of the market. The Low Rider is a beautiful and up-to-date Trike, which unites most modern vehicle construction technology with conventional design in unique harmony.



Low Rider Basic

LOW RIDER

STANDARD EQUIPMENT OF THE BASIC MODELS LOW RIDER

Engine

1.6 l Ford-Zetec-engine, 16V 74 kW (100 HP) with regulated catalytic converter (also available with 55 kW / (75 HP)

Gearbox

Brand new VW-semi trailing transmission,
1 reverse / 4 forward gears

Exhaust system

4 into 2, polished stainless steal

Framework, chassis and attachments

Alloy semi trailing link axle with suspension; Fully adjustable pedals & footrest mountings, black plastic coated; Bumper ø 42 mm, black plastic coated; Luggage rack, black with passenger grab rails and preparation for pannier set; Koni suspension, standard

Fork

Comfort fork ø 48 mm, polished stainless steel;
Standard handlebars ø 22 mm, chrome

Brakes

Front disc brake, self adjusting ventilated rear disc brakes;
Integral braking system; Brake booster; Brake fluid indicator

Wheels + tyres

Front 160/80-15 on 3.50 x 15, spoke rim, rear 295/50-15 on 10 x 15 chromium alloy rims, SLC, hole pattern

Electrical and lighting equipment

Instrument unit with digital speedometer, tachometer, fuel gauge and warning light panel; Water temperature gauge set in chrome ring; 2 add-on headlights, standard (dummy) mounted on fork and leather tool roll, selectable cockpit fairing with chrome screens; LED taillights; Waterproof fuse box; Handbrake-actuated engine kill switch;
Three-phase generator

Colours

Free choice of the BOOM-standard colours

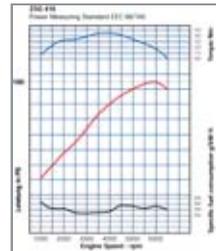
Fuel tank

38 l fuel tank, steel plastic coated

Standard accessories

Automatic brake balance front and rear wheels; Braided brake lines; Warning waistcoat; Warning triangle; First aid kit;
1 Topcase 46 l (painted), removable; Liftomatic; Tool kit; Passenger arm rests, leather; Passenger headrest for Low Rider; 12 V power output for navigation system; Driver and passenger seats with side guidance

For rental trikes power can be reduced down to 55 kW/ (75 HP) with still same torque as untrotted.





Low Rider Thunderbird

EXTRA EQUIPMENT LOW RIDER THUNDERBIRD COMPARED TO THE BASIC MODEL

Comfort fork ø 60 mm; Axle covers, polished stainless steel; 2 main headlights "Bullet"; 2 add-on headlights 6,5" (dummy), selectable cockpit fairing with headlights (dummy); Suspension "Bilstein"; Stabiliser bar, Leg protector bar and luggage rack ø 60 mm, polished stainless steel



TECHNICAL DATA

Low Rider

Engine
1.6 l in-line engine with regulated catalytic converter

Power
74 kW / (100 HP)

Torque
146 Nm at 4000 rpm

Max. speed
165 Km/h

Fuel consumption
6 – 7 l/100 Km

Type of fuel
Unleaded fuel 95 ROZ or E10

Fuel capacity 38 l

Frame
2-parted Big Block frame

Body wear-resistant GRP

Dry Weight
(depending on extras, approx.)700 Kg

Gross vehicle weight
1000 Kg

Vehicle load capacity
300 Kg

Towing capacity
350 Kg

Gears (forward / reverse)
4/1

Dimensions (depending on model)

Length 3555 mm

Width 1780 - 1920 mm

(depending on tyres)

Height 1200 – 1480 mm

No. of seats 2

Service interval all 10.000 Km

Guarantee 2 years





Low Rider Ultimate

EXTRA EQUIPMENT LOW RIDER ULTIMATE COMPARED TO THE BASIC MODEL

Exhaust, framework, chassis and attachments

Exhaust system Dragster, polished stainless steel; Adjustable pedals & footrest mountings, polished stainless steel; Bumper ø 60 mm, polished stainless steel; Axle covers, polished stainless steel; Luggage rack with passenger grab rails and preparation for pannier set in polished stainless steel; Leg protector bar and luggage rack ø 60 mm, polished stainless steel; Suspension "Bilstein Premium"; Stabiliser bar

Fork

Comfort fork ø 76 mm, polished stainless steel; Fighter-handlebars ø 42 mm or Extreme handlebars ø 38 mm, polished stainless steel

Brakes

Racing brake system with ventilated and punched 360 mm-brake discs (red painted) and special brake pads; Brake booster

Wheels and tyres

Front wheel 200/50 x 17 on 5.50 x 17 chromium alloy rim, SLC, Shark Design, Rear wheels: 295/35 x 18 on 11x18 chromium alloy rims, selectable Compressor Design

Electrical- and lighting equipment, instruments

2 add-on headlights, big 6,5" (dummy), selectable cockpit fairing; Jet-Light-System; Oil temperature set, oil pressure, voltmeter and clock set in chrome rings; Alarm system with remote control

Bodywork and colours

Free choice of colours
2 side cases à 41 l, painted



COMFORTABLE COMPACT WAY TO TRAVEL

With its brand new 1.6 l Ford-Zetec-engine and 5-gear-transmission the Mustang ST1 ushers a new era in the trike sector. Due to the compactness, mobility and driving agility the Mustang ST1 is fascinating everybody. By this time, the Mustang is our best-selling trike and since 2011, it is also available as "3-Seater". Because of its deep and secure seating position the co-driver is sitting protected behind the driver and is able to glance over the driver at once.

As Touringback variant the Mustang ST1 has a convenient trunk with 240 liters storage space.

5
years

BOOM TRIKES
guarantee
or 150 000 km on powertrain and frame
up from model year 2012 for all Mustang models





Mustang Sportback Thunderbird

STANDARD EQUIPMENT OF THE BASIC MODELS MUSTANG

Engine

1.6 l Ford-Zetec-engine, 16V 80 kW / (109 HP) with regulated catalytic converter

Gearbox

Ford manual transmission, 1 reverse / 5 forward gears and hydraulic clutch

Exhaust system

Polished stainless steel with 2 mufflers

Framework, chassis and attachments

Alloy semi trailing link axle with suspension; Fully adjustable pedals & footrest mountings, black plastic coated; Bumper ø 42 mm, black plastic coated; Koni suspension, standard

Fork

Comfort fork ø 48 mm, polished stainless steel; Standard handlebars ø 22 mm, chrome

Brakes

Front disc brake; Self adjusting rear disc brakes; Integral braking system; Brake fluid indicator, Brake booster

Wheels + tyres

Front 160/80-15 on 3.50 x 16 spoke rim, Rear 295/50-15 on 10 x 15 chromium alloy rims, SLC, hole pattern

Electrical and lighting equipment

Instrument unit with digital speedometer, tachometer, fuel gauge

and warning light panel; 2 add-on headlights, standard (dummy) mounted on fork and leather tool roll or selectable cockpit fairing with chrome screens; LED taillights; Waterproof fuse box; Handbrake-actuated engine kill switch; Water temperature gauge set in chrome ring;

Colours

Free choice of the BOOM-standard colours

Fuel tank

40 l fuel tank, steel plastic coated

Active security package "Pro safe"

Automatic brake balance, front & rear wheels; Braided brake lines; Warning waistcoat; Warning triangle; First aid kit

Comfort package

2 Topcases à 46 l (painted), removable; Liftomatic; Toolkit; Passenger arm rests, leather; Passenger headline; Driver and passenger seats with side guidance; 12-V-power outlet for navigation system



All mustang models are available in 2 different versions. Available as short version: from a driver size of approx. 160 cm to 180 cm and as long version up from approx. 180 cm for all drivers a customized Trike.

TECHNICAL DATA

Mustang

Engine
1.6 l in-line engine with regulated catalytic converter

Power
80 kW (109 HP)
VCT 92 kW / (125 HP)

Torque
160 Nm at 4500 rpm

Max. speed approx.
175 Km/h

Fuel consumption approx.
6-7 l / 100 Km

Type of fuel
Unleaded fuel 95 ROZ or E10

Frame
2-parted tubular frame, bolted

Body wear-resistant GRP

Dry Weight
645 Kg

Gross vehicle weight
900 Kg

Vehicle load capacity
255 Kg

Towing capacity
312 Kg

Gears (forward / reverse)
5/1

Dimensions (depending on model)
Length approx. 3.370 – 3.470 mm
Width approx. 1.780 – 1.875 mm
Height approx. 1.350 mm

No. of seats
2

Service interval
all 10.000 Km

Guarantee
2 years



MUSTANG COMPRESSOR

Mustang Trikes are also available in compressor version with 140 kW (190 HP) and can be purchased at our exclusive dealer, the company Rambalsky & Müller, www.boom-trikes-katzenfurt.de.

EXTRA EQUIPMENT MUSTANG THUNDERBIRD COMPARED TO THE BASIC MODEL

Comfort fork \varnothing 60 mm, polished stainless steel; Handlebars \varnothing 30 mm, polished stainless steel; 2 add-on headlights, big, 6,5" (dummy), selectable cockpit fairing; 2 Design headlights "Bullet"; Front wheel 200/50 x 17 on 5.50 x 17 chromium alloy rim, SLC, Shark-Design; Rear wheels 295/50 x 15 on 10 x 15 chromium alloy rims, SLC, Shark-Design; Suspension "Bilstein Premium"; Stabiliser bar; Leg protector bar and luggage rack \varnothing 60 mm, polished stainless steel





EXTRA EQUIPMENT MUSTANG ULTIMATE COMPARED TO THE BASIC MODEL

Engine, exhaust, framework, chassis and attachments

VCT engine; Header resonance exhaust system with double mufflers; Adjustable pedals & footrest mountings, polished stainless steel; Bumper ø 60 mm, polished stainless steel; Passenger grab rail and luggage rack, polished stainless steel; Leg protector bar and luggage rack ø 60 mm, polished stainless steel; Suspension "Bilstein Premium"; Stabiliser bar

Fork

Comfort fork ø 76 mm, polished stainless steel; Fighter-handlebars ø 42 mm or Extreme handlebars ø 30, polished stainless steel

Brakes

Racing brake system with ventilated and punched 360 mm-brake discs (red painted) and special brake pads

Wheels + tyres

Front wheel 200/50 x 17 on 5.50 x 17 chromium alloy rim, SLC, Shark Design, selectable Compressor Design, Rear wheels 295/35 x 18 on 11 x 18 chromium alloy rims, SLC, Shark Design, selectable Compressor Design

Electrical- and lighting equipment, instruments

2 add-on headlights, big 6,5" (dummy), selectable cockpit faring with headlights (dummy); Jet-Light-System; Oil temperature set, oil pressure in chrome rings; Alarm system with remote control

Bodywork and colours

Free choice of colours (selectable Bi-Colour); Big trunk 240 l



MUSTANG FAMILY

Since the model year 2012 the Mustang is also available as Family model with 3 seats. Based on the established previous Family II Muscle model, the chassis has been developed further. Driving by only two persons, the co-driver can sit centrally. Due to the passenger retaining bar, getting on or off the trike is quite easy for the co-driver. The width of the passenger seat was widened by approx. 10 cm. Windbreak and center of gravity is optimized by considerably deeper seats. The optional available trunk of 240 liters and the big luggage rack of the new Family trike based on Mustang offers storage space for the whole family.

Available as short version: from a driver size of approx. 160 cm to 180 cm and as long version up from approx. 180 cm for all drivers a customized Trike.





EXTRA EQUIPMENT FAMILY THUNDERBIRD COMPARED TO THE BASIC MODEL

Comfort fork ø 60 mm; 2 main headlights "Bullet"; 2 ad-on headlights 6,5 " (dummy) or selectable cockpit faring with headlights (dummy); Leg protector bar and luggage rack ø 60, polished stainless steel. Basic equipment like Mustang Basic (see p.23)

EXTRA EQUIPMENT FAMILY ULTIMATE COMPARED TO THE BASIC MODEL

Engine, exhaust, framework, chassis and attachments

VCT engine; Header resonance exhaust system with double mufflers; Adjustable pedals & footrest mountings, polished stainless steel; Bumper ø 60 mm, polished stainless steel; Passenger grab rail and luggage rack, polished stainless steel; Leg protector bar and luggage rack ø 60 mm, polished stainless steel; Suspension "Bilstein Premium"; Stabiliser bar

Fork

Comfort fork ø 76 mm, polished stainless steel; Fighter-handlebars ø 42 mm or Extreme handlebars ø 30, polished stainless steel

Brakes

Racing brake system with ventilated and punched 360 mm-brake discs (red painted) and special brake pads

Wheels + tyres

Front wheel 200/50 x 17 on 5.50 x 17 chromium alloy rim, SLC, Shark Design, selectable Compressor Design; Rear wheels 295/35 x 18 on 11 x 18 chromium alloy rims, SLC, Shark Design, selectable Compressor Design

Electrial- and lighting equipment, instruments

2 add-on headlights, big 6,5" (dummy), selectable cockpit faring with headlights (dummy); Jet-Light-System; Oil temperature set, oil pressure in chrome rings; Alarm system with remote control

Bodywork and colours

Free choice of colours (selectable Bi-Colour); Big trunk 240 l



Mustang Family

Engine
1.6 l in-line engine with regulated catalytic converter

Power
80 kW / (109 HP)
VCT 92 kW / (125 HP)

Torque
160 Nm at 4500 rpm

Max. speed approx.
175 Km/h

Fuel consumption approx.
6-7 l / 100 Km

Type of fuel
Unleaded fuel 95 ROZ or E10

Frame
2-parted tubular frame, bolted

Body
wear-resistant GRP

Dry Weight
645 kg

Gross vehicle weight
900 Kg

Vehicle load capacity
280 Kg

Towing capacity
312 Kg

Gears (forward / reverse)
5/1

Dimensions (depending on model)
Length approx. 3590 mm

Width approx. 1810 mm
Height approx. 1250 mm

No. of seats 2/3

Service interval all 10.000 Km
Guarantee 2 years





HAYABUSA

On the basis of the worldwide quickest motorcycle, the Hayabusa, the new Hayabusa hardcore Bike-Trike has become the strongest production Trike. The engine, the exhaust system, electrical system and cooling system, faicing and operating elements as well as various small parts were taken by the motorcycle. In the suction version with 197 HP and a power to weight ratio of 2,49 kg / HP the Hayabusa plays in the same league as for example the Porsche GT3 or Ferrari F430. Also the concept is unique. Circuit, coupling and brake are to be served in the same way as with the motorcycle. So the hands always remain at the handlebars, what means a security plus when driving quickly. The engine is similarly torque-strong like our proven passenger car engines, nevertheless, it explodes with 7,000 r/min, when it must be switched with the Low Rider or with the Mustang, in the direction of 11,000 r/min. The whole thing becomes underlined by a brachial bike sound.



The acceleration orgy can be described as a „ride on the cannon ball“. The chassis with the new designed tubular trellis frame, aluminium semi-trailing link, Bilstein threaded shock absorbers as well as a stabilizer can be match up to the 315 HP Turbo version any time (available from 07/12).

RESULT: Hardcore Trike with extreme road performance for the experienced Triker – not for the faint-hearted.

ÉQUIPMENT VERSIONS

The Hardcore Hayabusa Trike is available in the equipment versions Basic, Thunderbird and Ultimate. Please find the differences between the models on p. 62f.



TECHNICAL DATA

Hayabusa Engine	4-cylinder 4 stroke engine, liquid-cooled
Power	145 kW (197 HP), selectable Turbo 231 kW (315 HP)
Torque	155 Nm at 7200 rpm (Turbo approx. 220 Nm)
Max. speed	more than 200 Km/h
Fuel consumption	approx. 9 l / 100 Km
Type of fuel	Unleaded fuel at least ROZ 95 or E10
Fuel tank, additional fuel tank	21 l / 15 l
Frame	tubular trellis frame
Body	wear-resistant GPR
Dry Weight	499 Kg
Gross vehicle weight	700 Kg
Vehicle load capacity	201 Kg
Gears (forward / reverse)	6/1
Dimensions (depending on model)	
Length	3520 mm
Width	1760 mm
Height	1170 mm
No. of seats	1
Service interval	all 10.000 Km
Guarantee	2 years





BOOM TRIKES PRESS COMMENTARIES...

Editors of prestigious trike and motorcycles magazines put our vehicles through their paces. In the pages 50 to 53 you can find a little abstract of our test reports. We wish you lots of fun in your lectures. You can find further reports in our media archive on our website www.boom-trikes.eu



Articles about the success story of BOOM TRIKES published in the Trike Magazin (Ed. 04/2010)

MOTORCYCLE FEELING DRIVEN ON A CAR LICENSE

Moto Trikes can be driven with a car license and offer an interesting alternative to many car drivers without motorcycle license and to many persons switching from bike to trike. Those people appreciate not only the stability and good storage but also the comfortable seating position and not at least the big fun factor.



TECHNICAL DATA

- Shadow 750 / Black Spirit 750**
- Front wheel suspension**
41 mm telescopic fork
- Rear wheel suspension**
BOOM-Alloy-semi trailing link axle / independent suspension
- Front tyre** 120/90-17
- Rear tyres** 255/40-17
- Max. speed** approx. 140 Km/h
- Fuel capacity / Fuel consumption**
14,6 l / approx. 4,5 l / 100 km
- Fuel** Unleaded fuel at least ROZ 95 or E10
- Dry Weight** 395 kg
- Gross vehicle weight** 600 kg
- Max. vehicle load capacity** 205 kg
- Engine type** Liquid-cooled 52°-V2-4-stroke engine with regulated catalyser
- Bore x stroke**
79x76 mm
- Cubic capacity** 745 cm³
- Compression** 9,6:1
- Mixture processing**
PGM-FI-Injection
- Max. power kW (HP) at rpm**
34 (46) / 5500
- Max. torque, Nm at rpm**
64 / 3500
- Ignition**
Transistor ignition
- Starter**
Electric starter
- Power transmission**
Gearbox 5 gears
- Powertrain** Shaft drive, differential
- Dimensions**
- Length 2620 mm
- Width 1290 mm
- Height 1235 mm
- Seating height 658 mm
- Ground clearance 130 mm
- No. of seats** 2



INTRUDER 1800 STANDARD EQUIPMENT OF THE BASIC MODEL INTRUDER 1800

Easy steering kit; Front wheel 150/80-16 on 3.50 x 16 original rim, silver, rear wheels 255/40-17 on 8.50 x 17 alloy rims, silver; Brake disc, front; Self adjusting ventilated rear disc brakes; Independent front disc brake; Jerk-free starting due to Hardy-Gumdisc; 2 headlights H4; Big integrated 163 l trunk



Intruder 1800 Basic
(Extras: paintwork
"Lamborghini,
matt" and
headlights "Bullet")

EXTRA EQUIPMENT INTRUDER 1800 THUNDERBIRD

Front wheel 150/80-16 on 3.50 x 16 original rim, glossy, rear wheels 255/40-17 on 8.50 x 17 chromium alloy rims, SLC; Suspension "Bilstein Premium"; Stabiliser bar; Additional fuel tank 21 l, steel; 2 headlights "Bullet"; Build-up-trunk 78 l; Passenger footboards



Intruder 1800 Thunderbird
(Extra: Jet-Light-System and windshield)



At Ultimate and Thunderbird models selectable: stainless steel passenger grabrail or lumbar support. For an optimal passenger sitting position the build-up-trunk is adjustable.

EXTRA EQUIPMENT INTRUDER 1800 ULTIMATE COMPARED TO THE BASIC MODEL

Front wheel 170/60-17 on 5.50 x 17 chromium alloy rim, SLC, or painted, rear wheels 295/35-18 on 11 x 18 chromium alloy rims, SLC, or painted; Suspension "Bilstein Premium"; Stabiliser bar; Jet-Light-System; Build-up trunk 78 l; Passenger footboards; Reverse gear; Racing brake system with ventilated and punched 360 mm-brake discs (red painted) and special brake pads; Radio with CD/ MP3 and waterproof remote control and 2 waterproof loudspeakers; Free choice of colours (selectable bi-colour); Windshield; Leg protection bar, polished stainless steel; Dual Alternator System



Intruder 1800 Ultimate
(Extras: 2 additional waterproof loudspeakers, navigation system
Not illustrated: Leg protection bar; polished stainless steel)

Intruder 1800

Front wheel suspension

41 mm telescopic fork

Rear wheel suspension

BOOM-Alloy-semi trailing link axle / independent suspension

Front tyre

150/80-16

Rear tyres

255/40-17

Max. speed

approx. 175 Km/h

Fuel capacity / Additional fuel tank

approx. 19 l / approx. 21 l

Type of fuel

Unleaded fuel at least ROZ 95 or E10

Dry weight

approx. 545 kg

Gross vehicle weight

800 kg

Max. vehicle load capacity

255 kg

Engine type

Liquid-cooled 54°-V2-4-stroke engine with regulated catalysator

Bore x stroke

112/90,5 mm

Cubic capacity

1.783 cm³

Compression

10,5:1

Mixture processing

PMG-FI-Injections

Max. power kW (HP) at rpm

84 (114) / 6000

Max. torque, Nm at rpm

155 / 3.500

Ignition

Transister Ignition

Starter

Electric starter

Power transmission

Gearbox 5 gears, Powertrain Shaft drive, differential

Dimensions

Length 2860 mm

Width 1370 – 1530

Height 1240 – 1300

Seating height 730 mm

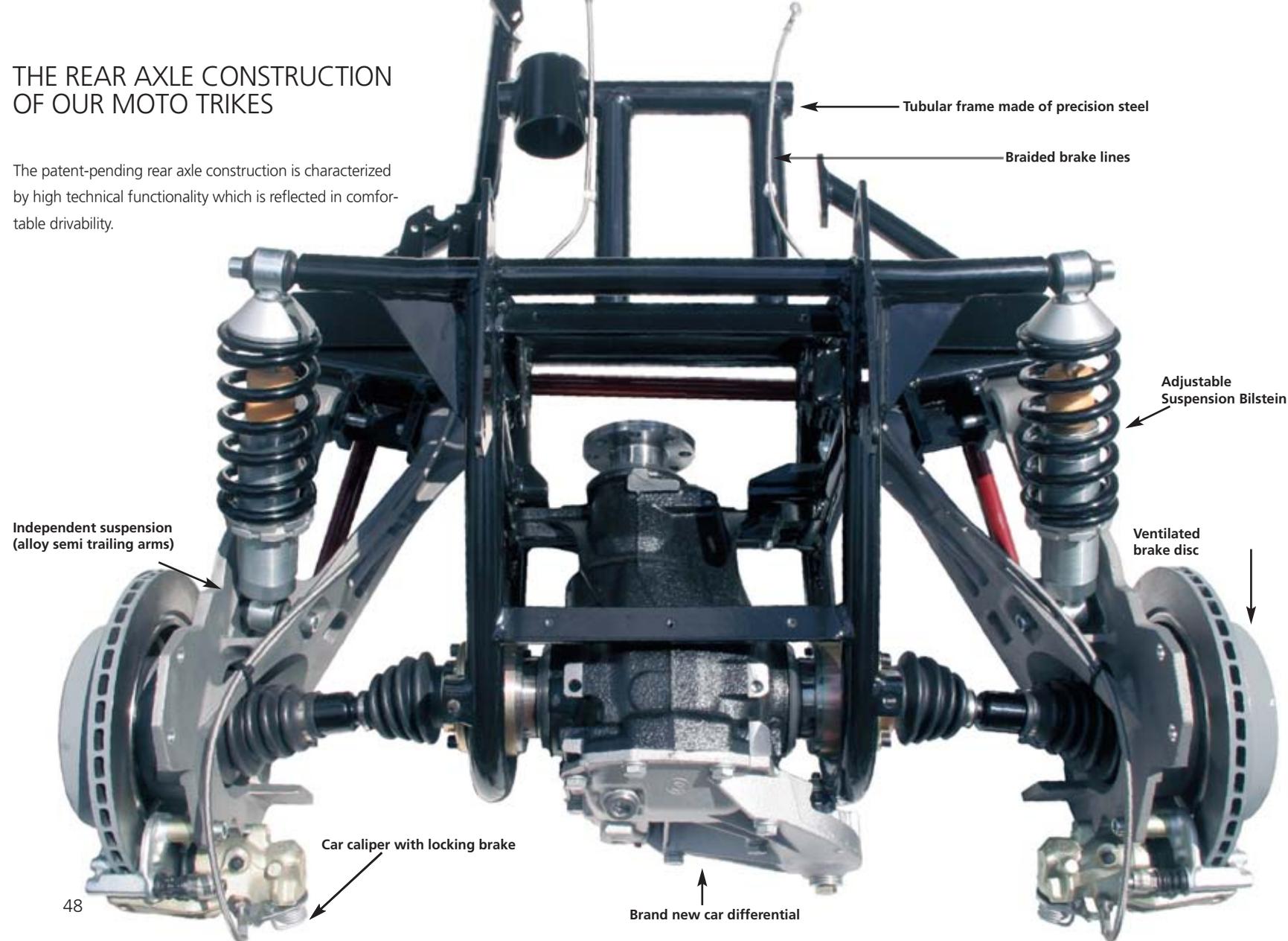
Ground clearance 160 mm

No. of seats

2

THE REAR AXLE CONSTRUCTION OF OUR MOTO TRIKES

The patent-pending rear axle construction is characterized by high technical functionality which is reflected in comfortable drivability.



BOOM MOTO TRIKES – CERTAIN DIFFERENCES

Chassis

Independent suspension, alloy semi trailing arm, adjustable suspension „Bilstein“, stabiliser bar and easy steering kit enable optimal drivability and guarantees purest fun to drive.

Double operating range

The additional fuel tank ensures a double operating range.

Jerk-free starting

The patent-pending BOOM torsion clutch facilitates jerk-free starting and longer life-time of the whole drive system.

Big integrated trunk

The big integrated trunk with build-up trunk has storage of 241 liters in total. This is twice as much when

compared to most Moto Trikes currently on market.

High comfort for passenger

The longitudinal adjustable build-up trunk allows for the optimization of the passenger seat position which maximizes the comfort for passengers. The passenger-retaining bracket with comfortable arm cushions, foot-boards and full-sized passenger seat provide optimum grip.

Dual-Alternator-System

The independent, second on-board power supply with second alternator and battery provides unrestricted operation of all additional consumers like reverse gear, radio, fender lighting, ect.

Low profile tyres

The low profile tyres 255 on chromed alloy drop center rims and LED taillights ensure security during driving.

Customizing

We provide individual designs, all colours, pin striping, numerous accessories and much more.

Made in Germany

In Sontheim, near to Munich, our vehicles are designed and hand-crafted produced. The high quality of our trikes is also based on the self-imposed quality standard (certification according to the standard DIN ISO 9001) that is revised rigorously once a year by MOT. All BOOM Trikes have EU-approval.



High comfort for passenger. For an optimal passenger sitting position the build-up trunk is adjustable. Big trunk.



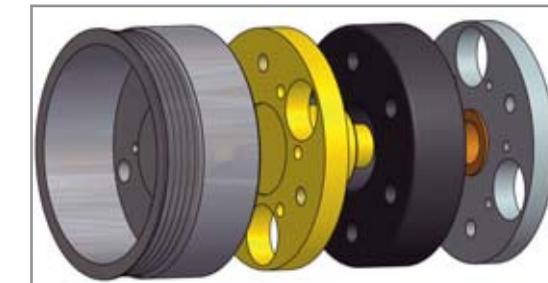
Low profile tyres



Dual-Alternator-System



BOOM torsion clutch



PRESS COMMENTARIES

The dull roar of the four-cylinder engine is music to my ears. It's an orchestral experience, a musical treat. And the best part is, it will always be with me. On a country road, on the freeway, or in tight corners in the Alps, where the echo between stony mountain crags turns the road into a giant concert hall. I am the conductor. I signal the orchestra if I want adagio, slowly pottering down the country road at a gentle 2,000 rpm. A twist of the throttle and the music is vivace, lively and cheerful, with bends and turns lending to the excitement. And then we give it a little more gas, prestissimo, very fast, and we're

Test Mustang

WILD PASSION

Horses aren't just a hobby, but a passion. And the more than 100 horses bridled together in a Boom Mustang trike are a wild passion, a never-ending pleasure.

flying along the highway at top speed. And then we throttle back at the exit, lento, the strings and winds to the fore. I'm on the road with the new Mustang trike from Boom, a company in Sontheim, Germany. A road sign announces a roundabout. Drive in gently, quickly drop down a gear, brake a little, and cut a hard right-left combination. On the way out of the turn, open the throttle. Vroom! The engine springs to life, with torque of 150 Nm at just 1,500 rpm. I'll explain later. I don't want to stop the fun. Barely thinking about it, and the speed is already above the 100 km/h mark. That's not too fast to enjoy the ride, but too



quick for zealous police with their radar guns. So we stay within the law and shift into fifth. This is the fuel saver – the Bluemotion trike line. At 100 km/h, the engine purrs at just over 2,000 rpm. This drops the fuel consumption to less than 6 liters for every hundred kilometers. It's not just car manufacturers who can build efficient vehicles. The Mustang heralds a new era for Boom. I would describe it as an era in which double driving fun is standard. That's because this trike has been optimized in every possible way. Let's start with the chassis. The Mustang is more compact, more nimble, more agile. Compared to a Fighter,

the Mustang is 80 millimeters narrower, and the wheel-base is shorter by 130 mm. It retains the company's own independent suspension with aluminum trailing arms and continuously adjustable struts. This concept has worked well. The 200/70 R 17 front tire is grippy and precise. The 295/35 x 18 low profile tires on the rear axle stick to the asphalt like they're glued to it. At cornering speeds that almost pry the driver out of the seat, the front tire is the first to give way. The rear tires still have plenty of cornering power. The compact dimensions of the chassis and the tires are two reasons for the excellent handling characteristics.

Another is the position of the passenger. Compared to the Fighter, the passenger seat has been lowered by 20 centimeters. This has two advantages. The passenger is better integrated into the trike and feels safer. At the same time the center of gravity of the vehicle is lower. And the positive effects of this can easily be noticed in cornering. The four-cylinder engine from Ford is equipped with a Trijekt fuel injector. It is programmable and has been optimized by Boom technicians for torque. The power curve is something to be savored. More than 150 Nm of torque is available from just 1500 rpm. The torque supply increases relentlessly to 168 Nm at 4300 rpm. That's where the trike marches forward, where it delivers the goods.

My concentration is given to the street. It's easy to see. A quick sprint and the speedometer needle climbs to an area where it really shouldn't be. Suddenly, the road disappears into a hollow and surprises me with a sharp right-left combination. All too quickly. I am too fast and attempt, with a hearty stomp on the brake pedal, to save what can still be saved. The racing brake system grabs hold like the emergency brake on an express train. The trike stays cleanly within the lines. Just like in a slow motion, the bend looms ahead of me. Without wasting too many words: Under no circumstances should you do without this design feature.

CLEAN TECHNOLOGY

The body is an unmistakable Boom design – with all its good points. Two gas props lift the cover completely out of the way. Underneath, the technology is laid out very nicely. The master cylinder for the hydraulic clutch, along with the brake cylinder and the brake booster, are all

located tidily and equipped with maintenance-free pivot heads. Automotive technicians would say this was a clean design, which would be exactly the right description for its neat appearance.

On hot days, a dual fan system ensures temperatures at the rear stay hale. Along with the radiator fan, a second ventilator in one of the maintenance panels draws the hot



air from the engine compartment. Great idea, and because of it there are no heat issues with the Model ST with trunk. Mustang trike is available in two types: the Sportback version without additional trunk and the Sport-Touring ST1 version with one. The roomy luggage compartment offers about 240 liters volume. It is bolted to the chassis. This preserves all the benefits such as openable body and maintenance flaps. With the Mustang, Boom has made a great stride. There's a great deal of expertise in this trike, but above all it has incorporated a lot of customer wishes. And so it really shouldn't come as a surprise when trike dealers say that the Mustang heralds a new era at Boom. I want to twirl the baton, or at least twist the throttle and seek out a winding route. Fire up the adagio, and feel the road. Vivace comes next, the unbridled desire for fun in the curves. Prestissimo as the grand finale, know your limits. And once again, because it's been so amazing.

Trike Magazin 02/2010

Text and images: Martin Franitza

PRESS COMMENTARIES

Our test model is the Moto Trike Intruder 1800 Thunderbird. It is based on a Suzuki C1800 that is largely original up to the rear axle. Then the conversion starts: body, chassis, differential and of course the two wide rear tyres. A few features are obviously added during the conversion into a car. The locking brake for one, also known as the parking brake in a car. The actual headlight is also just an ornament. Lighting comes from the additional headlights with the motorcycle headlight remaining off. The brakes have also been enhanced. Through this only braided brake lines are used. Additional brake pistons have been added to every disc in order to bring the Moto Trike quickly and safely to a complete stop. If pushing is not your thing, the Thunderbird can also be equipped with a reverse gear. The starter takes over the work here and pushes the entire load to the back. Luggage doesn't present a real problem. Located in the rear is a 163 litre storage space that is easy to load via the large hatch. The Thunderbird additionally also has a 78 litre top case as standard equipment. It of course features a passenger backrest and is also mounted on rails. This enables the passenger to move the top case along with the backrest into the desired position.

The first impression of the Moto Trike is striking. The wide rear section with the high top case looks like a tower. Let's have a seat. You basically sit the same as on a normal Intruder. But this one stays upright on its own and you can always keep your feet on the footboards. The instruments and switch units have been retained without modification, so operation is no problem. With a wide seat and comfortable upholstery your legs can be loosely placed on the footboards in front. Overall, the driver is very comfortably accommodated. The passenger



Boom Trike Intruder 1800

V-TWIN THREE-WHEELER

Trikes – to many half car and half motorcycle. But basically neither one nor the other. Recently Boom has added motor trikes to its product range. Because it is actually based on a motorcycle, the Moto Trike is distinctly more of a motorcycle than classical trikes. In terms of driver's license things remain as they were: a car driving license is sufficient to operate the Intruder 1800 made by Boom Trikes. So, does the Moto Trike handle more like a motorcycle? No, not at all. But the fun factor is still extremely high.

has it even better. He has a genuine wingback chair and an adjustable backrest. Because the passenger seat is also positioned a bit higher, the passenger also enjoys a magnificent view.

Along with the striking impression the Intruder 1800's V2 fits like the proverbial glove. At a weight of half a ton when fully tanked, you really need every bit of horsepower and Newton meters. So it's a good thing that it has 144 hp and 155 Newton metres. The Suzuki V2 of course duly revs up from low engine speeds. But due to its heavy weight it only feels just right at the medium speed range. With two 255 wide tyres at the back traction is not an issue. Only when you take narrow curves at high speed does the rear come around. And the grin on your face. However, orgies of rpms are fully out of place. Changing gears on the Moto Trike is a breeze. On highways the 5th and last gear is the right one in most cases. Only when overtaking should you downshift. Acceleration is good, but not what you are used to on a motorcycle. How is the handling of the Intruder 1800 Thunderbird? For one thing, it is really out standing. We've been out on the



road with many other vehicles, but none has attracted as much attention as the Thunderbird. Heads were turned. Envious glances, joyful waves, surprised faces – the full range. When driving slowly you almost have the feeling that you're being pursued by a crowd of joyfully screaming children. All of my co-workers asked if they could ride along. This never happens. So such a vehicle is not the ideal one for shy people with contact issues. Apart from this, the Intruder handles neither like a motorcycle nor a car. The seating position, operation and gear switching is like that of a motorcycle. But it stands upright on its own and can't do any type of inclines at all, so your feet stay on the footboards when you're waiting at a traffic light. Put it in gear, hit the gas, let out the clutch, everything as usual. Straight ahead everything is for the most part usual. But when you head around a corner, you'll have to put in some real steering work. The handlebars become a lever for changing directions. With increasing curve speed the holding forces on the handlebar also increase significantly. Narrow corners approached quickly require a great deal of strength. At first you take corners timidly, carrying the vehicle



around the corner as if the clutch were drawn. It gets better at every curve and you gain more confidence in yourself and the Intruder. After a short period of adjustment you can then move forwards at a crisp pace. The curve speeds possible are surprisingly high. The Intruder never feels as if it's going to tip over. The combination of chassis and spacious seat ensures kilometres of real comfort. The brakes impart a similar picture. Despite the heavy weight brake performance is absolutely fine. However, you really have to put some work into it and apply some force.

CONCLUSION

And it's fun! And powerful! A bit unfamiliar at first, because it feels like a motorcycle, but is very much different. After a short period of adjustment driving is child's play for the motorcyclist. It will take a bit longer for car drivers, because they first have to get used to changing gears like on a motorcycle. Afterwards it's all about driving pleasure. The fat V2 really kicks in and invites you to cruise. But you can really get it moving when you want to. The sporty chassis takes corners quickly, totally unlike the 2-wheel organ donor, the Suzuki C1800. As stated previously, it is not a motorcycle, yet given the opportunity you should definitely try it out. But be careful, because every trike entails risk of infection...

Bikerszene Tourer-Spezial 01/2011

Text and images: Matthias Hirsch



All models and prices on a view

MODEL COMPARISON AND PRICES

V1 Automatic

Low Rider

Hayabusa

**Mustang ST 1
Mustang Family**

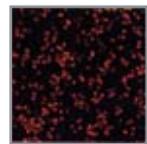
**Shadow
Intruder**



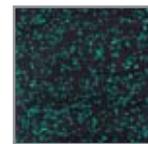
COLOUR PALETTE OF BOOM TRIKE

We provide all RAL-, metallic- or bicolor paints for an extra charge (see list of extra charges). Your desired color with all Ultimate models is freely selectable

STANDARD COLOUR RANGE



black/ red effect



black/ green effect



black/ blue effect



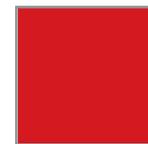
black RAL 9005



white RAL 9003



yellow RAL 1021



red RAL 3002

*Effect colours not possible with Mustang Touringback



New: Comfort seats without extra charge (generally in black/black)

LIFESTYLE PRODUCTS OF BOOM TRIKE

In our lifestyle catalogue you can find stylish and useful accessories relating to trikes and bikes. These are premium branded articles. Here you make the right decision – for you or as an exclusive present.

