



What makes Endeavor so special? – Endeavor is the only reverse trike conversion kit that will fit virtually any motorcycle. All common steering geometry settings can be fine tuned to fit the riders preferences. Caster, Camber, and Toe. Endeavor is patent pending in 148 countries and first to market with this one of a kind “Universal Conversion Kit”. Endeavor has gone through R&D and testing on 5 unique motorcycles logging over 120,000 miles without issue. Truly a matter of time tested and proven technology. Endeavor was voted **"Invention of the year"** in 2014 by the Minnesota Invention Congress and also awarded a **first place gold metal in Engineering** at the 2014 INPEX show.

How much does it cost? - Normal pricing is \$8500 - \$9500 depending on the vehicle type. V-twins are at the lower scale and full body tour models like the GL1800 and BMW run into the higher end due to the more involved body work.

What motorcycles will it fit? - This kit is designed to be of a universal fit. The Endeavor frame design is patent pending in 148 counties. The spit frame design allows us to use our modular sections to fit virtually any motorcycle.

How does it compare to a 1-2 type trike? - This can be a bit like comparing Ford and Chevy. Both the 2-1 configuration and 1-2 configurations share the flat cornering non-leaning advantages. Both offer an alternate advancement in motorsports enjoyment. Both configurations expand the versatility aspects of a standard motorcycle as road conditions and surface types become a non-issue with trikes in general. The 2-1 configuration is designed specifically around steering and handling and I believe offers a more adventure laden aspect to motorcycling as the 2-1 configuration is very well suited for more rugged and sporty activities.

How well does it corner and handle side winds? - In most cases the RT configuration will outperform the original 2 wheel setup. With just a small bit of practice cornering speeds can be higher and safer. Some tour bikes like the GL1800 are greatly affected by side winds in their native 2 wheel state but once converted side wind effects are greatly reduced or totally eliminated.

What about cooling features? - On the air/oil cooled models we add a 14" thermostatically controlled fan. Also air scoops are added to direct air right to the engine where it is needed. On liquid cooled models we relocate the radiator and in some cases we add an extra radiator to increase cooling efficiency. On the GL1800 we also correct the fan rotation along with adding the extra radiator for maximum cooling.

What about storage space? - Our kit includes a storage compartment up front (1.5 - 2 cu ft) big enough for full face helmet, jackets or misc items.

Can I install the kit myself? - Currently that is not an option but may be in the near future.

Update 2/15/2015 - Officially taking orders for new builds as our R&D and final tuning is complete. For information regarding orders and custom builds please use our contact us form.

Take the Right Turn" with Endeavor Trike conversions



2007 Victory King Pin Jan 2015



Yamaha Raider Nov 2014 (SEMA build)

Links

Home Page = www.endeavortrikes.com

Promo and Ride Videos = www.ido-endeavor.com/video

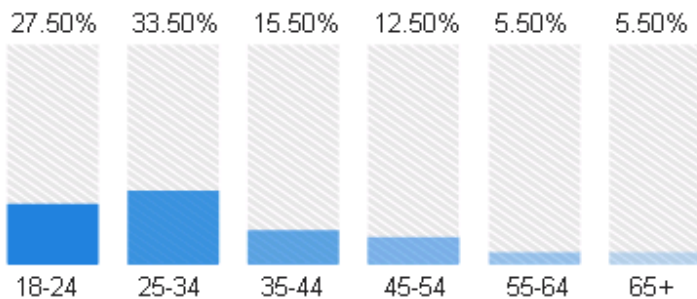
Email = normk@endeavortrikes.com

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Google Analytics – general interest demographics

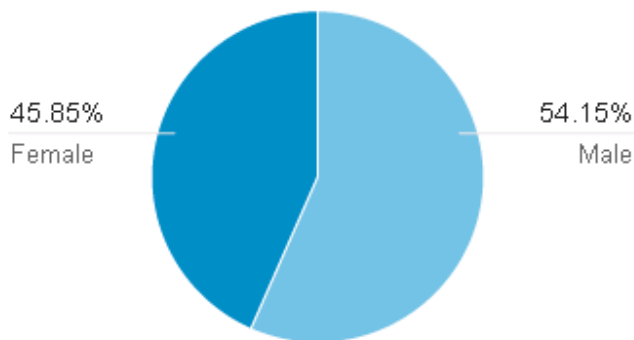
Age

100% of total sessions



Gender

100% of total sessions



As you can see interest demographics are quite different from what one would expect in regards to a standard 1-2 trike configuration. In fact the interest is exactly opposite from that of the 1-2 groups. With the advent of the BRP CanAm Spyder, Polaris Slingshot and Endeavor, the term reverse trike has been redefined as a sportier more adventure laden configuration.

Along with its sportier appeal the 2-1 style trike is built with steering and handling as primary concern where with 1-2 configurations steering is something one must deal with and accept as is.

Endeavor business plan

As of July 2014 I have been building conversions as one at a time custom units. My business plan from day one was to complete R&D and produce units under a “soft production schedule” while seeking a manufacture or business entity to license this product. I currently have a backlog of units on order and continue to receive requests.