

Take on the road



TRIHAWK

Trihawk - a whole new concept in driving

Designed to become an extension of self,
it responds like a reflex to your every command...
cornering, braking and accelerating
like nothing you've ever experienced.



The Concept

Trihawk's creators had a single goal. They wanted to build a high performance machine—an alternative to the boxy sameness and sluggish, cushioned response of most vehicles on the road today.

While the three-wheel configuration is visually dramatic, it was chosen for its performance advantages rather than for its distinctive look.

Its greatest advantage is its weight savings. The three-wheel configuration diminishes torsional load on the frame, allowing a lighter design. This lighter frame without the weight of a fourth wheel system optimizes power-to-weight ratio.

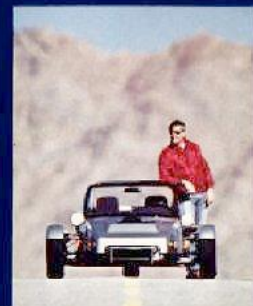
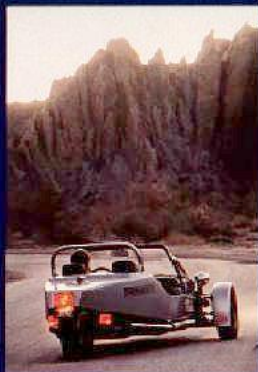
A three-wheeler with two driving wheels has a higher percentage of tractive effort than a four-wheeler. It also has less frictional drag.

Finally, this three-wheel configuration affords superior aerodynamics because of the laminar flow off the diminishing tail section.

The Challenge

The greatest challenge lay in incorporating the three-wheel configuration into a close-to-the-road design that would afford the stability necessary in a high performance vehicle. To this end, the two wide-track driving wheels are positioned in front, bearing and controlling seventy percent of the machine's weight. A horizontally-opposed engine is used to keep the center of gravity low.

Optimizing the performance of a fuel-efficient 1300cc engine was another major challenge. This was achieved by wrapping the lightweight three-wheel configuration in a low silhouette body design.



The Machine

Today, the Trihawk is a high performance reality that lets you experience the real road.

Its performance and handling are fully documented in independently conducted tests. On a slalom course in France, Trihawk attained record speeds. In other independent cornering tests, it showed results of .91 G forces, proving its superiority to four wheel production cars.

The Protection

The Trihawk is designed to maximize your safety without compromising the high performance you want.

A tubular steel perimeter frame uninterrupted by doors provides lateral protection for you and your passenger. Built-in chrome moly roll bar, racing type fuel cell and wide, three-point restraint harnesses also afford you exceptional protection.

The Particulars

The Trihawk's seats are fully adjustable and contoured to ensure your comfort. In keeping with the machine's open-air nature, they are finished with all-weather upholstery.

Standard equipment includes: high output four speaker AM/FM stereo-cassette, tailored top and side curtains, heater, 5.5 cubic foot enclosed luggage area, map pockets and locking glove box.

The Spirit

The Trihawk is an outdoor adventure. It puts you in touch with the sun and the wind as well as with the roadway beneath you. Highly responsive, it becomes one with you—for a driving experience unlike any other.

Test drive the Trihawk...
the exciting driving alternative.

TRIHAWK

The Design

Front positioned driving wheels
with 66" wide track

Low center of gravity only 12 inches
off the ground

70% of total weight directly over
front anti-roll system

Horizontally-opposed Citroën four-
cylinder single overhead cam,
air-cooled 1300cc engine

Five-speed transaxle

Unequal length double A-arm
independent front suspension
with stabilizer bar and concentric
coil springs over shocks

Rack and pinion steering

Front disc brakes

Trailing arm rear suspension
with drum brake

9 1/2" x 13" cast alloy wheels
with high performance radial tires

Tubular steel perimeter frame
with chrome moly roll bar

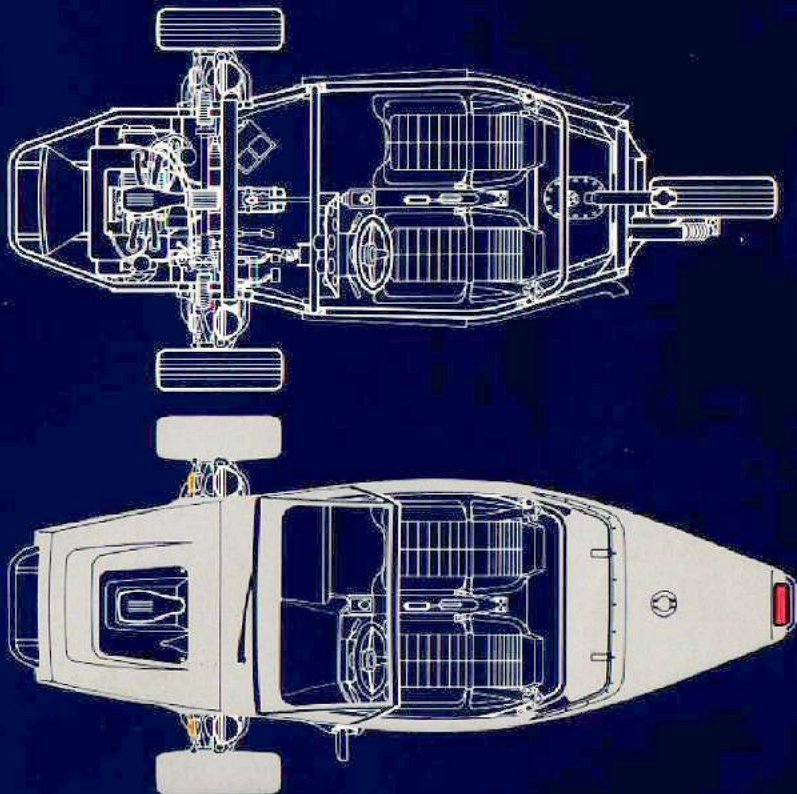
Full instrumentation with gauges

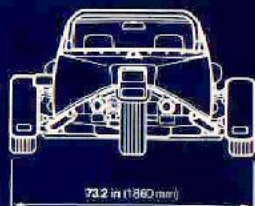
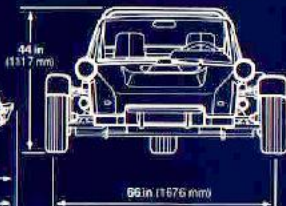
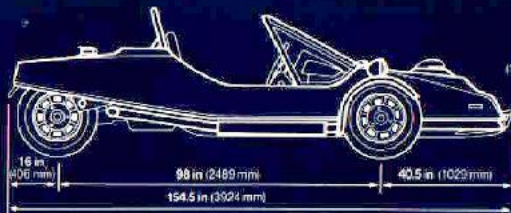
Racing type fuel cell and filler cap

Fully adjustable contoured seats
with lateral support

5.5 cubic-foot enclosed luggage area
and locking glove box

Superior body aerodynamics
with a 0.41 coefficient of drag





General

Curb Weight	1,350 lb	614 kg
Weight Distribution (with driver)	72% F/28% R	
Ground Clearance	5.0 in	127 mm
Fuel Capacity	11 U.S. gal	41.6 liters
Meets Federal Requirements For 3 Wheel Vehicles.		

Engine

Type	SOHC Opposed Flat 4	
Bore/Stroke	3.12/2.56 in	79.4/65.6 mm
Displacement	79.2 cu in	1,299 cc
Compression Ratio	8.7:1	
Bhp @ rpm	64 SAE net/47.8 kW @ 5,500 rpm	Equivalent 97 mph/156 km/h
Torque @ rpm	72 lb-ft/98 Nm @ 3,500 rpm	Equivalent 62 mph/100 km/h
Carburetor	Weber 30 DGS 25/250	
Fuel Requirement	Regular	
Ignition	Electronic	

Maintenance

Warranty	12 mo/12,000 mi	
Service Intervals		
Oil/Filter Change	5,000 mi/10,000 mi	
Chassis Lube	none	
Tire up	15,000 mi	

Standard Colors

Interior	Navy Blue
Body	Silver Metallic, Dark Blue Metallic, Chrome Yellow

Accommodation

Seating Capacity	2 persons	
Head Room, SAE Standards	35.6 in 909 mm	
Seat Width	2 x 20 in 2 x 508 mm	
Seatback Adjustment	15 deg.	

Calculated Data

1,350 lb/64 bhp (test weight)	21.1
Mph/1,000 rpm (5th gear)	17.64
Engine revs/mi (60 mph)	3,400
Piston Travel	1,758 ft/mi
Brake Swept Area	173 sq in/ton

Drive Train

Transmission	5 sp Manual
Gear Ratio:	
5th (0.91:1)	3.761:1
4th (1.133)	4.675:1
3rd (1.500)	6.187:1
2nd (2.294)	9.463:1
1st (3.818)	15.750:1
Final Drive Ratio	4.125:1

Chassis & Body

Layout	Front Engine/Front Drive
Body	Fiberglass
Frame	Tubular Steel Perimeter Frame
Brake System	8.9 in (226 mm) Discs Front 7.0 in (178 mm) Drum Rear
Brake Swept Area	116.2 sq. in. 750 sq. cm.
Wheels	Alloy 5 1/2 x 13
Tires	Radial P165/70R13
Front Suspension	Unequal Length A-Arms; Coil Over Shocks, Sway Bar
Rear Suspension	Longitudinal Trailing Arm Coil Over Shock
Steering	
Type	Rack & Pinion
Overall Ratio	29 deg/turn
Turns, Lock to Lock	2.7
Turning Circle	37 ft. 11.3 m

Instrumentation

Instruments	120 mph Speedometer, 7,000 rpm Tachometer, 99.999 Odometer, 998.9 Trip Odometer, Oil Temperature, Oil Pressure/Volt Meter, Fuel Level
Warning Lights	High Beam, Directional, Handbrake, Hazard
Specifications	Subject To Change
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