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TRIKE



Magazin



1000-Meilen-Galopper

BOOM-Mustang

TRIKE-Magazin special reprint

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.

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 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.





Great design: It may be long and lithe, but the Mustang trike is characterized by its compact dimensions.



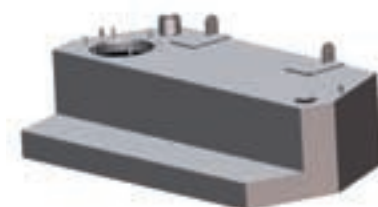
Practical: The rear trunk has a volume of around 200 liters. The lid has a rain gutter. This keeps the trunk waterproof.



Maintenance-friendly: The chassis cover can be lifted up easily with its two gas props.



The Boom Mustang offers a choice of a standard exhaust (see picture) and a fan-type exhaust. The effects of the fan-type exhaust are especially noticeable in the supercharged version. A polished stainless steel catalytic converter, middle exhaust, and double exhaust tips round out the Mustang's strong package.

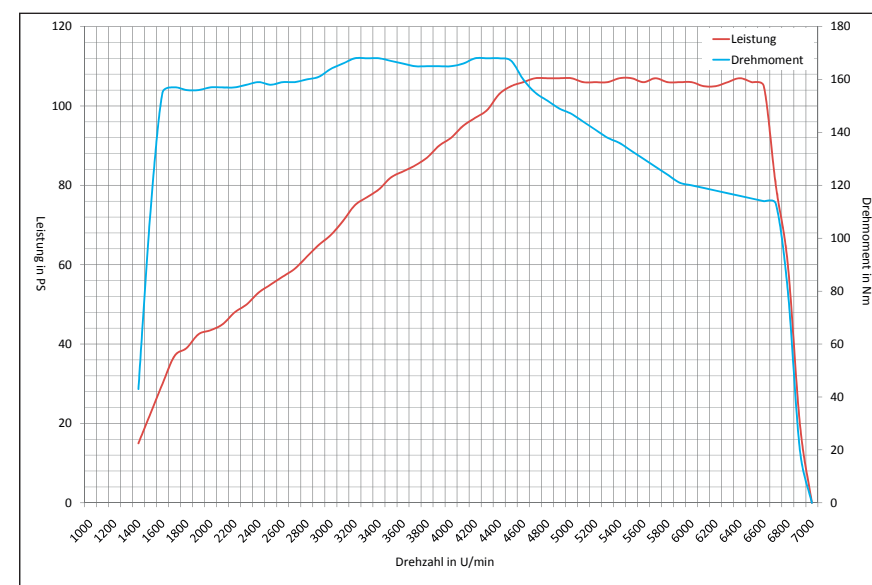


With a capacity of 45 liters, the tank is hidden far down in the chassis next to the battery and brake booster. This lowers the center of gravity.

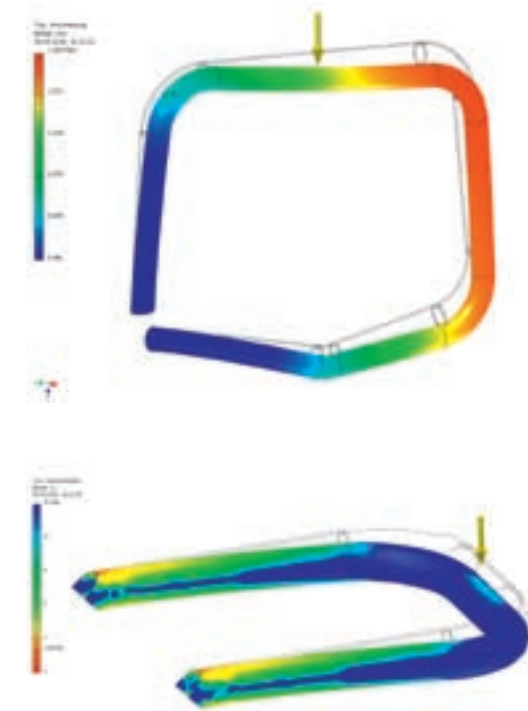
The Mustang era

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. The reason can be found in the vehicle dimensions. Compared to a Fighter, the Mustang is 80 millimeters narrower, and the wheelbase 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 and has been in the Mustang's blueprints from the start. This was also true for the offset front wheel swing arm. 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. You notice a slight shudder. 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, while the engine power climbs constantly to 107 hp at about 4600 rpm. That means in this range there is always something there to boost driving pleasure and safety. In the 2000 to 4600 rpm range, the tachometer needle is in its playground. That's



More than 150 Nm of torque is available at just 1500 rpm. The long intake pipes keep performance constant. That means there is enough pull in any situation. You don't have to turn the engine up high to have fun.



Thanks to the latest in CAD technology, each component is tested early in development for durability. From engine displacement to force-induced stresses, all the way to the safety factor, all the important variables in the development process are worked out

The air scoops in the rear look good and ensure healthy engine temperatures.



Brilliant: The hinge of the trunk lid is made of pivot heads.



The racing brake system is absolutely recommended equipment.



where the trike marches forward, where it delivers the goods. The Trijekt system offers another advantage. Boom describes this as follows: "The new Trijekt control makes remote maintenance of your trike possible in many places around the world. Each trike comes with a data cable that can be conveniently connected to any PC or laptop via a USB adapter. Thanks to the wide coverage of Wi-Fi hotspots, or with the new fast UMTS mobile Internet connections, Boom employees can access your engine electronics at any time and help with breakdowns. With downloadable software, they can also read the fault memory at any time and monitor the functions of your trike in real time on a PC. This ensures rapid help if a problem occurs." We will put this system to the test

and describe the procedure in detail in a forthcoming issue. That's just progress. Today, diagnostics is a matter of laptop and mobile phone. Gone are the days on the side of the road with oil-smeared hands and half a spare parts warehouse in the trunk. But these thoughts evaporate quickly. 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 slow motion, the bend looms ahead of me. But the speed is now down enough that I can safely glide into the turn. Without wasting too many words: Under no circumstances should you do without this design feature.



Proven: The long-travel front fork, or “comfort fork,” an offset front wheel swing arm.



Under the air scoops is the access to the oil filler neck...



...and to the cooling water container.



The fan in the air scoop draws hot air from the engine compartment as needed.



The Mustang's seats are comfortable.



The tank filler is under an elegant aluminum lid. Here you can also check the motor oil level.



That's the way it should be. Under the body there is a clean look. Everything is tidy and clearly arranged.

Andreas and Bonnie Schubert of Hanse-Trike, Rewaco dealers



Andreas is a confirmed RF-1 fan. His statement: “The Mustang is a very agile, nimble trike. You notice the lower weight while driving. The engine has strong torque and a great sound. The sport brake has very good braking performance. The large trunk is a convincing argument. I'm looking forward to the supercharged version with even more power. The Mustang is a real alternative to the RF1.”

Bonnie: “I've never ridden in a trike in which you can sit as well as in the Mustang. You are really integrated into the vehicle and as a passenger, you feel just comfortable and safe. The unpleasant wind pressure is gone and, despite the low seating position, you can see everything. Of course, I drove it as well, and can fully confirm the comments made by my husband. Just brilliant. The test ride convinced me and we will now be expanding our product range with Boom trikes.”



Elegant: The silver button is the starter button.

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. Maintenance work such as adding oil or checking coolant doesn't require the whole body to be opened up. There are two maintenance flaps for quick access. 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. For hot countries like the United Arab Emirates and Spain, or for trips through the desert, an additional fan can even be installed on the water cooler. The 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 200 liters volume. It is bolted to the chassis. This preserves all the benefits such as openable body and maintenance flaps. As needed, and if the local garage has the relevant parts, you can even switch between Sportback and ST1 versions according to your needs. The



State-of-the-art CNC tube bending technology makes possible highly complicated structures that fit perfectly to the contours of the trike.

The tubular frame construction of the new Mustang is attractive and stable at the same time!

Technology

BOOM Mustang ST1 (Sport Tourer 1)

Engine:.....Ford
Cylinders:.....4
Displacement:1596 cm³
Max. output:.....112–210 hp with supercharger
Max. torque:.....160–250 Nm
Fuel system:Electronic injection
Ignition:Electronic ignition
Clutch:Single dry clutch
Cooling:Water-cooled
Battery:.....44 Ah 12 V
Alternator:.....90 A
Transmission:5-speed manual transmission and reverse gear (Ford)

Chassis:
Frame:.....Two-part tube frame, bolted
Rear suspension:.....Independent rear suspension/aluminum semi-trailing arm with coilovers
Front wheel suspension:.....
Long-travel front (comfort) fork ø 48, 60, or 76 mm polished stainless steel

Front tires:.....200/50R17
Rim:5.5x17 B12
Rear tires:.....295/35R18www, 295/50 R15, 335/35 R18, or 335/35-20
Rims:.....11x18 B12

Brakes:
Composite brake operated by brake pedal, self-adjusting disc brakes, ventilated at the rear, or optionally racing brake ø 330 mm, internally ventilated, disc brakes in front, steel braided brake lines, mechanical parking brake

Dimensions:
Wheelbase:.....2650 mm
Track width:.....1465 mm
Overall length:.....3590 mm
Overall width:.....1810 mm
Overall height:.....1250 mm

Handlebar width:.....995 mm
Driver seat height: 365 mm, up to 500 mm possible with padded seats
Passenger seat height:.....520 mm

Empty weight:Approx. 590 kg (depending on equipment and options)
Gross vehicle weight:.....850 kg
Seats:2
Towing capacity:EU 300 kg, national 550 kg in preparation

Top speed:Approx. 175 km/h in the basic version, over 200 km/h in the supercharged version

Fuel:.....Super unleaded 95 RON
Fuel tank capacity:45 L
Fuel consumption:Approx. 6 L/100 km

Maintenance intervals:20,000 km
Exhaust classification:.....Lowest possible classification for trikes
Warranty:Two years

Other:
The vehicle is made entirely of new parts. Chip tuning is possible. Supercharged version with 165 hp stage 1 and 210 hp stage 2 in preparation. Various tire width options with matching fork widths. Disabled conversion possible.

Price:
Mustang:from € net 19,244

Accessories:
Tires of different widths, extensive stainless steel accessories, navigation system, MP3 radio, special paint of all kinds, engine tuning, Jet Light system

Matthias Klinger, Boom dealer



Matthias has a trike rental company in Bad Schönborn. "My expectations were fulfilled. The Mustang is a really successful vehicle. Even at the dealer training in the winter, the vehicle had an attractive appearance. But the effort that has been put into its development and refinement is pretty remarkable. The wishes and suggestions by us dealers were implemented. The handling is impeccable. The Mustang goes exactly where I want to go as a driver. The gearshift is simply good. It's got great pull, and the brakes are even better than all the other Boom models."

equipped its work area with a spray booth and added a paint specialist to its staff. All kinds of paint job are now possible. Personally, I'm not worrying about the color at the moment. 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. ✖

Martin Franitza

trunk lid opens on a hinge made of pivot heads, which in turn are mounted on the luggage rack. That's handy, because a strapped down bag won't get in the way of the lid. The trunk itself is made of fiberglass reinforced plastic. The walls and base are reinforced with laminated panels. That means you don't have to worry about the load, as long as the trike is not over the maximum weight. With the Mustang, Boom has made a great stride, and one clearly in the direction of the Rewaco

RF-1. 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. When we were testing the trike, we asked the owners of two dealerships for their opinion (see box). In the basic version, the Mustang trike costs € net 19,244. The test vehicle with full equipment and custom paint costs € net 33,530. You read that correctly: Boom has

The Mustang trike in its element: Triking wherever the sun shines. No matter how far the journey.

