

The DFT Difference

U.S. Patent #5-692-577

True Independent Suspension ...

Because, it's a better ride!

The DFT independent suspension system starts with a differential mounted in a two piece case that is 'O' ringed and sealed at the drive axles and mating surfaces. This case serves as the adaptation device which maintains the motorcycle's original drive location and also mounts the brake rotor. This drive spool is then mounted in a pair of main castings which are the foundation for mounting and placement in the motorcycle, lower suspension pivot points, upper shock mounts, brake caliper mount, drive spool and inner half shaft bearing bosses.

All steel components, such as the lower arms and drive shafts are T.I.G. welded and plated in zinc dichromate. The lower arms are fitted with tapered roller bearings at both the main casting and outer carrier pivot points for a long life and smooth suspension movement. The half shafts use automotive type universal joints equipped with grease fittings.

The outer wheel carrier employs a sealed, double row ball bearing hub which mounts a 5 bolt by 100mm bolt circle, 16" front wheel drive rim, available in numerous styles from many sources.

The four shock, coil over shock system allows for maximum ride tunability such as stance, balance and vertical position. To complete the system, a sway bar is provided to enhance cornering and steering, easily adjusted through a turnbuckle and locknut arrangement and mounted with spherical ends for quiet, smooth and positive operation.

What this means to you is a very versatile, highly adjustable, great handling and extremely smooth and stable three wheeled motorcycle, with minimal unsprung weight, in an easily installed, bolt on package.

Engineered specifically for motorcycles!

***To experience what a difference independence can make,
let us build one for you!***

For ordering information, call us at 630-543-5533

Visit our website at www.lat-enterprisesinc.com



L.A.T. Enterprises, Inc.