There are several attributes I look for in a recumbent trike. At the top of my list are comfort, performance, transportability, and cost. The Trekker from Trident scores really well in all of these categories.

The Trekker is a folding, tadpole trike that has 20” wheels all around. (there is an option for a 26” rear wheel). The frame is constructed of chromoly steel and has built-in adjustable rear suspension. This allows for a shorter rear end, which results in more agile steering and smaller storage requirements. The trike is available in Wasabi Green or Wolfpack Red. The 26” model also has Carolina Blue as a color option.

The telescoping boom can be shortened or lengthened to accommodate riders with an X-seam from 34 3/4 inches to 47 inches. Shorter riders may need the optional short crank arms (160 mm vs 170 mm). My X-seam is about 45 inches, so it was easy to adjust the trike to fit me well. If you are really tall, Trident offers an optional XL boom that can accommodate riders with an X-seam up to 51 inches. Making large adjustments in the boom length requires adding or removing links to the chain.

At 36 inches across, The Trekker is fairly wide. I found it had plenty of room for my ample physique. Unless you have double doors, you may need to tilt the trike to pass it through doorways. The rider also needs to be a little more careful going through bollards and narrow trail entrances. But the downsides of the extra width are more than made up for by the trike’s increased stability. This is a trike that really doesn’t want to tip.

The Trekker is shipped in a single large, well-padded box and requires some assembly. It took a little time to put the trike together, but the process was straightforward. The hardest part was having to wait to take it for a ride.

The trike weighs in at just under 40 pounds, which puts it in good company – especially for a folding trike with rear suspension. I had no trouble whatsoever loading it into the back of my car or lifting it to mount it on my Alpaca bike rack.

The Trekker has 20” wheels in the front and the back. While a 26” rear wheel would smooth out the bumps a little, it’s also nice when the wheels are all the same, and you only need to carry one spare tube and tire. It makes it easier to come by replacement tires when traveling, too. A 20” rear wheel also gives the trike a little lower gearing for climbing or pulling loads. The Trekker comes with the Schwalbe Tyreks tires which are specifically designed for recumbent trikes. Their pressure range of 50-85 PSI gives you some flexibility; lower pressure for a smoother ride but higher rolling-resistance, or higher pressure for lower rolling resistance but a slightly harsher ride. Of course, since the trike has rear suspension, you can set the tire pressure on the high side and have the best from both worlds.

The Trekker has mechanical disc brakes. Each brake lever controls the disc brake on the same side. Applying only one brake did cause the trike to drift toward that side of the trike, but steering slightly in the opposite direction was enough to counteract it.
little power was needed to apply the brakes (it passed the pinky test successfully). It wasn’t difficult to lock up a wheel with hard braking, but backing off the brake easily released it. Applying both brakes produced quite a bit of stopping power. Parking brakes are built into the brake levers. They are handy and easy to use; simply apply the brake and push the locking lever.

The power side of the drive train has two idler pulleys to route the chain underneath the seat. When I was climbing uphill slowly, I could hear the chain running through the pulleys, but I didn’t notice any loss of power. Both the top and bottom chains are protected by plastic tubing that keeps grease off the rider’s legs. I was especially thankful for this because when I used the big chain ring, my calf often brushed up against the tubing. The chain near the hinge is also covered with rubber tubing so it can take the stresses of being folded. Another benefit of the tubing is it greatly reduces the chances of getting grease everywhere when the trike is being transported.

To fold the trike, there must be enough slack in the chain. If you ride with an extended front boom, your chain might be a little too tight. By making sure the chain was on the smallest chaining and cog, I could get enough slack to fold the Trekker. Otherwise, I would have had to either slip the chain off the chaining, shorten the boom, or add a few more chain links, none of which I wanted to do. But even after creating the maximum amount of slack in the chain, I found it necessary to lift the tubing-encased chain to clear the hinge as I folded the trike.

With a triple chaining in front and a 9-speed cassette, the gearing on the Trekker was a little on the low side, which suited me perfectly. I live in the foothills, so I do a lot of climbing. My fastest downhill pedaling speed was around 35-40 MPH.

The Trekker has under-seat indirect steering with bar-end shifters, which work really well. It was easy to push or pull the shifter with my thumb or index finger while still maintaining my grip on the handlebars. The lever took very little pressure to move. Shifting was quick and clean for both the front and rear derailiers.

The steering mechanism uses rubber stoppers to prevent the trike from being turned too sharply. The stoppers have quite a bit of give in them, so if you push hard, you can turn the handlebars a few more degrees and make a sharper turn. Having the stoppers meant I felt more comfortable making a hard turn if I needed to, as they negated the worry of the wheels or the steering components smacking into something. Some trikes with a small turning radius might be twitchy when turning at speed, but the Trekker strikes a good balance between maneuverability and stability.

The handlebar is one solid piece and can be tilted toward the back or front, but not moved in or out. The handlebars will likely be in the way when the trike is being folded, so it may be necessary to loosen the bolts and rotate the bars forward or back.

The Trekker’s seat is a tubular frame covered with mesh fabric, but Trident also offers a hard-shell seat with a neck rest. The mesh is secured by straps at the back and bottom of the seat. The seat tightness can be adjusted to improve lumbar support or to make a pocket to help keep the backsides of upright riders from sliding across the seat.

Two adjustable brackets secure the seat to the frame. The one in front has three height positions, and the one in the back has four. The position of these brackets determines the overall height of the seat as well as the tilt. For example, to get the most-reclined position, the front bracket would be in the highest position and the rear bracket in the lowest. This means there isn’t much granularity when adjusting the height and tilt. Despite the limited number of seat positions, it was easy to find one that was very comfortable for me.

Each bracket is secured with a quick-release so the seat’s height or tilt can be changed quickly. The seat must be removed when folding the trike, but the quick-releases make this easy. Restoring the seat to its previous position is simple, too, since there are only a few slots in the front and rear brackets to choose from.

A tubular support bracket bows out of the middle of the backside of the seatback, and it makes a good place to attach gear. I mounted one of my water bottles there, but it put the bottle a little too high for easy access. If I was going to be riding this bike long term, I would get an extension mount to lower the bottle by about six inches. I had my other water bottle on the chain stay, which made it easy to reach while pedaling but did interfere with the folding. If I was going to fold the trike on a regular basis, I would put both water bottles at the back of the seat.

The top of the seatback has a zipperpered pouch with plenty of room for wallet, keys, tools, spare tube, patch kit, etc. Since the
pouch is so high up, it isn’t easy to access while riding. If I stopped the trike, I could turn sideways and reach into it without having to get off the trike.

The Trekker is very stable at higher speeds – the thing basically wants to go straight. I could coast for quite a distance with no hands on the handlebars. There was a little drift toward whichever side of the road was lower, but it wasn’t significant.

A very nice feature of the Trekker is its

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### Trident 20 Trekker Spec Box

- **Boom**: Aluminum
- **Bottom Bracket**: Integrated
- **Height**: + 15.5”
- **Brake Levers**: Promax w/lock
- **Brakes**: Avid BB7 Disc
- **Cassette**: SRAM PG970/11-34 9 spd
- **Chain**: KMC X9.93
- **Color**: Wolfpack Red
- **Crank**: SAMOX forged; 52/42/32 170mm
- **Derailleurs (f/r)**: (f) Microshift / Microshift XE CNC
- **Frame**: Chromoly steel tubing
- **Ground Clearance**: 4.5”
- **Handlebar**: Aluminum, USS
- **Hubs (f/r)**: (f) Custom CNC Alloy, 32h
- **Overall Height**: + 31”31
- **Overall Length**: + 74”
- **Overall Width**: 35.5”
- **Seat**: Mesh, aluminum tube frame
- **Rims**: Double wall alloy
- **Seat Angle**: 30-45 degrees
- **Seat Height**: 11.375” to 13.375”
- **Seat Width**: 16”
- **Shifters**: Shimano Bar End
- **Spokes**: 32
- **Tires**: Schwalbe Tryker 20x1.50
- **Track**: 31.5”
- **Weight**: 39.7 lbs
- **Wheelbase**: 45.25”
- **Rear Suspension**: Enclosed, adjustable coil-over shock
- **X-Seam Range**: 34.25” - 47”
- **Suggested Retail Price**: $2,349
rear suspension. As I’ve gotten older, I have come to appreciate having suspension —
even on some of my rough local roads. One of our concrete trails has some fairly large seams that can be brutal to ride over on a non-suspension bike or trike. When I rode the Trekker over the seams, I could hear thumps and feel them in my hands, but very little jolting was transferred to my spine. The suspension also made a significant difference when I was entering or exiting steep driveways. On a non-suspended trike, I would have had to slow down when I got to the bottom of the driveway, and I still would have winced when the seat collided with my tailbone. Not so on the Trekker — I could hit those driveways at a good clip without jarring my kidneys.

I did notice that the trike had a tendency to bounce a bit when I was pedaling at a high-RPM. It wasn’t a nuisance, and I didn’t feel any power loss because of it. A little work on smoothing out my pedal stroke probably would have taken care of the phenomenon.

The Trekker comes with a rack (at no extra cost). The rack is a little smaller than the standard rack found on full-size mountain bikes. The height of the rack is adjustable by about 3”. This allows you to set the rack’s height according to the length of your panniers. If you have smaller panniers, you can lower the rack for a lower center of gravity, but if you have full-size panniers, you can set it at a higher position.

The safety flag is mounted in a good place — on the rear corner of the rack. You may have to move it if you are using a trunk, or you can mount the trunk slightly skewed (which is what I did).

One thing about the Trekker is that it comes with fenders all around, a rear rack, a rear light, a mirror and a flag, all at no extra cost. Often when a prospective buyer prices a bike or trike, they forget to budget for these necessities, and they can end up a little shocked by the final total. Not so with the

Trekker.

If you’ve ever tried riding through the rain or have hit a puddle fast, you know the value of fenders for keeping your face clean. The Trekker’s fenders are fairly thin and lightweight. The front fenders are hooked to aluminum brackets that mount on the kingpins. The rear fender sits underneath the rack, its front end attached to the frame, and its back end supported by two small rods (a little thicker than spokes) that are secured near the rear axle.

The Trekker’s rearview mirror is nice, too. It clamps to an accessory mount on the left kingpin. The mount has room for the mirror, as well as a bike computer or GPS unit. The mirror’s stem is about ten inches of flexible rod, which allows the mirror to be positioned just about anywhere you like. The rod is stiff enough that it won’t droop when you take it over rough terrain, but it will give way if you bang it into something (in preference to breaking off). The mirror is convex, which
means objects are closer than they appear, but your field of vision is greater. The mirror pivots within its housing (similar to a car’s side mirrors) so you can change its viewing angle as well as its position. I regularly use a helmet mirror, but I found Trident’s mirror to be a good supplement.

Since the Trekker is foldable, it gives you more options for transporting it. The process of folding it is straightforward:

Increase the slack in the chain by shifting to the smallest chain ring and cog (if necessary). Loosen the two quick-releases holding the seat, and remove the seat from the trike.

If necessary, loosen the bolts that secure the handlebars using an Allen wrench. Rotate the handlebars forward or backward so they are out of the way, then re-tighten the bolts to keep them from flopping around.

Then pull the locking pin on the hinge, and lift the rear of the trike up and over the front

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*Top: A 9-speed SRAM PG910/11-34 cassette is fitted to the rear allow hub.*

*Middle: Attention to small details, such as the wear guard on the cross-tube to prevent abrasion shows a lot of thought has been put into the trike’s longevity.*

*Bottom: Avid’s BB7 mechanical disc brakes are a popular choice for many recumbent trike makers, with good reason as they provide solid, dependable service over a long period of time.*
of the trike, moving the chains to clear the hinge if necessary.

Unfolding the trike requires the same steps but in reverse. The space used by the trike can be reduced further by loosening and shortening the front boom.

I rode the Trekker during a 2-week trip that required loading and unloading the trike daily. The inside of my minivan was full, so I mounted the trike on my Alpaca hitch receiver carrier. The Alpaca easily held the Trekker, and my wife’s electric-assist trike, and thus I didn’t have to fold/unfold the Trekker each time we loaded/unloaded. The Trekker was significantly lighter than my wife’s trike, (which, bless her, weighed in at 50 pounds), so lifting it onto and off the rack every day was a breeze.

I have had much fun riding the Trekker. It is a well-performing machine that has comfy suspension and folds into a small package. I have put hundreds of miles on this trike, and I wouldn’t mind keeping it. Now if I can just convince my wife that having a recumbent trike in the living room (because the garage is full) is as normal as American Pie, and if I can convince her to tell me where she’s hidden my credit cards, I just might!