Installation instructions, TwinPegs for AJP PR7

Welcome as a TwinPegs rider!

Thank you for choosing to be one of the pioneers!

As all customers you are very important to me. Any issues/ questions, please send me an email at contact@twinpegs.no. I am certainly a motorcycle enthusiast myself, and I want you to have the same customer and product experience that I expect when buying parts for my own motorcycles.

This is individual, but as we all have learnt to ride our motorcycles on single footpegs, it may take some time to get used to the new opportunities provided by the new ergonomic concept TwinPegs. I am confident that your TwinPegs kit will serve you well for a very long time and give you great off-road riding experiences.

TwinPegs offer a lifetime warranty against material failure. The guarantee does not cover any damages to the rider, the rider gear, or to the motorcycle or aftermarket equipment assembled to the motorcycle claimed to be caused by TwinPegs. Nor does the guarantee cover wear and tear of the TwinPegs components after years of extensive use. Materials and design are chosen to give a very long lifetime. The guarantee does not cover damages caused by installation errors like ruined threads etc. Normal craftsmanship is required for installation.

No material failure has been reported so far since the first TwinPegs kit was delivered in 2019, nor any reported damage to rider, rider gear or motorcycle claimed to be caused by TwinPegs.

I would of course appreciate if you, after having gained some experience with TwinPegs, will post a review on www.twinpegs.no Thus not only helping me to be able to develop TwinPegs kits for more motorcycle models, but also helping other fellow enthusiasts to have the same improved ride experience as I am confident that you will have.

I would also appreciate if you post your experiences, pictures and travel stories on the TwinPegs Facebook site, and other relevant places.

Best regards, Kai Ingvald Flateland Inventor/ Designer/ Manager

Product details TwinPegs for AJP PR7

The story about this kit started more than one year ago on a motorcycle exhibition in Stockholm, where we by chance met the Swedish and Finnish AJP importer AJP Nordic, Kristian Ölvestad.

He immediately saw the potential for AJP PR7 in TwinPegs, and told us that there might be demand for a TwinPegs kit that also lowered the footpegs.

AJP PR7 is an enthusiast adventure bike, and enthusiasm is the driving force behind the development of TwinPegs. So we are proud to now launch a product for this model. By replacing the original footpeg brackets, the primary footpegs are lowered 10 mm and moved forward 10 mm, both beneficial for the ergonomics.

In addition to this, we designed an optional kit of hooks for soft luggage straps, with attachment points integrated in the TwinPegs brackets.

The benefits of being able to effortlessly shift weight towards the rear wheel by putting rider weight on the rear footpegs give you a new ride technique tool when climbing, accelerating and when riding in sand or ruts. In addition to this, you have the benefit of saving energy and gaining control. Which in sum equals more fun and gained confidence while riding offroad.

The ergonomics and geometry of TwinPegs is developed via prototypes for enduro racing and rally racing. Just as in 2024, TwinPegs were raced both in Dakar Rally and Africa Eco Race 2025. TwinPegs works!

However, TwinPegs have probably even more to offer to the common adventure rider.

The primary foot pegs are still the primary foot pegs when riding. The pivoting around the ordinary foot peg is shifted up to the ankle joint, when the foot is also resting on the rear footpeg.



The kit consists of brackets, rear foot pegs with return springs, a new sidestand bracket, and all attachment hardware. We chose to include stainless bolts as a replacement for the original bolts for attaching the brackets. As the original bolts are not the best quality.

The picture shows TwinPegs installed on a AJP PR7 with OEM primary footpegs

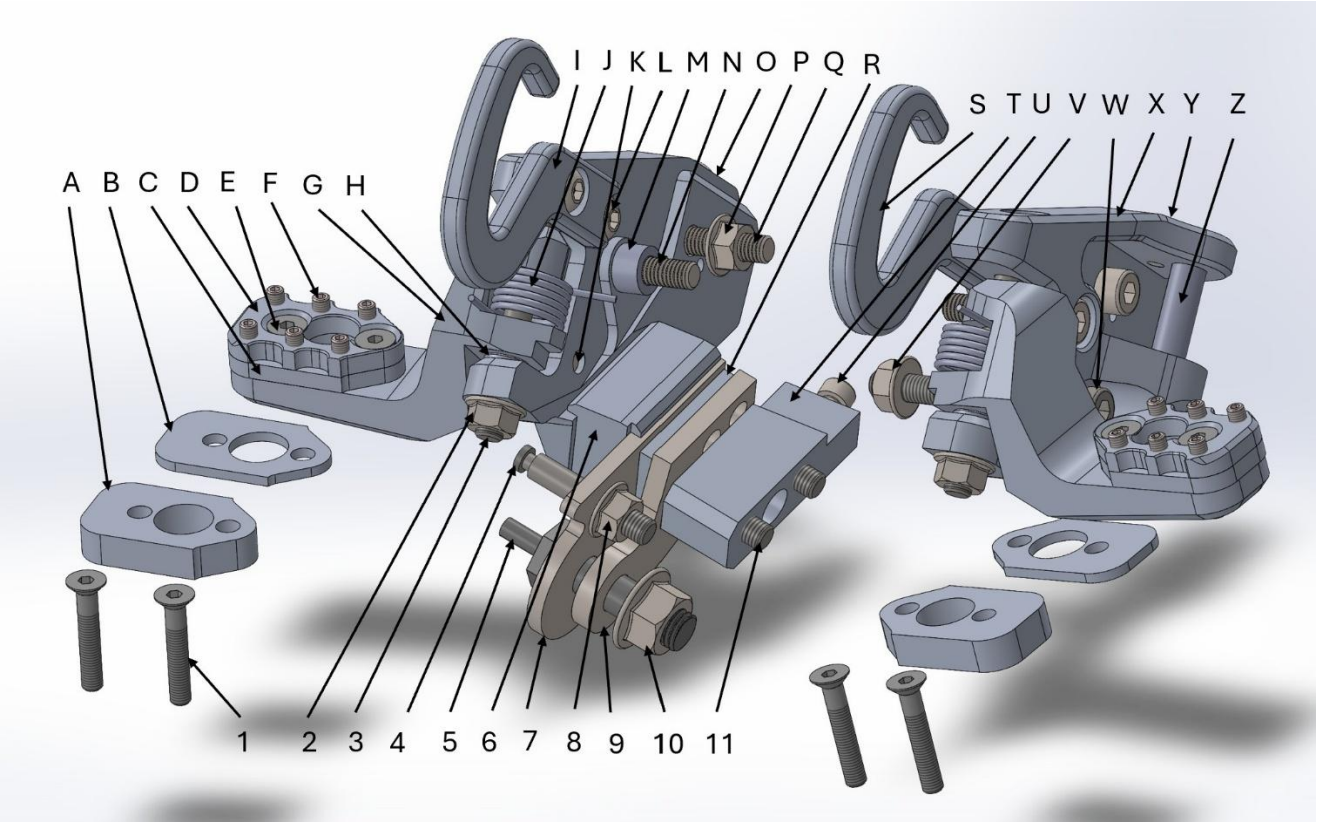
The height of the rear foot pegs is adjustable by adding/ removing shims as shown in the picture, so the kit can be configured according to the rider preferences, choice of boots, etc.

Using the grub screws in the rear foot pegs for added grip are optional, according to the rider preferences.
With heel support, softer boots may be used with success for increased comfort. But be aware that more comfortable boots offer less protection.

Recommended tools

Allen key 5, 4 and 2.5 mm. One Spanner 13 mm and two 17 mm spanners. A pair of pliers for removing the original primary footpegs. Preferably a torquewrench with torquerange 8 Nm to 17 Nm. Lubrication on the threads is a good idea.

List of components



List of components

A: 10 mm shims (2 pcs)

B: 3 mm shims (2 pcs)

C: 5 mm shims (2pcs)

D: Footpeg surface (2 pcs)

E: M6 x 25 countersunk (4pcs)

F: Grub screw M6 x 10 (12 pcs)

G: Footpeg pair, -40 mm height

H: Flat washer Ø8,4 (2 pcs) (similar on both sides)

I: Optional luggage hook left, if ordered (1pcs)

J: Return spring (2 pcs) (similar on both sides)

K: M8 x 16 panhead bolt (2 pcs) (Similar on both sides, for adjustment of camber angle of footpegs. Place the desired number of Flat washer Ø8,4 (2 pcs) between the bolt and bracket for camber adjustment) Spacer Ø16,5/Ø10,2 – Length 10,0 mm (1 pcs)

L: M8 x 16 panhead bolt (4 pcs) (for attaching optional luggage hooks to TwinPegs bracket)

Spacer Ø16,5/Ø10,2 – Length 13,1 mm (1 pcs)

M: Spacer sleeve Ø14,5/Ø8,5– Length 8.3 mm (2pcs)

N: Insex hexagon head bolts M8 x 35 (2 pcs) (1 pcs on each side)

O : AJP PR7 left side bracket (1pcs)

P : M8 Flange nut (2 pcs) (Similar on both sides)

Q: Insex hexagon head bolts M8 x 35 (2 pcs) (1 pcs on each side)

R: Aluminium spacer plate (1 pcs) Triumph Tiger 900 Rally right side bracket (1pcs)

S: Optional luggage hook right (1 pcs)

T: Sidestand support block 1 (1 pcs) Update, not shown in drawing ; Together with this block (T) there is a spacer sleeve Ø14/Ø8,5 length 7,2 mm. In case of model year 2025 or newer, this spacer sleeve is not necessary. For earlier models it is necessary, for the bracket to fit. AJP did a small design change to the frame, this solution counters this.

U: Insex hexagon head bolt M6 x 20 (1 pcs)

V: M8 Flange nut (1 pcs)

W: Brake lever pivot bolt M8 x 70 (1pcs)

X : AJP PR7 right side bracket (1pcs)

Y : Primary footpeg pivot bolt securing bolt M6 x 10 (2pcs)

Z: Reused original primary footpeg pivot bolt

1: M6 x 35 countersunk (4 pcs)

2: Counter nut M8 Flange nut (2 pcs) (similar on each side)

3: Rear footpeg pivot bolts insex hexagon M8 x 70 (2pcs) (similar on each side)

4 : Sidestand spring fastening bolt M8 (1 pcs)

5 : New and improved sidestand pivot bolt (1 Pcs)

6 : Sidestand support block 2 (1 pcs)

7 : Primary sidestand bracket steel (1 pcs)

8 : Counter nut M8 Flange nut (1 pcs)

9 : Secondary sidestand bracket steel (1 pcs)

10 : M12 nut for sidestand bolt (5)

11 : Insex hexagon bolts M8 x 70 (2pcs)

Step 1 preparations

Place the bike on a bike jack or similar, as the sidestand must be temporarily removed. The original AJP footpeg brackets must be removed on both sides. The primary footpegs and primary footpeg bolts will be reused.

The picture in "List of components" shows the assembly of all parts listed in the parts list. If the optional soft luggage strap hooks is chosen, the kit will also contain hooks (**I** and **S)** and four bolts (**L**)

Step 2 Build right and left bracket footpeg assembly (Bracket + rear footpeg)

Lubrication on the threads are a good idea.

It is beneficial to preassemble the left and right footpeg assemblies before installing them on the bike**. Important: The flat washer (H) should be below the rear footpeg, separating the rear footpeg from the bracket. The air gap between the bracket and the top of the footpeg is intended.**

Make sure that the return springs (**J**) are installed like in the picture, squeeze them into position with your thumb with both ends engaging footpeg/ bracket edge, while pushing in the bolt (**3**). Bolt (**Q**) torque is 17 Nm. There is extra security in the design for preventing

loose rear peg pivot bolts, the safety self lock nut (**2**). Don't forget to install these. No need for Loctite, the thread profile in these M8 nuts is of self-lock type. 17 Nm torque

Adjustment of rear footpeg height must be done according to rider preferences until "sweet spot" of support and freedom is achieved. The ideal adjustment will be different for different riders. For a low stack of shims use screws (**E**). For a tall stack of shims use screws (**1**).

Important note about adjustment! : Always loosen the grub screws (F) before the two countersunk M6 screws (E or 1), as the grub screws pretension the screws (E or 1)

Start with 5 mm shim as base setting. It is better to start low, and increase height if that feels right, than start high and get a "this is awkward"-feeling. If the rear footpegs feel intrusive, they are too high. If you must drop your heel uncomfortably low to find them, they are too low. Somewhere in between of these two extremes, most riders will be able to find a "sweet spot" where they after some time to get used to the new ergonomics, benefit significantly from having TwinPegs installed.

For the left side bracket assembly, install all the parts for the sidestand assembly, but do not tighten the bolts yet. Install bolt (**4**) until the thread bottoms and secure it by mounting nut (**8**). Tighten this nut to 17 Nm. Build the assembly with parts (6),(7),(R),(9),(T), (11), don't tighten bolts (11) yet.

Step 3 Install left side bracket assembly

Install bolts (**N**), (**Q**) and (**U**), and nut (**P**). Don't forget spacer sleeve (**M**). Handtight these bolts. Tighten the two bolts (**11**), torque 17 Nm. Tighten bolt (**Q**) by holding nut (**P**) to torque 17 Nm. Tighten bolt (**N**) to torque 17 Nm. Tighten bolt (**U**) to torque 8 Nm.

Install sidestand. There are several ways of doing this. Either by first putting on the return spring, and use the leverage of the sidestand to get it into position for aligning the bolt holes, so bolt (**5**) and nut (**10**) can be installed. Or install bolt (**5**) and nut **(10)** first, and then use a rope, a pair of pliers or whatever to extend the sidestand return spring so it can be installed.

Then the OEM primary footpeg can be installed. Make sure that the return spring fits in one of the two holes in the bracket. Reuse the original footpeg pivot bolt **(Z)**. Remember to install the securing bolt (**Y**) in the M6 threaded hole beside the footpeg pivot bolt. These threads are of self-lock type, no need for Loctite.

Step 4 Install right side bracket

Same procedure as on left side. Install bolts (**N**) and (**Q**), and nut (**P**). Don't forget spacer sleeve (**M**). Handtight these bolts. Entering bolt (**W**) may be a bit tricky if the downpipe has been hit hard and got bent, but it is just mechanical work. Using a ratchet strap to pull it in the required direction for istalation of the bolt **(W)**, usually works. When entering bolt **(W)**

install the brake pedal, make sure that the brake plunger rod is engaging correctly in the rear brake cylinder. Install nut (**V**). This nut has a thread profile of self-lock type, no Loctite required.

Tighten bolt (**Q**) to torque 17 Nm by holding nut (**P**). Tighten bolt (**N**) and (**W**) to torque 17 Nm.

Then the OEM primary footpeg can be installed. Make sure that the return spring fits in one of the two holes in the bracket. Reuse the original footpeg pivot bolt. Remember to install the securing bolt (**Y**) in the M6 threaded hole beside the footpeg pivot bolt. These threads are of self-lock type, no need for Loctite.

Important note about adjustment of rear footpeg height!

Always loosen the six small M5 x 10 grub screws (**F**) before attempting to loosen the two M6 screws (**E or 1**) that secure the footpeg surface and shims stack! These grub screws are pretensioning the two M6 bolts, preventing them from coming loose.

When satisfied with the adjustment, it is advised to secure these grub screws with Loctite 243.

The purpose of the grub screws is to increase safety during offroad riding. Using them are of course not mandatory.

Have fun and stay safe! And when appropriate; Ride faster further!