Installation instructions, TwinPegs for BMW F 750/850/800/900 GS

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 damages 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 experiences, pictures and travel stories on the TwinPegs Facebook site, and other relevant places.

Best regards, Kai Ingvald Flateland Inventor/ Designer/ Manager

Recommended tools

Socket Torx 30, socket Torx 60, Allen key 5, 4 and 2.5 mm. 13 mm spanner. Small screwdriver for removing the C-clip that secures the original footpeg bolts. Torquewrench that cover low torque down to 8 Nm.

Step 1 preparations



The original BMW heel guards must be removed on both sides, and the bolt holes for fastening them will be used for fastening the TwinPegs brackets. The bolts will be reused.

Start by temporarily remove the primary footpegs. The original footpeg bolts will be replaced by bolts in the kit.

The shift lever must also be removed temporarily, as it blocks the way for the original footpeg pivot bolt. There is a hexagon head M8 bolt on the inside. To remove the gear lever, a 13 mm spanner must be used to stop this bolt from rotating on the inside, beside the chain, when a 60 Torx is used to to loosen the gear lever bolt on the outside. If Torx 60 is not available, you may be able to use an adjustable spanner to hold the nut that also act as bearing for the gear lever. But the machined surface is small and may be difficult to grip, and easy to damage. Torx 60 is the preferable tool.

Components

A: M6 x 35 Torx (2 pcs)

B: Spacer block (2 pcs)

C: M6 x 20 Torx (existing bolts on the bike)

D: Left side bracket

E : Return spring (2 pcs)

F: M8 washer

G: M8 x 70 bolts (2 pcs)

H: M6 x 10 (2 pcs) Safety lock bolt

I: M6 x 35 countersunk head (4 pcs)

J: M6 x 45 Torx (1 pcs)

K: Right side bracket

L: Sleeve Ø11,9 x Ø8,1 x 3 mm (4 pcs)

M: M8 x 65 bolts (2 pcs)

N: M8 flange nut (2 pcs)

O: Rear footpegs (pair) lowered version

P: M5 x 10 Grub Screws (12 pcs)

Q: M6 x 25 countersunk head (4 pcs)

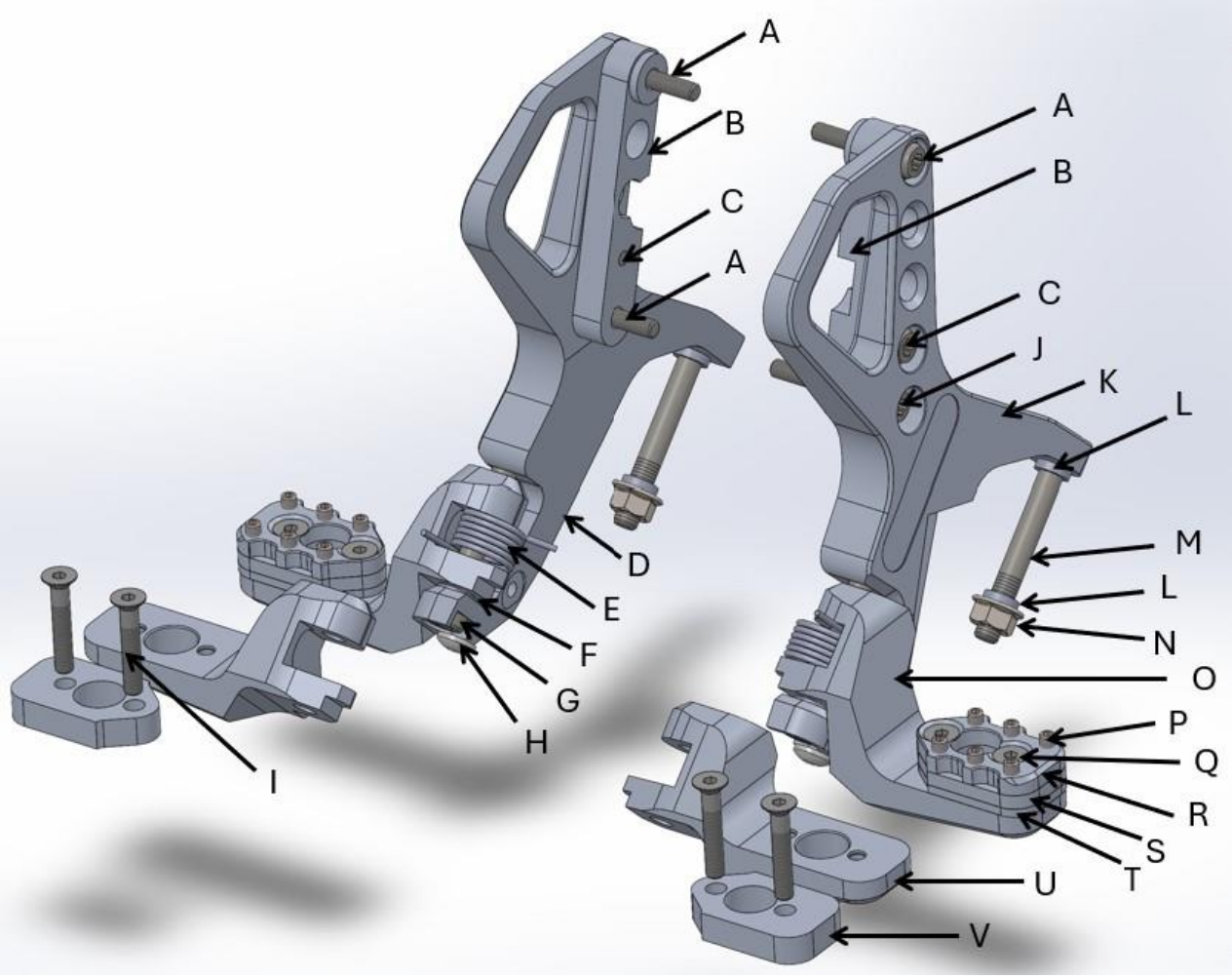
R: Footpeg surface (2 pcs)

S: Shim 5 mm (2 pcs)

T: Shim 3 mm (2 pcs)

U: Rear footpegs (pair) optional standard height

V: Shim 10 mm



The picture shows the assembly of all parts listed in the parts list. If a lowered kit is chosen, valid for the F900GS with enduro package footpegs, the kit will contain rear footpegs (O). With standard height, valid for OEM 750/850 footpegs, the kit will contain rear footpegs (U)

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

It is beneficial to preassemble the left and right footpeg assemblies before installing them on the bike**. Important: The flat washer (F) 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 (E) is installed like in the picture, squeeze them into position with your thumb with both ends engaging footpeg/ bracket edge, while pushing in the bolt (G). Bolt (G) torque is 17 Nm. Loctite if you want, but it makes disassembly harder. There have not been reported problems with dropped bolts. There is an extra security in the design for preventing dropping bolts, the safety lock bolts (H). Don't forget to install these. No need for Loctite, the thread profile in these M6 holes is of self lock type.

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 low stack of shims use screws (Q). For tall stack of shims use screws (I).

Important note about adjustment! : Always loosen the grub screws (P) before the two countersunk M6 screws (Q or I), as the grub screws pretension the screws (Q and I)

Start with 5 mm shim as base setting on the F900 GS with enduro pro footpegs. On my first testride, I used 10 mm shim. 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.

Step 3 Install left side bracket

Use one of the two short bolts (C) that hold the heel guard for fastening the spacer block ((B) to the TwinPegs bracket (D). Use the two original BMW bolts (A) in the kit to fasten the bracket assembly to the bike. Do not tighten the bolts yet, install them loose

Bolt (M) shall be used to replace the original footpeg bolt and secure the bracket assembly to the bike. Don’t forget to install spacer sleeve (L) between the TwinPegs bracket and the foorpeg bracket, and don’t forget to install spacer sleeve (L) below the footpeg bracket, to provide a flat surface for the M8 flange nut (N). This nut has a special thread profile called self lock. Very resistant to vibration. Tighten the nut up to approximately 10 Nm. Excessive tightening of this bolt will put excess strain on the footpeg bracket.

The three M6 bolts (A), (C) and (A) that secures the bracket assembly should be tightened to 8 Nm according to BMW specifications.

Step 4 Install right side bracket

Use bolt (C) the shorter of the two bolts that hold the heel guard, for fastening the spacer block (B) to the TwinPegs bracket (K). Use the second original BMW bolt M6 x 35 in the upper fastening hole for the bracket and bolt (J) from the kit in the lower fastening hole. Fasten the bracket assembly to the bike. Do not tighten the bolts yet, install them loose

Bolt (M) shall be used to replace the original footpeg bolt and secure the bracket assembly to the bike. Don’t forget to install spacer sleeve (L) between the TwinPegs bracket and the foorpeg bracket, and don’t forget to install spacer sleeve (L) below the footpeg bracket, to provide a flat surface for the M8 flange nut (N). This nut has a special thread profile called

self lock. Very resistant to vibration. Tighten the nut up to approximately 10 Nm. Excessive tightening of this bolt will put excess strain on the footpeg bracket.

The three M6 bolts (A), (C) and (A) bolts that secures the bracket assembly should be tightened to 8 Nm according to BMW specifiations.

Step 5 Reinstall the brake lever

Tighten the M8 x 20 bolt with 19 Nm according to BMW specifications. If Torx 60 is not available, you may be able to use an adjustable spanner to hold the nut that also act as bearing for the gear lever. But the machined surface is small and may be difficult to grip, and easy to damage. Torx 60 is the preferable tool.

Important note about adjustment of rear footpeg height!

Always loosen the six small M5 x 10 grub screws before attempting to loosen the two M6 screws 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!