Installation instructions, TwinPegs for Ducati Desert X

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 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 Ducati Desert X

This is the first TwinPegs kit for a Ducati, and it has been an ambition ever since the DDX was introduced to offer a TwinPegs kit for this bike. But the interface for installing TwinPegs brackets were challenging on this bike. There is 8 years of TwinPegs design experience incorporated in this kit, from kits for adventure and racing. My design requirements for any kit is that it should be robust enough for racing, easy to install, and look good on the bike. I am very satisfied with this design.

For making it easy to attach soft luggage systems to the DDX, the brackets have incorporated loops for attaching luggage straps. These loops also double as protection for rear brake cylinder.

There are attachment bolt holes for an otional centre stand on the DDX. I have never seen a DDX carrying a centre stand, but there is an inevitable space conflict between the TwinPegs left bracket

and probably the return spring of the centre stand. Whether this can be solved with modifications is difficult to say, contact me at email : contact@twinpegs.no.

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 does not replace the existing primary foot pegs, it is an addition. The kit consists of brackets, rear foot pegs with return springs, and all attachment hardware. The kit is compatible with most aftermarket primary foot pegs. If you choose the lowered height kit, aftermarket primary footpegs down to -25 mm can be used. But for my height, 189 cm, the original footpeg height is just fine. Extreme variations of pegs that are both wide, extremely lowered and extremely retracted may be difficult to accommodate. The picture above shows TwinPegs DDX standard height kit combined with original DDX footpegs. If you are going to use foot pegs with standard height, choose the kit with standard height rear foot pegs. If the foot pegs are lowered more than 5 mm with respect to original footpegs, choose the kit with lowered rear foot pegs.

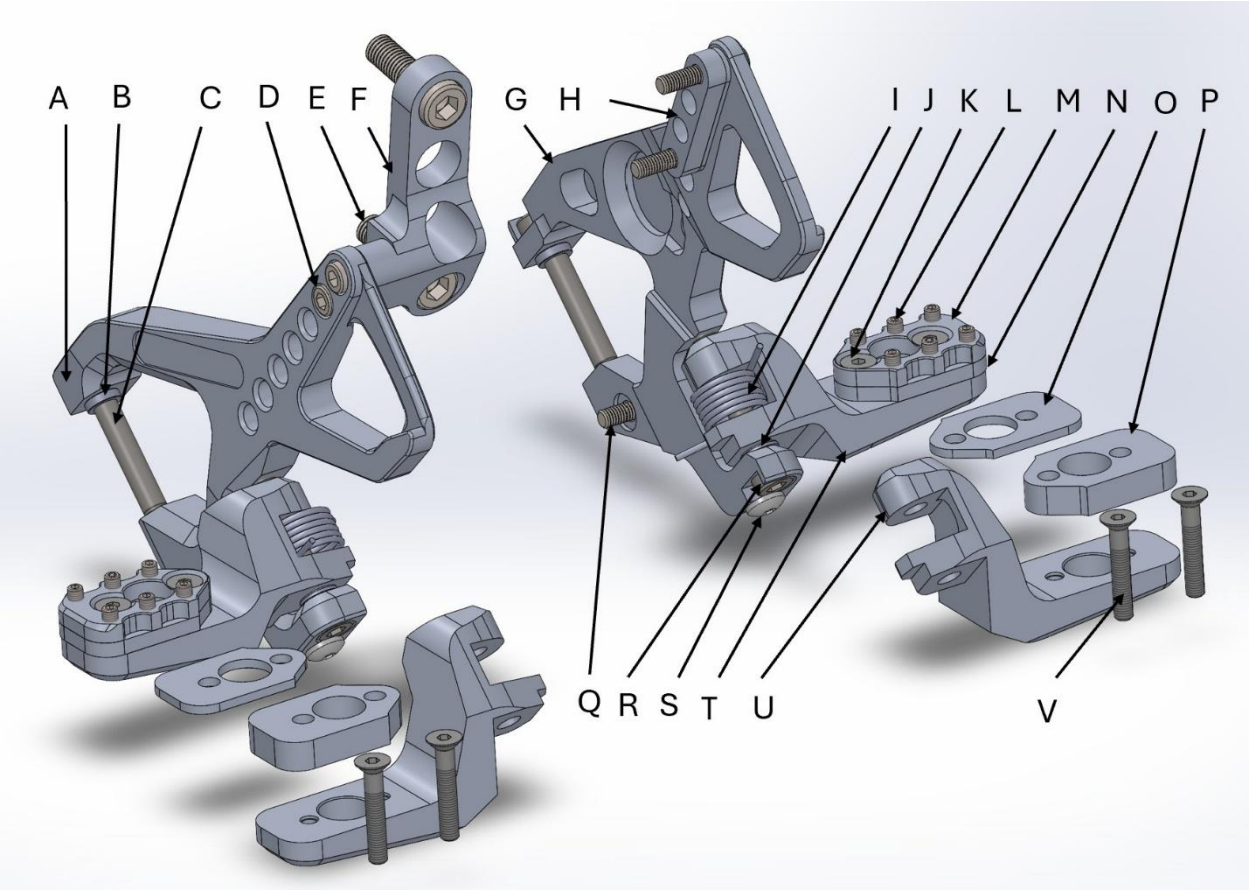
The height of the rear foot pegs is adjustable, so the kit can be configured according to the rider preferences, choice of boots, etc.

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 8, 5, 4 and 2.5 mm. Spanner 12 mm. Small screwdriver for removing the C-clip that secures the original footpeg bolts. Preferably a torquewrench that cover torque 8 Nm, 17 Nm and up to 35 Nm. Lubrication on the threads is a good idea.

List of components



A: Left side TwinPegs bracket DDX

B: Spacer ring 3 mm (2 pcs)

C: Primary footpeg pivot bolts M8 x 70 (2pcs)

D: Bolts M6 x 25 Hexagon socket (4 pcs)

E: Bolts M10 x 30 Hexagon socket (2 pcs)

F: Connecting bracket (1 pcs)

G: Right side TwinPegs bracket DDX

H: Spacer block (1 pcs)

I: Return spring (2 pcs)

J: Flat washer (2 pcs)

K: M6 x 25 (4 pcs)

L: Grub screw M5 x 10 (12 pcs)

M: Footpeg surface (2 pcs)

N: 3 mm shims (2 pcs)

O : 5 mm shims (2pcs)

P : Shim 10 mm (2 pcs)

Q: Bolt M6 x 20 Hexagon socket (1 pcs)

R: Rear footpeg pivot bolts M8 x 70 (2pcs)

S: Pivot bolt securing bolt M6 x 10 (2pcs)

T: Footpeg pair, standard height

U: Optional pair of lowered footpegs, in case lowered kit is chosen. The rear peg height is the only difference.

V: M6 x 35 (4 pcs)

Step 1 preparations

Start by temporarily removing the primary footpegs. Pay attention to how the return springs are attached to the bike, so you get it back in the same position. The original footpeg bolts will be replaced by bolts (**C)** in the kit.

The two fastening bolts for the DDX footpeg bracket on left side must be removed. Use bolts (**E**) for fastening connecting bracket (**F**) to the bike. Put some Loctite 243 on the bolts, and torque up to 35 Nm.

The picture shows the assembly of all parts listed in the parts list. If a lowered kit is chosen, the kit will contain rear footpegs (**U**) instead of rear footpegs (**T**)

Remove the two bolts that connect the rear brake cylinder bracket to the frame. These bolts will be replaced with bolts (**D**).

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 (J) 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 (**I**) 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 (**R**). Bolt (**R**) torque is 17 Nm. Loctite if you want, but it makes disassembly harder. There have not been reported problems with dropped bolts. There is extra security in the design for preventing dropping bolts, the safety lock bolts (**S**). 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 a low stack of shims use screws (**K**). For a tall stack of shims use screws (**V**).

Important note about adjustment! : Always loosen the grub screws (L) before the two countersunk M6 screws (K) or (V), as the grub screws (L) pretension the screws (K) and (V) The threads in the footpeg surface (M) are of a special "self lock" profile, that is resistant to coming loose. But they must be tightened.

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.

Step 3 Install left side bracket

Use two of the two M6 x 25 bolts (**D**) for attaching the left TwinPegs assembly to the connecting bracket (**F**). Do not tighten the bolts yet, install them loose. It is preferable to install them with Loctite 243.

Bolts (**C**) shall be used to replace the original footpeg bolt and secure the bracket assembly to the bike. Don't forget to put a spacer ring (**B**) on top of the original footpeg bracket, between footpeg bracket and TwinPegs bracket. Pay attention when installing the return spring, to get the end of the spring in the correct place in the frame. Tighten the bolt (**C**) up to approximately 10 Nm. Pay attention to the movement of the primary footpeg. Excessive tightening of this bolt will put excess strain on the footpeg bracket, and lead to poor performance of the footpeg fold back function. If it happens, back off the torque a little, until the footpeg moves freely again.

Bolts (D) should be tightened to 8 Nm.

Step 4 Install right side bracket

Use two of the two M6 x 25 bolts (**D**) for attaching the left TwinPegs assembly to the frame. Don't forget to put the spacer block (**H**) between the Twinpegs right bracket and the rear brake cylinder bracket. Do not tighten the bolts yet, install them loose. It is preferable to install them with Loctite 243.

Install bolt (**Q**) M6 x 20 loose, with Loctite 243, to secure the TwinPegs bracket to the frame.

Bolts (**C**) shall be used to replace the original footpeg bolt and secure the bracket assembly to the bike. Don't forget to put a spacer ring (**B**) on top of the original footpeg bracket, between footpeg bracket and TwinPegs bracket. Pay attention when installing the return spring, to get the end of the spring in the correct place in the frame. Tighten the bolt (**C**) up to approximately 10 Nm. Pay attention to the movement of the primary footpeg. Excessive tightening of this bolt will put excess strain on the footpeg bracket, and lead to poor performance of the footpeg fold back function. If it happens, back off the torque a little, until the footpeg moves freely again.

Bolts (**D**) and (**Q**) should be tightened to 8 Nm.

Important note about adjustment of rear footpeg height!

Always loosen the six small M5 x 10 grub screws (**B**) before attempting to loosen the two M6 screws (**C**) 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!