Installation instructions, TwinPegs for Honda CRF 1100 2020 and on

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 Honda CRF 1100 2020 and on

This kit was the first TwinPegs kit for a Honda. There was a new frame for CRF1100 from 2020, with a bolted rear subframe that allowed three point attaching of the TwinPegs brackets.

TwinPegs offer the benefit of being able to effortlessly shift weight towards the rear wheel by putting rider weight on the rear footpegs. This 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, and all attachment hardware.

The picture shows TwinPegs installed on a CRF 1100 with OEM primary footpegs

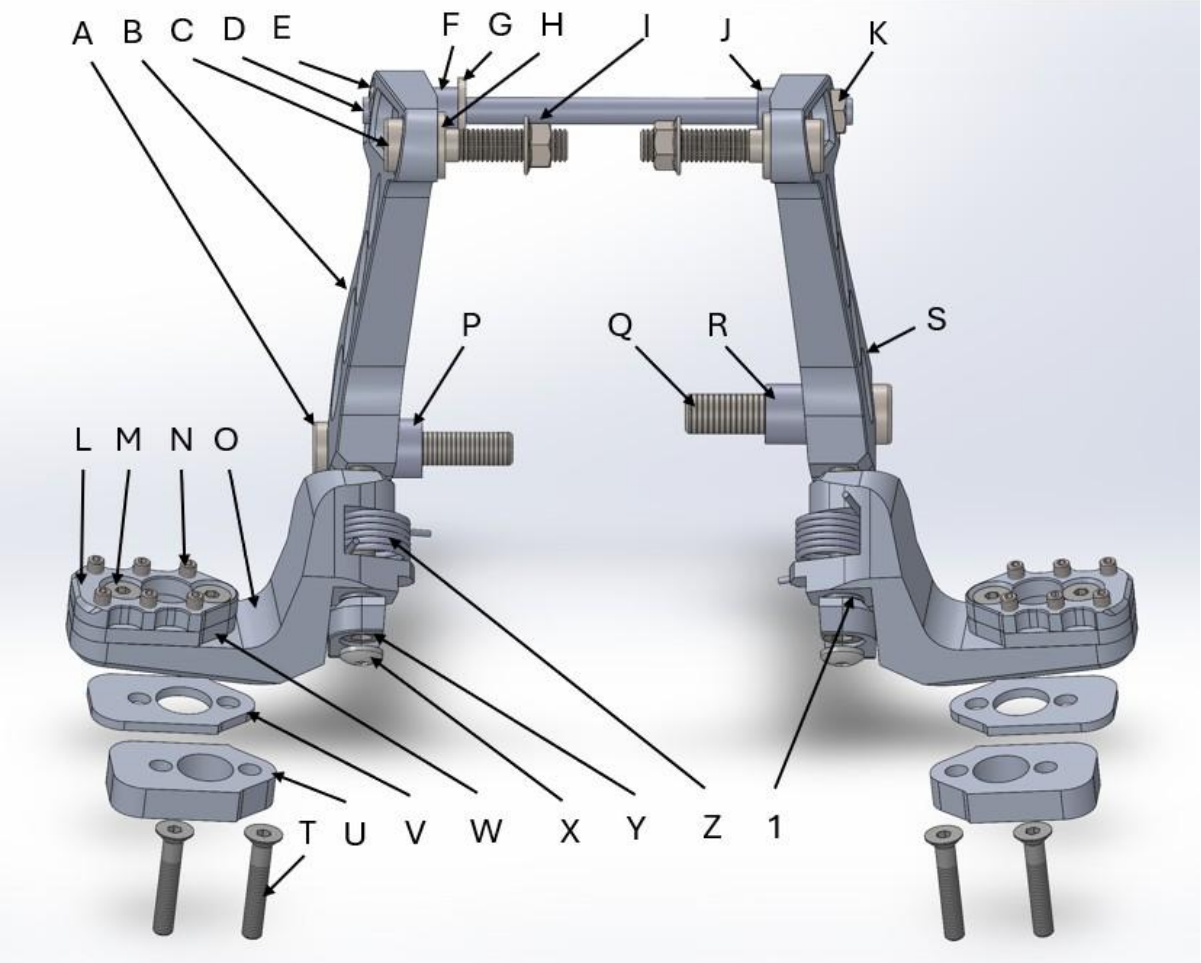
The height of the rear foot pegs is adjustable by adding/ removing shims as shown in the picture, so the kit can be configured according to the rider preferences, choice of boots, etc.

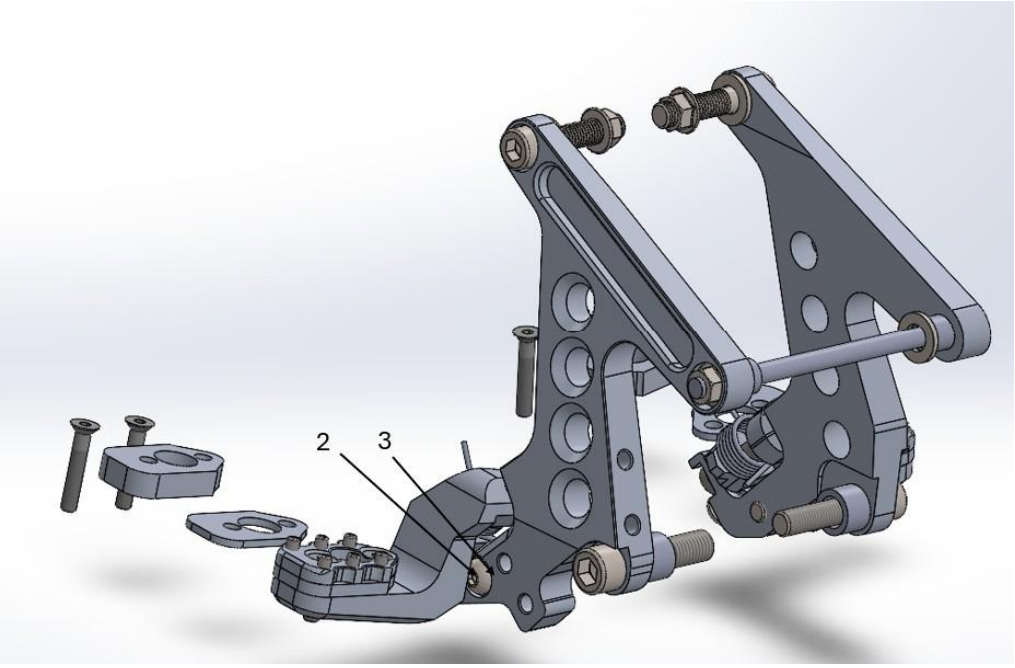
Using the grub screws in the rear foot pegs for added grip are optional, according to the rider preferences.
With heel support, softer boots may be used with success for increased comfort. But be aware that more comfortable boots offer less protection.

Recommended tools

Allen key 8, 5, 4 and 2.5 mm. Socket 13 mm, 14 mm and 17 mm. Preferably a torquewrenches with torquerange 6 Nm to 45 Nm. Lubrication on the threads is a good idea.

List of components





A: Hexagon head flange bolt M10 x 50 1,25 thread (1 pcs)

B: Left CRF 1100 Bracket

C: M10 x 45 Insex hexagon bolt (2 pcs)

D: Stainless threaded bar M8 x 403 mm

E: Self lock M8 flange nut (1 pcs)

F: Spacer sleeve Ø14/Ø8,5 x 12,5 mm (1 pcs)

G: M10 flat washer

H: Flat washer M10 (2 pcs)

I: Self lock flange nut M10 (1 pcs)

J: Spacer sleeve Ø14/Ø8,5 x 12,5 mm (1 pcs)

K: Self lock M8 flange nut (1 pcs)

L: Footpeg surface (2 pcs)

M: M6 x 25 (4 pcs)

N: Grub screw M5 x 10 (12 pcs)

O: Footpeg pair, standard height for CRF 1100 (-40)

P: Spacer sleeve Ø18/Ø12,5 x 11,9 mm (1 pcs). Some crash bar/ skid plate kits use the footpeg bracket bolts in this location as fastening point. If this is the case on your bike, the length of this spacer must be reduced with the same length as the thickness of the aftermarket bracket/ skid plate that is fastened with these bolts.

Q: Hexagon head flange bolt M12 x 50 1,5 thread (1 pcs9

R: Spacer sleeve Ø18/Ø12,5 x 17,3 mm (1 pcs) Some crash bar/ skid plate kits use the footpeg bracket bolts in this location as fastening point. If this is the case on your bike, the length of this spacer must be reduced with the same length as the thickness of the aftermarket bracket/ skid plate that is fastened with these bolts.

S: Right TwinPegs bracket for CRF 1100

T: M6 x 35 (4 pcs)

U: Shim 10 mm (2 pcs)

V: 3 mm shims (2 pcs)

W: 5 mm shims (2pcs)

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

Y: Rear footpeg pivot bolts Insex hexagon head M8 x 70 (2pcs)

Z: Return spring (2 pcs)

1: Flat washer M8 (2 pcs) Important to install between the footpeg and the bracket. The air gap between the footpeg and the bracket on top is intended.

2: M8 x 16 button head bolts for camber angle adjustment. (2 pcs) Using these are optional. The OEM primary footpegs have a positive camber angle, they are pointing slightly upwards, just like on enduro bike. By installing these bolts in the dedicated M8 holes in the brackets, the rear footpegs will get a positive camber angle and match the primary footpegs.

3: Optional M8 washers placed between M8 x 16 button head bolts for rear footpeg camber angle adjustment (4 pcs)

Step 1 preparations

Secure the bike standing without having weight on the side stand, and in a way that allow access for work from both sides. Remove the plastic covers that cover the swingarm pivot axle on both sides.

The pictures in “List of components” shows the assembly of all parts listed in the parts list.

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 (1) 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 (**Z**) 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 (**Y**). Bolt (**Y**) 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 (**X**). Don’t forget to install these. No need for Loctite, the thread profile in these M6 holes is of self-lock type. 6 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 (**M**). For a tall stack of shims use screws (**T**).

Important note about adjustment! : Always loosen the grub screws (N) before the two countersunk M6 screws (M or T), as the grub screws pretension the screws (A or H)

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 and right side bracket assembly

Left side

Remove the bolt close to the primary footpeg that holds the footpeg bracket. Remove the bolt that connects the rear subframe to the main frame. It may be necessary to lift slightly in the rear fender, to unload the bolt from the weight that the subframe carries, to get the bolt out smoothly. Install sleeve (**P**) and bolt (**A**) without tightening the bolt. Install bolt (**C**), flat washer (**H**) and and nut (**I**) without tightening the bolt. It may be necessary to lift the rear fender a little to carry the weight, so bolt (**C**) can be installed easily. Install spacer sleeve (**F**), put flat washer (**G**) between spacer sleeve (**F**) and end face of swingarm axle. Install threaded bar (**D**) and nut (**E**).

Right side

Same procedure as left side. Remove the bolt close to the primary footpeg that holds the footpeg bracket. Remove the bolt that connects the rear subframe to the main frame. It may be necessary to lift slightly in the rear fender, to unload the bolt from the weight that the subframe carries, to get the bolt out smoothly. Install sleeve (**R**) and bolt (**Q**) without tightening the bolt. Install bolt (**C**), flat washer (**H**) and and nut (**I**) without tightening the bolt. It may be necessary to lift the rear fender a little to carry the weight, so bolt (**C**) can be installed easily. Install spacer sleeve (**J**). Install nut (**K**) on the threaded bar (**D**). Tighten nuts (K) and (E) so the bar is in center. Torque 17 Nm.

Left side

Tighten bolt (A) to 30 Nm. Tighten bolt (C) to 30 Nm.

Right side

Tighten bolt (Q) to 45 Nm. Tighten bolt (C) to 30 N

Important note about adjustment of rear footpeg height!

Always loosen the six small M5 x 10 grub screws (**N**) before attempting to loosen the two M6 screws (**M or T**) 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!