Installation instructions, TwinPegs for Honda CRF 300 L/Rally

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

Product details TwinPegs for Honda CRF 300 L/Rally

Honda CRF 250/300 is an important offroad motorcycle model, as the low cost has made the adventure of offroad riding available to more riders. This is the first TwinPegs kit for a really low cost motorcycle. We found it natural to offer TwinPegs to this model, as TwinPegs is also about making the adventure of offroad riding available to more riders. And TwinPegs really transforms the Honda CRF 250/300 ride experience for the better! The low cost also increase the possibility that these bikes really will be used for challenging offroad riding, so covering this model is a natural step to make.

Due to the light weight of this model, the benefits of being able to effortlessly shift weight towards the rear wheel by putting rider weight on the rear footpegs, is maybe even more noticeable on this

bike than on bigger adventure bikes. 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 will be raced both in Dakar Rally and Africa Eco Race. A proof of the value of the TwinPegs ergonomic concept.

However, TwinPegs have probably even more to offer to the common adventure rider. Gain control and save energy while riding standing, and have more fun with your motorcycle offroad!

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 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 all aftermarket primary foot pegs. If you choose the lowered height kit, aftermarket primary footpegs down to -25 mm can be used. Pegs that are both wide, lowered and retracted may be difficult to accommodate. 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 at all, 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 riders preferences, choice of boots, etc.

Using the grub screws in the rear foot pegs for added grip are optional, according to the riders 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

Required tools: Flat screwdriver, 2.5, 4 and 7 mm Allen keys, (Torx 45 can be used instead of 7 mm Allen key) Torx 40, Loctite 243, a pair of pliers, 13 mm spanner, adjustable spanner, and preferably a torque wrench that cover 7 Nm-30Nm.

Step 1 preparations

Start by securing the bike so it is not dependent on standing on the sidestand.

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

Remove the sidestand position detector switch, and remove the strips that secure the cable for this switch to the frame, so more cable can be pulled out. This is necessary as the sidestand will be moved further backwards. Remove the sidestand.

Components

A: Return spring (2 pcs)

B: M5 x 10 Grub Screws (12 pcs)

C: M6 x 25 countersunk head (4 pcs)

D: Footpeg surface (2 pcs)

E : Shim 5 mm (2 pcs)

F: Rear footpegs (pair) standard height

G: Optional rear footpegs (pair) lowered version

H: Shim 10 mm (2 pcs)

I: Shim 3 mm (2 pcs)

J: Primary footpeg bolt M10 (2pcs)

K: Left side bracket

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

M: Spacer sleeve (2 pcs)

N: M8 x 90 (2 pcs)

O: M8 nut custom (2 pcs)

P: Right side bracket

Q: M8 x 16 Footpeg camber bolt (2 pcs)

R: M8 washer (4 pcs)

S: M8 x 70 bolts (2 pcs)

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

U: M6 x 20 (2 pcs)

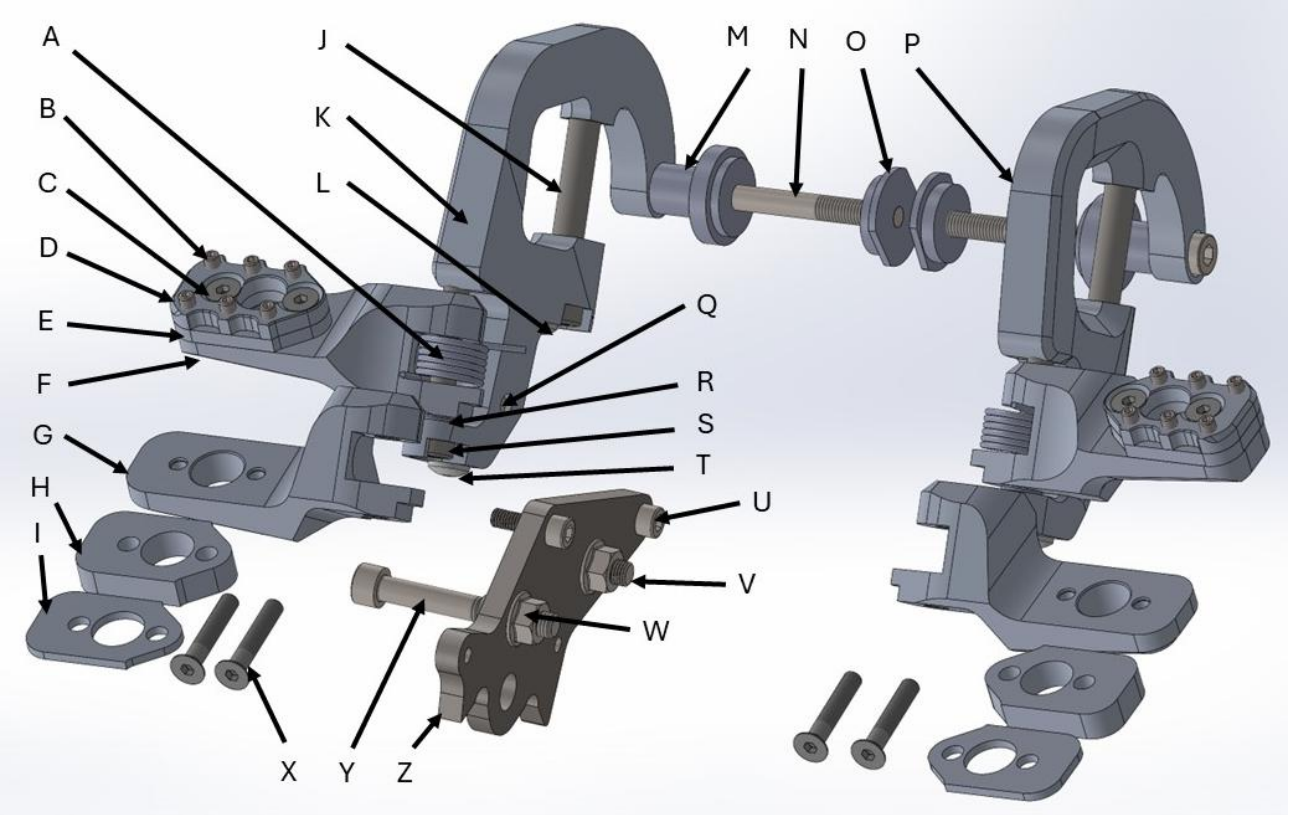
V: M8 x 30 Coutersunk head

W: M8 flange nut (4 pcs)

X: M6 x 35 countersunk head (4 pcs)

Y: M8 x 60

Z: Sidestand relocation bracket



The picture shows the assembly of all parts listed in the parts list. If a lowered kit is chosen, valid for Honda CRF 300 with lowered aftermarket footpegs, the kit will contain lowered rear footpegs (G).

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 (R) 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 (A) 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 (S). Bolt (S) 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 (T). 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 (C). For tall stack of shims use screws (X). The button head bolt (Q) is used for adjusting camber angle of the rear footpegs, to match them with the camber angle of the primary footpegs. More camber angle will be

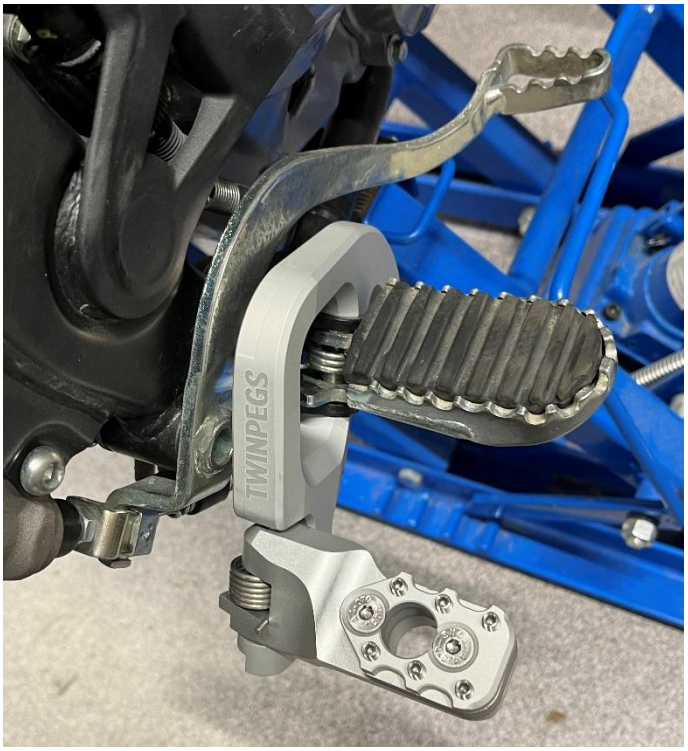
achieved by installing a M8 washer under the bolt. This is why there are four M8 washers in the kit, this additional camber angle is optional.

Riding with the original footpeg rubber installed is obviously optional. For offroad riding when maximum footpeg grip is a priority, it is adviced to remove these rubber inserts, and adjust rear footpeg height according to primary footpegs without rubber.

Important note about adjustment! Always loosen the grub screws (B) before the two countersunk M6 screws (C or X), as the grub screws (B) pretension the screws (C and X)

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 right side bracket



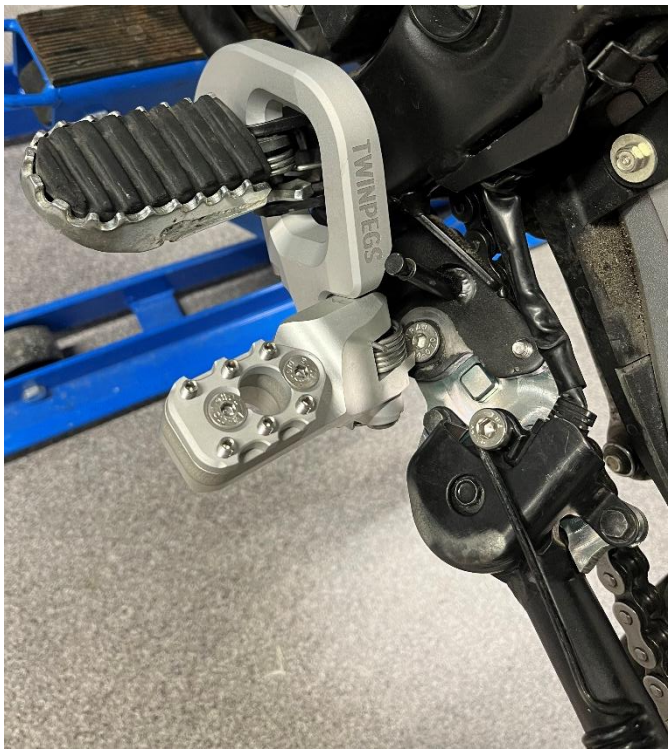
Place the left TwinPegs assembly over the the original footpeg bracket. Bolt (J) will replace the original footpeg pivot bolt. Install the original footpeg in the original footpeg bracket, by letting bolt (J) go through both the TwinPegs bracket, the original footpeg bracket, and the original footpeg. Do not tighten the bolt yet, install it loose.

Place the the spacer (M) in the tube in the frame, and the nut (O) on the inside of the tube in the frame. Install bolt (N) loose.

Push the rear footpeg down, to eliminate any slack. Tighten bolt (N) with 17 Nm torque.

Tighten bolt (J). If overtighted, the pivot function of the primary footpeg will be blocked. Verify that this do not happen, release tension of it happens. It is not necessary to tighten this bolt very hard. Safety is maintained by safety lock bolt (L). No need for Loctite, the thread profile in these M6 holes is of self-lock type.

Step 4 Install sidestand relocation bracket



The sidestand relocation bracket (Z) is assembled to the frame from the backside with bolts (U) entering the threaded holes for securing the sidestand switch cover. In addition to these bolts use bolt (V) and nut (W). The nut have threads of Self-lock type, no need for locktite. This bolt will stay. Tighten to 17 Nm.

Install bolt (Y) for sidestand return spring. Do not tighten yet. Install original sidestand and original sidestand switch. Install cover over sidestand switch by using the original fastening bolts. Install sidestand return spring on bolt (Y). Tighten bolt (Y) until sidestand return spring barely clears sidestand switch cover. Secure bolt (Y) with nut (W) on the backside, tighten the nut. The nut have threads of Self-lock type, no need for locktite. This bolt will stay.

Step 5 Install left side bracket

Same as right side, just mirror the operations.

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!