Temporary installation guide, TwinPegs for KTM 1090/1190/1290

The installation guide is not ready, but the basics are similar as for the KTM 890 installation guide that is attached. The brackets are a bit different, but the footpeg assemblies are similar.

The brackets are designed to fit the KTM 1290 with the footpeg brackets turned so the primary footpegs are in the lowest position.

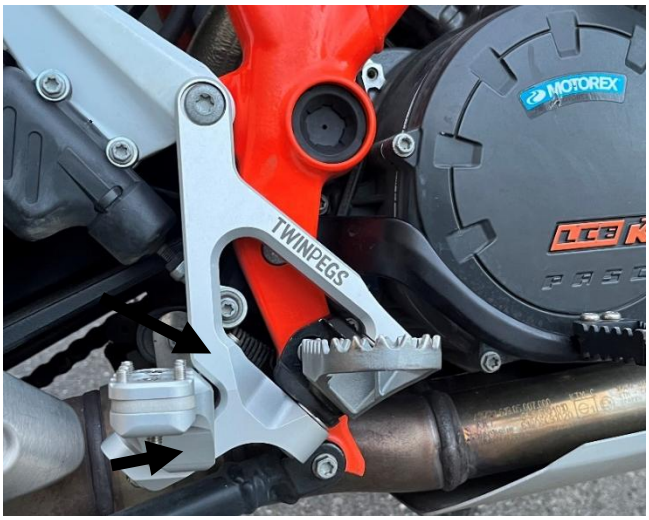
Start with building the bracket/ footpeg assembly for each side. Try the 5 mm shim as a base setting. This may be adjusted according to personal preferences, after some test riding. Start low, and increase is the best way. When replacing shims, remember to loosen the set screws before loosening the countersunk screws that is fastening the footpeg surfaces.



When the sweet spot for adjustment is found, it may be beneficial to secure the set screws with Loctite 243.

Remember to secure the return spring with a tie wrap, before disassembling the primary footpegs, like shown in the picture.

An important difference is that for the 1090/1190/1290 kit compared to the KTM 890 installation guideline, is that there shall be a Ø10 mm stainless washer between the TwinPegs bracket and the original footpeg bracket both above and below the original footpeg bracket. And there shall be an 8 mm spacer between the TwinPegs bracket and the rear subframe on the upper connection point. The original M10 Subframe bolt shall be replaced with the longer M10 bolt in the package. Torque according to KTM is 45 Nm. If the hole does not match, the two M8 bolts that is holding the footpeg brackets must be loosened, so the bracket positon can be adjusted until the TwinPegs bracket can be installed. The two M8 bolts shall be secured with Loctite 243, and tightened with 25 Nm pretension torque.



The M10 footpeg bolt shall not be tightened so much that the primary footpeg can not move freely. If that happens, loosen up until the primary footpeg is free to move, and secure with safety screw M6 x 10