TwinPegs for KTM 690/ Husqvarna 701 installation instructions

Welcome as a customer of TwinPegs, and 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 five-year warranty. 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 the use of TwinPegs. Nor wear and tear of the TwinPegs components after years of extensive use. Materials and design is 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 warranty claims have been issued so far since the first product 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.

Best regards, Kai Ingvald Flateland Inventor/ Designer/ Manager

Original footpegs and most aftermarket standard and lowered pegs down to -20 mm can be used together with this kit. The only exception I am aware of so far, is the extreme version of Bosley pegs. Lowered 30 mm/ retracted 20 mm. If questions, please send email to contact@twinpegs.no. 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, some 5 mm zip ties, Loctite 243, a pair of pliers, and preferably a torque wrench that cover 7 Nm-30Nm.

A installation video for this kit is published on YouTube : “Installing TwinPegs on a KTM 690 Enduro R” by Mike Mueller.

Installation steps

1: Pretension and secure the original footpeg return springs by using the zip ties (a screwdriver and a pair of pliers are useful). Remove the original footpegs. Keep the springs pretensioned until all installation is finished. Cutting and removing the zip tie should be the very last step of the installation.



2: Assemble the kit. Install the rear footpeg, return spring, M8 footpeg pivot bolt, and M8 washer in both brackets. **Important, see picture : The flat washer should be installed below the rear footpeg. The air gap between the bracket ant the top of the footpeg is intended.** These design features are there to ensure smooth operation of the footpeg fold back safety feature.

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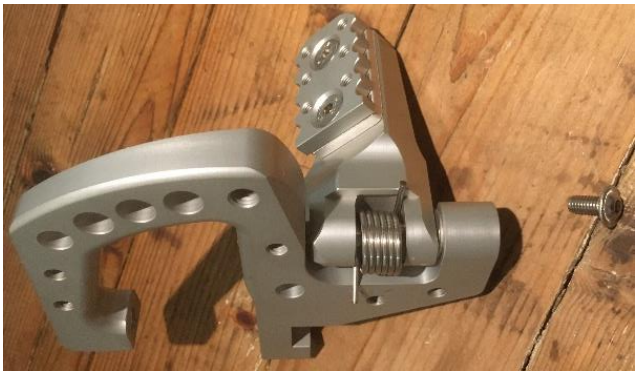
The M8 bolt should be secured with Loctite 243 and set with torque 17 Nm. The M6 pan head bolt is installed as an extra safety for dropping the pivot bolt. No Loctite required for the M6 pan head bolt, due to the use of self lock thread profile.



3: Spacer sleeves are required between the bracket and the frame where the passenger footpeg bracket is attached. The long spacer sleeves is for the case where no passenger brackets, heel guards or luggage rack are used. The short sleeves measure 8.3 mm and are supposed to be used if the original passenger footpeg bracket shall be used – or any additional equipment that have a plate thickness of 6 mm. With a different thickness of additional equipment than 6 mm, the total stack height of additional equipment, length adjusted sleeve, additional washers etc. should be adjusted to 14.3 mm. The M8 Torx bolts are different lengths. **Note: Make sure that the short bolts are installed in the upper holes (see picture)** If swapped, the upper bolt end will collide with the swingarm.



Write an email to contact@twinpegs.no if problems is experienced with fitting a fixed luggage rack. What doesn't fit can usually be modified until it fits. A luggage rack that I am aware of must be modified, is the Vanasche luggage rack. I have made a procedure that ensures fit and no loss of strength. It do include some welding. The bracket is designed with rounded edges to be a safe strongpoint for luggage straps. The temporarily plugged M8 hole is intended for original luggage strap hooks, supplied with some soft bag luggage systems.

Install the TwinPegs brackets. Re-install the footpegs and original return spring by installing the M10 footpeg bolts from the kit. Use Loctite 243 to secure it, but **do not tighten the M10 bolt yet**. Use Loctite 243 to secure the M8 Torx bolts, but do not tighten them yet.

Push the rear end of the bracket down to take up any slack in the load direction, and tighten the M8 torx bolts with Loctite 243 and a maximum torque of 25 Nm. Now tighten the M10 main footpeg bolt with 30 Nm max. Use Loctite 243 on the M10 bolts. Maximum torque on the two M6 pan head safety bolts for the M10 bolts are 7 Nm. Loctite 243 on these M6 bolts are not recommended.

4: Adjust the footpeg assembly height according to personal preferences with shims. When finished ajusting, the end of the M6 countersunk screws may be cut off. **Warning! The M6 countersunk bolts do not need a lot of torque to keep pretension, due to the chosen self lock thread profile. So no Loctite.** With TwinPegs, the key source to boot grip is still the main footpegs. So using the M5 Grub screws are of course optional. When "normally tigthened", the friction when they dig into the underlying surface should keep them tight. **Warning! The pretension of the six M5 grub screws add pretension to the countersunk screws. Thus always release the grub screws before trying to release the M6 countersunk bolts. Otherwis disassembly of the M6 countersunk bolts will be difficult, and damaged bolt heads may occur.**



5: You are now ready to enjoy your motorcycle even more, when appropriate **Ride faster further!**