

PRODUCT INFORMATION SHEET

Thank you for purchasing *Pivot Pegz*®, the world's #1 high performance pivoting footpegs!

These *Pivot Pegz*® are factory set and ready for installation.

Please read this entire information sheet to ensure correct installation and maintenance.

✂ Installation:

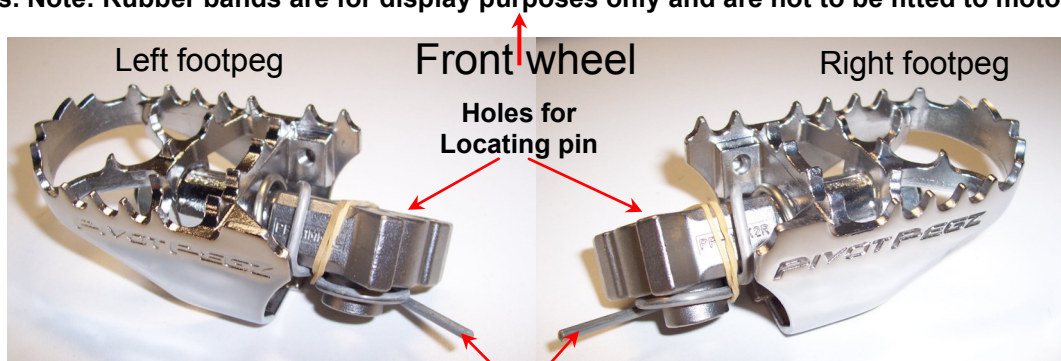
Your new *Pivot Pegz*® are ready for use. They have been factory assembled & lubricated using extreme performance grease. *Pivot Pegz*® are designed to fit straight to your machine and utilise the existing mounting set-up. If you can get your standard footpegs off then you should have no problem fitting *Pivot Pegz*®. On installation please use the new split pins provided. Also see 'Fitment Notes' below.

Fitment Notes:

Some motorcycles require the fitment of Spacer Sleeves. If Spacer Sleeves are required for your particular motorcycle they will automatically be included in your *Pivot Pegz* pack and the motorcycle requiring the Spacer Sleeves will be specified on the Spacer Sleeve packet. If Spacer Sleeves are included in your pack they are to be fitted to the under-side of each Mount Assembly(7) as shown below.



The picture below shows the correct configuration for fitment of the left and right Mount Springs to all *Pivot Pegz* models. Note: Rubber bands are for display purposes only and are not to be fitted to motorcycle.



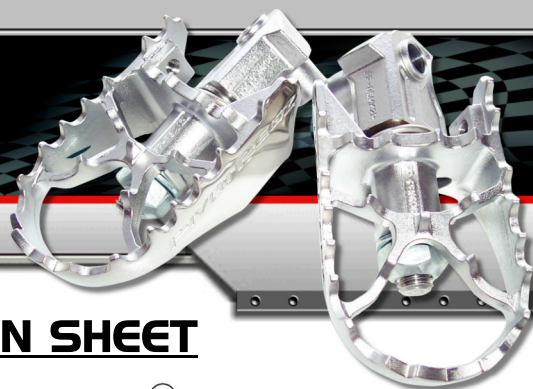
Spring legs lean against the motorcycle frame and are compressed when pegs are moved into position and locating pins are inserted. Trim to length if required.

BMW owners: Pivot Pegz springs do not protrude into the hole in the frame like standard BMW mount springs.

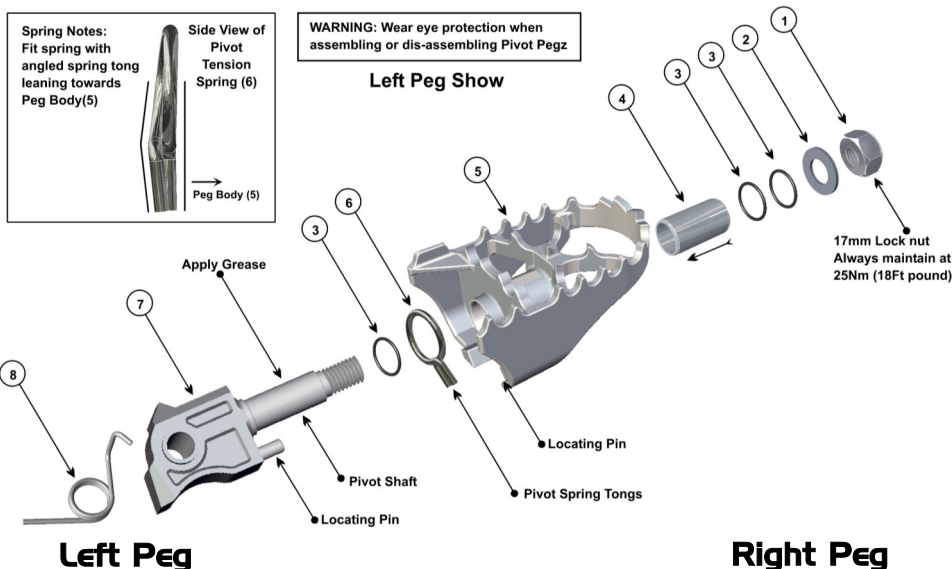
✂ Maintenance Information:

Always check that the *Pivot Pegz*® Lock Nut (item 1 in the parts schedule overleaf) is tight and maintained to a seating torque of 25 Nm (18 ft pound). Periodical greasing of the Pivot Shaft (see schematic diagram overleaf) is required and should be carried out at the following intervals or sooner if required: Racing - every 15 hours of use, Casual Offroad - every 30 hours of use, Dual Sport / Road Trial - every 90 hours of use. To ensure smooth operation, performance and integrity, **regularly** inspect and maintain the entire peg assembly and renew any worn parts. Whenever a peg is disassembled, a genuine *Pivot Pegz*® Maintenance Kit (see overleaf) should be used for re-assembly. A new *Pivot Pegz*® Lock Nut should always be used for re-assembly. For service instructions please refer to the schematic diagram and parts list overleaf.

Additional Important Information overleaf - Please read other side of this page.



PRODUCT INFORMATION SHEET



ITEM #	DESCRIPTION	QTY	PART #
1	Lock Nut	1	CLN-01
2	Washer	1	ZPW-01
3	O-Ring	3	OR-01
4	Pivot Bush	1	GPB-01
5	Peg Body	1	PP-PBMK2L
6	Pivot Spring	1	PTS-01
7	Mount Assembly	1	Bike Specific
8	Mount Spring	1	PPMS-01MK2L

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4	Pivot Bush	1	GPB-01
5	Peg Body	1	PP-PBMK2R
6	Pivot Spring	1	PTS-01
7	Mount Assembly	1	Bike Specific
8	Mount Spring	1	PPMS-01MK2R

Note: Item 8 is not included in Pivot Pegz # PP-07MK2, PP-18MK2 & PP-36MK2, these models use the original factory Mount Springs.

Assembly / Disassembly Instructions:

Referring to diagram at top, remove 17mm Lock Nut(1) & disassemble Peg. Clean & inspect Peg, renew any worn parts & re-assemble as follows: Lubricate all O-Rings. Place one O-Ring(3) over Mount Assembly(7) Pivot Shaft & apply a high quality extreme pressure grease where indicated. Position Pivot Tension Spring(6) onto Peg Body(5), see diagram above, make sure that the Locating Pin on the Peg Body(5) is between the tongs of the Pivot Tension Spring(6), hold Spring(6) in position and carefully insert Mount Assembly(7) Pivot Shaft into Peg Body(5). Make sure that the locating pin on the Mount Assembly(7) also passes between the tongs of the Pivot Tension Spring(6). Place two O-Rings(3) over the threaded end of the Mount Assembly(7) Pivot Shaft & position into end of Peg. Place Washer(2) & Lock Nut(1) onto the threaded end of Mount Assembly(7) Pivot Shaft & tighten Lock Nut(1) to 25Nm (18 ft pound). To Disassemble, reverse assembly procedure.

Maintenance Kits:

Keep your *Pivot Pegz®* in top condition with a *Pivot Pegz®* Maintenance Kit such as Pivot Pegz Service Kit # PPSK-MK2 or Pivot Pegz Overhaul Kit # PPOK-MK2, see www.pivotpegz.net for details.

Safety Information:

1) In the event of a crash and/or if the footpeg sustains a severe impact always inspect the entire footpeg for damage and ensure it is in safe working order before continuing. 2) The Mount Assembly (item 7 on schematic diagram above) should be replaced at the following intervals: Racing - every 90 hours of use or sooner if required, Casual Offroad - every 180 of use or sooner if required, Dual Sport / Road Trial - every 240 hours of use or sooner if required. 3) Do not use *Pivot Pegz®* as an anchor point for tying down a motorcycle.

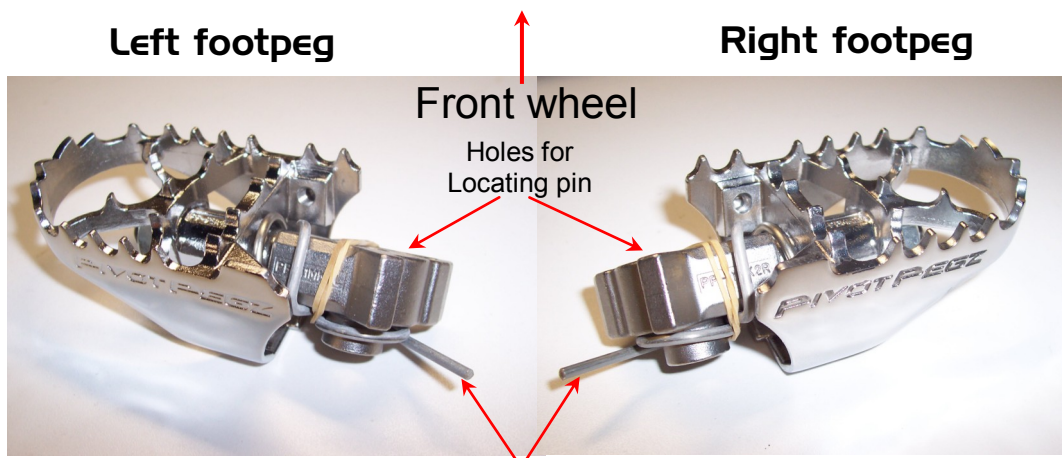
DISCLAIMER - WARNING: Motorcycle riding is dangerous. Hazards exist and injuries are common. Always wear all protective apparel, maintain your machine and ride within your own level of skill. By fitting and/or using this product the rider accepts all risk and agrees to, in no way hold any party responsible for any damage or injury incurred through the fitting and/or use of the product. ©™ Copyright - Pivot Pegz Australia, 2001-2010 *U.S Patent # 6663129, Australia Patent #775186. Further international patents pending. Product & packaging may vary from that shown.



Pivot Pegz Mount Spring Fitment

Part # MSK02-MK3

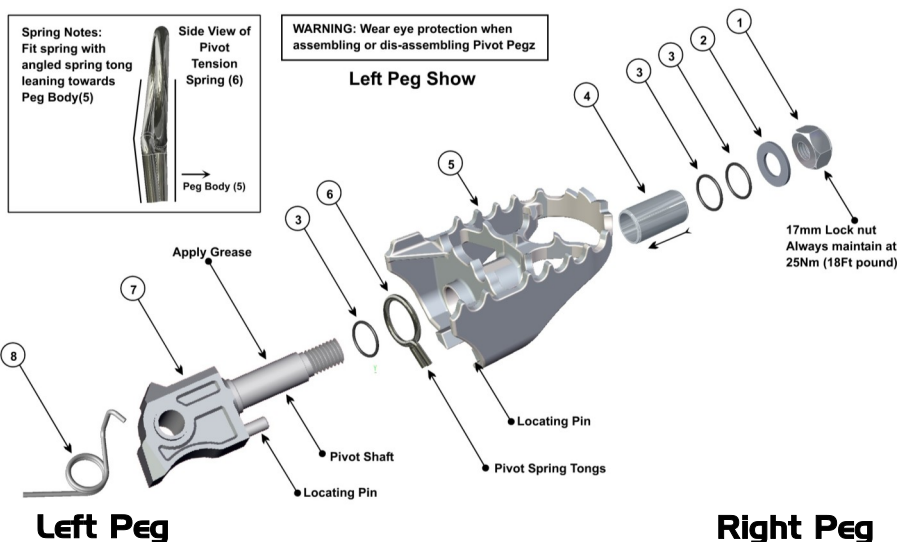
The picture below shows the correct configuration for fitment of the left and right Mount Springs to all Pivot Pegz models.
 Note: Rubber bands are for display purposes only and are not to be fitted to motorcycle.



These lean against the motorcycle frame and are compressed when pegs are moved into position and locating pins are inserted.

FITMENT INSTRUCTIONS:

Remove left footpeg from motorcycle, remove old left Mount Spring and discard. Fit new left Mount Spring and refit footpeg to motorcycle. Fit new Split Pin. Repeat above procedure for right footpeg.



Left Peg

ITEM #	DESCRIPTION	QTY	PIVOT PEGZ PART #
1	Lock Nut	1	CLN-01
2	Washer	1	ZPW-01
3	O-Ring	3	OR-01
4	Pivot Bush	1	GPB-01
5	Peg Body	1	PP-PBMK2L
6	Pivot Tension Spring	1	PTS-01
7	Mount Assembly	1	BIKE SPECIFIC
8	Mount Spring	1	PPMS-02MK2L

Right Peg

ITEM #	DESCRIPTION	QTY	PIVOT PEGZ PART #
1	Lock Nut	1	CLN-01
2	Washer	1	ZPW-01
3	O-Ring	3	OR-01
4	Pivot Bush	1	GPB-01
5	Peg Body	1	PP-PBMK2R
6	Pivot Tension Spring	1	PTS-01
7	Mount Assembly	1	BIKE SPECIFIC
8	Mount Spring	1	PPMS-02MK2R

DISCLAIMER - WARNING: Motorcycle riding is dangerous. Hazards exist and injuries are common. Always wear all protective apparel, maintain your machine and ride within your own level of skill. By fitting and/or using this product the rider accepts all risk and agrees to, in no way hold any party responsible for any damage or injury incurred through the fitting and/or use of the product.
 ®, ™ & © Copyright - Pivot Pegz Australia, 2001-2009. All rights reserved. *U.S Patent # 6663129, Australia Patent #775186. Further international patents pending.

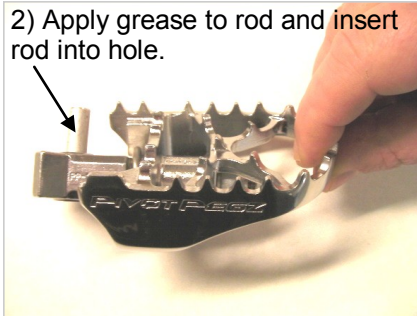


Spacer & Mount Spring installation instructions for Pivot Pegz Part # PP-12MK2, PP-13MK2, PP-12MK3 and PP-13MK3.

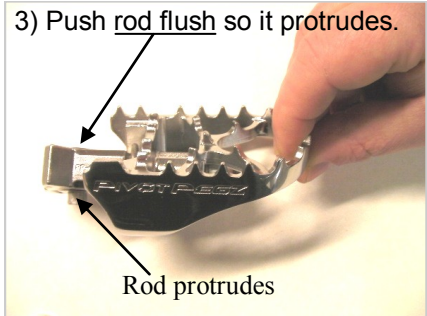
1) Grab peg



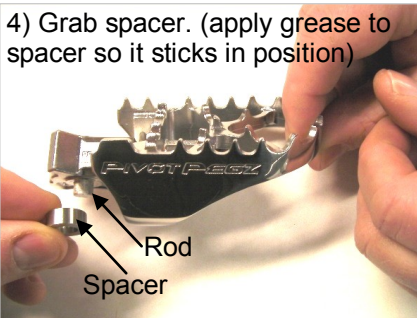
2) Apply grease to rod and insert rod into hole.



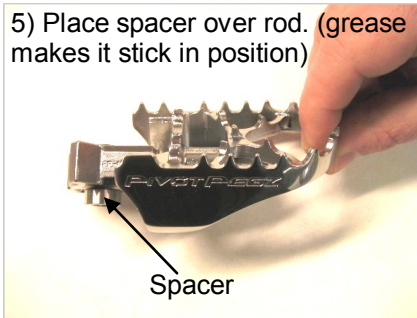
3) Push rod flush so it protrudes.



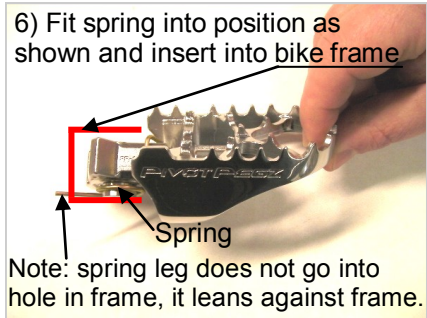
4) Grab spacer. (apply grease to spacer so it sticks in position)



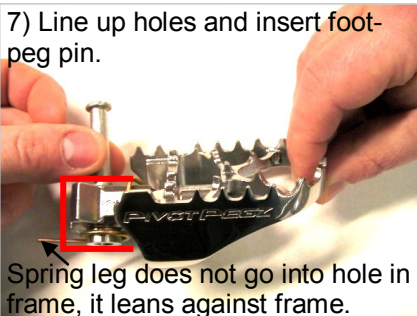
5) Place spacer over rod. (grease makes it stick in position)



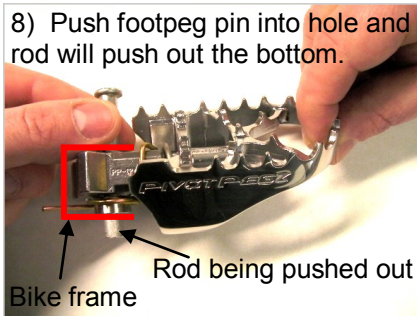
6) Fit spring into position as shown and insert into bike frame



7) Line up holes and insert foot-peg pin.



8) Push footpeg pin into hole and rod will push out the bottom.



9) Pin now in position, fit cotter pins or circlip.

