



ERGO CRUISE PEGS 4050

PARTS INCLUDED

- 1 Left Dually ISO Peg Assembly
- 1 Right Dually ISO Peg Assembly
- 1 Pair Ergo Tour Mount Kit Including:
 - 2 Chrome Swing Arm
 - 2 Chrome Swing Arm Mount
 - 2 Hinged Clamp Assembly W/Brace
- 1 Hardware Kit Including:
 - 2 Valkyrie Bracket/Threaded Rubber Plug
 - 8 1/4"-20 x 3/4" Socket Head Cap Screw
 - 8 1/4" Wave Washer
 - 4 Roll Pin 1/8" x 5/16"
 - 2 Chrome Step Adaptor Top Hat W/5/16" Hole 1-1/8" Long—**NOT USED**
 - 2 1/2"-20 x 1" Hex Head Cap Screw—**Fine Thread**
 - 2 1/2"-20 x 3/4" Nut (Mushroom) Barrel
 - 2 7/16" Hot Spot
 - 2 1/2"-13 x 1" Hex Head Cap Screw—**Course Thread**
 - 2 5/16"-18 x 1-1/2" Socket Head Cap Screw Smooth Head—**NOT USED**
 - 2 3/8" Flat Washer—**NOT USED**
 - 1 Anti-Seize
- 2 Clevis Mount
- 2 3/8"-16 x 1" Socket Head Cap Screw
- 2 "D" Spring Washer
- 1 Installation Instructions

Please read and understand entire instructions before starting installation.

THANK YOU FOR CHOOSING KÜRYAKYN!

IN ORDER TO PROTECT YOU AND OTHERS FROM POSSIBLE INJURY AND/OR PROPERTY DAMAGE OR LOSS, PLEASE PAY CLOSE ATTENTION TO ALL INSTRUCTIONS, WARNINGS, CAUTIONS AND NOTICES REGARDING THE USE AND CARE OF THIS PRODUCT.

WARNING	THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN CAN RESULT IN POTENTIAL DEATH OR SERIOUS INJURY.
NOTICE	This indication alerts you to the fact that ignoring the contents described herein may negatively affect product performance and functionality.

NOTICE	IF INSTALLING THIS PRODUCT FOR ANOTHER PARTY, PLEASE MAKE SURE THEY RECEIVE THIS COPY OF THE INSTALLATION INSTRUCTIONS SO THEY ARE AWARE OF THE IMPORTANT INFORMATION CONTAINED IN THEM.
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TOOLS SUGGESTED

Set of Hex Wrenches, Set of Combination Wrenches

STRICTLY OBSERVE THE FOLLOWING GUIDELINES IN ORDER TO USE THE PRODUCT PROPERLY AND AVOID POTENTIALLY DANGEROUS ACCIDENTS.

STEP 1 Read and understand all steps in the instructions before starting the installation. Park the motorcycle on a hard, level surface and turn off the ignition. Let cool.

NOTE: Due to the configuration of the engine guards, less adjustment is available on the Valkyrie models.



YOU WILL BE WORKING AROUND THE ENGINE AND EXHAUST SYSTEM DURING INSTALLATION. ENSURE THAT THE ENGINE AND EXHAUST SYSTEM HAVE FULLY COOLED TO PREVENT INJURY.

NOTICE

These cruise mounts are intended to mount on the section of one inch engine guard that runs parallel to the ground and to the center line of the motorcycle on GL1500, and Valkyrie models. In rare cases, variation in the shape or placement of the engine guards on the motorcycle makes modifying (bending) the leveling brace necessary so level placement of the footrest is possible.

NOTICE

Use the supplied anti-seize for any chrome-to-chrome fasteners; this will prevent galling and make future removal of fasteners easier.

STEP 2

From the back side insert the 1/2"- 20 x 1" hex bolt through the chrome swing arm mount. PIC 6 The threads will protrude through the center of the round cogged area.

NOTICE

Determine the mounting location and orientation of the mounting clamp before fully tightening the fasteners. The mounting clamp may leave marks when tightened down.

STEP 3

Assemble and secure the clamp on the engine guard using four 1/4"-20 X 3/4" socket head cap screws and 1/4" wave washers. PIC 7 Remember to pay attention to Valkyrie or GL (PIC 2) orientation on the hinged clamp and to place the cogged surface (PIC 5) so the pegs will angle back slightly. Secure the swingarm to the cogged mount using the 1/2"-20 X 3/4" barrel (mushroom) nut, making sure the cogs on the swingarm line up with the cogs on the mount. The swingarm must be positioned level with or above the engine guard. FIG 1



IT IS THE INSTALLERS RESPONSIBILITY TO ENSURE THERE IS SUFFICIENT CORNERING CLEARANCE BEFORE RIDING. ALWAYS POSITION THE SWINGARM EITHER LEVEL WITH, OR ABOVE THE ENGINE GUARD. POSITIONING THE SWINGARM BELOW THE ENGINE GUARD WILL GREATLY DECREASE CORNERING CLEARANCE WHICH MAY CAUSE LOSS OF CONTROL RESULTING IN SERIOUS INJURY OR DEATH.

STEP 4

Tap the small roll pins into the small holes found in either style footrest mount. PIC 8 This can be a tight fit — if you encounter difficulty, these holes can be drilled out very slightly.

STEP 5

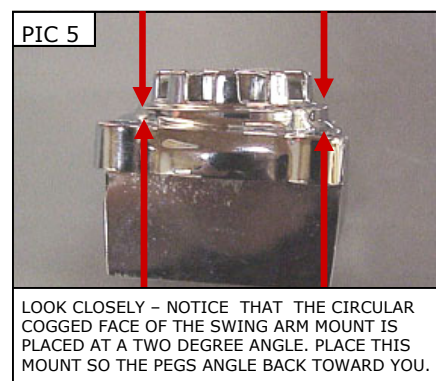
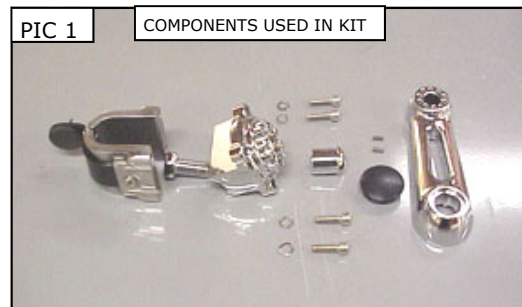
Install the footpeg mount to the "Ergo" swing arm assembly as shown. PIC 9



FOOTPEGS MUST BE INSTALLED SO THEY WILL FOLD UPWARD AND REARWARD IF HIT BY ANY OBJECT. FAILURE TO ADJUST THE FOOTPEGS TO OPERATE IN THIS MANNER COULD RESULT IN SERIOUS INJURY OR DEATH.

STEP 6

Securely tighten all fasteners related to this installation. Insert the rubber plug on the back side of the swing arm. Install the chrome "Hot Spot" plugs in the barrel nuts at the swing arm pivot. Periodically inspect both assemblies for fasteners that may have loosened.



LOOK CLOSELY - NOTICE THAT THE CIRCULAR COGGED FACE OF THE SWING ARM MOUNT IS PLACED AT A TWO DEGREE ANGLE. PLACE THIS MOUNT SO THE PEGS ANGLE BACK TOWARD YOU.

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ADJUSTING THE POSITION OF SWINGARM AND DUALY ISO PEGS

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STEP 7

Adjust for Longer or Shorter Inseam Lengths:

- Loosen the 1/2-20 barrel (mushroom) nut securing the swingarm to the mount. Pull the swingarm out of the interlocking cogs.
- Rotate the swing arm to the desired position then push the arm back into the interlocking cogs; be sure the swingarm is either level with the engine guard, or above the engine guard. **NEVER position the swingarm below the engine guard!** FIG 1 Retighten the 1/2"-20 fastener.



IT IS THE INSTALLERS RESPONSIBILITY TO ENSURE THERE IS SUFFICIENT CORNERING CLEARANCE BEFORE RIDING. ALWAYS POSITION THE SWINGARM EITHER LEVEL WITH, OR ABOVE THE ENGINE GUARD. POSITIONING THE SWINGARM BELOW THE ENGINE GUARD WILL GREATLY DECREASE CORNERING CLEARANCE WHICH MAY CAUSE LOSS OF CONTROL RESULTING IN SERIOUS INJURY OR DEATH.

STEP 8

Adjust the Clevis Angle:

- Remove the black plastic thread plug. Loosen the 1/2-13 Hex Head fastener securing the swingarm to the clevis. Pull outward on the clevis and Dually ISO Peg to clear the roll pins.
- Rotate the clevis and Dually ISO peg assembly to the desired angle then push the assembly back into the swing arm, making sure the roll pins in the clevis line up with the holes on the swingarm, and re-tighten the fasteners. Install the black thread plug in the swingarm.

STEP 9

Adjust the Peg Angle:

Loosen the peg adjustment fastener (PIC 10) and rotate the peg to the desired position. Re-tighten the fastener.

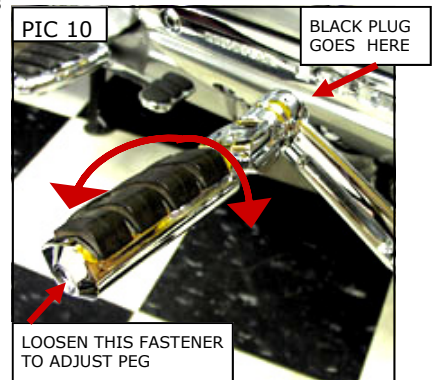
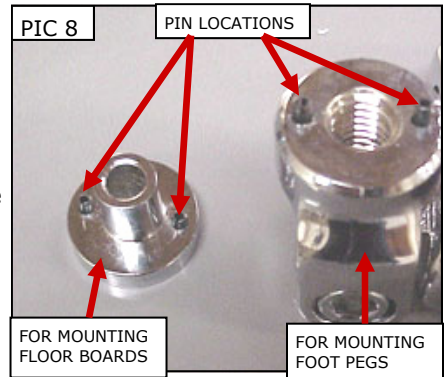
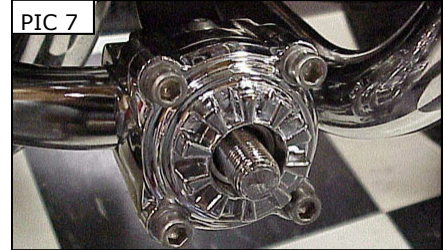
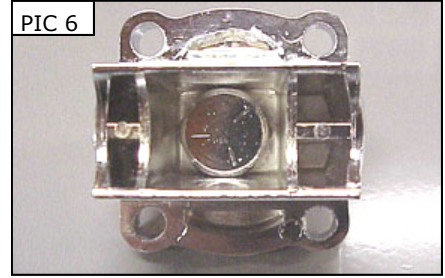
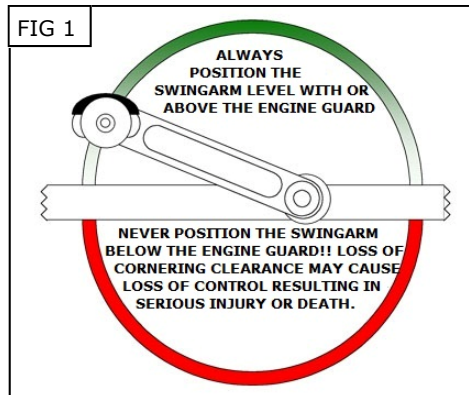


CHECK TO MAKE SURE THAT THERE IS PROPER GROUND CLEARANCE WITH AND WITHOUT THE FOLDING ARM EXTENDED WHEN CORNERING. LOSS OF CONTROL OF THE MOTORCYCLE AND SERIOUS INJURY MAY OCCUR IF THE PEG IS NOT POSITIONED PROPERLY. REPOSITION THE PEG IF NECESSARY SO THAT THERE IS ADEQUATE CORNERING CLEARANCE.



It is the installer's responsibility to ensure that all of the fasteners (including pre-assembled) are tightened before operation of the motorcycle. Küryakyn will not provide warranty coverage on products or components lost due to improper installation or lack of maintenance. Periodic inspection and maintenance are required on all fasteners.

FIG 1



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Ride On!

ERGO CRUISE PEGS

INSTALLATION