



PRODUCT INSTRUCTION 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:

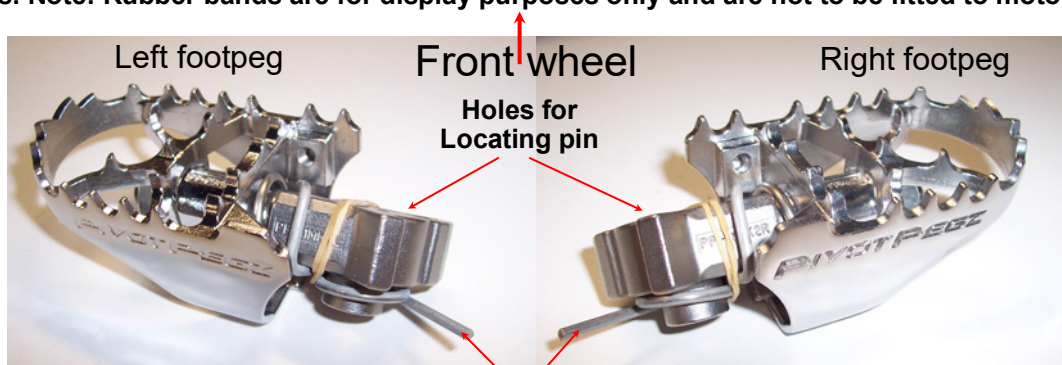
Your new *Pivot Pegz*® are ready for use. They have been factory assembled & lubricated using extreme performance grease. *Pivot Pegz*® are designed to fit straight to your machine and utilise the existing mounting set-up. If you can get your standard footpegs off then you should have no problem fitting *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 underside 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.



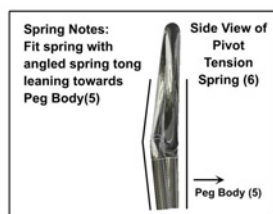
Spring legs lean against the motorcycle frame and are compressed when pegs are moved into position and locating pins are inserted. Trim to length if required.

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

✂ Maintenance Information:

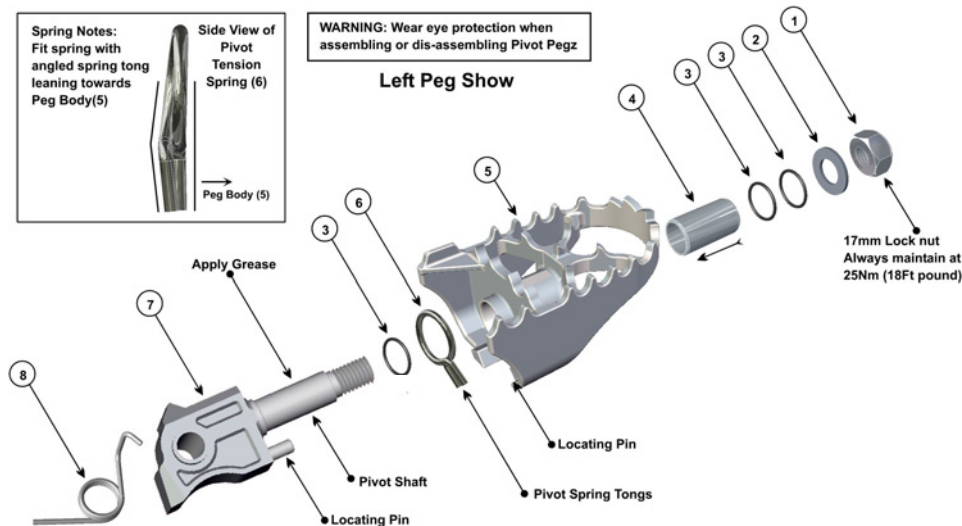
Always check that the *Pivot Pegz*® Lock Nut (item 1 in the parts schedule overleaf) is tight and maintained to a seating torque of 25 Nm (18 ft pound). Periodical greasing of the Pivot Shaft (see schematic diagram overleaf) is required and should be carried out at the following intervals or sooner if 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 information overleaf - Please read other side of this page.



WARNING: Wear eye protection when assembling or dis-assembling Pivot Pegz

Left Peg Show



Left Peg

Right Peg

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-PBMK3L
6	Pivot Spring	1	PTS-01
7	Mount Assembly	1	Bike Specific
8	Mount Spring	1	Bike Specific

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4	Pivot Bush	1	GPB-01
5	Peg Body	1	PP-PBMK3R
6	Pivot Spring	1	PTS-01
7	Mount Assembly	1	Bike Specific
8	Mount Spring	1	Bike Specific

Note: Pivot Pegz model # PP-07MK3, PP-18MK3, PP-25MK3, PP-36MK3, PP-61MK3 & PP-62MK3 use the factory OEM mount springs not Item 8.

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-MK3 or Pivot Pegz Overhaul Kit # PPOK-MK3, see www.pivotpegz.net for details.

Safety Information:

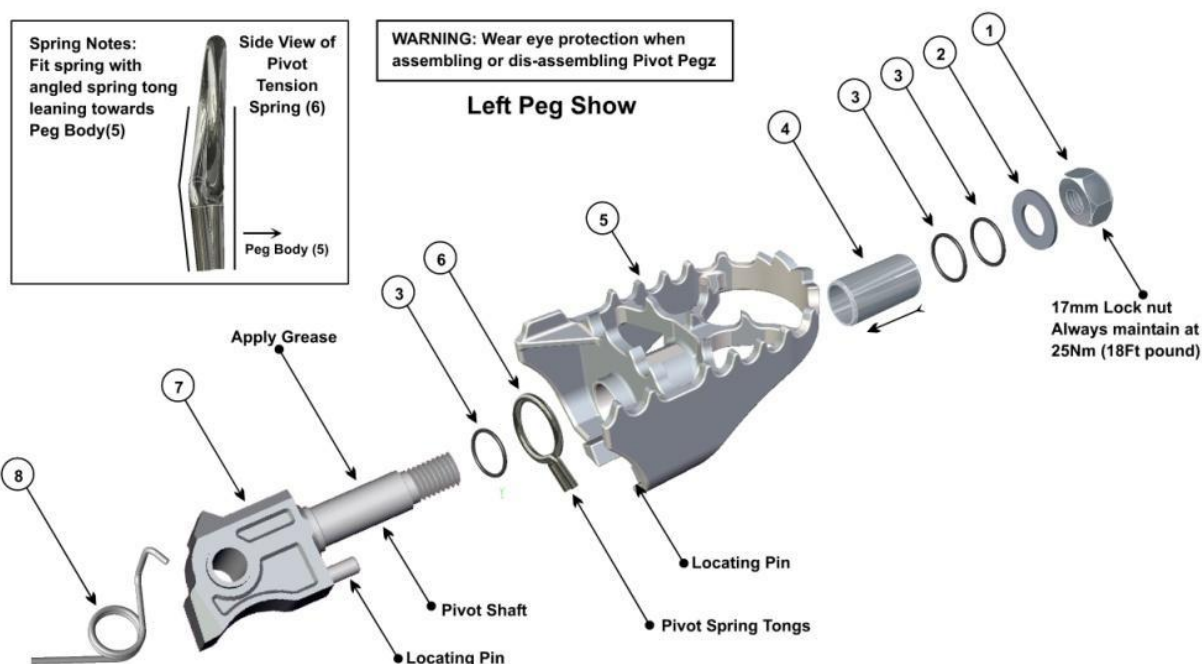
1) In the event of a crash and/or if the footpeg sustains a severe impact always inspect the entire footpeg for damage and ensure it is in safe working order before continuing. 2) The Mount Assembly (item 7 on schematic diagram above) should be replaced at the following intervals: Racing - every 90 hours of use or sooner if required, Casual Offroad - every 180 hours 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. ©TM© Copyright - Pivot Pegz, 2001-2018 *U.S Patent # 6663129, Australia Patent #775186. Further international patents pending. Product & packaging may vary from that shown.



ASSEMBLY

This page contains information and instructions regarding the dis-assembly and re-assembly of Pivot Pegz. Whether you have MK2 Pivot Pegz or MK3 Pivot Pegz the method is still the same. See diagram and step-by-step instructions below.



Referring to schematic diagram above, disassemble as follows:

1. Wear eye protection
2. Remove the 17mm Lock Nut(1)
3. Remove Washer(2) that was under Lock Nut(1)
4. Carefully grip the Peg Body(5) and slide it off Mount Assembly(7) Pivot Shaft. **IMPORTANT** - Be careful that the Pivot Spring(6) does not fly off the back of Peg Body(5) when you remove the Peg Body(5) from the Pivot Shaft(6).
5. Clean & inspect the Peg Body(5) and Mount Assembly(7) and all other parts and renew/replace any worn parts.

Referring to schematic diagram above, re-assemble as follows

1. Lightly lubricate all O-Rings(3) with high quality extreme pressure (EP) grease.
2. Lightly lubricate the Mount Assembly(7) Pivot Shaft with extreme pressure grease.
3. Place one O-Ring(3) over Mount Assembly(7) Pivot Shaft and slide it halfway down the shaft.
4. Lubricate internal bushing of Peg Body(5) with high quality extreme pressure grease.



5. Refer to Spring Notes on schematic diagram above. Position Pivot Tension Spring(6) onto the back of Peg Body(5). Make sure that the Locating Pin on the Peg Body(5) is between the tongs of the Pivot Tension Spring(6) and carefully hold spring in position for next step.
6. Hold Spring(6) in position on the Peg Body(5) and insert/slide the Mount Assembly(7) Pivot Shaft through the center of the Spring and all the way into the back of the Peg Body(5) until it stops and the thread of the Pivot Shaft protrudes out the other side of the Peg Body.
7. **Important:** While inserting the Mount Assembly(7) Pivot Shaft into the back of the Peg Body(5), make sure that the Locating Pin (the dowel pin) on the Mount Assembly(7) engages between the tongs/legs of the Pivot Tension Spring(6) on the back of the Peg Body.
8. Place two O-Rings(3) over the threaded end of the Mount Assembly(7) Pivot Shaft & position them into the recess/groove at the base of the thread.
9. Place Washer(2) onto the Pivot Shaft thread so the Washer rests against the two O-Rings mentioned in step 8.
10. Place Lock Nut(1) onto the thread of Mount Assembly(7) Pivot Shaft & tighten Lock Nut(1) to 25Nm (18 ft pound).

Looking for motorcycle foot controls & pegs? Visit our website.