

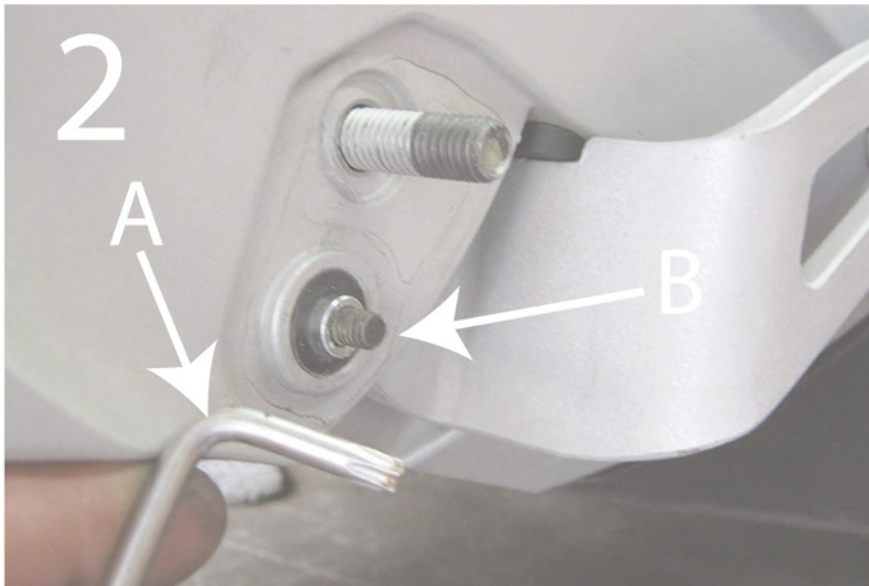
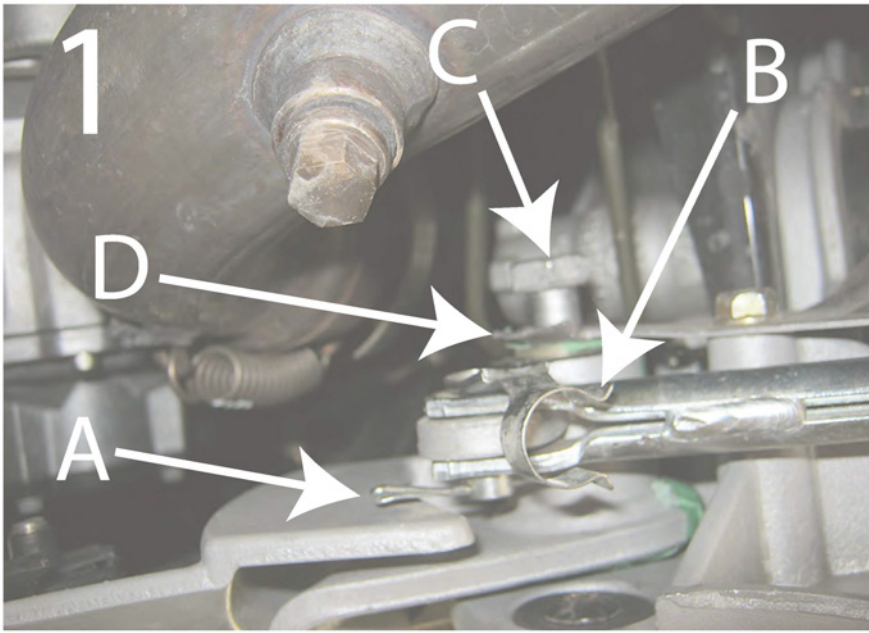
**DRIVER FLOORBOARDS FOR 2010 & NEWER
CAN-AM SPYDER RT Models, replacing FACTORY FOOTPEGS
(#CA020-WO-RTV2)
INSTALLATION INSTRUCTIONS**

1. It will be easier to access the bolts and work under the bike if the rear wheel is lifted off the ground 4" or more. What works well is using several pieces of 2"x 4" wood blocks, stacked and stepped up behind the rear wheel, then rolling the rear wheel back up onto them and setting the parking brake.
2. Familiarize yourself with the components and hardware supplied. Remove the two 10mm (wrench size) bolts from the bottom of each foot peg - then remove the weight below the peg and the rubber cover above the peg you are removing.
3. Working under the right side and below the foot peg mounting bolt and referring to photo (1), remove the cotter pin from the forward end of the brake (1A) rod by first pulling down and rotating the "U" shaped clip (1B) which snaps around the brake rod. Then straighten and remove the cotter pin and finally, remove the pin and "U" clip from the brake pedal and rotate the rod down out of the way to gain access to the peg mounting bolt. The brake pedal will now fall downward. Use a cord or wire from the brake pedal rubber cover up to the handlebars to hold the pedal as far up as possible, and allow better access to the peg mounting bolt and screw.
4. On the head of the upper 10mm peg mounting bolt (1C), there are two small tabs bent over onto the wrench flats of the bolt head (1D). Using a pliers or punch and a hammer, bend the tabs open to allow the open end of a wrench to fit onto the bolt head. Using a 17mm socket and ratchet on the nut under the peg and a 16mm or 5/8" open end wrench on the head of the bolt, loosen and remove the nut and washer from the bolt. The nut may feel extremely tight and not want to loosen, and this is due to a thread-locking compound (Loc-Tite). In this event it will help greatly to heat the nut and end of the bolt with a small torch to about 200 degrees to break down the Loc-Tite. **DO NOT remove the bolt yet.**
5. Carefully push the bolt back into the peg until it is past the peg and flush with the frame. **(DO NOT push the bolt any further as a washer located on either side of the brake pedal will fall out of position and be difficult to get back into position).** Push downward on the peg until the lower grommet and 6mm Torx screw assembly pops out with the peg.
6. On 2014 and newer RTS models the original bolt is so long that it will not slide out of the hole completely and would require removing the entire right side bodywork and aluminum peg support frame. The easier method is to cut the bolt off as close to the frame as possible using a hacksaw or grinder.
7. Use an "L" handle Torx or Allen Wrench wrench, bolt or pin similar in size as shown in photo (3A) to push the bolt inward **(DO NOT pull the bolt out as a washer located on either side of the brake pedal will fall out of position and be difficult to get back into position).** As the head of the bolt goes back close to the frame, a metal brake line may be somewhat in the way, but this line can easily be bent slightly out of the way and will cause no harm. On 2010-2013 models install the second longest of the four supplied bolts (10mm x 70mm), and on 2014 and newer RTS where the bolt had to be cut off - use the longest of the four supplied bolts (10x90mm) back into this hole in the same manner - this time using the bolt to push out the "L" wrench or pin. Place some blue Loc-Tite on the threads of the bolt.
8. Locate the Right floorboard (stamped with an "R" on the mounting surface near the 10mm bolt hole). Note that the bolt hole is at an angle. This is due to the hole in the frame being at an angle as well, and is correct. With the brake pedal still in the up position or above the floorboard, hold the board and mount up to the bolt on the frame. Thread the bolt into the floorboard mount locating the round male boss on the mount into the lower hole on the frame, then using a 16mm wrench - tighten the bolt securely (30-35 ft. lbs.). Bend the two

clips back down against the flats on the bolt head. Replace the brake rod pivot and cotter pins removed earlier and snap the clip over the rod. Check the rear clip to see that it is still in place. Check the operation of the brake pedal, and that the brake light functions correctly. Occasionally, the vertical sheet metal plate the brake light switch mounts to flexes when the boards are installed. If the brake light stays on or does not come on as it should, bend or flex the switch mounting plate to one side to restore proper brake light function.

9. On the left side, if it is a manual transmission proceed as follows. If it is an automatic, proceed to step (11).
10. Remove 17 mm nut from the bolt as you did on the right side. Remove the bolt with the shifter assembly as shown in photo (4). Remove the left peg the same as done on the right side. Remove the bolt from the shifter. Using the (10 x 60 mm) bolt supplied, place the supplied lock washer only onto the bolt, then the bolt and washer through the shifter. Place the shifter back up into position and place the bolt through the frame. Place Loc-Tite on the threads and install the left floorboard the same as on the right, making sure the male boss on the mount locates into the lower hole on the frame - then tighten securely (30-35 ft. lbs.).
11. On Automatic transmission models remove the 17mm nut from the peg while holding the bolt head with a wrench as you did on the right side. Remove the T-27 Torx screw from the lower hole, then the spacer and grommet the same as on the right earlier. Place the remaining lock washer and washer onto the shortest bolt (10x30mm). Place Loc-Tite on the threads of the bolt, then the bolt through the frame and screw the bolt into the left floorboard mount, making sure the male boss on the mount locates into the lower hole in the frame. Tighten the bolt securely as you did on the right (30-35 ft. lbs.).
12. The Floorboards are assembled onto their main mounting blocks in the lowest position from our factory. There are two additional sets of holes at 1" and 2" higher for people with shorter legs and or taller seats. In the lowest position (the way they are assembled from our factory) the use of the supplied brake pedal riser is not necessary. If you wish to move the floorboards to either of the upper sets of holes you **MUST!** install this riser block. To install the riser block - first remove the two 10mm bolts from underneath the pedal that secure the rubber cover to the pedal. Install the riser block on top of the brake pedal. Locate the two supplied 10mm x 60 mm bolts. Place a drop of Loc-Tite or similar thread locker onto the last few threads of the bolts. Install the bolts through the pedal and riser block - then thread them into the pedal cover and tighten securely.
13. Check the brake pedal and lights operation. Recheck all fasteners after 100 miles of riding.





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