

Thanks for the compliment,
but it's his bike, not mine.

Next Month

- ▶ Superbike Showdown: BMW's new S1000RR vs. Aprilia's RSV4
- ▶ Suzuki's DR-Z400S Dual-Sport
- ▶ Project DR650SE Part III...finally

Motorcycle

CONSUMER NEWS

41-05

PERIODICALS MAIL

PivotPegz

INNOVATION OF THE MONTH

WIDER FOOTPEGS ARE a popular modification for dual-sports, adventure-tourers and pure dirt bikes. They provide a wider platform and sharper gripping teeth for a more secure and supportive platform for one's boots.

The drawbacks to such pegs are two: One is that using the brake and shifter will require more ankle effort to accomplish, as the wide peg encroaches on the space to the pedal tip. The other is that a standing rider, rocking back and forth as he or she negotiates uphill and downhill, also rocks his/her boot soles from edge to edge on the sharp teeth, eventually carving deep grooves into the soles that effectively destroys the boots, requiring new boots to be purchased—sometimes in less than a season.

Although PivotPegz first appeared a decade ago, they remained relatively unknown outside of Australia, where they are made. Originally very expensive, their development continued and the current versions, the Mark II, are wider, lighter, stronger, provide enhanced grip and are about 40% less expensive. They now retail for \$149 US, or about \$60 more than conventional aftermarket pegs.

What earns them our Innovation of the Month designation is that they incorporate the ability to pivot 20° in either direction from horizontal. Spring-loaded, they will always return to level and, of course, will also fold back under impact just like the stock footpegs.

Consider the advantages of the design: The rider's boots stay in contact with both edges of the pegs all the time for a consistently wide base of secure support that reduces fatigue. The rocking feature helps to facilitate the ankle movement needed to shift or brake. Lastly, boot

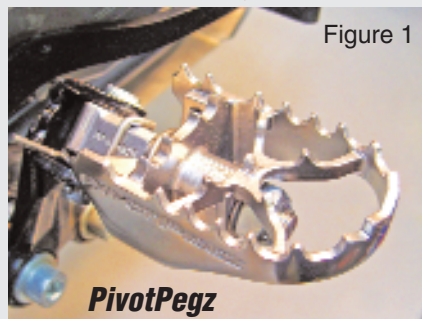


Figure 1

PivotPegz

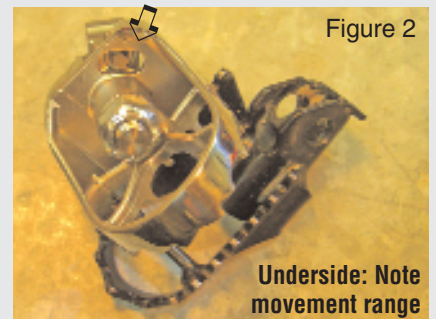
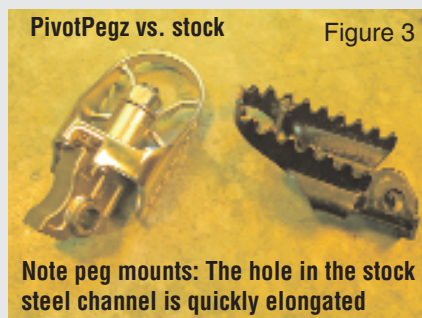


Figure 2

Underside: Note movement range



PivotPegz vs. stock

Figure 3

Note peg mounts: The hole in the stock steel channel is quickly elongated



Figure 4 Installation

Only simple tools are required

wear is greatly reduced, extended from perhaps a year to as many as four or five. And with the high cost of premium off-road boots, this can save a lot of money. Their slightly wider stance, about 3/8" longer at each end, is also a control advantage, except in very tight going.

PivotPegz are made for a variety of machines, and even without sponsorships, have achieved wide acceptance in many forms of off-road competition. KTM now includes them in its official accessory catalog. According to Marty Graver, owner of Brap! Off-road, the US distributor, the adventure-touring market has really embraced them in the last two years.

Installation could hardly be easier. Just pull the cotter pin on your stock pivot

pin; push out the pin; clean the pin and support bracket; put some white grease on the pin; assemble the return spring on your PivotPegz; press the peg into place and using a hole alignment tool to keep the peg's pivot hole aligned with the bracket, slip the pin in place and tap it home with a mallet. Reinstall the cotter pin, and you're ready to ride.

The pegs are beautifully finished and could be considered bling on an off-road machine. They carry a lifetime warranty and rebuild kits with new springs are available when you finally need them.

This is truly a smart product!

—Dave Searle

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