



TOUR TECH CRUISE PEGS – SHORT OFFSETS 4520

Recommended for Taller Riders

FITS: MOTORCYCLES WITH 1-1/4" ENGINE GUARDS—RECOMMENDED FOR USE WITH H-D FAIRING LOWERS. FOR USE WITH H-D STYLE "MALE MOUNT" PEGS OF YOUR CHOICE – SOLD SEPARATELY

Table with 2 columns: PART# and INCLUDED. Lists parts like Short Offset Arm, Clamp Assembly, F.H.C.S., S.H.C.S., Split Lock Washer, Cup Point Set Screw, D-Washer, Anti Seize, and Instructions.

TOOLS SUGGESTED

Allen wrench set

PROCEDURE AVERAGE TIME: 20 MINUTES

STEP 1 While looking at the engine guard, determine your preference of the final height of the Tour Tech mounts.

STEP 2 On the mounts, remove the large main mounting bolt, this is the point where the arm pivots on the clamp.

STEP 3 Fold the clamp around the engine guard in your desired location. Be sure the head of the hinge pin is facing up. The "cogged" face of the clamp should face outward from the bike.

STEP 4 Re-install the offset arm on the clamp. Be sure the 1/2" split lock is in place between the two clamp "ears."

STEP 5 Position the offset arm to your liking. Tighten the main mounting bolt securely.

STEP 6 Remove the 3/8"-16 socket head footpeg pivot bolt from the end of each offset arm while holding the D-washer in place in the clevis. Slide the footpeg into position and re-insert the socket head pivot bolt. This will be a tight fit as the D-washer will be providing tension.

STEP 7 See PIC.1. Note the two small tapped holes in the backside of the footpeg clevis area. The setscrew should be positioned in the lower of the two holes. By running the setscrew in and out, the angle of the footpeg may be adjusted.

STEP 8 Periodically check the tightness of all fasteners.

NOTE PIC.2 shows finished installation. Long offset arm with ISO-Wing pictured. 4520-11HD-1002

E-MAIL

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WARRANTY

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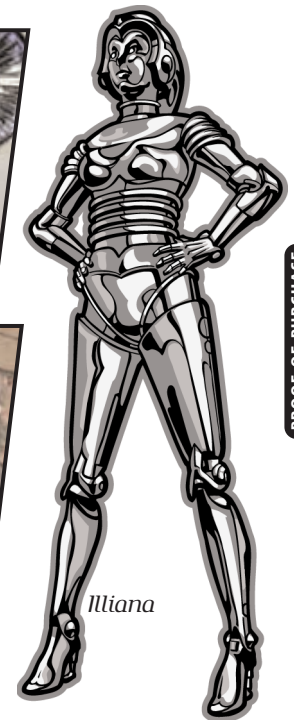
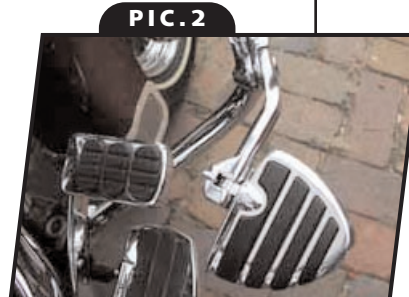
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