

XS 650 Install instructions

Thank You for purchasing a set Of XS 650 Mid Control mounts. This kit should include the following:

2 Folding foot peg assemblies

2 toe pegs, with Bolts

One forward pointing lever (Shifter side)

One Rearward pointing lever (Brake Side)

3 Swivel female rod ends, 1 male Rod end

Bag of 4 aluminum Spacers with Lock nuts (4ea)

2 Billet mounts

1 piece of 4" threaded rod

Bag of 5/16 bolts and lock nuts (4ea)

4 flat washers, 2 split washers

Once You have everything accounted for you can Begin.

1. Start off by removing both sides of the OEM pegs and brackets.
2. Remove the factory Brake pedal, but leave the pivot hardware
3. Remove the splined shifter from the left side of the bike.

Mount and Peg Assembly:

1. On the brake side, place the 'nose' of a foot peg assembly, into the bronze bushing of the "rearward pointing lever" The nose will protrude through the other side about .010-.020 inches. Make sure that the peg goes thru from the side of the lever with a shallow counterbore. The lever arm will point down.
2. Next, bolt it to either of the mounts with the supplied 3/8-16 bolts. Use 1 split washer, and 2 flat washers per side. The peg and lever will mount to the side with a boss. The washers will make sure that the bolt does not hinder the folding action of the pegs. 'Do not tighten at this time'
3. Put a spacer on each of the frame studs where the factory pegs mounted.
4. Now place the mount on top of each spacer. The Mount is kidney shaped and works best when the hole is toward the ground, making a "U" shape. This allows access to the swingarm pivot.

5. Add a 12mm locknut to each stud. No washers are needed, and make sure to tighten them down to the mounts.
6. Use the same procedure for the shifter side, except with the forward pointing lever.
7. Next, Unscrew each foot peg, leaving the mount bolt free in the mount. Add Loctite, or an equivalent thread locker, and replace.
8. Now align the folding pegs to make sure that they swing up, and slightly towards the rear. With a 9/16 wrench, tighten the bolt while holding the peg in place where you want it.
9. Add a toe peg to each lever, and add Loctite to each.

Linkage setup:

Here is where the fabrication begins. Right now the kit does not include the necessary hardware for a complete bolt on setup. SO some things need to happen to get proper linkage actuation.

1. In the shifter side, With the factory shifter removed from the bike, drill a hole about 1.75" to 2.25" from the center of the splined pivot hole. If the hole is too far, you will have too much travel when shifting. This may interfere with other parts on the bike. If its too short, it will be very hard to shift. You are more than welcome to drill an additional hole in the shifter itself. Just to see what you like best.
2. Once drilled, chamfer the holes the best you can (using a larger drill bit can work). Cut off the excess and deburr with a file.
3. Mount back on splined shifter output shaft, at about the same angle as the upper arm of the lever. Try to get them as parallel as possible.
4. The linkage is cut at the optimum length for this setup. Thread on a rod end to each end of the threaded rod. Thread each on about 3/8 of an inch. Leave jam nuts loose for now.
5. With the supplied Bolts and lock nuts, bolt one end to the shifter, and one to the lever. You can adjust the linkage, to get the comfort zone you desire.
6. Snug jam nuts to the rod ends
7. Brake side.
8. Similar to shifter side, Drill a hole about 2 inches from the center of the splined pivot hole. This should be just after the second bend in the pedal. Cut off excess.
9. When finished, re mount but pointing down, and towards the rear a little. Try and match the angles again, to make them as parallel as possible.
10. Connect linkage with a male, and female rod end.
11. Adjust for length and comfort.

Thanks again. and any questions,

Please contact Kris @ Old School Speed
Sales@oldschoolspeed.com