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Pivot Pegz

Scotty Breauxman
 Published by [Scotty Breauxman](#)

World's # 1 High Performance Pivoting Footpegs

02-28-2008

Member Review

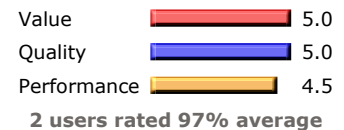
I tested **Pivot Pegz on the XR650R** today. This is a new model for Pivot Pegz and I thought I've give em a try. For those who haven't seen them, they are aftermarket foot pegs which can pivot forward and backward 20 degrees in each direction. The are gaining popularity in the motocross world and they just came out for the Honda XR650R, a popular bike for desert riders and racers, especially in Baja. (although the BRP is commonplace all over the world for a variety of terrain and ridding conditions)

The installation took about five minutes and the packaging came with replacement cotter pins however you use Pivot Pegs with your OEM pins. I replaced a set of [IMS](#) Pro Pegs which I've been racing with.

The Pivot Pegz were comparable in size to the IMS pegs but because of the pivoting mechanism, the Pivot Pegz actually extended a little further out from the bike, thus giving more surface area under the boot than other pegs. However, not all of that surface area pivots under the boot. The part of the peg (closest to the bike's frame) which did not pivot did not restrict the traction or grip of the boot in a noticeable way.

I sat on the bike and rocked back and forth and it seemed a little weird but once I started riding I began to get used to them. I tested them for a few hours today in winding mountainous trails in San Diego County. The terrain was limited to winding trails and some

Overall Rating



Additional Information

Suggested Retail Price (USD)
 \$149.00

more difficult granite boulder crawling.

They work well to keep the boot stationary (as the manufacturer claims) and there is an advantage to keeping both the forward and trailing edge of the foot peg under the boot. The manufacture claims that Pivot Pegz will aid in relieving and/or reducing fatigue in the whoops...

Whoops, I forgot to test them while blitzing through the whoops. But I can already see how they would work well with the bike rocking back and forth and bouncing up and down in all kinds of terrain. (another report will follow)

The upside I already found for the XR650R was that they helped me to get my weight forward over the handlebars and without feeling like I was on my tip toes. Most desert terrain is ridden at higher speeds in the 3rd, 4th and 5th gears, keeping your weight forward and riding on the balls of your feet (without ready access to the foot controls). I found Pivot Pegz to be a real improvement over standard pegs in this position.

Ying and Yang:

With every upside there is usually some kind of trade-off and I found this early on with the Pivot Pegz. When riding the winding mountainous terrain after all the rain we've had, I was using the rear brake and gear shifter more so than is normal in the Baja desert. So when the pegz were under the arch of my foot, I found it took some getting used to finding reference to the rear brake lever. This is the only trade-off I found because I missed the brake lever a few times. It will take some getting used to and I will continue to ride with these pegs and will test them at another popular SD spot were I can get a long run at some real whoops at higher speeds.

For now, I give Pivot Pegz a 9 on a scale of 1-10 (1=don't buy them; 10=buy them before your next ride)

Once I've had a real run at the whoops I may upgrade the product rating. Standby for a follow-up report.

<http://www.pivotpegz.net/>

Attached Thumbnails

 Click image for larger version
 Name: Pivot Pegz.jpg
 Views: 159
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 ID: 7310



By [Scotty Breauxman](#) on 03-16-2008, 07:43 PM

#1

Member Review

Value		5
Quality		5
Performance		5

Average 100%

Product test-take 2- Pivot Pegz are an irreplaceable aftermarket add-on

After a half dozen rides on Pivot Pegz for my Honda XR650R, I am sworn to the quality of this innovative product...**Its amazing tha they've been around for years and I spent a whole season in SCORE Baja without them.**

I was told (prior to trying them) that Pivot Pegz are something you get used to and that you don't even notice them after a while...Blitzing the whoops, I

could hardly notice the difference.

That is, until I went back to riding conventional pegs...I switched bikes in the middle of a 2 hour ride, getting onto a CRF450X race bike with aftermarket pegs and a CRF 250X with stock pegs...I noticed the difference before getting out of first gear.

I ran them in every possible setting: Tight, technical singetrack, fast fire roads, blitzing whoops and long distance Baja.

They are for me and I'm never going back...I love them and fully realized this after riding a few other bikes...Nothing against [IMS](#) or any other pegs, It's just that Pivot Pegz make sense for everyone.

It hadn't occurred to me that they actually wear less on riders' boots. But after being told that the manufacturer stresses this point, it makes sense.

If you can afford \$500.00 for a steering dampener, you better be able to afford the \$149 USD for the Pivot Pegz. They are equally important to fitting a bike for off road. 🤖

A perfect ten!!! 🤖

(or 5 for 5 on Thumpertalk's scale-on value, quality and performance)



By [vsekvsek](#) on 03-16-2008, 08:55 PM

#2

Quote:

Originally Posted by **Scotty Breauxman** ▶

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agreed, they help you just melt into the bike. Going forward every bike of mine will have them



By [duke7211](#) on 05-04-2008, 03:41 PM

#3

..For '96-up XR250

I received my pivot pegz a few months ago as soon as they were available for the XR. Supposedly I was the first in the U.S. to receive this model. Marty (U.S. importer for pivot pegz) at brap off-road was very helpful.

I was finally able to take them out for the first time yesterday.

While installing, I noticed that they stick out quite a bit more than the after-market (tusk) pegs that they were replacing. 5/8" more by my

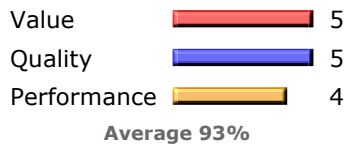
measurement. 

On the left is a tusk peg, On the right a pivot peg.



When I hugged the bike like I had to with the stock and common after market pegs, about 1/2" would stick out past my boot and the inside of my boot would be resting on the corner of a cube shape which is the mount/pivot mechanism.. While riding, I got comfortable and re-checked to find only the very end showing, so they are probably a bit wider than they should be. One result of this was that I missed the shifter a few times. Bending the shifter out a bit fixed the problem. I did not have any problem with the rear brake lever for some reason. Another issue with the extra width is... the extra width. I rode some very tight trails and the pegs rubbed often.

Member Review



These pics show how I ended up riding most of the time.



--notice the bit beyond the boot.



--With the tusk pegs, my boot would be tight against the bike.

As for performance while riding, other than the aforementioned width, they were great! It was almost as though there was a bit of extra suspension smoothing out the smaller bumps. I tested the durability a few times on a few rocks and spills and had absolutely no issues. These things are tough!

+ 's

- +made ride smoother.
- +seem to be durable so far
- +promise of less wear to sole of boot
- +large platform

- 's

-must ride with more than 1" wider stance to take advantage of intended support area.

other

+ - may seem bit expensive, but not so much if you consider the extra design and manufacturing required.



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