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4-POST RUBBER MOUNTED BAR MOUNT INSTRUCTIONS

KAWASAKI CONE FITMENT

(STOCK KAWASAKI RUBBER CONED TRIPLE CLAMPS)

**PLEASE READ THESE INSTRUCTIONS CAREFULLY AND FOLLOW
THEM EXACTLY**

THESE INSTRUCTIONS ARE SAFETY CRITICAL

INSTALLATION OF THIS PRODUCT MUST BE PERFORMED BY A TRAINED PROFESSIONAL. FAILURE TO FOLLOW THE INSTALLATION INSTRUCTIONS AND PERFORM ROUTINE INSPECTIONS AND MAINTENANCE CAN RESULT IN INJURY OR DEATH. THE END USER OF LUXON MX PRODUCTS ASSUMES ALL RISK AND LIABILITY IN THEIR INSTALLATION, MAINTENANCE, AND USE. THERE ARE NO GUARANTEES ASSOCIATED WITH LUXON MX PRODUCTS.

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Bolt Tension and Torque

- Correct bolt tension is critical to performance and safety
- Bolt tension depends on torque and surface preparation
- Carefully follow all instructions for torque and surface preparation on the following pages
- Always use a quality torque wrench on all fasteners
- **Using the wrong torque or the wrong surface preparation will result in the wrong bolt tension**



Anti-seize must be applied to the bolt threads and under the bolt head



Loctite must be applied to the bolt threads and a few drops must be added to the inside of blind holes

Installation/Fitment

- Depending on the installation type, make and model of bike, bar mount position, etc., you may need to lightly trim plastic brackets, trim number plates, and/or relocate hour meters . Always check for clearance through the full sweep of the steering before riding the bike!



BAR MOUNT PARTS LIST

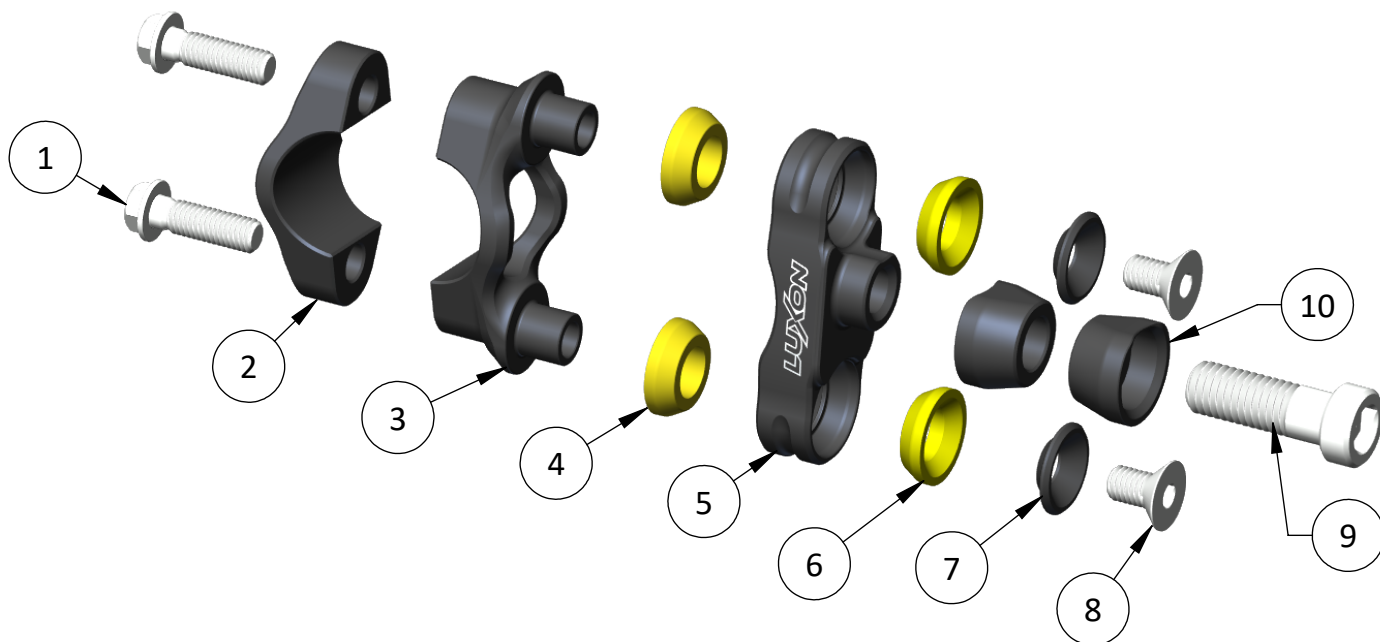
SOFT (GREEN), **MEDIUM (YELLOW)**, and **HARD (RED)** rubber bushings are included to fine tune feel.

SOFT is reduces vibration and shock felt at the bars, but comes at the expense of a loss in steering precision.

MEDIUM is a similar feel to most stock rubber mounts.

HARD is recommended for aggressive motocross use and faster riders.

Bushings will break in on the first ride and become a little softer than when first installed. Like all rubber bushings, these are wear items and will eventually break down and need replacing. Softer bushings will need to be replaced more often than harder bushings. Replacement bushings are available on our website.



ITEM	PART NO.	QTY.	DESCRIPTION
1	LUX-GEN-M-P8008-25	4	M8 X 1.25 X 25 FLANGE BOLT
2	LUX-GEN-SS-P0002	2	BM, UPPER CLAMP
3	LUX-GEN-SS-P0016	2	BM, 4-POST UPPER
4	LUX-GEN-SS-P0022-M	4	BM, 4-POST UPPER BUSHING, M
5	LUX-KAW-SS-P0010	2	BM, 4-POST BASE, KAWASAKI
6	LUX-GEN-SS-P0018-M	4	BM, 4-POST LOWER BUSHING, M
7	LUX-GEN-SS-P0019	4	BM, 4-POST BUSHING CAP
8	MCMaster 91263A913	4	M8 X 1.25 X 14 FHCS 10.9 ZINC
9	MCMaster 97050A266	2	M12 X 1.75 X 35 LOW SHCS 8.8, ZINC
10	LUX-KAW-SS-P0011	4	BM, BOTTOM CONE, KAWASAKI

IMPORTANT

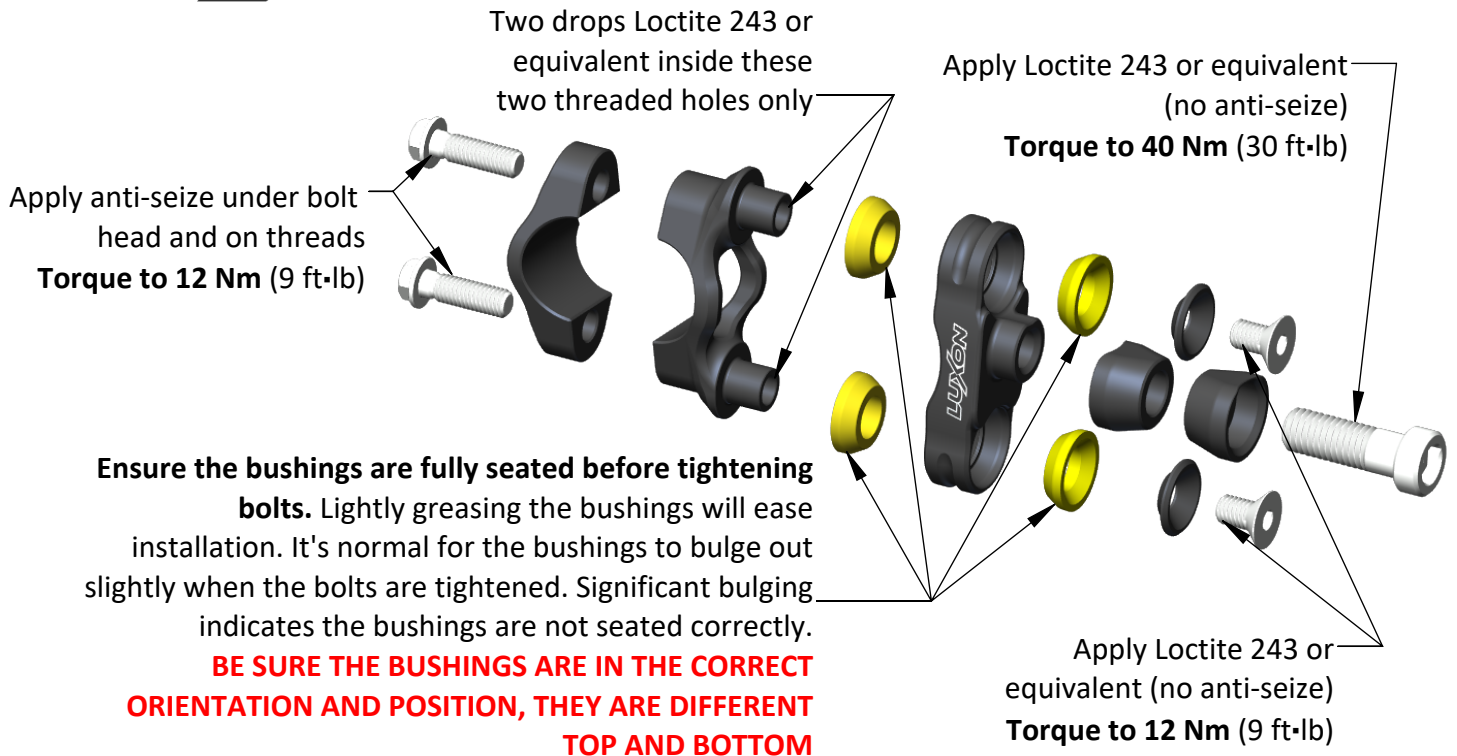


Top (#4) and bottom (#6) rubber bushings are different

The top bushing is flat across the top and the bottom bushing has a countersink as seen in the cross sections above. They must be installed in the correct positions!

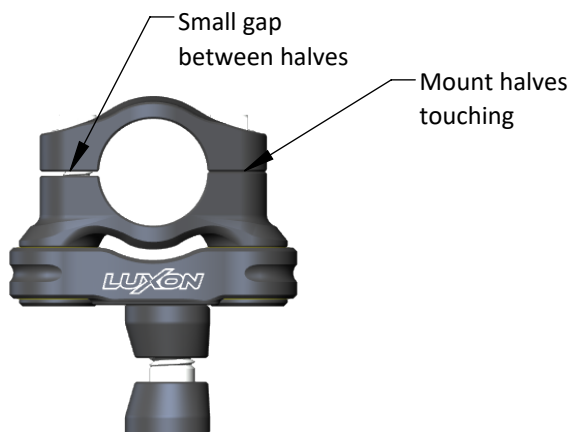


ASSEMBLY DETAILS



Assemble the bar mounts as shown above. Completely remove all stock cones and hardware from the triple clamp cone pockets, and loosely assemble the mounts in the triple clamp. Note that the mounts have an offset, so flipping them one way or the other will adjust the bars closer to or further from the rider, same as the stock mounts.

Install the handlebars as described below. This will align the bar mounts in the triple clamp and you can then fully tighten the mount fixing bolts.



The handlebar clamps use an offset level: one side of the bottom bar clamp is taller than the other (the side without the torque engraving).

- Install the handlebars and lightly tighten the bolts on the tall side until both clamp halves touch leaving a gap on the other side
- Adjust your bar position and lightly tighten the bolts on the gap side until snug
- Torque the bolts on the touching side to spec, then torque the bolts on the gap side to spec