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RUBBER ISOLATED ENGINE MOUNT INSTRUCTIONS **DUCATI DESMO450**

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



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 Torque

DO NOT use "alternate" torque specs. Altering torque will not change feel or give any positive results whatsoever. Torque specs are engineered to minimize bolt stresses and maintain proper connection of the parts. Higher or lower torque than what is specified will reduce bolt life and can damage the connecting parts.

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 described here
- 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**

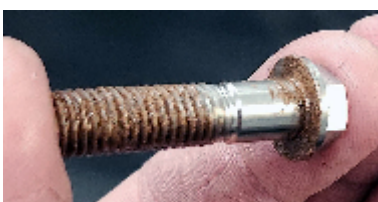


Steel and OEM bolts: Apply Loctite 243 or equivalent to threads (no anti-seize) and torque to OEM specifications



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

Titanium bolts: Apply Loctite C5A anti-seize on threads and under the bolt heads and torque 40% lower than OEM specifications (the lower torque accounts for the added lubricity of the anti-seize). All torque specs listed in this document are for steel bolts with Loctite, adjust accordingly for bolts with anti-seize.



For Anti-seize use, the anti-seize must be applied to the bolt threads and under the bolt head



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SOFT (GREEN), **MEDIUM (YELLOW)**, and **FIRM (RED)** rubber bushings can be used to fine tune feel.

MEDIUM and **FIRM** are included with the engine mounts. **SOFT** are available, but typically not recommended.

Everyone is different, but generally **FIRM** is recommended for aggressive and faster riders, **MEDIUM** is recommended for most riders, and **SOFT** is only recommended for lightweight and beginner level riders.

Replacement bushings are available on our website:

<https://www.luxonmx.com/product-luxon-other-replacement-parts.html>

Bushings will settle in during the first ride. 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. Wear rate will depend on use conditions, rider weight, speed and other factors, but we recommend replacing the bushings once a year or more.

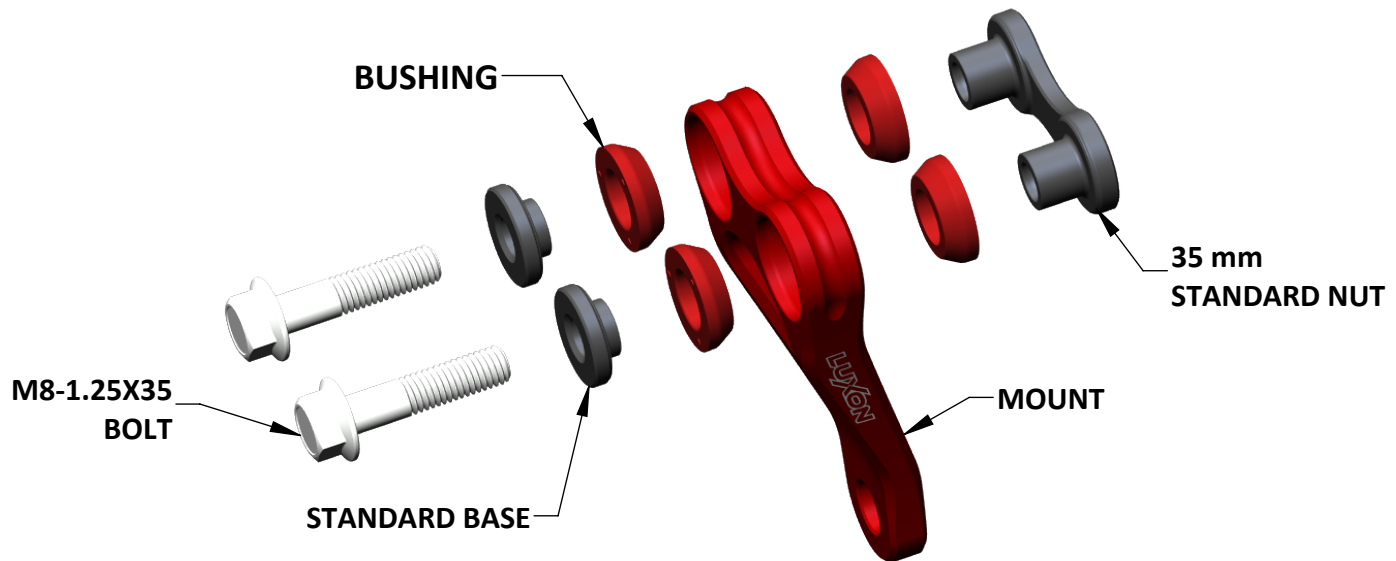
IMPORTANT

**4-POST BAR MOUNT BUSHINGS DO NOT INTERCHANGE WITH
ENGINE MOUNT BUSHINGS.**

ENGINE MOUNT BUSHINGS ARE SIMILAR TO THE BUSHINGS USED IN THE LUXON 4-POST BAR MOUNTS, HOWEVER, **THEY ARE NOT THE SAME**. DO NOT USE OUR 4-POST BAR MOUNT BUSHINGS IN YOU ENGINE MOUNTS AS THEY WILL NOT FIT CORRECTLY.



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- 1) Loosen all engine mounting locations and remove the stock engine mounts.
- 2) Assemble the Luxon rubber isolated engine mounts as shown above, and loosely install them to the bike.
 - The **NUT** goes on the side of the **MOUNT** with the part number etched into it.
 - While the actual mounts are different left to right, the DESMO450 uses the same hardware on both the left and right side upper engine mounts.
- 3) Ensure the **BUSHINGS** are fully seated with the **BASES**, **NUT**, and **MOUNT** before tightening the bolts.
 - Optional: you can ease installation by fully seating the parts. Lightly compress the assembled mount in a vise or similar (use smooth/soft jaws if doing this).
 - It's normal for the bushings to bulge out slightly when the bolts are tightened. Significant bulging indicates the bushings are not seated correctly.
- 4) Loosely install the lower mounts.
- 5) Either put the bike on the ground or apply pressure to the rear wheel (using a strap or similar) to settle everything in the "normally loaded" position.
- 6) Torque all the bolts in order:
 - a) Swingarm pivot (80 Nm / 59 ft*lbs)
 - b) Bottom bolt, where the engine directly contacts the frame (60 Nm / 44 ft*lbs)
 - c) Lower engine mounts: frame side (35 Nm / 26 ft*lbs), then engine side (60 Nm / 44 ft*lbs)
 - d) Upper engine mounts: frame side (35 Nm / 26 ft*lbs), then engine side (60 Nm / 44 ft*lbs)