

KTM/Husqvarna/GasGas Triple Clamp Instructions for Use



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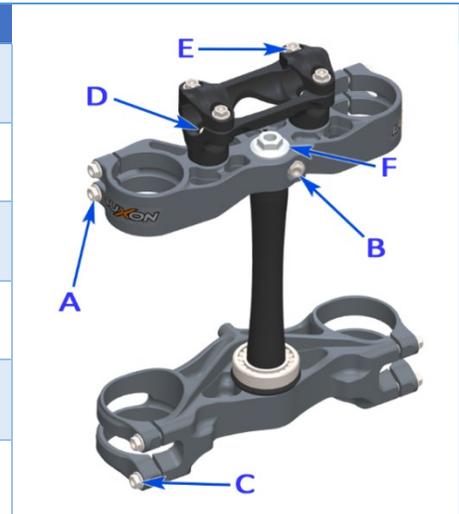
- 1) Luxon triple clamps install similar to stock with a few exceptions. **Read through all of the points below before installation as they are critical to assembly and safety!** Refer to the image and table below for bolt identification and locations referenced in these instructions by {Letter}.
- 2) Remove your current triple clamps and bar mounts. Clean the frame and related parts to remove dirt and old grease. Luxon clamps use OEM (or OEM equivalent - NTN, SKF, etc.) bearings and seals; there is no need to change the bearing race in the frame. A new race is included, though, so you can replace it if your current bearing race is not in good condition.
- 3) The bolt preparation varies for each type of bolt as follows:
 - a. The steering stem clamp bolt {B} is high strength steel and black in color. You must remove and thoroughly clean the threads of this bolt and use a few drops of Loctite 263 anti-seize (included) when installing.
 - i. Prior to upper triple clamp revision D (last letter of the part number engraved on the bottom of the top triple clamp near the stem hole), this bolt was titanium. See note 7-c-i below for more information if you have an earlier clamp revision.
 - b. The steering stem bearing adjuster bolt {F} is aluminum (black anodized). The threads of this bolt should be greased.
 - c. All other bolts are 6Al-4V titanium. You must use Loctite C5-A anti-seize (included) on the titanium bolts: apply anti-seize to the bolt threads and under the bolt head to thoroughly coat all contacting surfaces.
- 4) Pack grease into the steering bearings, races, and seals, and loosely assemble the clamps in the frame with the steering stem bolt {F} hand tight. Do not tighten any other bolts yet.
- 5) Clean the inside of all triple clamp and bar mount clamping surfaces and outside of the upper fork tubes with brake/contact cleaner or rubbing alcohol to remove any lubricants that may cause slippage. Loosely assemble the forks and front wheel: temporarily tighten the lower clamp bolts {C} lightly to keep the forks from slipping out. Leave all other bolts loose.
- 6) **Bolt torque is critical!** Due to the lubricative properties of anti-seize on the titanium bolts, the torque specifications are much lower than what is typical for a dry steel bolt. Despite the lower torque values, the bolts will end up with the correct tension. The steel steering stem clamp bolt takes a more “normal” torque level. Do not over-torque any bolts as this can lead to failure. Torque specifications are engraved into the triple clamps near each bolt and summarized in the following table:

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	Bolt Location	Size	Torque
A	Top Triple Clamp to Fork Tube	M8-1.25x35	12 Nm (9 ft·lb)
B	Top Triple Clamp to Steering Stem	M8-1.25x25	20 Nm (15 ft·lb)
C	Bottom Triple Clamp to Fork Tube	M8-1.25x35	8 Nm (6 ft·lb)
D	Bar Mounts to Top Triple Clamp	M10-1.50x45	24 Nm (18 ft·lb)
E	Bar clamps to Bars	M8-1.25x25	12 Nm (9 ft·lb)
F	Steering Stem Bearing Preload Bolt	M20-1.50x12.5	To Appropriate Bearing Preload



- 7) With everything loosely assembled, follow this procedure in torquing the bolts to the values specified in the table:
- Adjust the fork tube height to the desired level on both sides. lightly tighten the bottom triple clamp pinch bolts {**C**} to hold them in place.
 - With the top triple clamp bolts {**A** and **B**} loose, tighten the steering stem bearing preload bolt {**F**} to the desired bearing adjustment. Generally, the bearings should turn with slight resistance and there shouldn't be any slop. Too loose and there will be slop in the assembly, too tight and it will feel notchy. There is no set torque value for this bolt, it should be tightened to the desired steering feel and bearing adjustment.
 - Torque the stem clamp bolt {**B**} to lock in the bearing adjustment. **THIS BOLT IS SAFETY CRITICAL!** Too little torque and this bolt can come loose, too much torque will over stress this bolt. Both conditions can lead to failure of the bolt and triple clamps resulting in a crash.
 - For older triple clamps (top triple clamp revision C and earlier), this bolt is titanium instead of steel. The steel bolt is slightly stronger and more resistant to torque variation than the titanium bolt. The steel bolt also allows the use of Loctite to help ensure it stays tight. There's nothing wrong with using the titanium bolt, but it must be installed with anti-seize like the other titanium bolts and torqued correctly (12 Nm or 9 ft·lb). Check the bolt torque often to ensure it stays tight!
 - Re-adjust the fork height(s) if necessary, then torque the lower triple clamp pinch bolts {**C**}.
 - The 2023 KTM/Husqvarna stock top triple clamp is 2 mm thinner than the Luxon triple clamps, so your fork legs should be 2 mm further down in the Luxon clamps than

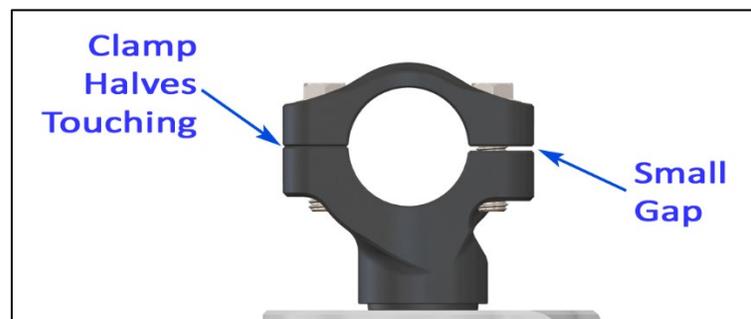
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your stock clamps to maintain the same fork height. For example, if your forks were 5 mm above your stock clamps, putting them at 3 mm above in the Luxon clamps will put them in the same position. This only applies to the 2023+ KTM and Husky chassis and NOT the previous chassis or the 2023 GasGas chassis.

- e. Torque the upper triple clamp pinch bolts {A}. Alternate between both bolts until the torque stabilizes at the correct value.
 - f. Lightly grease all mating surfaces of the rubber bar mount cones. Slide one rubber cone onto the bar mount stud, insert the stud through the bottom of the top triple clamp, then slide the other rubber cone onto the stud to hold it in place. Repeat for the other side.
 - g. Install the lower bar mount bridge. This piece is reversible to adjust bar position plus or minus 7 mm total front to back to suit rider preference. Torque the bolts {D} alternating between the two as they tighten to ensure the mount compresses the rubber cones evenly.
- 8) Luxon handlebar clamps use an offset, similar to stock, where one side of the bottom bar clamp is taller than the other. Lightly tighten the bolts on that side until both clamp halves touch (leaving a gap on the other side). Center and rotate the bars to your desired position, then torque all four bolts {E} appropriately.

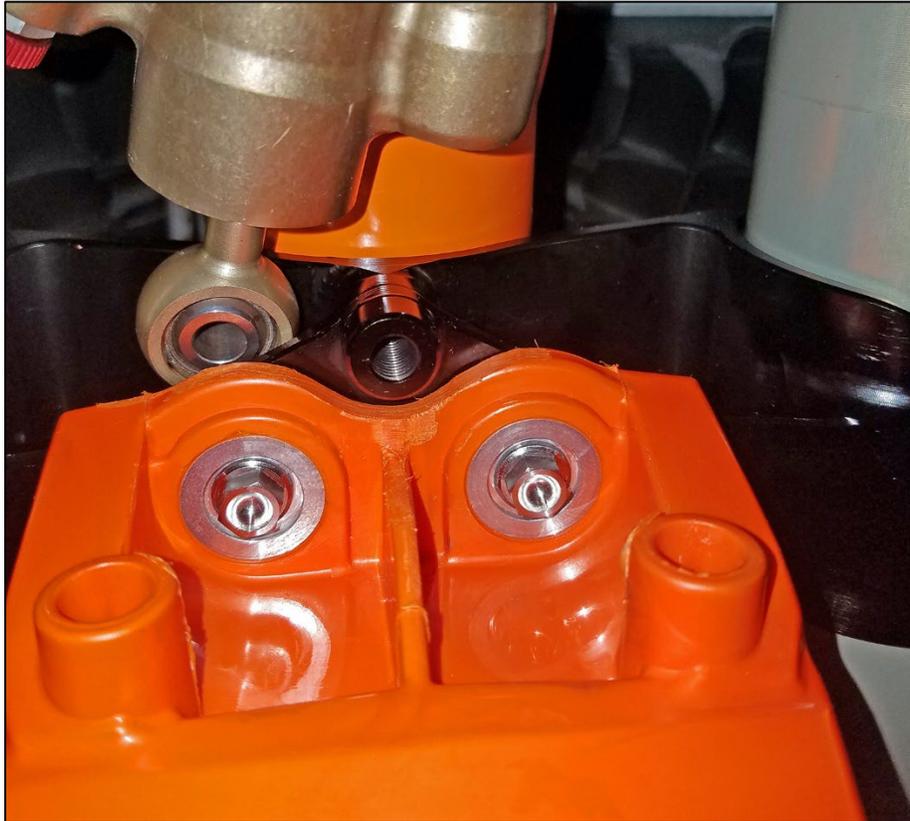


- 9) Install the fender, numberplate, and other remaining parts per the manufacturer's instructions. We recommend using Loctite 243 and the torque values specified in the owner's manual. Due to the added HPSD mount on the lower clamp, the front fender may need to be trimmed to clear the mount. Using a razor blade or a Dremel tool with a sanding drum, cut a relief to clear the mount as shown in the next image.

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- 10) Re-check all bolt torques before each ride. We recommend using a paint pen or other marking system for a visual indication of whether the bolts have loosened or not.

WARNING

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