

INSTRUCTIONS



READ THESE INSTRUCTIONS CAREFULLY AND FOLLOW THEM EXACTLY - THESE INSTRUCTIONS ARE SAFETY CRITICAL. INSTALLATION AND MAINTENANCE MUST BE PERFORMED BY A QUALIFIED MECHANIC. IMPROPER INSTALLATION OR MAINTENANCE WILL RESULT IN DAMAGED PARTS, RIDER INJURY, OR DEATH.

PRECISION FITS

- ALL PARTS OF THE TRIPLE CLAMP THAT FIT TOGETHER ARE TIGHTLY TOLERANCED WITH SMOOTH SURFACES
- BE CAREFUL NOT TO SCRATCH OR DENT ANY SURFACES AS THIS WILL COMPROMISE THE STRENGTH AND THE FIT
- THE PARTS ARE VERY STRONG WHEN FULLY ASSEMBLED, BUT ARE EASILY DAMAGED WHEN APART, PARTICULARLY THE RAW ALUMINUM SURFACES.
 - PLEASE BE CAREFUL WHEN HANDLING AND STORING THE PARTS!



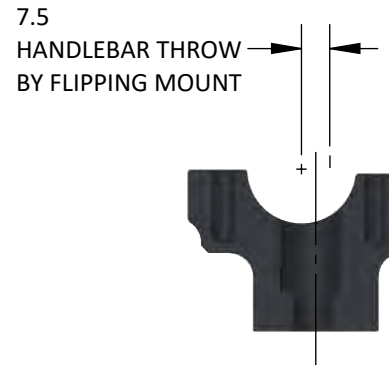
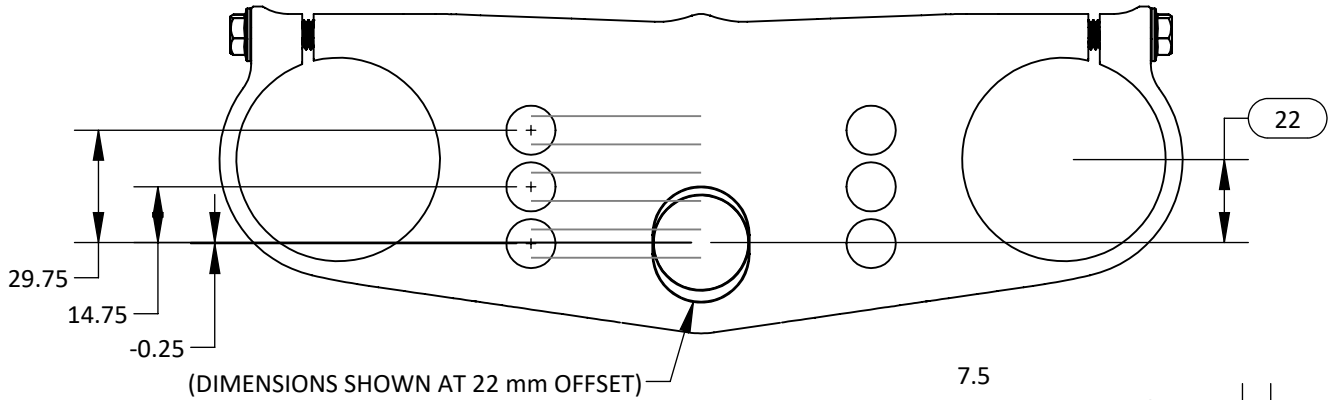
BOLT TENSION-TORQUE

- BOLT TENSION IS CRITICAL TO PERFORMANCE AND SAFETY
- BOLT TENSION DEPENDS ON TORQUE AND SURFACE PREPERATION
 - CAREFULLY FOLLOW ALL INSTRUCTIONS FOR TORQUE AND SURFACE PREPERATION ON THE FOLLOWING PAGES
 - ALWAYS USE A QUALITY TORQUE WRENCH ON ALL FASTENERS
 - **USING THE WRONG TORQUE OR THE WRONG SURFACE PREPERATION WILL RESULT IN THE WRONG BOLT TENSION**



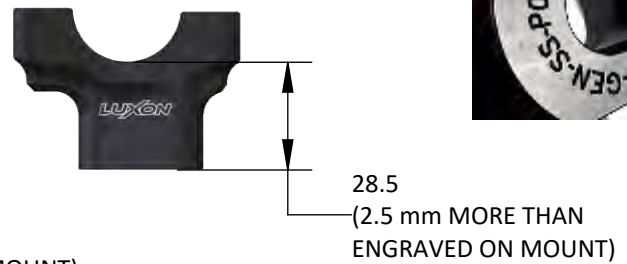
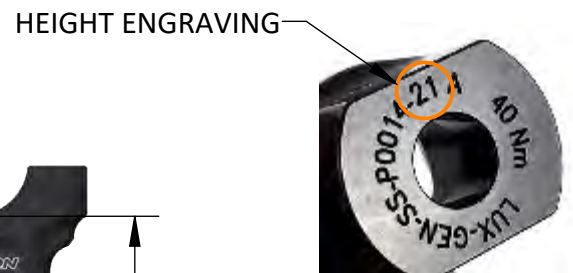
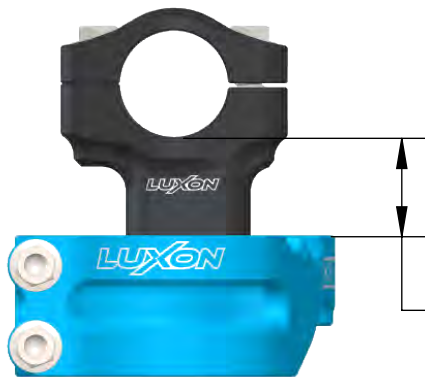
THIS IMAGE SHOWS THE PROPER APPLICATION OF ANTI-SEIZE TO A TITANIUM BOLT
ANTI-SEIZE MUST BE APPLIED TO THE BOLT THREADS AND UNDER THE BOLT HEAD

BAR POSITION OPTIONS



OFFSET	AVAILABLE BAR POSITIONS RELATIVE TO STEERING STEM (STEM CENTER TO BAR CENTER, mm)								
	CLOSE HOLE			MIDDLE HOLE			FAR HOLE		
	MOUNT BACK	HOLE	MOUNT FRONT	MOUNT BACK	HOLE	MOUNT FRONT	MOUNT BACK	HOLE	MOUNT FRONT
21	-5.0	-1.25	2.5	10.0	13.75	17.5	25.0	28.75	32.5
22	-4.0	-0.25	3.5	11.0	14.75	18.5	26.0	29.75	33.5
23	-3.0	0.75	4.5	12.0	15.75	19.5	27.0	30.75	34.5
24	-2.0	1.75	5.5	13.0	16.75	20.5	28.0	31.75	35.5
OFFSET	STOCK CLAMPS BAR POSITIONS RELATIVE TO STEERING STEM								
22	0.5	5.50	10.5				27.0	32.00	37.0

BAR HEIGHT OPTIONS

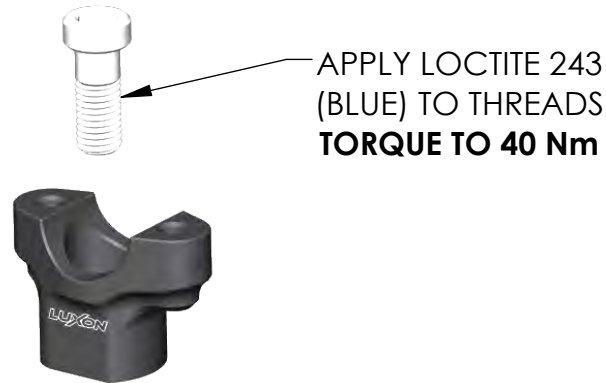


AVAILABLE BAR HEIGHTS (CLAMP TO BAR TANGENT, mm)			
21	26 (STANDARD)	31	36





BAR MOUNT INSTALLATION DETAILS

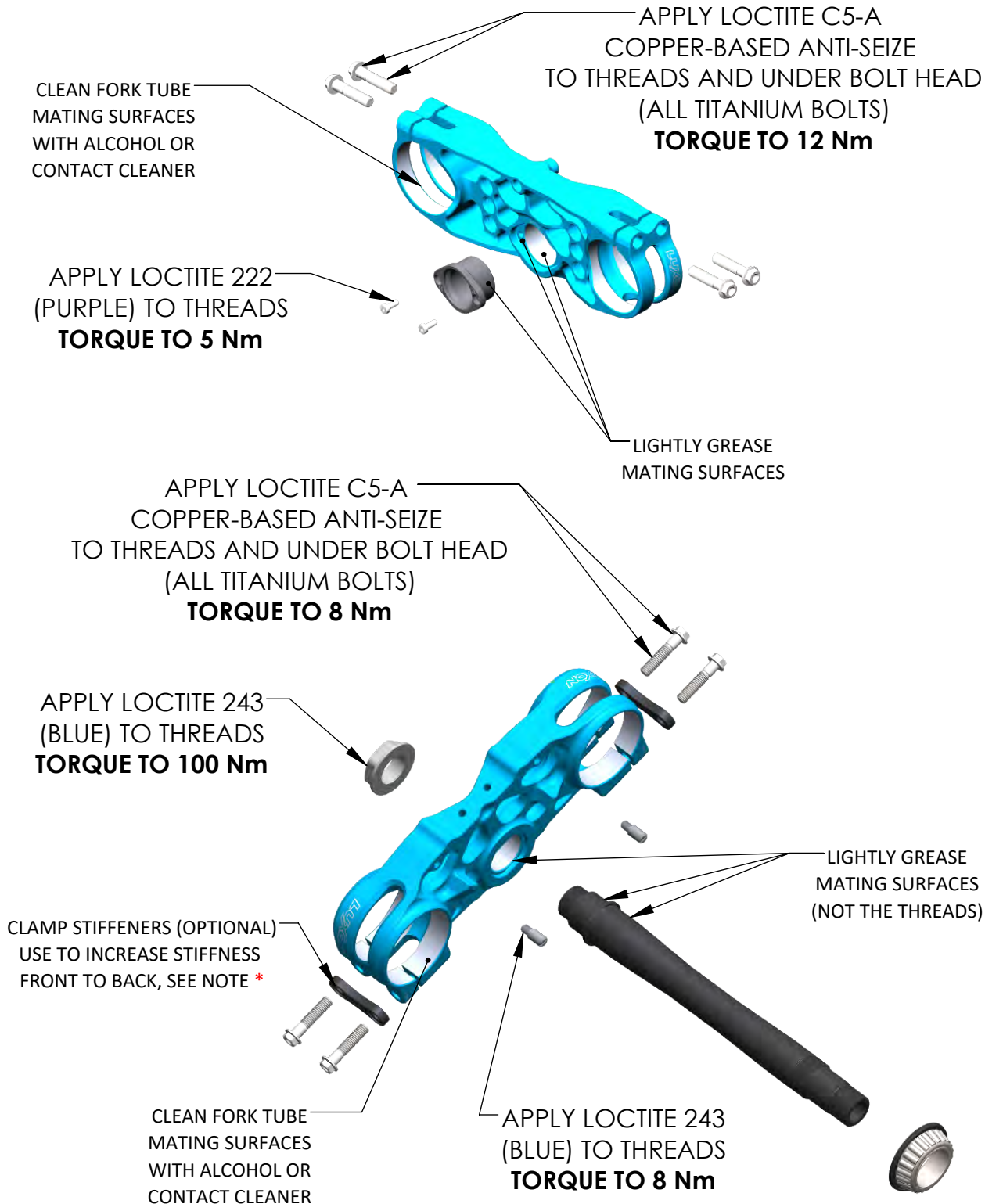


BAR CLAMPS USE AN OFFSET HEIGHT TO ENSURE CONSISTENT POSITIONING

ASSEMBLE AS FOLLOWS:

- 1) LIGHTLY TIGHTEN THE NO GAP SIDE
- 2) ADJUST BAR POSITION
- 3) TORQUE NO GAP SIDE TO 12 Nm
- 4) TORQUE GAP SIDE TO 12 Nm

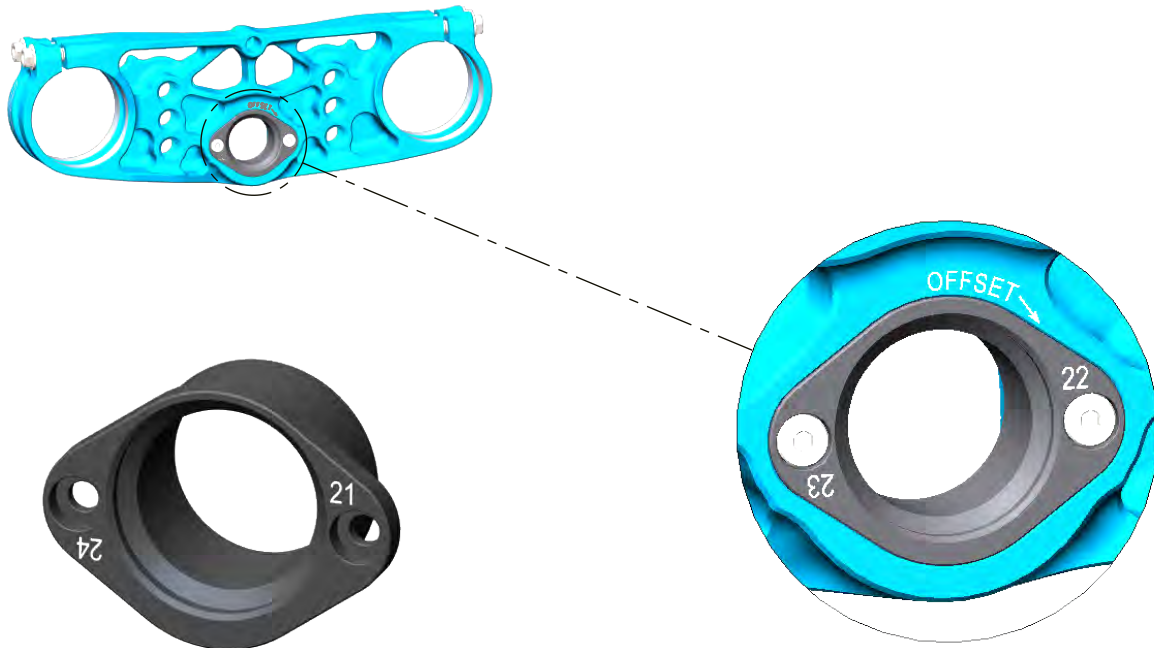
CLAMP INSTALLATION DETAILS



* CLAMP STIFFENERS ARE OPTIONAL AND INCREASE STIFFNESS FRONT TO BACK, WHICH REDUCES "WANDERING" FEELINGS IN HIGH G-OUT SITUATIONS AND HARD HITS. THE COMPROMISE IS REDUCED COMFORT IN SLAP-DOWN LANDINGS AND CHOP

TOP CLAMP OFFSET ADJUSTMENT

- OFFSET IS ADJUSTED ON THE TOP CLAMP WITH AN ECCENTRIC INSERT
- DIFFERENT INSERTS ARE AVAILABLE FOR DIFFERENT OFFSETS
- THE INSERT SLIDES INTO THE CLAMP AND IS HELD THERE WITH TWO BOLTS
- CURRENT OFFSET ADJUSTMENT IS INDICATED BY THE ARROW POINTING TO THE OFFSET

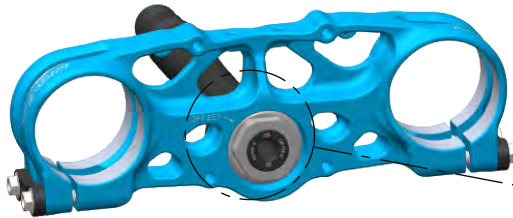


- THE INSERT IS A TIGHTLY TOLERANCED SLIP FIT INTO THE CLAMP
- LIGHTLY GREASE ALL THE MATING SURFACES AND SLIDE IT INTO PLACE
- NEVER FORCE THE INSERT, IT SHOULD SLIDE IN EASILY IF ALIGNED CORRECTLY
- THE TWO BOLTS HOLD THE INSERT IN PLACE AND ONLY NEED TO BE LIGHTLY TORQUED (5 NM)
- USE LOCTITE 243 (BLUE) TO ENSURE THE BOLTS DO NOT COME LOOSE

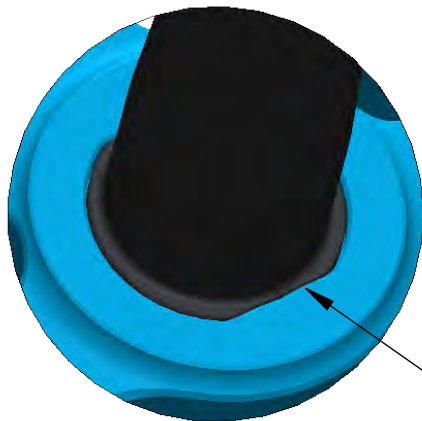
BOTTOM CLAMP OFFSET ADJUSTMENT



- OFFSET IS ADJUSTED ON THE BOTTOM CLAMP WITH AN ECCENTRIC STEERING STEM
- DIFFERENT STEMS ARE FOR DIFFERENT OFFSETS
- THE STEM SLIDES INTO PLACE IN THE CLAMP AND IS HELD THERE WITH THE BOTTOM NUT
- CURRENT OFFSET ADJUSTMENT IS INDICATED BY THE ARROW POINTING TO THE OFFSET



- THE STEERING STEM IS A TIGHTLY TOLERANCED SLIP FIT INTO THE CLAMP
- LIGHTLY GREASE ALL THE MATING SURFACES AND SLIDE IT INTO PLACE
- **NEVER FORCE THE STEM, IT SHOULD SLIDE IN FAIRLY EASILY IF ALIGNED CORRECTLY**
- IT IS CRITICAL THE THE BOTTOM NUT DOES NOT COME LOOSE!
- USE LOCTITE 243 (BLUE) ON THE BOTTOM NUT AND TORQUE TO 100 Nm



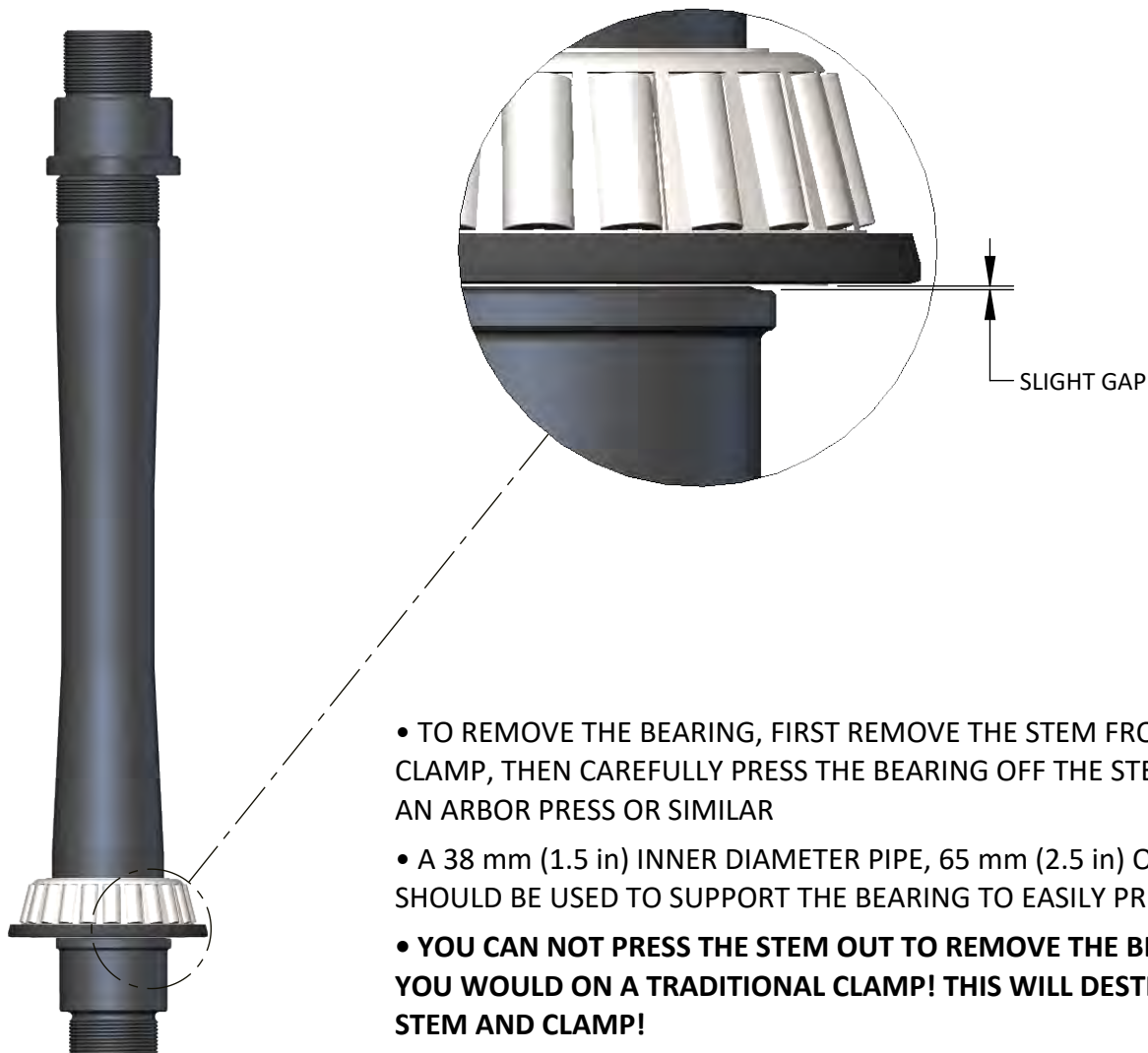
YOU MUST ENSURE THE STEM IS FULLY SEATED AND PROPERLY ORIENTED IN THE CLAMP BEFORE TIGHTENING THE BOTTOM NUT OTHERWISE YOU WILL DAMAGE THE STEM AND CLAMP!
(BEARING NOT SHOWN FOR CLARITY)

- TO REMOVE THE BOTTOM NUT AND CHANGE OFFSET, YOU MAY NEED TO USE HEAT TO BREAK THE LOCTITE.
- USE A PROPANE TORCH OR SIMILAR TO HEAT THE NUT, BUT ENSURE THE TEMPERATURE DOES NOT EXCEED 120 C (250 F) OTHERWISE YOU CAN DAMAGE THE ALUMINUM

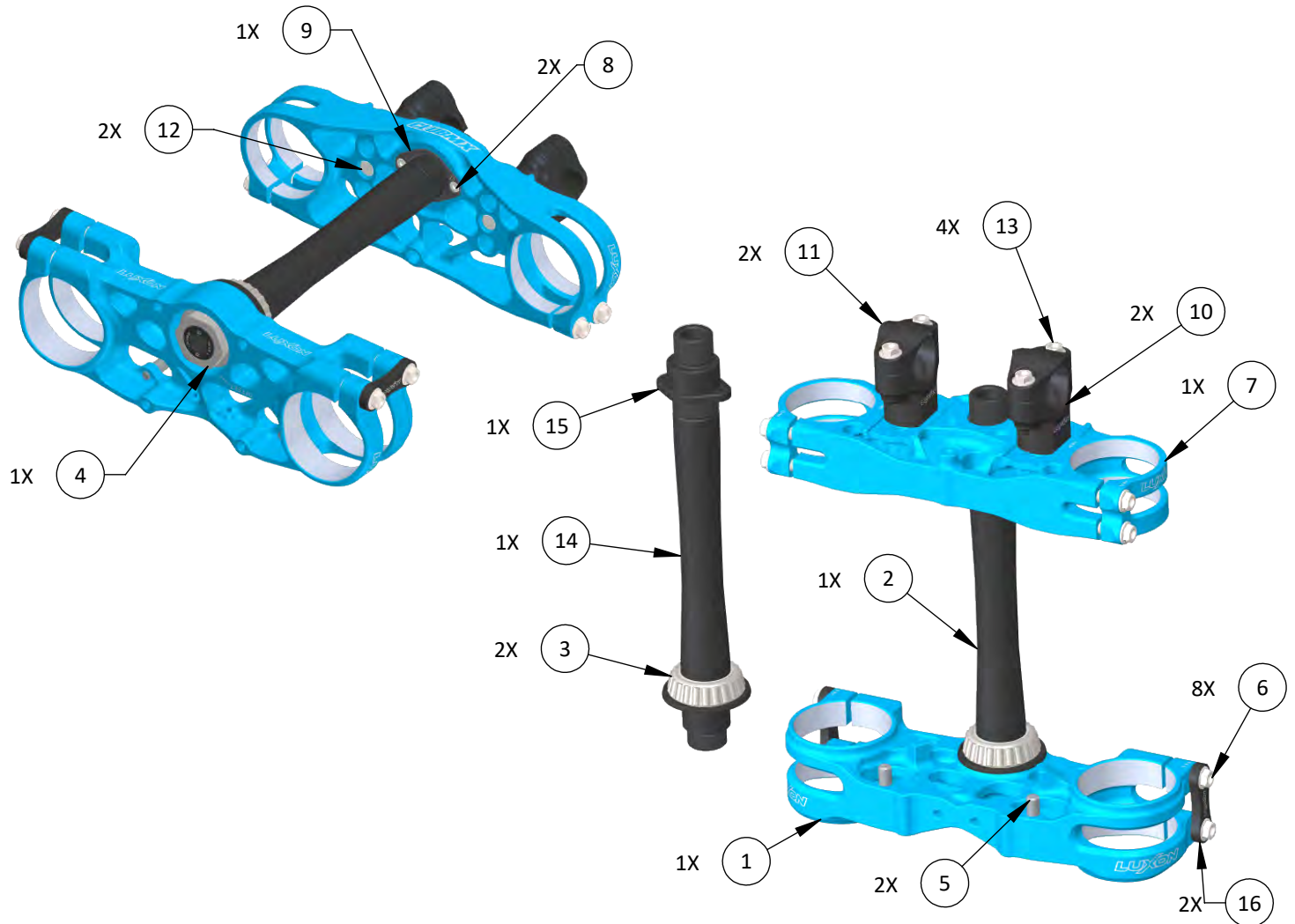


BOTTOM STEERING BEARING INSTALLATION/REMOVAL

- THE BOTTOM BEARING DOES NOT SIT AGAINST THE SHOULDER OF THE STEM WHEN FULLY INSTALLED, THERE IS A SLIGHT GAP
 - THE BEARING ACTUALLY SITS ON THE TOP FACE OF THE BOTTOM TRIPLE CLAMP
- IF THE BEARING IS PRESSED ON THE STEM AND FULLY UP TO THE SHOULDER, IT WILL MOVE INTO THE CORRECT POSITION WHEN INSTALLING THE STEM IN THE BOTTOM CLAMP (WHEN THE BOTTOM NUT IS TIGHTENED DOWN)
- BE SURE TO CHECK THE STEERING BEARING ADJUSTMENT AFTER THE FIRST FEW LAPS OF RIDING ONCE EVERYTHING HAS SETTLED INTO PLACE



GEN3 PRO TRIPLE CLAMP YAMAHA BILL OF MATERIALS



ITEM	PART NO.	QTY.	DESCRIPTION	P/N OPTION
1	LUX-YAM-SS-P0014	1	GEN3 PRO YAMAHA BOTTOM CLAMP	
2	LUX-YAM-SS-P0015-22-23-X	1	GEN3 PRO YAMAHA STEERING STEM, 22-23-X	S, M, L
3	93332-00081-00	2	YAMAHA LOWER STEERING BEARING	
4	LUX-YAM-SS-P0044	1	YAMAHA BOTTOM STEM NUT	
5	MCMASTER 94128A118	2	8MM X 12MM L X M6 HEADLESS SHOULDER SCREW	
6	LUX-GEN-M-P9008-35	8	TITANIUM BOLT, FLANGE, M8-1.25 X 35	
7	LUX-YAM-SS-P0011-54	1	GEN3 PRO TOP CLAMP, 54	
8	MCMASTER 90327A113	2	MX-0.7X10 LOW SHCS 8.8	
9	LUX-YAM-SS-P0010-21-23	1	GEN3 PRO TOP CLAMP INSERT, 22-23	
10	LUX-GEN-SS-P0014-XX	2	GEN3 SOLID BAR MOUNT	21, 26, 31, 36
11	LUX-GEN-SS-P0002	2	BAR MOUNT, UPPER CLAMP	
12	MCMASTER 97050A265	2	M12-1.75X30 LOW SHCS 8.8	
13	LUX-GEN-M-P9008-25	4	TITANIUM BOLT, FLANGE, M8-1.25 X 25	
14	LUX-YAM-SS-P0015-21-24-X	1	GEN3 PRO YAMAHA STEERING STEM, 21-24-X	S, M, L
15	LUX-YAM-SS-P0010-21-24	1	GEN3 PRO TOP CLAMP INSERT, 21-24	
16	LUX-GEN-SS-P0050	2	LOWER CLAMP BRACE	