

INSTRUCTIONS

GEN3 PRO TRIPLE CLAMPS



**PLEASE READ THESE INSTRUCTIONS CAREFULLY AND COMPLETELY
BEFORE ASSEMBLY**

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.

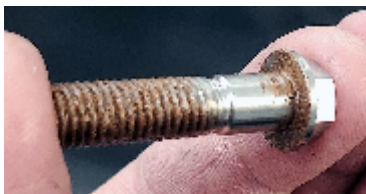
IN NO EVENT SHALL LUXON MX, ITS STAFF, OWNERS, EMPLOYEES, CONTRACTORS, SUPPLIERS, OR ASSOCIATES BE LIABLE FOR ANY DAMAGES WHATSOEVER (INCLUDING WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR INDIRECT DAMAGES OR ANY PECUNIARY LOSS) ARISING OUT OF THE USE OF THIS PRODUCT.

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 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.



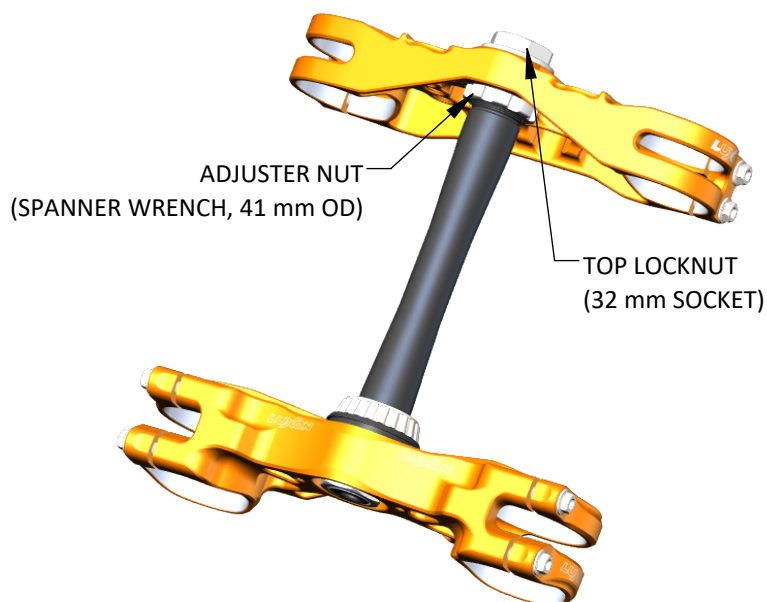
Loctite thread locker must be applied to the bolt threads and a few drops must be added to the inside of blind holes.

FOR BOTH ANTI-SEIZE AND THREAD LOCKER: TOO LITTLE AND IT DOESN'T WORK CORRECTLY.
TOO MUCH AND IT MAKES A MESS. BETTER TO ERR ON THE SIDE OF TOO MUCH!

KTM, HUSQVARNA, GASGAS, BETA, AND STARK VARG FITMENTS



Luxon Gen3 and Gen3 Pro Triple clamps use a traditional Japanese style steering stem with an adjuster nut and lock nut. This replaces the pinch bolt steering stem setup used on the stock bikes.



REVIEW ASSEMBLY DETAILS ON THE FOLLOWING PAGES BEFORE FOLLOWING THESE INSTRUCTIONS

1) Remove your old clamps, clean and grease all bearings, and install the lower clamp (with steering stem and bearing). Install the top bearing, push on the top bearing seal, and thread on the adjuster nut.

A) For KTM, Husqvarna, GasGas, Beta, and Stark Varg bikes only: Luxon clamps require the top bearing seal from the new generation KTM chassis (2023+ KTM/Husqvarna, 2024+ GasGas). The older gen KTM/Husky/GasGas chassis, Beta, and Stark Varg bikes will require this new seal, KTM part number A46001086000 (this single piece seal replaces the o-ring, rubber seal, and steel cup of the old design).

B) This seal is pretty tight fitting over the threads of the steering stem, but it does fit and works fine.

2) Tighten the adjuster nut to your preferred bearing preload. Typically this is free turning with slight resistance. There is no specific torque for this nut, it's a personal preference.

3) Install the upper triple clamp and loosely thread on the top nut.

4) Install the fork tubes and temporarily tighten the lower clamp pinch bolts.

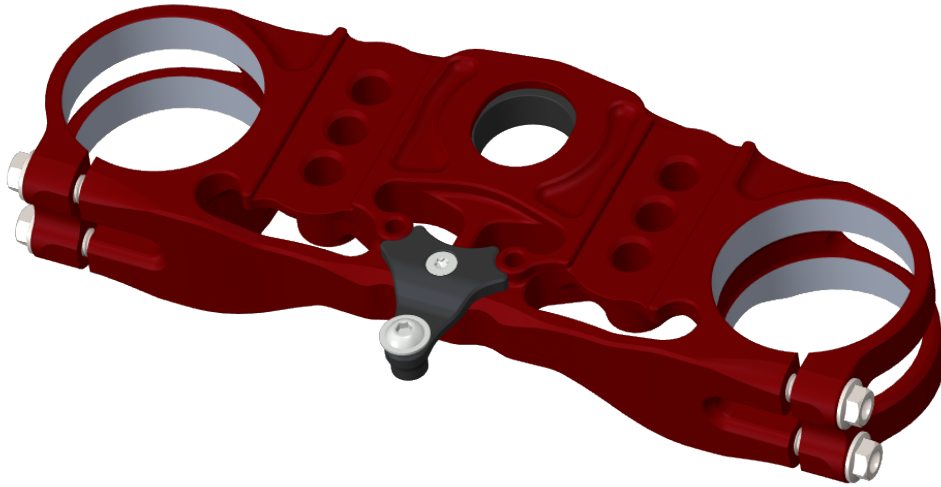
5) Torque the top nut to 100 Nm (Loctite 243 optional).

6) Loosen the lower pinch bolts, adjust fork height, and torque pinch bolts to spec.

7) Continue assembly as normal, following the details on the following pages.

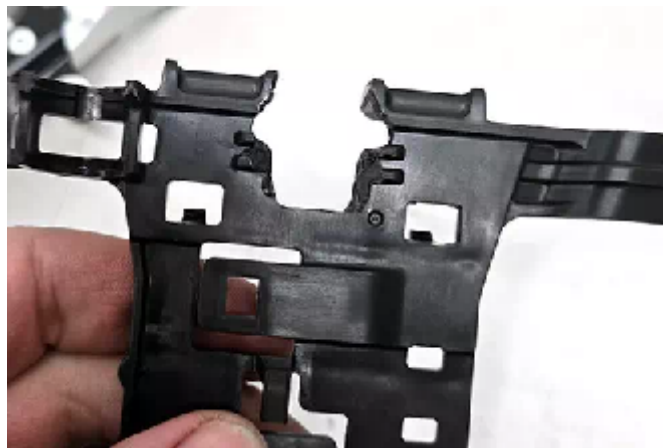
8) The new gen KTM/Husky/GasGas will require the hour meter to be relocated if you are running our 4-post bar mounts in the forward positions. In most cases, you can simply move it to the other bolt hole.

Luxon Gen3 Pro Triple clamps for the Ducati include an optional number plate bracket. This bracket is designed to be stiffer than the stock plastic mounting, which keeps the number plate from bouncing around which can be distracting to the rider.



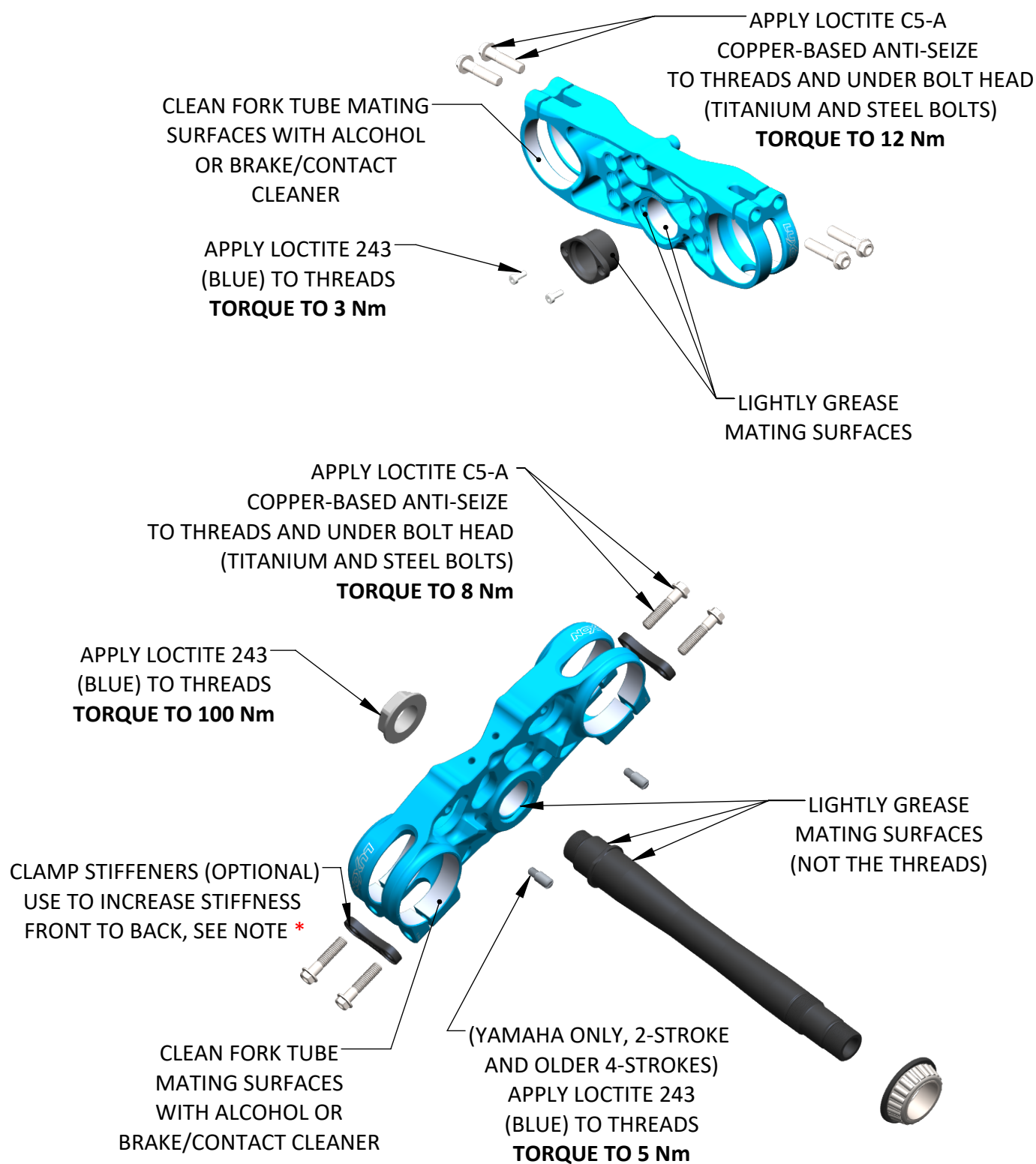
REVIEW ASSEMBLY DETAILS ON THE FOLLOWING PAGES BEFORE FOLLOWING THESE INSTRUCTIONS

- 1) The supplied number plate bracket is optional. Should you want to retain the stock attachment, simply do not install this part and assemble everything like stock.
- 2) When using the optional bracket, the stock plastic bracket must be modified for clearance. Simply cut the bracket similarly to the image shown with a razor blade or a Dremel tool for the required clearance.



- 3) The optional bracket is a tight fit. Either press it in by hand, or align it from the front and tap it into place with a rubber mallet. Once in place, fix the bracket to the top clamp with the supplied screw using a drop of Loctite 222 or 243.
- 4) Use the supplied bolt to fasten the number plate in place using a drop of Loctite 222 or 243.

CLAMP INSTALLATION DETAILS

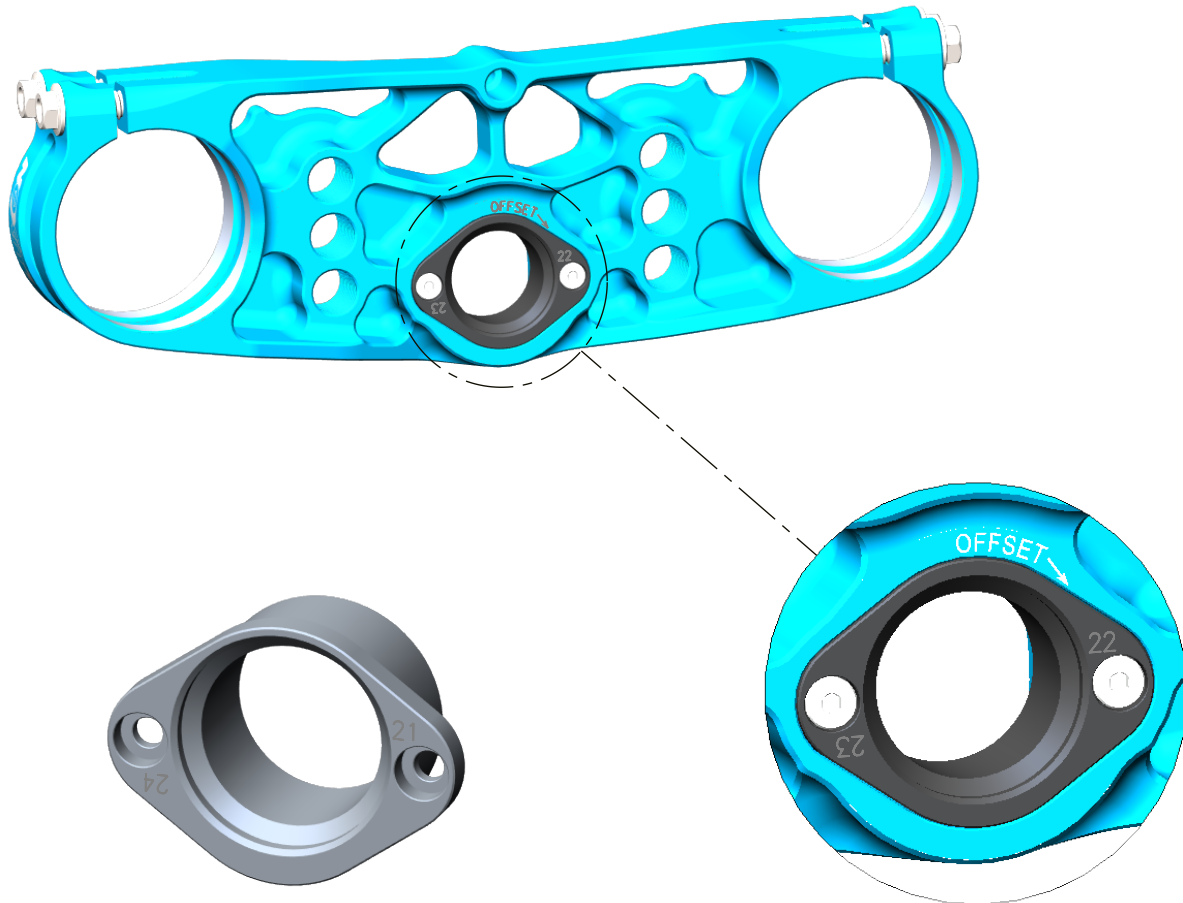


* Clamp stiffeners are optional and increase stiffness front to back, which reduces "wandering" feelings in high g-out situations and hard hits. The compromise is reduced comfort in slap-down landings and chop.

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.

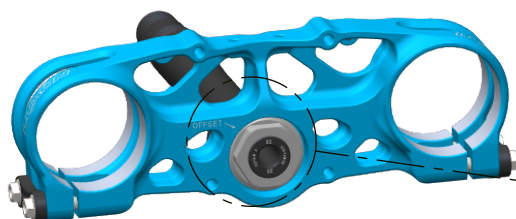


- The insert is a tightly tolerated slip fit into the clamp.
- Lightly grease all the mating surfaces and slide it into place.
- Never force the insert, it should slide in easily if aligned correctly.
- The two bolts hold the insert in place and only need to be lightly torqued (3 Nm).
- Use Loctite 243 (blue) to ensure the bolts do not come loose.

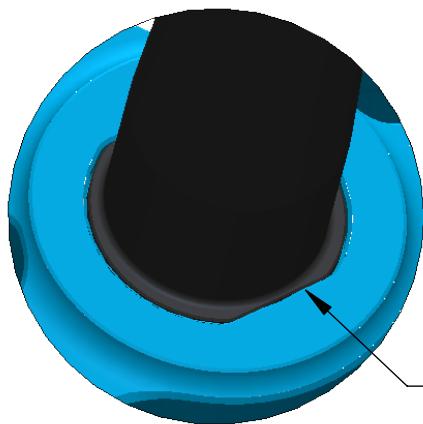
BOTTOM CLAMP OFFSET ADJUSTMENT



- Offset is adjusted on the bottom clamp with an eccentric steering stem.
- Two stems are provided for a total of four 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 is a very tight fit, but should slide in if aligned correctly.
 - Using a heat gun or hair dryer to heat the lower clamp and cooling the stem in the freezer will allow it to slide in easier.
- It is critical that the bottom nut does not come loose!
 - Use Loctite 243 (blue) on the bottom nut and torque to 100 Nm.



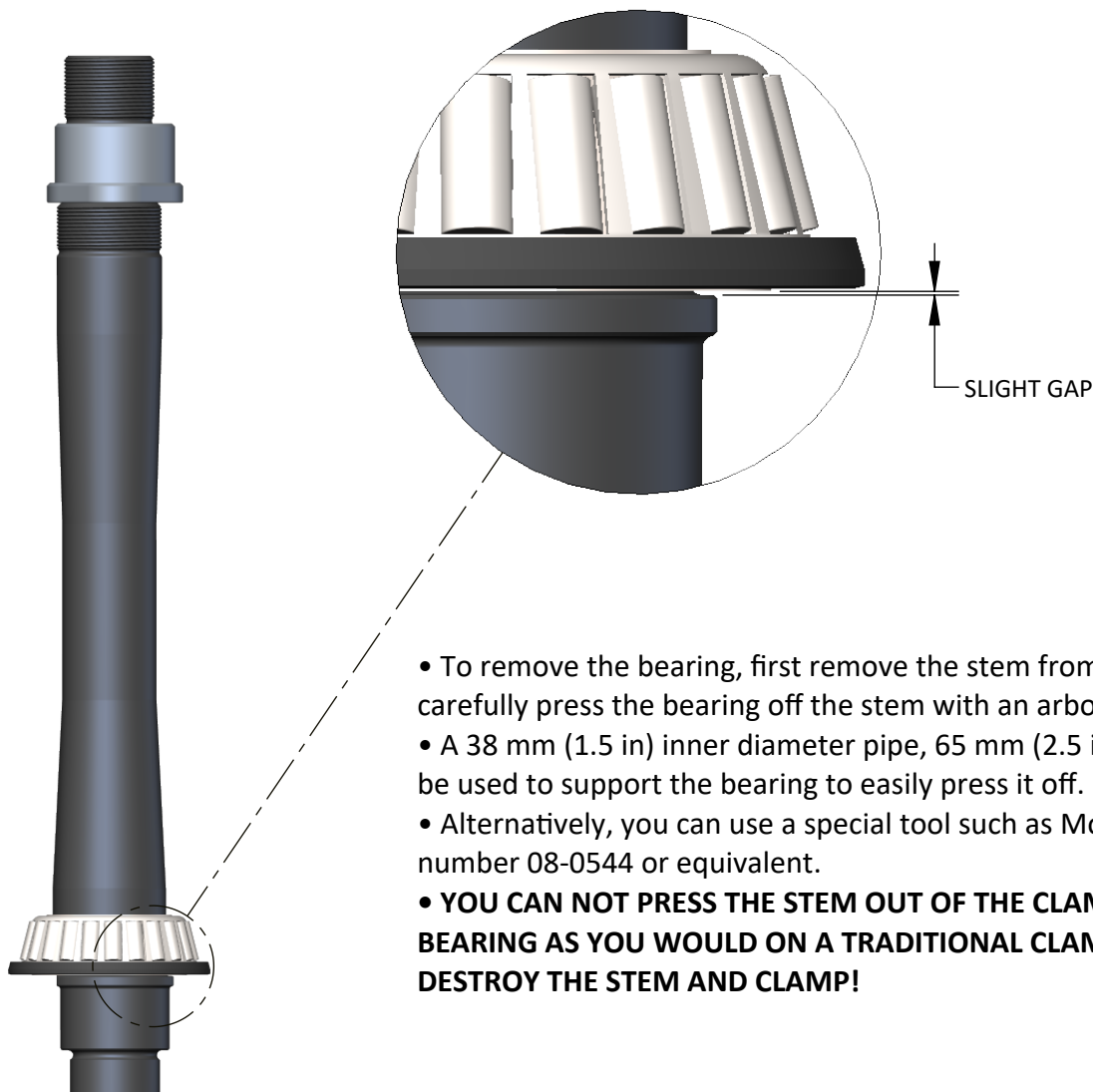
YOU MUST ENSURE THE STEM IS FULLY SEATED AND PROPERLY ORIENTED IN THE CLAMP BEFORE TIGHTENING THE BOTTOM NUT OTHERWISE YOU WILL DAMAGE THE STEM AND CLAMP! (BEARING NOT SHOWN FOR CLARITY)

- To remove the bottom nut and change offset, you may need to use heat to break the Loctite.
 - Use a heat gun, or carefully use a propane torch 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

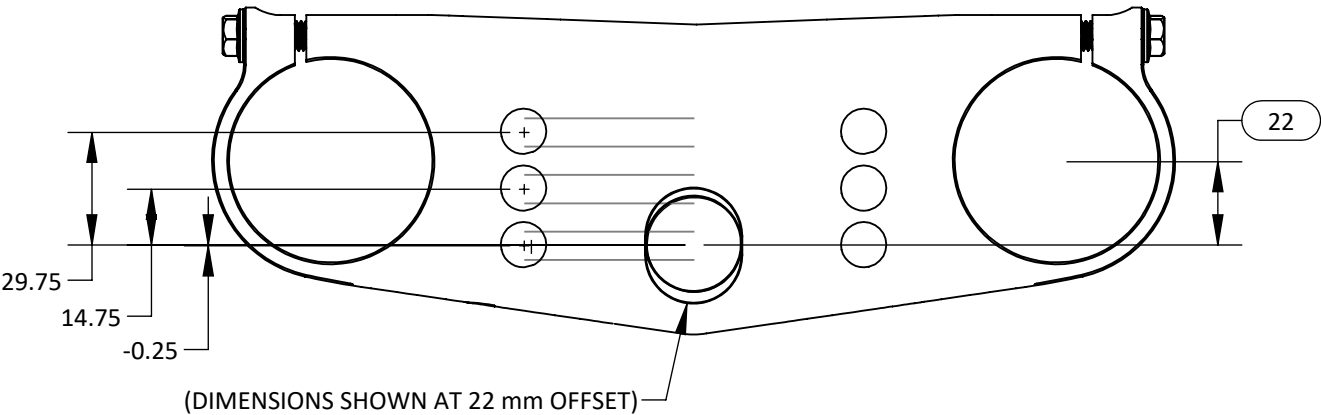


- The bearings supplied are OEM or OEM equivalent (for example, the exact same SKF bearing, but without the KTM logo on the box). **There is no need to replace the bearing race if your current bearing is OEM and it is in good condition.**
- The bottom bearing does not sit against the shoulder of the 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.

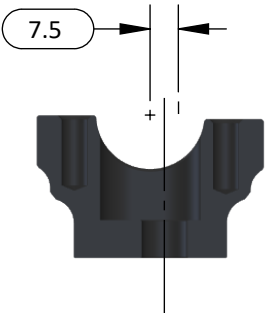


- To remove the bearing, first remove the stem from the clamp, then carefully press the bearing off the stem with an arbor press or similar.
- A 38 mm (1.5 in) inner diameter pipe, 65 mm (2.5 in) or longer should be used to support the bearing to easily press it off.
- Alternatively, you can use a special tool such as Motion Pro part number 08-0544 or equivalent.
- **YOU CAN NOT PRESS THE STEM OUT OF THE CLAMP TO REMOVE THE BEARING AS YOU WOULD ON A TRADITIONAL CLAMP! THIS WILL DESTROY THE STEM AND CLAMP!**

BAR POSITION OPTIONS



TRIPLE CLAMP		AVAILABLE BAR POSITIONS RELATIVE TO STEERING STEM (STEM CENTER TO BAR CENTER, mm)								
		CLOSE HOLE			MIDDLE HOLE			FAR HOLE		
BRAND	OFFSET	MOUNT BACK	HOLE	MOUNT FRONT	MOUNT BACK	HOLE	MOUNT FRONT	MOUNT BACK	HOLE	MOUNT FRONT
LUXON GEN3 PRO	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
LUXON GEN3 PRO (Beta Only)	20	-5.0	-1.25	2.5	10.0	13.75	17.5	25.0	28.75	32.5
	21	-4.0	-0.25	3.5	11.0	14.75	18.5	26.0	29.75	33.5
	22	-3.0	0.75	4.5	12.0	15.75	19.5	27.0	30.75	34.5
	23	-2.0	1.75	5.5	13.0	16.75	20.5	28.0	31.75	35.5
STOCK CLAMP BAR POSITIONS RELATIVE TO STEERING STEM (DIMENSIONS FOR CURRENT MOTOCROSS MODELS)										
KTM/HUSQ/GG RUBBER CONE	22				12.25	15.75	19.25			
KTM/HUSQ/GG SOLID MOUNT	22	6.5	10.00	13.5				21.5	25.00	28.5
HONDA	22	1.0	6.00	11.0				28.5	33.50	38.5
YAMAHA 4-STROKE	22	0.5	5.50	10.5				27.0	32.00	37.0
YAMAHA 2-STROKE	25				5.00	10.00	15.00			
KAWASAKI	23	-2.5	2.50	7.5				22.5	27.50	32.5
DUCATI	20	2.0	6.00	10.0				30.5	34.50	38.5
BETA	22	-5.0	0.00	5.0	10.50	14.00	17.50	23.0	28.00	33.0
STARK VARG	22				13.50	17.00	20.50			
SUZUKI	21.5				7.50	10.00	12.50			

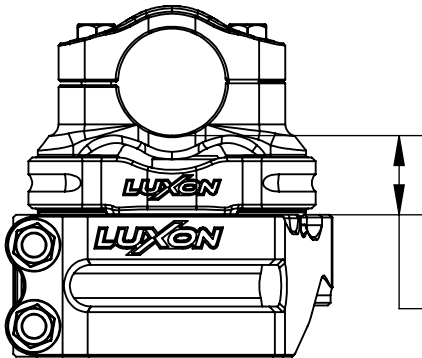


HANDLEBAR THROW
BY FLIPPING MOUNT
(FOR BOTH LUXON GEN3
SOLID AND M12 4-POST
BAR MOUNTS)

BAR HEIGHT OPTIONS

(LUXON SOLID AND 4-POST M12 BAR MOUNTS)

Both the 4-post bar mounts and Solid bar mounts are compatible with our optional riser kit to raise bars +5, +10, and +15 mm. This Gives bar height options of 21, 26, 31, and 36 mm.



21.0
BAR HEIGHT, NO RISERS
(MOUNT SITS 2.5 mm
DEEP INTO CLAMP POCKET)

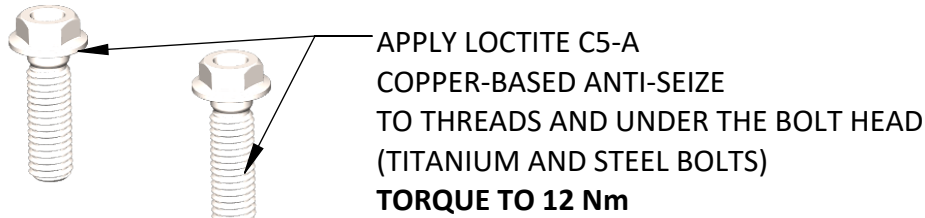


23.5
(2.5 mm MORE THAN
ACTUAL HEIGHT)

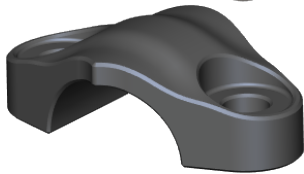
GENERAL BAR MOUNT INSTALLATION



(SPECIFIC INSTRUCTIONS FOR OUR 4-POST BAR MOUNTS ARE AVAILABLE SEPARATELY)



APPLY LOCTITE C5-A
COPPER-BASED ANTI-SEIZE
TO THREADS AND UNDER THE BOLT HEAD
(TITANIUM AND STEEL BOLTS)
TORQUE TO 12 Nm



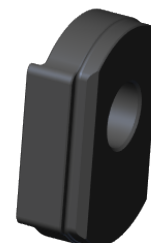
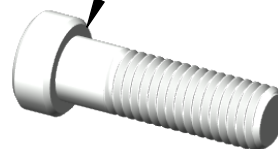
APPLY LOCTITE 243
(BLUE) TO THREADS
(NO ANTI-SEIZE)
TORQUE TO 40 Nm



OPTIONAL RISER KIT

40 mm LONG BOLTS ARE REQUIRED
WHEN USING RISERS AT +10 mm OR
+15 mm CONFIGURATIONS

(NO RISERS AND +5 mm RISERS USE
THE STANDARD 30 mm LONG BOLTS)



Bar clamps use an offset height to ensure consistent clamping and position. Assemble as follows:

- 1) Lightly tighten the no gap side until the halves touch
- 2) Adjust bar position
- 3) Torque no gap side to 12 Nm
- 4) Torque gap side to 12 Nm