

INSTRUCTIONS

GEN3 TRIPLE CLAMPS (STANDARD VERSION)



**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.

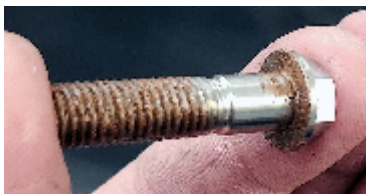
IN NO EVENT SHALL LUXON MX, ITS STAFF, OWNERS, EMPLOYEES, CONTRACTORS, SUPPLIERS, OR ASSOCIATES BE LIABLE FOR ANY DAMAGES WHATSOEVER (INCLUDING WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR INDIRECT DAMAGES OR ANY PECUNIARY LOSS) ARISING OUT OF THE USE OF THIS PRODUCT.

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!**



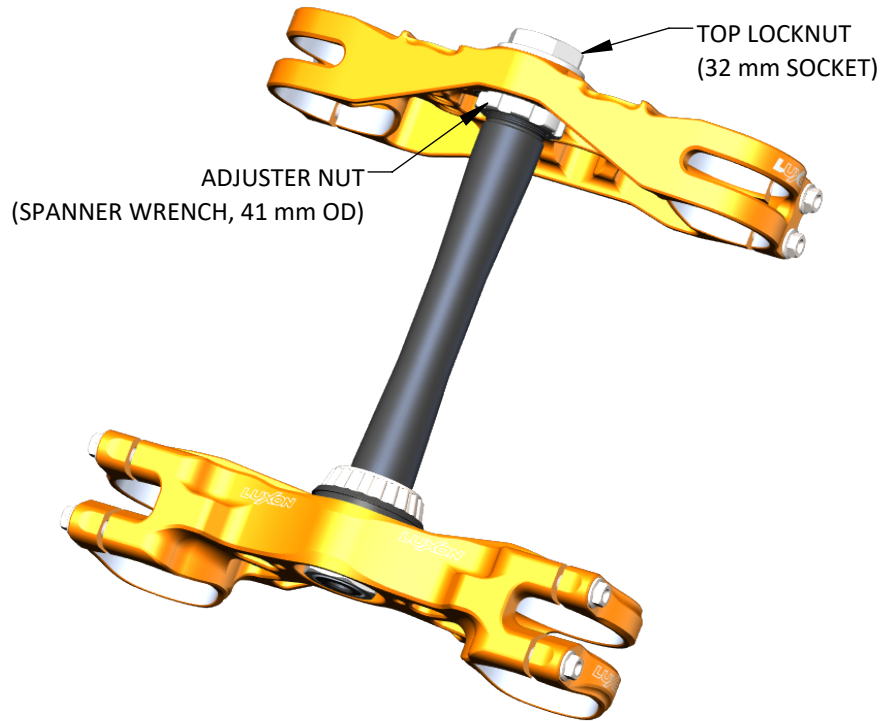
Anti-seize must be applied to the bolt threads and under the bolt head.



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!

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, and GasGas bikes only: Luxon clamps require the top bearing seal from the new generation chassis (2023+ KTM/Husqvarna, 2024+ GasGas). The older gen chassis 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.

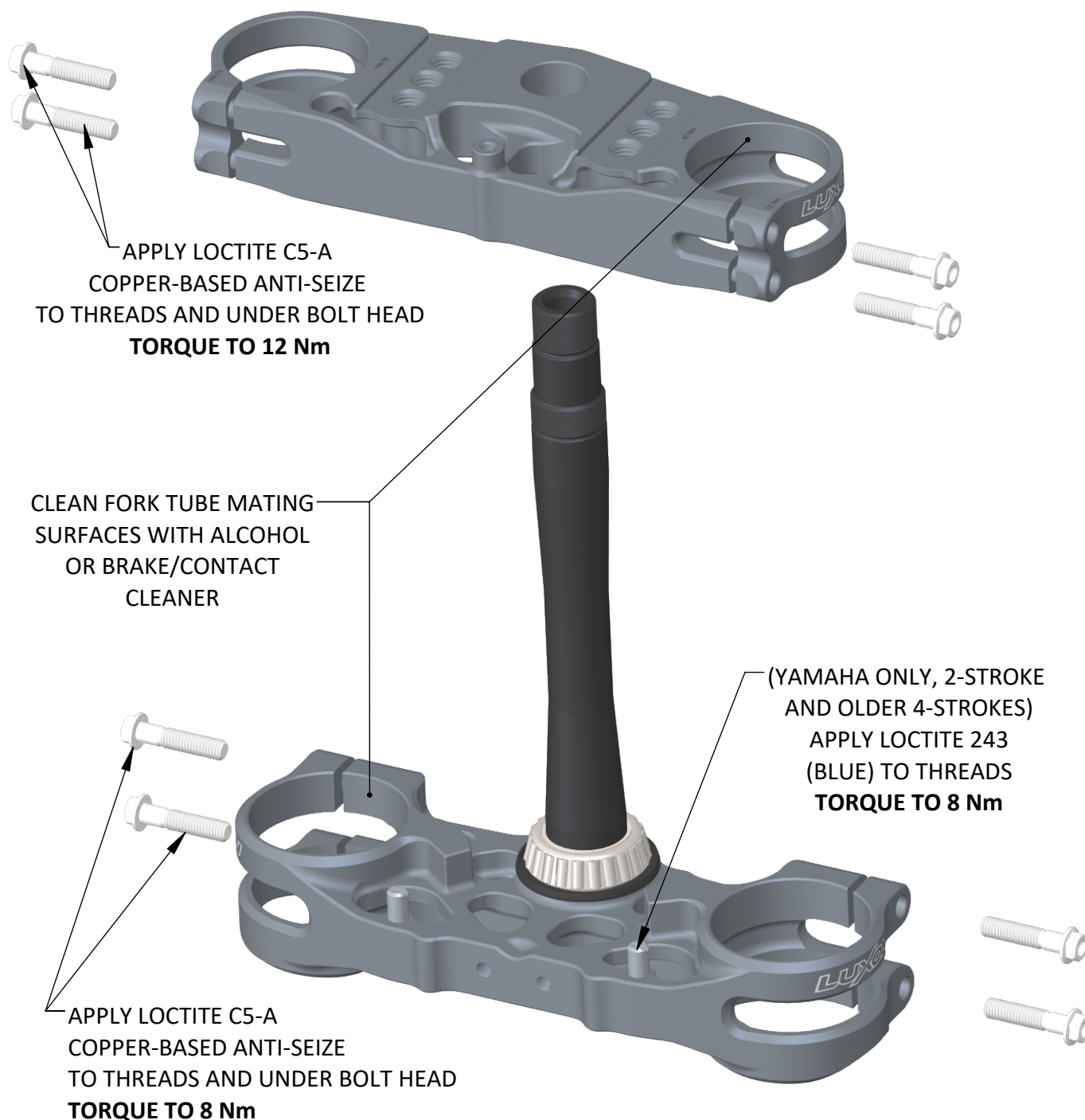
7) Continue assembly as normal, following the details on the following pages.

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.

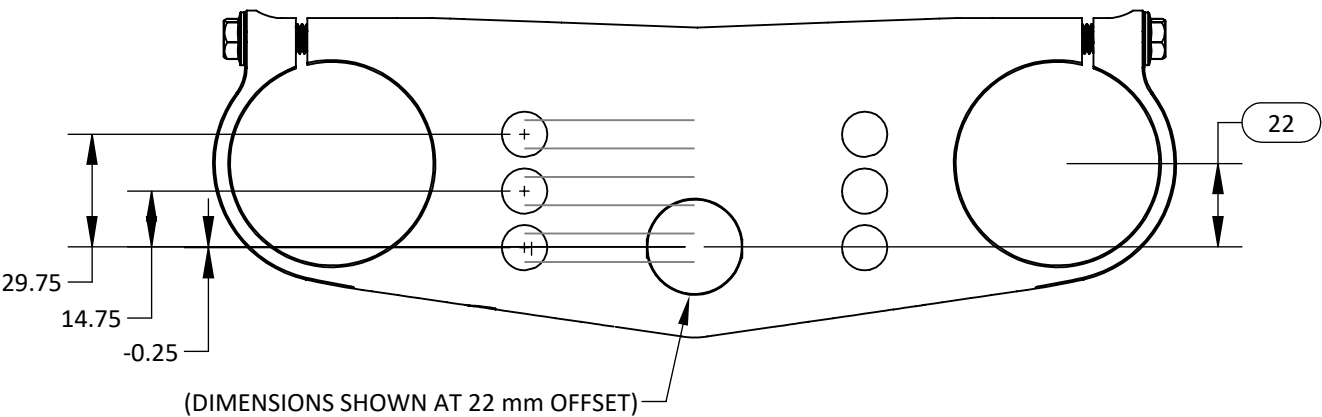
CLAMP INSTALLATION DETAILS



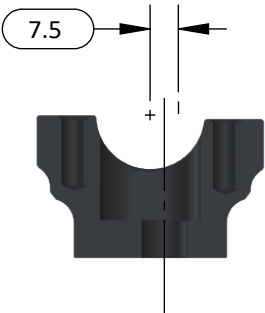
- The bearings supplied are OEM or OEM equivalent (for example, the exact same SKF bearing, but without the KTM logo on the box). There is no need to replace the bearing race if your current bearing is OEM and it is in good condition.
- Re-use your stock upper steering stem spanner and lock nuts (for non-KTM group applications)
- Follow the instructions specific to Luxon clamps explained here, but otherwise install as normal per your service manual.
- Be sure to check the steering bearing adjustment and all bolt torques after the first few laps of riding once everything has settled into place.



BAR POSITION OPTIONS



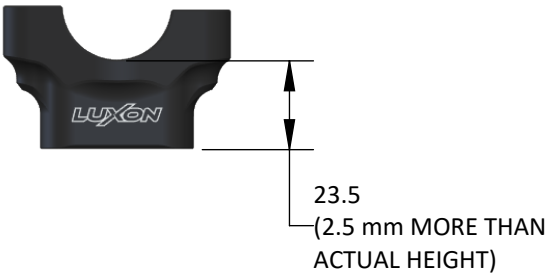
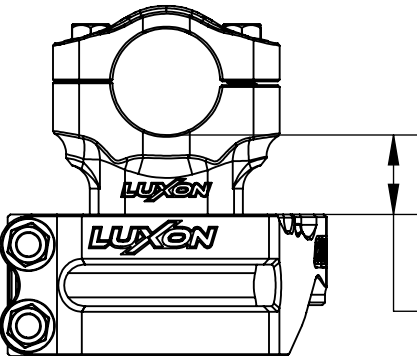
TRIPLE CLAMP		AVAILABLE BAR POSITIONS RELATIVE TO STEERING STEM (STEM CENTER TO BAR CENTER, mm)								
		CLOSE HOLE			MIDDLE HOLE			FAR HOLE		
BRAND	OFFSET	MOUNT BACK	HOLE	MOUNT FRONT	MOUNT BACK	HOLE	MOUNT FRONT	MOUNT BACK	HOLE	MOUNT FRONT
LUXON GEN3	22	-4.0	-0.25	3.5	11.0	14.75	18.5	26.0	29.75	33.5
	23.5	-2.5	1.25	5.0	12.5	16.25	20.0	27.5	31.25	35.0
STOCK CLAMPS 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
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			



BAR HEIGHT OPTIONS

(LUXON SOLID AND 4-POST M12 BAR MOUNTS)

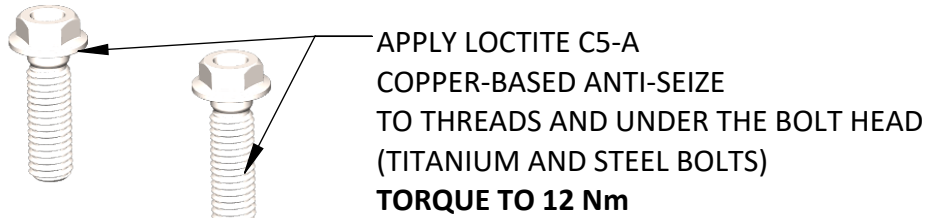
Both the 4-post bar mounts and Solid bar mounts are compatible with our optional riser kit to raise bars +5, +10, and +15 mm. This Gives bar height options of 21, 26, 31, and 36 mm.



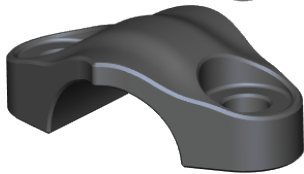
GENERAL BAR MOUNT INSTALLATION



(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



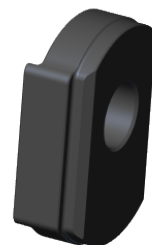
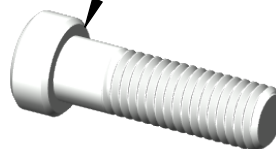
APPLY LOCTITE 243
(BLUE) TO THREADS
(NO ANTI-SEIZE)
TORQUE TO 40 Nm



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