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NEXUS BAR MOUNT INSTRUCTIONS

M10 FITMENT - (DIRECT MOUNT KTM, HUSQVARNA,
GASGAS, BETA, AND SHERCO TRIPLE CLAMPS)

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

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.

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Bolt Tension and Torque

- Correct bolt tension is critical to 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**



Bolts using Anti-Seize: must be applied to the bolt threads and under the bolt head



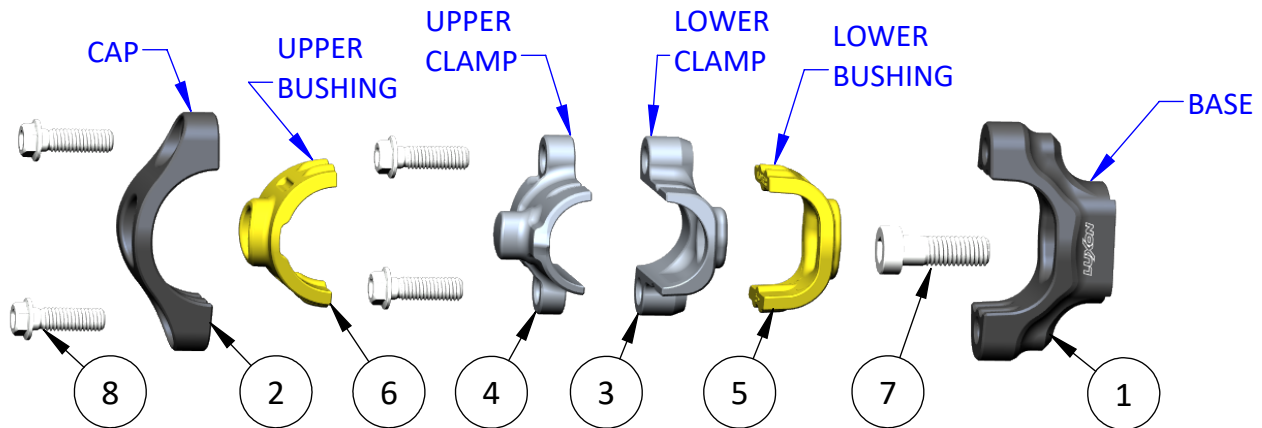
Bolts using Loctite: must be applied to the bolt threads and a few drops must be added to the inside of blind holes

Installation, Fitment, and Bar Pads

- In rare cases, depending on the make and model of bike, bar mount position, etc., you may need to trim plastic brackets, trim number plates, and/or relocate hour meters. Always check for clearance through the full sweep of the steering before riding the bike!
- If you're not using a Luxon bar pad, most other handlebar pads will fit with some trimming around the bar mounts. A Dremel tool with a sanding drum makes quick work of it, but a razor blade will work too.



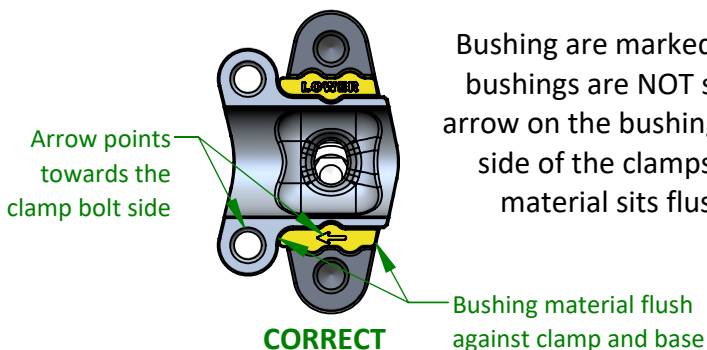
PARTS LIST, BUSHING DETAILS



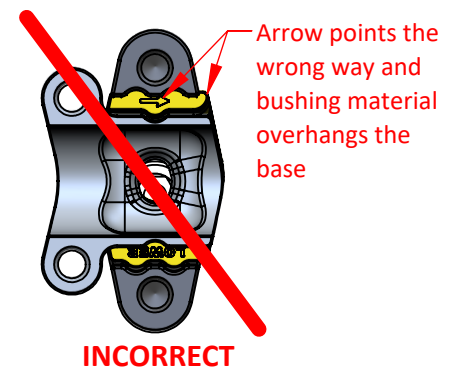
ITEM	PART NO.	QTY.	DESCRIPTION
1	LUX-KTM-SS-P0052	2	NEXUS BM BASE, M10
2	LUX-GEN-SS-P0030	2	NEXUS BM, TOP CAP
3	LUX-GEN-SS-P0032	2	NEXUS BM, LOWER CLAMP
4	LUX-GEN-SS-P0031	2	NEXUS BM, UPPER CLAMP
5	LUX-GEN-SS-P0034-X	2	NEXUS BAR MOUNT, LOWER BUSHING, X
6	LUX-GEN-SS-P0033-X	2	NEXUS BAR MOUNT, UPPER BUSHING, X
7	LUX-GEN-M-P8010-30	2	M10-1.5 X 30 LOW SHCS 8.8, ZINC
8	LUX-GEN-M-P8008-25	8	M8 X 1.25 X 25 FLANGE BOLT

Three bushing sets are included to adjust feel. Bushing hardness is a compromise between comfort (soft) and steering precision (firm). Like all rubber bushings, these are wear items and will eventually break down and need replacing. Bushing life is dependent on a lot of factors, but they typically last a full season under normal use. Softer bushings will need to be replaced more often than harder bushings and are more susceptible to crash damage. Replacement bushings are available on our website.

SOFT (GREEN)	MEDIUM (YELLOW)	FIRM (RED)
Soft bushings are for less aggressive riders or those with hand or wrist injuries.	Medium Bushings are a good starting point for most riders.	Firm bushings are a good choice for faster and more aggressive riders
It is also possible to mix a harder bushing on top with a softer bushing on the bottom for more tuning options (do not mix softer on top than bottom).		

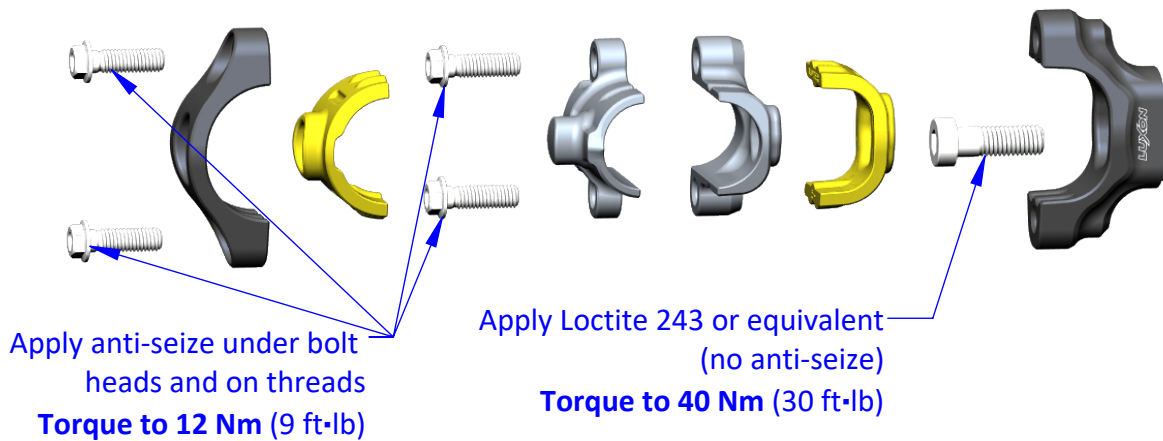


Bushing are marked UPPER and LOWER. The bushings are NOT symmetric left/right: the arrow on the bushings points towards the bolt side of the clamps, such that the bushing material sits flush against the clamps.





ASSEMBLY INSTRUCTIONS



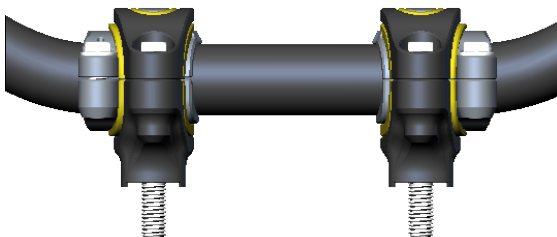
1) Completely remove any existing bar mounts and thoroughly clean the bar mount boss and threads on the triple clamp.

2) Install the Nexus bases and M10 bolts in the triple clamp, applying threadlocker as indicated in the image above. Torque the bolts to 40 Nm. Note that the bases have an offset mounting, so flipping them one way or the other will adjust the bars closer-to, or further-from the rider (similar to most stock mounts).

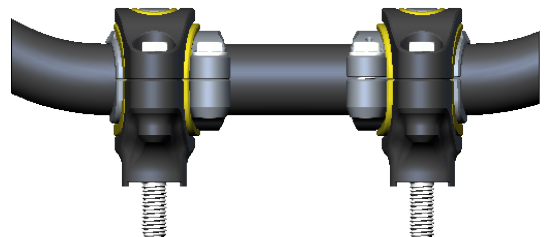
3) Loosely assemble the Nexus clamps (silver pieces) to the handlebar applying anti-seize to the bolts as indicated in the image above. The clamps can be assembled with the bolts inside or outside per the images below. We recommend installing them inside for a lower profile installation unless you need to mount accessories to the handlebar, such as a steering damper or GPS unit.

A) Some narrow handlebars that start the rise early may require the clamps to be installed with the bolts towards the inside so they do not clamp on the bend.

4) Place the lower bushing into the base. The bushings are NOT symmetric. The arrow on the base should be pointed towards the clamp bolts (see previous page).



CLAMP BOLTS OUTSIDE

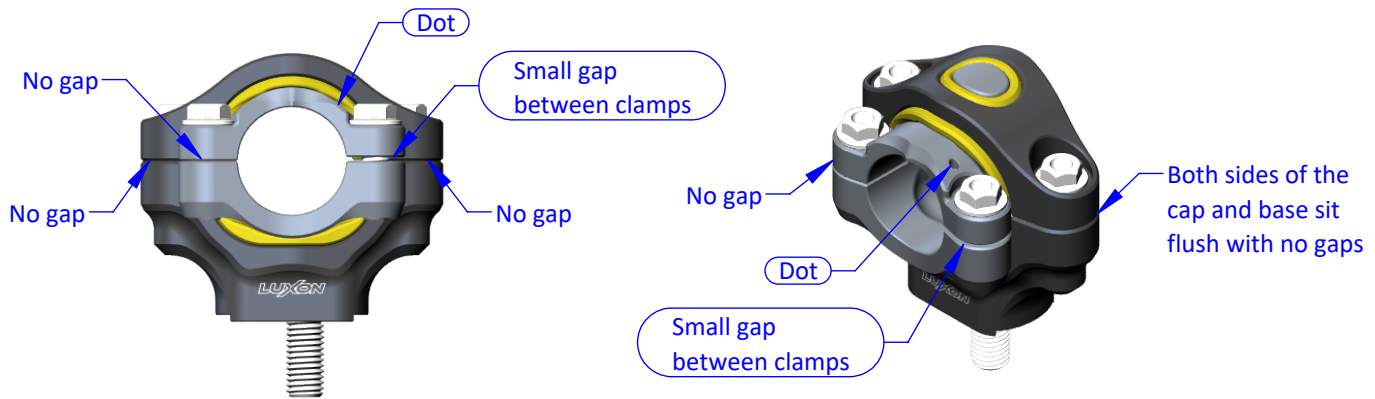


CLAMP BOLTS INSIDE



ASSEMBLY INSTRUCTIONS (CONTINUED)

5) Place the bars (with the clamps loosely installed) into the bases/lower bushings. Push the upper bushing on to the upper clamp, then push the cap on top and loosely assemble the bolts. The upper bushing is intentionally a tight fit. Start the cap bolts (use anti-seize) and tighten them evenly, alternating back and forth, to push the cap on the bushing. At this point all components are installed, but not tight.



6) The handlebar clamps do not tighten evenly: one side of the upper clamp is at a different level than the other side. This makes one side sit flush, creating a small gap on the other side when fully tight. The side with a dot on top near the bolt head will have a gap.

Note: Due to the symmetric design of the clamps, the dots will end up on opposite sides of the left and right bar mount. This is normal (and unavoidable).

7) Tighten the bolt on the touching (non-dot) side until both clamp halves touch. Center the handlebars, adjust them to your desired rotation, and fully torque the touching side to 12 Nm. Then torque the gap (dot) side to 12 Nm.

8) Torque the cap bolts to 12 Nm.

9) Double check bolt torque after the first ride and at regular intervals.

REPLACING/SWAPPING BUSHINGS

1) Replacing the bushings is simple. Leave the clamps tight around the handlebar and bases tight in the triple clamp. Everything remains aligned so you don't lose bar positioning.

2) Remove the four bolts on the caps and pull the bars out. Replace the bushings, re-assemble, and re-torque the four cap bolts. If the cap is stuck on the top bushing, it may help to lightly tap it with a rubber mallet to remove it.