

350 vs. 450 NATIONAL | TESTING AT THE HIGHEST LEVEL!

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MX ACTION

SEPTEMBER 2024

GAZINE

OFF-ROAD GLORY!
YAMAHA'S NEW
YZ450FX



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COTY SCHOCK'S YZ125

Righting Every Wrong:

- 2025 KTM 450SXF

More Than Meets The Eye:

- 2025 Honda CRF250

✓ MXA TEAM TESTED LUXON MX 2023-2024 KTM LINKAGE KNUCKLE



WHAT IS IT? The Luxon MX 2023–2024 KTM linkage knuckle (bell crank) was created in partnership with Brian Bolding at N2Dirt. It's a high-performance linkage that addresses the shortcomings of the KTM/Husqvarna/GasGas rear suspension. Luxon's knuckle corrects the motion of the rear suspension. It maintains the stock ride height, increases mid-stroke holdup, and is more progressive near the end of the stroke for more bottoming resistance.

WHAT'S IT COST? \$299.95 (Includes pre-installed bearings).

CONTACT? www.luxonmx.com or (858) 586-1100.

WHAT STANDS OUT? Here's a list of things that stand out with Luxon MX's 2023–2024 KTM linkage knuckle.

(1) Stock performance. We tested Luxon and N2D's knuckle on our 2024 KTM 300SX two-stroke. In stock trim, our 300SX testers were searching for suspension settings that were stiff enough to take the large bumps but plush enough to handle the small chop from acceleration bumps coming out of corners. When the suspension was stiff, it would make the rear end lose traction and bounce around.

(2) Luxon performance. With the Luxon knuckle, our test riders immediately felt a difference in high-speed turns, especially whooped-out and rough sweepers. Once we put the knuckle on, it fixed our complaints about the loose, unpredictable rear end. The rear wheel and shock were much more planted and predictable. Rear-wheel traction was increased, making the bike a lot more comfortable while standing.

(3) Settings. The Luxon knuckle is unique in that no spring or valving changes are required, and you don't need a new link arm to go with it. This makes it a rather inexpensive suspension upgrade; however, because the

knuckle changes the linkage ratio and increases hold-up in the midrange, you'll want to go softer on the clickers to experience the full benefits of the knuckle and create a plusher setup early in the stroke.

Once we installed the knuckle, rear-end traction increased, but we did have some issues coming into corners before we changed the clickers. When hitting the first large braking bump, the bike kicked hard enough to send the rider's body forward. We found that slowing down the rebound by just two clicks and softening the compression two clicks allowed the knuckle to work its magic. Gone was the initial buck when hitting that first big braking bump. We felt more planted. The traction was better on corner exits, and the bike was more comfortable.

(4) Fitment. At the time of our test, this Luxon knuckle only fits on 2022-1/2 Factory Edition KTMs and Husqvarnas, 2023 KTM and Husqvarna models, 2023-1/2 KTM, Husqvarna and GasGas Factory Edition models, and 2024 KTM, Husqvarna, and GasGas models. Because the Austrians changed their linkage to utilize a smaller bolt on the 2024-1/2 and 2025 models, this won't fit on those bikes yet. Luxon is working on an updated version for the new bikes.

WHAT'S THE SQUAWK? There is not much to complain about, but you will have to adjust the clickers to dial in your shock after installing the knuckle.

MXA RATING

Once you find the settings of your choice, you will enjoy a better riding experience. Having more control will allow you to go faster through rough and technical sections, all while staying in your comfort zone.