

KoubaLink Installation Instructions

*Fits: 2004 Kawasaki KX250, 04-05 KX250F and 04-06 Suzuki RMZ250
PN: KXF/RMZ250)*

1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is at least 2 inches off the ground. Remove the two 19mm nuts that hold the "H" link to the rocker and the engine cradle and push the bolts out. (The lower chain roller needs to be removed from the frame on the KX250 to get access to the front mounting bolt nut.) The lower chain roller on the four strokes also needs to be removed from the mounting bolt as it will not clear the foot peg pin when left on the end of the bolt.) Remove the front mounting bolt first on all models to allow the rocker to move with the swing arm so the head of the rear mounting bolt will clear the chain buffer. **If you have the Promoto Billet side stand, it must be removed before the front bolt on the four strokes can be removed.

2) The new links come with the bearings and seals, so install the center sleeve and the two step washers (flat side out) from your OEM link into the new link. Install the link on the bike by pushing the mounting bolts in from the left side, rear bolt first.) *When installing the KoubaLink, the engraving should be readable from the right and the grease fitting should be facing back/down.

**Front mounting bolt on the KX250 two stroke comes in from the right side. Install the outer washers/nuts and torque to 38 lb-ft.

3) For the best performance, set the race sag (amount of vertical movement of the rear axle FROM no weight to bike weight plus rider weight) at 3.5" with rider in full riding gear, standing on the pegs. If the links are for lowering purposes ONLY, race sag can be set at 100mm/ 3.90", and will lower therear of the KX250 1.375" and 1.25" on the KXF-250 and RMZ-250F. The easiest way we have found to adjust the rear spring preload is to use a long punch to loosen the top preload/jam nut from the right side and grasp the spring at the bottom and turn the spring and the preload nut at the same time. **May have to put some lube on the shock threads to allow the nut to turn freely. Turning the spring/nut "clockwise" increases the spring preload and decreases the sag. Do not forget to tighten the jam nut with the punch after setting the sag.

4) The front forks can be slid up in the triple clamps approx. .375 inches until they almost contact the handlebars. For additional lowering of the front, the bars can be spaced up by installing a washer of 1/4" max thickness on top of the flanged washer above the top rubber handle bar mount on both sides. This will allow the forks to be slide up farther but is not recommended unless you require quicker steering.

***Disclaimer: Raising or lowering the rear more than the front can change the geometry and could affect the handling, so be careful out there.**

If you like what the KoubaLinks do for your suspension, please tell everyone, if you do not, please tell us. We can be contacted at our e-mail address below and are always interested in your questions or comments.