

KoubaLink Installation Instructions

*Fits: Kawasaki KLX230, 2020-up (lowers rear 1 1/2" with the link plus 3/4" with the shorter lower shock clevis)
Replaces stock link assembly PN: 39111-0367*

1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is slightly off the ground. Remove the 17 mm nuts from the two link mounting bolts that hold the link to the rocker and the engine cradle. Then push the front mounting bolt out the right side first, then push the rear mounting bolt out the left side. The swing arm may need to be raised slightly to allow the first bolt to slide out freely. After removing these two bolts the link will drop out the bottom and you are about ready to install the new link.

2) The new link comes with only the bearings and seals, so put a little grease on the two needle bearings first, and then install the "**center sleeve**" from your old OEM link into the KoubaLink. You are now ready to install the new link on the bike by holding it back in place with the bearing end forward. *Be sure the grease fitting is facing down and back. After aligning the fork end eyes with the rocker eye, push the rear mounting bolt in from the left side. Then rotate the link up and install the front mounting bolt from the right side. You will need to raise the swing arm to align the front mounting eyes.

3) After installing the KoubaLink you may want to pump a little grease into the grease fitting now before you torque the mounting bolt nuts as sometimes after tightening the nuts the air will not escape from the bearings and is difficult to get the grease in. Install the two 17 mm nuts and torque to approx. 35 lb-ft.

4) For the 1.50" (spring only) and 2.25" (plus shorter clevis) rear lowering, 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. This sag adjustment can be changed by turning the tensioner on top of the shock spring but requires a spanner or special tool. (not sure if that is in all the Kawasaki tool kits) (More preload = less sag, and less preload = more sag. Turning the spring preload clockwise will increase the preload/lessen the sag and visa versa.) The tensioner will turn easier if the rear wheel is off the ground. Optimum race sag is based on rider preference, ability, and type of terrain. The side stand should not require shortening unless you are running a lot of free sag.

5) The front fork tubes can be slid up in the triple clamps until they almost touch the underside of the stock handlebars, we do not recommend going farther than the stock height handlebars allow as we are not sure exactly when the front tire would be allowed to contact the underside of the fender when fully compressed. :(If the front pushes or will not turn quick enough we recommend lessening the rear sag rather than sliding the fork tubes up farther.

****Disclaimer: 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 KoubaLink does for your suspension, please tell everyone, if you do not, please tell us.