

# KoubaLink Installation Instructions

*Fits: Honda 2002-08 CRF450R, 04-09 CRF250R, 04-up CRF250X, 05-up CRF450X, & 2000-up CR125/250.*

*Covers Link PN: CRF2, CRF3, & CRF4.*

*Fits: Honda 2009 up CRF450R, & 2010-up CRF250R*

*Covers Link PN: CRF9-1 CRF9-2 & CRF9-3.*

1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. Remove the two 17 mm nuts and flat washers (front bolt nut is on the right, the rear bolt nut is on the left) that hold the stock "H" link to the rocker and the engine cradle. \*If you have the Pro-Moto Billet side stand the side stand/mount with the left foot peg must be removed before the front link mounting bolt with the chain roller can be removed. Push the front mounting bolt out the left side first, then push the rear mounting bolt out the right side. The swing arm may need to be raised slightly to allow the first bolt to slide out freely.

2) The new links come with only the bearings and seals, so install the center sleeve & both step washers (flat side out) from your old OEM link into the new KoubaLink. Install the new link on the bike (rear mounting bolt first) by pushing the mounting bolt in from the right side. You will have to raise the swing arm to align the front mounting holes and then push the mounting bolt with the chain idler in from the left side. Be sure the 90 degree grease fitting on the link is facing down.

Grease the fitting now as sometimes tightening the mounting bolt nuts can seal the bearings too tight to allow the air to escape when pumping the grease in.

3) Install the washers and 17 mm nuts on the mounting bolts and torque to the OEM specs.

4) 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 3.75" (CRF9-1 link) 3.5" (CRF9-2 link) and 3.25" (CRF9-3 link) with rider in full riding gear, standing on the pegs. If the link is used for lowering purposes ONLY, rear race sag can be set at 108 mm/ 4.250". The easiest way we have found to adjust the rear spring preload is use a long punch to loosen the top jam nut from the right side, grasp the spring at the bottom from the left side and turn the spring and the preload nut at the same time. \*\*You may have to put some lube on the shock threads to allow the nut to turn freely. Turning the spring/nut "clockwise" increases the preload and decreases the sag. \*\*Do not forget to tighten the jam nut with the punch after setting the sag.

5) Forks can be slid up in the triple clamps depending on rider preference and the lowering amount of your KoubaLink. This will affect the geometry of the motorcycle, so use caution when testing different fork heights. \*Do not over torque the triple clamp bolts. (14 ft. lbs. lower, 17 ft. lbs. upper) 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 mounts. This will allow the forks to be slid up farther but is not recommended unless you require the quicker steering as sliding the fork tubes up farther could allow the tire to hit the fender when the forks near bottoming.

**\*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.**