

KoubaLink Installation Instructions

Fits: Honda 2008-up CRF230L Dual Sport. PN. CRF230DS (Lowers the rear 1.625")

- 1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just off the ground. Remove the 17 mm nuts from the two link mounting bolts and push both the front and rear bolts out the left side. The swing arm may need to be raised slightly to allow the bolts to slide out freely. After removing these two bolts the link will drop out the bottom.
- 2) The new link comes with the bearings and seals, so put a little grease on the inside of the needle bearing on the big end of the KoubaLink first, then remove the "center sleeve" from the stock link by pushing it out either side with your fingers and reinstalling it in the new KoubaLink. You are now ready to install the KoubaLink on the bike by holding it back up in place with the bearing end forward and the engraved side readable from the right side/grease fitting angled down. Align the link's center sleeve hole with the front mounting bracket holes and push the front mounting bolt in first (front mounting bolt is the shortest one) Next, raise the rear of the link up and align the rear mounting holes by raising the rear wheel. *You will need to raise the rear wheel up and compress the spring slightly to get the rear link mounting holes to align with the rocker holes. You can also use a punch in from the right to align those holes. *The link is sized for the maximum rear lowering so has to be a tight fit. After installing both link mounting bolts, install the two 17 mm nuts and torque to approx. 35 lb-ft.
- 3) After installing the KoubaLink, you may want to pump a little grease into that grease fitting now so you don't forget.
- 4) For the 1.625" rear lowering, set the race sag (amount of vertical movement of the rear axle from no weight to bike weight plus rider weight) at 2.50" with rider in full riding gear, standing on the pegs. The sag adjustment can be changed by turning the two large nuts on top of the rear spring. (More preload = less sag, and less preload = more sag. Turning the spring preload nuts clockwise will increase the preload and visa versa.) The easiest way we have found to change the preload adjustment is to loosen the top jam nut, lube the threads on the shock and turn the spring and all by grasping the bottom of the spring. It will turn easier if the rear wheel is off the ground.
- 5) The front fork tubes can be slid up in the triple clamps past the handlebars, but we do not recommend over 3/4" inch of the tubes showing, including the thickness of the top caps, above the top triple clamp as going farther could allow the tire to hit 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 than the 3/4".

***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.