

KoubaLink Installation Instructions

Fits: 2000-up Suzuki DRZ250E (Lowers rear 1.75 inches) PN DR3.

1. Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. Remove the two 19 mm nuts that hold the links to the rocker and the swing arm. Push the bolts out the left side. The swing arm may need to be raised to allow the link bolt head on the swing arm end to clear the chain, so remove the rocker bolt first.
2. When installing the KoubaLinks, (engraving to the outside) be sure the rubber seals are inside the links and seated against the rocker and swing arm bearings. Push the link mounting bolts in from the left side, (swing arm bolt first) then install the 19 mm nuts and tighten to 70 lb-ft.
3. For the best performance, set the rear race sag (amount of vertical movement of the rear axle from NO weight, to BIKE weight plus RIDER weight in full riding gear standing on the foot pegs) at 2.5-3.0 inches. If the links are for lowering purposes ONLY, sag can be set at 3.75", and will lower the rear of the bike approx. 1.75". The easiest way we have found to adjust the rear spring preload is to use a long punch to loosen the top jam nut from the left side (either just above the battery or just in front of the frame rail down tube.) Disclaimer: *DO NOT SHORT OUT THE POSITIVE BATTERY POST TO GROUND :- (After loosening the jam nut, lube the threads on the shock body. Then turn the spring clockwise by gripping the lower part of the spring with your hands to turn it together with the preload nut. 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.
4. The forks can be slid up in the triple clamps approx. .75 inches until they contact the handlebars. (Anymore than that could allow the front tire to contact the fender.) Disclaimer: Lowering the rear more than the front and visa versa will change the geometry and could affect handling, so be careful out there.
5. For the stock DRZ250 shock, set the compression and rebound clicker to their mid positions. (basically stock settings) If bottoming is too frequent, try turning the compression clicker in (clockwise/toward hard). If that is not enough, a stiffer spring may be required as the longer links put more leverage on the rear spring.

***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.