

KoubaLink Installation Instructions

*Fits: BMW F650iGS/Dakar, 2001-up. (fuel injected models only) PN: F650i-1, F650i-2.
Covers: Stock replacement links, 1 inch lowering links and 2 inch lowering links.*

**2" lowering links are not recommended for the F650GS non-Dakar models unless maximum lowering is required with very light loads. (Bottoms easily, and chain/etc., rubs when rear is compressed very far.) 1" lowering links have been working out well on the factory lowered GS.*

1) Raise the motorcycle with the center stand or milk crate, etc., so the rear wheel is just slightly off the ground. Remove the 18 mm nut that holds the lower end of the links to the rocker and push the 18 mm headed bolt out the right side. You may have to lift up on the rear wheel slightly to allow that bolt to slide out freely.

2) Next, remove the upper link mounting bolts by loosening the 16mm nuts and removing the 14 mm headed bolt from both upper link mounts. Pull down on the links while rocking them back and forth to remove them from between the mounts. Before installing the new links be sure and grease both link bearings and the one on the rocker that is still located on the bike. *None of our BMW links come with the center race/sleeve, but can be ordered either from us or from BMW for approx. \$6.00 each.) Be sure to remove the original center sleeves from the stock links and reinstall them into the new KoubaLinks before going on to step 3.

3) Now that the stock links are removed, install the KoubaLinks in reverse order of the removal of the stock links, big end up, with the engraving to the outside. Right link will have the grease fitting facing the rear, and the left link will have the grease fitting facing to the front. After pushing the big ends up inside the mounts on the swing arm, install the upper mounting bolts from the outside and torque their 16mm nuts to approx. 20 lb-ft.

4) Raise the rear wheel until the small end link holes line up with the hole in the rocker and install the 18mm headed bolt from the right side, install the 18mm nut and torque it to approx. 30 lb-ft.

5) Depending on which KoubaLinks you have determines if and how much the rear is being lowered, so keep in mind if you lower the rear one inch etc., to maintain the same geometry (if desired) the front would require approx. the same amount of lowering. Do not slide the front fork tubes up in the triple clamps more than necessary, as on some models the fender or the tire could come in contact with the horn or the bottom of the triple clamps. Sliding the fork tubes up less than a full 2 inches is preferred and should be enough unless the rear sag is excessive. **Keep in mind lessening the rear sag and/or sliding the fork tubes up quickens the steering, which also decreases the stability and visa versa.

***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.