

KoubaLink Installation Instructions

*Fits: 2004 Kawasaki KX250, 04-05 KX250F and 04-06 Suzuki RMZ250
PN: KXF/RMZ250)*

*Fits: Suzuki 04-07 RM125/250, 07-12 RMZ250 & 2005-12 RMZ450.
PN: RMZ2 & RMZ3*

*Fits: Suzuki 2013-up RMX450Z/RMZ250/450.
Covers Link PN: RMX-2 & RMX-3.
Link Has 14 mm Eyes.*

1) Before removing the OEM links, take a race sag measurement (amount of vertical movement of the rear axle FROM no weight to bike weight plus rider weight with rider in full riding gear, standing on the pegs.) The race sag recommended by Kawasaki is 3 to 3.25 inches and if the same sag is used with the KoubaLinks they will lower the rear 2 inches. These longer links put more leverage on the rear spring, so bare in mind the race sag may need to be reset after the longer KoubaLinks are installed. Our recommended race sag with the new links is 2.75 to 3 inches for the best performance. Using our race sag recommendation the rear will not be lowered the full 2 inches but will ride smoother on the small stuff and have more travel remaining.

2) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. Remove the 17mm nut (right side) from the forward link mounting bolt and push it out the left side. *You may need to raise the swing arm slightly so the bolt will slide out freely. Then remove the nut off the rear link mounting bolt (left side) and push it out the right side. Both links will now be off and you are ready to install the KoubaLinks. Some bikes have both the link mounting bolts installed from the same side and can see no reason they cannot be installed from either side.

3) Install the new links in the reverse order of the removal and torque the link mounting bolt nuts to approx. 40 lbs-ft.

4) After the links are installed, reset the race sag. If the links are for lowering purposes ONLY, sag can be set at 3.25", and will lower the rear of the bike approx. 2.0 inches depending on the axle adjustment. If the best performance is desired we recommend a race sag setting of 2.75 to 3.0 inches. The easiest way we have found to adjust the rear spring preload is to use a long punch (we use a piece of 1/4" X 12" long steel keyway stock, rounded on one end) to loosen the top jam nut from the right side, then grasp the spring at the bottom and turn the spring and the preload nut at the same time. 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) The front fork tubes can be slid up in the triple clamps until they almost contact the handlebars, which is a good starting point with the lowering links. Head shake or turns too quickly? Move the tubes back down a little, like 1/8" at a time until handling is acceptable.

***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.