

KoubaLink Installation Instructions

Fits: 2010-up Beta, all models, (RR, RS and Xtrainer), both 2 & 4 strokes except the EVO.

Beta10-1 link lowers the rear 7/8" & Beta10-2 link lowers the rear 1 9/16".

Replaces OEM link. Beta PN.020.33.030.00.00

KoubaLink PN: Beta10-1 & Beta10-2.

1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. Loosen the two 17 mm nuts from the link mounting bolts that hold the stock "H" link to the rocker and engine cradle. Remove the nut from the rear mounting bolt and push the bolt out the right side. You may need to lift up on the rear wheel slightly to allow the bolt to slide out freely. You will have to push the front mounting bolt out a little at a time to get the nut to screw all the way off. When removing the front mounting bolt you will need to align the flat on the bolt's head to pass by the brake pivot and then turn it 90 degrees clockwise so the flat on the bolt head clears the frame.

2) The new link comes with only the bearings and seals, so put some grease on the needle bearings in the KoubaLink and install the center sleeve and both end washers from your OEM link into the new KoubaLink. Install the new link on the bike (bearing end forward) with the grease fitting facing down and towards the rear by pushing the front mounting bolt in from the right side. Only slide the bolt in far enough to get the nut started then turn the bolt and/or nut to finish drawing the bolt in. Next install the fork end mounting bolt from the right side. You will have to raise the swingarm to install the fork end mounting bolt as the KoubaLink is a little longer than the OEM link. *Left link engraving will be upside down and backwards, right side will be readable left to right. You need to pump some grease in now as sometimes tightening the mounting bolt nuts can seal the bearings too tight to allow the air to escape. Torque the mounting bolts to 35 ft/lbs.

3) If the link is used for lowering purposes only we recommend the rear race sag be set at approx. 3.5" and you will get the amount of laden rear lowering claimed for that link. You can run less rear sag for a better ride but that does take away from the laden lowering amounts. If you need to reset the rear race sag the easiest way we have found to adjust the rear spring preload is to use a long punch to loosen the top jam nut 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 spring jam nut after setting the sag.

4) You can slide the fork tubes up from the stock position by loosening the pinch bolts on the triple clamps. How much you need to slide them up will depend on the amount of rear race sag and how quickly you want it to turn. Just keep in mind that lowering the rear more than the front slows the steering but makes it more stable on the straights and visa versa. However much you change the fork tubes, be sure they are both set at the same position and that the triple clamp pinch bolts are torqued. *Do not over torque the triple clamp bolts. (Beta recommends 12Nm = 106 in/lbs for the lower clamps and 17Nm = 150 in/lbs for the uppers.) Sliding the fork tubes up farther than the stock handle bars and mounts could allow the tire to hit the fender if the forks are bottomed. :-)

***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 KoubaLink does for your suspension, please tell everyone, if you do not, please tell us. We can be contacted at our email address below and are always interested in your questions or comments.