

KoubaLink Installation Instructions

*Fits: Honda 2002-up CRF150F/230F
(Lowers the rear 1.5" on the CRF150 and 2.0" on the CRF230)
PN: CRF150/230*

1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. Remove the 17 mm nuts from the two link mounting bolts and push the front bolt out the right side and the rear one 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 and your about ready to install the new link.

2) The new link comes with the bearings and seals, so put a little grease on the two needle bearings first, and then install the "center sleeve" from your old OEM link into the new link. You are now ready to install the new link by holding it back in place with the bearing end forward, engraving readable from the right side and the grease fitting facing slightly down. After aligning the link eyes with the link mounts push the mounting bolts back through. You will need to raise the swing arm to get the eyes to line up. Front bolt goes in from the right side and the rear bolt goes in from the left side. Install the two 17 mm nuts and torque to approx. 35 lb-ft.

3) After installing the KoubaLink, be sure the grease fitting is facing slightly down. *Left side engraving will be up side down. You may want to pump a little grease into that grease fitting now so you don't forget.

4) For the 1.5"(CRF150) or 2"(CRF230) rear lowering, set the race sag (amount of vertical movement of the rear axle FROM no weight to bike weight plus rider weight) at 2.75" with rider in full riding gear, standing on the pegs. This 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 1.0 inch of the tubes showing above the top triple clamp as we are not sure exactly when the front tire would be allowed to contact the underside of the fender when fully compressed. :-((The owners manual says it has 8.5" of front wheel travel.) 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 1.0 inches.

***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.