

KoubaLink Installation Instructions

*Fits: Kawasaki 1985-up KLR250 PN: KLR3
(Lowers Rear 2.0")*

1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. Remove the 4 "C" clips and flat washers from both sides of the link mounting bolts and remove the links. (You may have to raise the swing arm slightly to allow them to slide off easily.) *You can just remove the "C" clips and washers from the left side and push the mounting bolts out the right side if you wish to grease or service those needle bearings.

2) Install the new links in the reverse order of the removal by raising the swing arm and installing the new links onto the mounting bolts, thick end forward. When installing the KoubaLinks, make sure the engraving is to the outside. The right link will read upside down and backwards and the left link engraving will read correctly, both links are identical. Reinstall the flat washers first and then the "C" clip on the outer ends of the mounting bolts, making sure the "C" clips are seated in their grooves. Link installation should now be complete.

3) For the 2.0" rear lowering, the sag would need to be set at Kawasaki's recommended 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 pegs) which is usually 1/3 of the total rear travel with rider in full riding gear, standing on the pegs. If desired, (may not be necessary for most riders unless the rear spring preload has been lessened for lowering purposes) 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 with a round headed punch, lube the threads on the shock, and then turn the spring by grasping the bottom of the spring and turning spring, nut and all. It will turn easier if the rear wheel is off the ground.

The front fork tubes can be slid up in the triple clamps approx. 3/4 inches, any farther than that could allow the tire to hit the fender when fully compressed. Only slide the fork tubes up until the rider is comfortable with the way the bike rides and turns. If the front pushes or will not turn quick enough we recommend lessening the rear sag over sliding the fork tubes up farther than the 3/4 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.