

KoubaLink Installation Instructions

*Honda 1999-up XR650R (Liquid Cooled)
(Lowers the rear 1.5")*

1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. Remove the three Allen headed bolts that hold the side stand bracket onto the frame and remove the side stand bracket and all to allow the front link mounting bolt to be removed out the left side. Next remove the two 19mm nuts (right side of link) from the two link mounting bolts and push both bolts out the left side and remove the link downward. The swing arm may need to be raised slightly to allow the bolts to slide out freely.

2) The new links come 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 and the engraving readable from the right side. After aligning the link eyes with the link mounts, push the mounting bolts back through from the left side. (You will have to raise the swing arm to get the eyes to line up.) The Allen headed bolt goes in the front and the 17 mm headed bolt goes in the rear.) Install the two 19 mm nuts and torque to approx. 45 lb-ft.

3) After installing the KoubaLink, be sure the 90 degree grease fitting is facing down. *Left side engraving will be upside down. Reinstall the side stand/bracket with the three allen headed bolts and the link installation is complete. You may want to pump a little grease into that grease fitting now so you don't forget.

4) For the 1.5" rear lowering, set the race sag (amount of vertical movement of the rear axle FROM no weight to bike weight plus rider weight) at 100mm/3.9" 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 approx. 1 inch until the top of the fork caps are even with the bottom of the stock handlebars. The tubes can be slide up farther past the handlebars, but is not recommended as we are not sure when the front tire would be allowed to contact the underside of the fender when fully compressed. :-)

** 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 1 inch.

***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.