

# KoubaLink Installation Instructions

*Fits: 2016-up Husky 701 & 2008-up KTM 690 Enduro/R/SMC.*

*Covers PN's: HL701-1, HL701-2, KTM8-Dakar, KTM8-1 & KTM8-2.*

*Replaces stock Husky link assembly PN: 270008304401 & KTM link assembly PN: 7650408304401.*

*\*\*Will not fit the 690 Duke/LC4/Supermoto "R" or the Rally Factory Replica.*

*Please see our website for lowering amounts for the KTM690's and the Husky 701's.*

1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. Remove both foot peg mounts with the side stand and rear master cylinder still connected by removing the one 19 mm headed bolt (T50 torque head) and the two 10 mm headed bolts (T40 torque head) on each side. Remove one of the 19 mm nuts from the rear link mounting bolt and push the bolt out the opposite side. The swing arm may have to be raised slightly to allow the mounting bolt to slide out freely. Then remove the 10 mm headed bolt and flat washer from the front link mounting pin and push it out the opposite side. The stock link should now come out the bottom.

2) Install the new link on the bike (grease fitting facing down) by pushing the front mounting bolt/pin back thru the mount and the link. \*Front mounting bolt is the pin that takes the two 10 mm headed bolts and washers to hold it in place. DO NOT forget to use the sleeve from the stock link. Install the center sleeve into the center of the bearing of your KoubaLink.

Next rotate the rear of the link up until the link and rocker holes align and push the rear link mounting bolt thru. You will have to raise the swing arm slightly to align the holes. Install the 19 mm nut on the rear mounting bolt and torque to 60 lb- ft. Be sure to install the 10 mm headed bolts with washers on the ends of the front link mounting pin and torque them to approx 14 lb-ft., you may need to hold the opposite end bolt to keep the pin from turning. Pump some grease into the link grease fitting now so you do not forget. You should now be ready to put the foot peg mounts, etc. back on. Be sure the rubber grommets on the skid plate are pushed all the way into the foot pegs mounts before installing the foot peg mounts.

3) For the best performance, set the race sag (amount of vertical movement of the rear axle FROM no weight to bike weight plus rider weight) at 3.25"- 3.75" with rider in full riding gear, standing on the pegs. \*The easiest way we have found to adjust the rear spring preload is to use a square ended punch to loosen the top jam nut, then grasp the spring at the bottom and turn the spring and the preload nut at the same time. To change the front, loosen the front fork triple clamp pinch bolts and slide the fork tubes up, the clamps may need to be spread slightly after loosening the clamp bolts to allow the tubes to slide. We recommend only sliding the tubes up until there is .750" showing above the top triple clamp not counting the thickness of the rebound clicker knob. Be sure both tubes are set exactly the same. They can be slid up farther until they almost touch the underside of the handle bars if desired. That should lower the front about 1" but may make it turn too quickly and cause some instability. We do not recommend sliding the fork tubes up farther by using bar risers, etc., because that may allow the tire to hit the fender when the forks are bottomed. \*Do not over torque the triple clamp bolts. (12Nm/9 lb-ft lower, 17Nm/12.75 lb-ft upper)

4) If the link is used for lowering purposes ONLY, rear race sag can be set at 100mm/ 3.90" and will lower the rear 1" with the KTM8-1 link, 1 5/8" with the KTM8-2 link & 3/8" with the KTM8-Dakar link on the 690's ) Please see web-site for lowering amounts on the Husky 701's. Disclaimer: Lowering the rear more than the front can change the geometry and could affect the handling. Lessening the rear sag and/or lowering the front forks will make it turn quicker but will be less stable on the straits and visa versa.

**\*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.**