

KoubaLink Installation Instructions

*Aprilia 06-up RXV/SXV/450/550
Link PN. APR3 (Lowers the rear 1.75")*

1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. Remove the two 19 mm nuts and flat washers that hold the "H" link to the rocker and the engine cradle. * The side stand/mount must be removed before the front link mounting bolt can be removed. Push the bolts out the left side/front mounting bolt first. The swing arm may need to be raised slightly to allow the bolts to slide out freely.

2) The new links come with only the bearings and seals, so install the center sleeve & the two step washers (flat side out) from your old OEM link into the new KoubaLink. Install the new link on the bike (rear mounting bolt first) by pushing the mounting bolts in from the left side. You will have to raise the swing arm slightly to align the front mounting holes. Be sure the 90 degree grease fitting is facing down. *Left link engraving will be upside down and backwards, right side will be readable left to right. Grease the fitting now as sometimes tightening the mounting bolt nuts can seal the bearings too tight to allow the air to escape when pumping the grease in.

3) Install the washers and 19 mm nuts on the mounting bolts and torque to 35 lbs-ft.

4) For the best performance, set the sag (amount of vertical movement of the rear axle FROM no weight to bike weight plus rider weight) at 3.10" with rider in full riding gear, standing on the pegs. Slide the fork tubes up until they barely clear the bottom of the stock bars. (.9" showing below the index line) *Do not over torque the triple clamp bolts. (14 ft. lbs. lower, 17 ft. lbs. upper) If the link is used for lowering purposes ONLY, sag can be set at 100mm/ 3.90". The easiest way we have found to adjust the rear spring preload is to use a long punch to loosen the top jam nut from the right side and grasp the spring at the bottom and turn the spring and the nut at the same time. **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 jam nut with the punch after setting the sag.

5) For additional lowering of the front, the bars can be spaced up by installing a washer of 1/4" max thickness on top of the flanged washer above the top rubber mount on both sides. This will allow the forks to be slide up farther but is not recommended unless you require quicker steering.

*Note. The bearings we use in these links are used in the 05-06 Honda CRF450X and are the same ID as in the stock Aprilia link, but are 1 mm smaller OD. Also both of the bearing seals are the same as the 02-up Honda CRF250/450.

Disclaimer: 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.