

KoubaLink Installation Instructions

*Fits: 2008 Kawasaki KLX450R (Link PN: KLXR2 & KLXR3)
Lowers the rear 1" with the KLXR2 link, and 1.5" with the KLXR3.*

1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. Remove the two 17 mm nuts that hold the "H" link to the rocker and the engine cradle, push the bolts out the left side/front mounting bolt first. The foot peg mount with the kickstand needs to be removed to allow the front link mounting bolt with the chain roller to be removed out the left side.

2) The new link comes 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 (grease fitting facing down) on the bike (front mounting bolt first) by pushing the mounting bolts in from the left side. Make sure all the vent hoses are inside the front mounting brackets and in front of the link before you line up the mounting holes of the bracket and link. You will have to raise the swing arm to align the rear mounting hole with the link eyes.

3) After installing the KoubaLink, check that the grease fitting is facing down.

Install the 17 mm nuts & torque to
45 lbs-ft.

4) 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 3.50" to 3.9" 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. That should leave approx. 1" of the fork tube showing above the top of the triple clamp. *Do not over torque the triple clamp bolts. (12 ft. lbs. lower, 14 ft. lbs. upper) If the links are for lowering purposes ONLY, sag can be set at 100mm/3.90", and will lower the rear 1" with the KLXR2 link and 1.5" with the KLXR3. 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. **You 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 handlebars can be spaced up by installing a washer of 1/4" max thickness on top of the flanged washer above the top rubber mounts. This will allow the forks to be slid up farther but is not recommended unless you require quicker steering. Remember, lessening the rear race sag or sliding the fork tubes up will make the steering quicker and the opposite will slow the steering.

***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.