

INSTALLATION INSTRUCTIONS

Fits 2021-UP Kawasaki KX 450 XC

1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. The left footpeg and kickstand must be removed before installation. Remove the two 17 mm nuts that hold the "H" link to the rocker and the engine cradle and push the bolts out the left side/front mounting bolt first. The lower chain roller comes out with the front bolt and the swing arm may need to be raised slightly to allow the rear bolt head to clear the chain. **If you have the Pro-moto Billet side stand, it must be removed before the front link mounting bolt can be removed.

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 (grease fitting facing down) on the bike (rear 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 front mounting holes with the link's eye.

3) After installing the KoubaLink, check that the grease fitting is facing down. Install the two 17mm nuts and torque to factory specs.

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 3.25" to 3.50" 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. 3/8" showing below the index line on the fork tubes. *Do not over torque the triple clamp bolts. (14 ft. lbs. lower, 17 ft. lbs. upper) If the links are for lowering purposes ONLY, sag can be set at 100mm/3.90", and will lower the rear by the amounts shown on the chart above. 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: Lowering the rear more than the front can change the geometry and could affect the handling.