

YZ250FX

Tools: 12mm & 10mm box-end wrench, 19mm wrench and/or 19mm socket, grease

BEFORE RIDING! The YZ250FX must be **properly RE-sprung** for the approx. extra 10% KOUBALINK leverage + rider weight & you **MUST RESET SAG** (as stated on our website) otherwise the 250 will be too soft (stock spring has sag range for approx 75KG)! Most riders start with sag around 104mm & **adjust based on preference.**

1. With the YZ250FX on stand - rear tire off ground - take the 19mm nut off the back end of the stock connecting rod (KOUBALINK = connecting rod) & push out bolt (tip: take pressure off by lightly lifting rear wheel).
2. Take off the chain roller with the 12mm & 10mm; do NOT lose the little washer & remember how it goes back together. Now take off the other 19mm nut on the other end of the rod & push out the bolt. The stock part comes off.

← With the stock part in hand, push out the pivot sleeve with a finger & gently insert in KOUBALINK (AFTER you apply bearing grease with a finger). **DON'T FORGET! Is the pivot sleeve in?**

3. Install the KOUBALINK (grease zerk points down): replace the 19mm nuts & hardware exactly as they came off the stock rod. Torque to factory spec as stated in your owner's manual. Proper torque is crucial.

After resetting sag & being properly re-sprung, if you feel the rear is too soft on BIG hits, turn the high-speed compression (**big knob**, not the flat blade) **CLOCKWISE** in at least **1/4 turn** & the rebound (this is the flat blade at **BOTTOM** of your shock) **CLOCKWISE** in at least 2 clicks. Your 250 should soak up the square-edged bumps, bottom just once in a while on the big stuff (a bike should use full travel otherwise it means setup is too stiff) & rebound in a controlled manner. Fine-tune based on terrain, personal preference, etc.

← Slide fork TUBES UP in triple clamps - start around 3mm & adjust based on preference until the 250 turns quickly & is stable at speed. Remember to torque the upper fork clamp bolts & the lower clamp bolts to factory spec. Consider shortening the sidestand to accommodate the bike's new settings so as to avoid possible tipping over. About 99.9% of riders just turn the handlebar to the left to prevent tip-over. And don't forget to check chain tension before riding.

KOUBALINK is not responsible for any bodily harm or death while involved in the activity of riding a motorcycle. Double check that all your OEM hardware is in the same place on the KOUBALINK as they were on the stock rocker. Wear a helmet, and always ride in a safe and controlled manner.