KoubaLink Installation Instructions

Fits: Kawasaki 2005-7 KX250 2 stroke (PN. KX250-1 & KX250-2)
KX250-1 lowers the rear 3/4" & KX250-2 lowers the rear 1 5/8th"

1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is slightly off the ground. Remove the two 14 mm nuts off the mounting bolts that hold the “H” link to the rocker and the engine cradle, push the front bolt out the right side & the rear bolt out the left side/front mounting bolt first. The swingarm may need to be raised slightly to allow the bolts to slide out freely.

2) The new link comes with only the bearings and seals, so install the center sleeve & the two step washers on the ends (flat side out) from your old OEM link into the bearing end of the new Koubalink. Install the KoubaLink (grease fitting pointing down) on the bike (front mounting bolt first) by pushing the mounting bolts in from the right 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. Push the rear mounting bolt in from the left side. **You will have to raise the swing arm to align the rear mounting hole with the link eyes.

3) After installing the KoubaLink and before installing the mounting bolt nuts, check that the grease fitting is facing down.
Install the 14 mm nuts & torque to 35-40 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 3.25” to 3.50” with rider in full riding gear, standing on the pegs. Slide the fork tubes up approx 1/8-3/8" (depending on how quick you want it to turn) with the KX250-1 link and until they barely clear the bottom of the stock bars with the KX250-2 link. *Do not over torque the triple clamp bolts. (14 ft. lbs. lower, 17 ft. lbs. upper) If the links are for lowering purposes ONLY, race sag can be set at 100mm/3.90", and the KX250-1 link will lower the rear 3/4" and the KX250-2 link will lower the rear 1 5/8". 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, then 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 handlebar 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.