

KoubaLink Installation Instructions

*Fits: 2008-up TM 125/144/250/300 2 stroke & 250/450/530/660 4 stroke MX & Enduro.
TM-3 link lowers the rear 1 5/8th" & TM-4 link lowers the rear 2 5/8th".*

PN's: TM-3 & TM-4

****Note: Will not fit any bike that does not have a stock link/rod PN: 73081*

1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. If your bike has the factory sidestand it must be taken off by removing the 2 Allen headed bolts. Remove the two 17 mm nuts from the link mounting bolts that hold the stock "H" link to the rocker and the engine cradle. Push both mounting bolts out the left side. (The front mounting bolt has the chain roller attached but can be left on the end of the mounting bolt) *The swing arm may need to be raised slightly to allow the first bolt to slide out freely.

2) The new links come with only the bearings and seals, so install the center sleeve from your OEM link into the new KoubaLink. Install the new link on the bike (bearing end forward) with the grease fitting facing down and towards the rear by pushing the front mounting bolt (the one with the chain roller on the end) in from the left side. You may have to raise the swing arm slightly to allow the center of the bearing end to move back enough to allow the bolt to align with the center of the bearing sleeve. Next install the fork end mounting bolt. You will have to raise the swingarm to install the fork end mounting bolt. *Left link engraving will be upside down and backwards, right side will be readable left to right. You need to pump some grease in now as sometimes tightening the mounting bolt nuts can seal the bearings too tight to allow the air to escape. Install the 17 mm nuts on the mounting bolts and torque to 35 lbs-ft.

3) If the link is used for lowering purposes only we recommend the rear race sag be set at approx. 4.0" and you will get the amount of laden rear lowering claimed for that link. You can run less rear sag for a better ride but that does take away from the laden lowering amounts. If you need to reset the rear race sag the easiest way we have found to adjust the rear spring preload is to use a long punch to loosen the top jam nut and then turn the spring and the preload 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 after setting the sag.

4) You can slide the fork tubes up approx. 3/4" from the stock position (our bike had the fork tubes set at the 2nd index line) by loosening the pinch bolts on the triple clamps. How much you need to slide them up will depend on the amount of rear race sag. Just keep in mind that lowering the rear more than the front slows the steering but makes it more stable on the striats and visa versa. However much you change the fork tubes, be sure they are both set at the same position and that the triple clamp pinch bolts are torqued. *Do not over torque the triple clamp bolts. (TM recommends 11.0 ft. lbs. for the lower clamps and 14.0 ft.lbs for the uppers.) Sliding the fork tubes up farther than 3/4" could allow the tire to hit the fender if the forks are bottomed. :-)

***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 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.