

2015-2021 WR250F/2016-2021 WR450F 30mm

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

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

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

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

3. Install KOUBALINK (grease zerk points down): replace 19mm nuts & hardware exactly as they came off the stock rod. Torque to factory spec as stated in your 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** at least 1/2 turn & the rebound **CLOCKWISE** at least 2 clicks. Your WRF 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 bike turns quickly and is stable at speed. Remember to torque the upper and lower fork clamp bolts to factory spec, and 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 properly adjust 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.