

# KoubaLink Installation Instructions

*Fits: 2000-up DRZ400/E/S/SM & 03 KLX400R/S  
PN: DRZ1, DRZ2, & DRZ3*

1. Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. Remove the two 17 mm nuts that hold the links to the rocker and the swing arm and push the bolts out the left side. Sometimes the swing arm needs to be raised to allow the link bolt head on the swing arm end to clear the chain, so remove the rocker end bolt first.
2. After removing the 2 links, push the four bushings out of the stock links with a 16-18 mm punch or bolt, and reinstall them in the KoubaLinks with the washer part on the inside (opposite side of the engraving). When installing the KoubaLinks, engraving to the outside) be sure the thin stock washer on both sides of the rocker and swing arm mounts are over the bearing sleeve, and are pressing against the seals before the link mounting bolts are tightened. Torque both link mounting bolt nuts to 72.5 lb-ft.
3. For the best performance set the sag (amount of vertical movement of the rear axle FROM no weight TO bike weight plus rider weight) at 2.75 inches with the DRZ2/3 links, OR 3.25" with the DRZ1 links, with rider in full riding gear, standing on the pegs. If the links are for lowering purposes ONLY, sag is set at 3.75", and they will lower the rear of the bike 1.75" with the DRZ3 links, 1.25" with the DRZ2 links and .75" with the DRZ1 links. The front forks can be slid up in the triple clamps .5" until they almost contact the handlebars. For additional lowering of the front, a second set of the top halves of the handlebar clamps can be installed under the bars and tightened with 3/4" longer bolts. That will allow the forks to be slid up an additional 3/4", be careful not to slide the tubes up any farther than needed for handling, as the wheel could contact the fender when fully compressed if the fork tubes are up too far. Disclaimer: Lowering the rear more than the front will change the geometry and could affect handling, so be careful out there.
4. For the DRZ400 kick and E model shock, set the compression and rebound clickers to their mid positions (basically stock settings). On the 00-02 DRZ400 "S" model, set the compression clicker to mid position, and forget about the rebound clicker as it did not get the external rebound clicker option until 03. If bottoming is a problem, try turning the compression clicker in (clockwise). If that is not enough, a stiffer spring may be required. All models 03 up also have a high and low speed compression adjustment. <http://www.tootechracing.com/Home%20nd.html> online has more info on these adjustments.

**\*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.**