

KoubaLink Installation Instructions

Fits: 09-up Suzuki SFV650 (Gladius)

1. Raise the rear of motorcycle with a jack, etc., so the rear wheel is just slightly off the ground. *(Put a thin piece of wood or cushion under the rear of the converter/muffler on top of the jack. Be careful not to bend the exhaust) Remove the two 17 mm socket size nuts (right side) from the 14 mm headed bolts that hold the links to the rocker and frame. ** Note: The front mounting bolt nut can be accessed from above the swing arm the swing arm tunnel with a 17 mm box end wrench. Push the rear mounting bolt out the left side. *You may have to lift up on the rear wheel slightly to allow the bolt to slide out freely. After removing the rear bolt the front bolt will slide out easily.

2. Remove both stock links and you should be ready to install the new KoubaLinks. Before installing them, you may want to put some grease on the stock needle bearings inside the rocker and frame mounts.3. Now that the stock links are removed, install the KoubaLinks in reverse order of the removal of the stock links, engraving and countersink go to the outside with the lettering readable from the right side. Both links are identical.

4. After pushing the front mounting bolt in from the left side, you will have to raise the rear wheel/swing arm up again until the rear mounting bolt aligns with the rocker mounting hole, then push the mounting bolt in from the left side. Install both 17 mm socket sized nuts and torque to approx. 40 lb-ft.

5. Depending on which KoubaLinks you have, determines if and how much the rear is being lowered. Keep in mind if you lower the rear one inch etc., to maintain the same geometry (if desired) the front would require approx. the same amount of lowering. The GL1 links will lower the rear of the Gladius 1 1/8" using the same rear sag as with the stock links. Do not slide the front fork tubes up in the triple clamps more than necessary, as the fender/tire could come in contact with the bottom of the triple clamps if bottomed. Sliding the fork tubes up less than 1/2" is preferred. Lowering the rear more than the front should make the bike more stable when going straight, but also will not turn as quickly. To make it turn quicker (if desired) the forks can be slid up in the triple clamps (maximum 1/2") and/or by increasing the rear spring preload (lessening the sag) to raise the rear.

***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.