

KoubaLink Installation Instructions

*Fits: 1996-up KTM 400/620/625/640 Adventurer, Duke, LC4, RXC & SXC.
(Lowers Rear 1.75-2.0") PN. KTM3*

- 1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. Remove the 19 mm nut from the left end of the rear link mounting bolt (rocker end) and push that mounting bolt out the right side. (raise up on the swing arm slightly to allow it to slide out easily) Next, remove both left & right 17/19 mm nuts off the front link mounting bolt. (frame end) *You can keep that bolt from turning by holding it with the 6 mm nut that is on the outer ends. After removing both the 17/19 mm nuts you can remove both links off the mounting bolt ends and you should be ready to install the longer KoubaLinks.
- 2) Install the new links in the reverse order of the removal by installing the small end of both links on each side of the front mounting bolt and install both 19/17mm nuts. When installing the KoubaLinks, the engraving is to the outside and readable from the right side, the left link engraving will read upside down and backwards. Both links are identical. Next, raise the swing arm until the holes in the links line up with the hole in the rear rocker mount, push the mounting bolt in from the right side and install the 19 mm nut. Torque all three 17/19 mm nuts to approximately 30 ft-lbs.
- 3) These links fit all of the above model KTM's, and will lower the rear of the Adventurer and LC4 1.75 inches, or 2 inches for all other models. *The bottom of the spring on the 625SXC will contact the swing arm tunnel when fully extended and you may need to file the spring or the tunnel approx. .040" for clearance. The rear ride height can be changed by tightening or loosening the spring preload, but we recommend the KTM recommended race sag for your model if you prefer the above lowering amounts. You may want to check the rear sag after you install these links, as some bikes have had the rear spring preload backed off beyond the specs. for lowering purposes. Race sag: = (amount of vertical movement of the rear axle FROM no weight to bike weight PLUS rider weight in full riding gear standing on the pegs.) This sag adjustment can be changed by turning the two large nuts on top of the rear spring. More preload = less sag, and less preload = more sag. Turning the spring preload nuts clockwise will increase the preload and visa versa. The easiest way we have found to change the preload adjustment is to loosen the top jam nut, lube the threads on the shock, and turn the spring, grasping the spring body and turning spring, nut, and all. *It will turn easier if the rear wheel is off the ground.
- 4) The front fork tubes can be slid up in the triple clamps approx. 1 inch until the top of the fork caps are even with the underside of the stock handlebars. Only slide the fork tubes up until the rider is comfortable with the way the bike rides and turns. If the front pushes or will not turn quick enough we recommend lessening the rear sag over sliding the fork tubes up farther. *Disclaimer: Lowering the rear more than the front and visa versa can change the bikes geometry and could affect the handling, so be careful out there.

***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.