

KoubaLink Installation Instructions

Fits: 2011-up KTM 250SX/XC/350SX/XC/450SX and all Husky's 2014-up 125-501.

Covers Link PN: KTM11-1R, KTM11-1, KTM11-2 & KTM11-3.

See web-site for lowering amounts for your year and model.

These are the basic installation instruction which covers both the Husky and KTM's.

The exact setup will vary for all the different models. Please let us know if you have any problems.

1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. Remove the 10 mm headed bolt on the left end of the front link mounting bolt and remove the chain slider, then remove the two 19 mm nuts from the mounting bolts on the right side that hold the "H" link to the rocker and the engine cradle. Push the bolts out the left side, rear mounting bolt first. ***The "XC" model's front mounting bolt (17 mm headed) comes out the right side after removing the brake pedal idler mounting bolt (T40 or 7/32" Allen) to allow the master cylinder push rod to be moved out of the way. The chain slider on the XC is mounted to the side stand mount rather than the front mounting bolt. The swing arm may need to be raised slightly to allow the rear link mounting bolt to slide out easily. The front mounting bolt nut has a lock tight that makes the bolt very difficult to unscrew so you may need to heat up the nut to get the bolt to turn freely. Both mounting bolts come out the right side.

2) The new KoubaLink comes with only the bearings and seals, so install the center sleeve from the bearing end of your OEM link into the KoubaLink. Be sure to put some grease on the new KoubaLink bearings before the sleeve is installed. Install the new link on the bike (front mounting bolt first) by pushing the mounting bolts in from the left side. (front mounting bolt on the XC model is installed from the right) You will have to raise the swing arm slightly to align the rear mounting holes. If you have the KTM11-2 KoubaLink then you need to file either the swing arm tunnel and/or the spring & bottom spring mount. If you like what the KoubaLink does for your suspension, please tell everyone, if you do not, please approx. .040" for clearance when the swing arm is fully extended. **You can turn the spring so the 2nd coil from the bottom is facing back to get the most clearance but then if you change the sag later and forget to turn it for the most clearance it will rub the swing arm tunnel.

3) After installing the KoubaLink, be sure the grease fitting is angled downward. *Left link engraving will be upside down, right side will be readable left to right. Install the 19 mm mounting bolt nuts and torque to 45 lb-ft. The rear mounting bolt head does not have the extrusion on the KoubaLink to hold it from turning. You can use a 21 mm open end wrench or an adjustable spanner to hold it when tightening the nut. Be sure to replace the front chain slider on the left end of the link's front mounting bolt on the SX models.

4) For the best performance, set the race sag (amount of vertical movement of the rear axle FROM no weight to bike weight plus rider weight) at 3.5" with rider in full riding gear, standing on the pegs. If you have the KTM11-1R link then race sag is set at 3.75", fork tube position to be determined by the track conditions. With the KTM11-1 link, and the race sag set to 3.5", the stock fork position should be fine set at the 2nd index line on the fork tube. If quicker steering is required then the rear race sag can be lessened and/or the fork tubes can be slid up. For the KTM11-2 links we recommend sliding the fork tubes up until they barely clear the bottom of the stock bars unless you are running less than the 3.5" of rear race sag. That should leave about 3/8" showing below the 2nd index line. Do not over torque the triple clamp pinch bolts. (9 lbs-ft lower, 12.5 lbs-ft. upper) The easiest way we have found to adjust the rear spring preload/sag is loosen the shock's preload pinch clamp with a 4 mm Allen wrench from the right side, then grasp the spring at the bottom and 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 preload nut with the proper tool is always best but if your careful (preload nut is made of plastic and is very easy to damage) you can use a blunt ended flat bladed screwdriver and a small mallet if you are unable to turn the preload nut with the spring. Turning the spring/nut "clockwise" increases the preload and decreases the sag. **Do not forget to tighten the shock's preload pinch clamp after setting the sag. **Keep in mind that the less rear race sag you have the plusher it will be on the small stuff and the more travel you will have remaining as you are riding in a less progressive part of the travel.

***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.