

KoubaLink Installation Instructions

Fits: 2007-up KTM 690 Duke & 2007 Only Supermoto. (Will not fit the 2008-up Supermoto)

PN: KTM Duke-1.0 (Lowers The Rear 1 1/4")

Replaces Stock Link PN: 7500 4083 04401

1) Raise the motorcycle with the center stand, jack, etc., so the rear wheel is just slightly off the ground. *(Be careful not to bend the exhaust. We use a scissor jack with a 1 X 12 on top.) Remove the two 19 mm socket size nuts from the right side of the link mounting stud bolts and remove the stud bolts out the left side. (The front mounting stud bolt can be removed out either side but the rear only comes out the left without removing the exhaust extension.) You may have to lift up on the rear wheel slightly to allow the first stud bolt to slide out freely.

2) After removing the stock link you can remove one of the end caps on the bearing end of that link and push the center sleeves out the opposite end. ****(Be sure the sleeves are in good shape and are not pitted or rusted up.)* After cleaning and inspection of the sleeves put some fresh grease on them and the needle bearings in the KoubaLink. You are now ready to re-install the sleeves in the new KoubaLink in the same order they were in the stock link. (3 sleeves going inside the needle bearings in the KoubaLink and 1 end cap on each end) Be sure to check the condition of the rear link mounting bearings and sleeves that are still on the bike, now is the time to put some fresh grease on those too.

3) Install the KoubaLink on the bike with the bearing end forward with the grease fitting facing down and toward the rear. Push the front mounting stud bolt in first from the left side, then align the link's fork end eyes and install the rear mounting stud bolt from the left. *(The wheel will need to be raised a bit to align the eyes and allow the bolt to slide in easily.) After installation, torque the mounting bolt nuts to approx. 40 lb-ft.

4) The Duke-1.0 link will lower the rear 1 1/4". 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 when fully compressed. Sliding the fork tubes up 1/2" or until they almost touch the underside of the bars is the max we recommend. Lowering the rear more than the front slows the steering but makes it more stable on the straights. To make it turn quicker (if desired) the forks can be slid up in the triple clamps and/or by increasing the rear spring preload to raise the rear. ** Raising the rear will take away from the laden lowering amounts of the longer links.

***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.