

KoubaLink Installation Instructions

*Fits: Kawasaki 2000-up Super Sherpa 250 (Lowers Rear 1.5")
PN: KSS-1.5*

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 from the sidestand switch to allow the link mounting bolt to be removed out the left side. Remove the 17 mm nuts and washers (right side) from both the link mounting bolts and push the lower mounting bolt out the left side. Then raise the swingarm up, remove the upper link mounting bolt out the left side and both links should drop out the bottom.

2) When installing the KoubaLinks, (engraving to the outside and readable from the right side) the left link engraving will read backwards, both links are identical. Install the new links in the reverse order of the removal by raising the swingarm and installing the upper link mounting bolt from the left side. Next, lower the swing arm down until the lower mounting holes line up with the mount and the links, then push the lower bolt in from the left side. Install the two 17 mm nuts **WITHOUT** the OEM flat washers (the KoubaLinks are slightly thicker than the OEM links) and torque to approx. 30 lbs-ft. Reinstall the sidestand switch with the 10 mm headed bolt and the install is almost complete.

3) For the 1.5" rear lowering, the sag would need to be set at Kawasaki's recommended 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) which is 1/3 of the total rear travel with rider in full riding gear, standing on the pegs. If desired, (may not be necessary for most riders unless the rear spring preload has been lessened for lowering purposes) 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 and all by grasping the bottom of the spring 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 bottom 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 than the 1 inch.

***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.