

KoubaLink Installation Instructions

*Fits: 2007-up Honda CRF150R/RB PN. CRF150R/RB
Lowers the rear 1.625" on the "R" model and 1.750" on the "RB".*

1) Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is just slightly off the ground. Remove the two 17 mm nuts that hold the "H" link to the rocker and the engine cradle and push the bolts out the left side/front mounting bolt first.

2) The new links come with only the bearings and seals, so install the center sleeve from your old OEM link into the bearing end of the KoubaLink before you install it on the bike. Install the new KoubaLink on the bike (rear mounting bolt first, grease zerk facing back and slightly down) by pushing the mounting bolts in from the left side. You will have to raise the swing arm to align the front mounting holes.

3) After installing the KoubaLinks, be sure the grease fitting is facing slightly down. *Left link engraving will be upside down and backwards, right side will be readable left to right. Install the mounting bolt washers/nuts, torque to 32 lb.-ft.

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 2.5" to 3.0" (depending on rider preferences) with rider in full riding gear, standing on the pegs.) The easiest way we have found to adjust the rear spring preload is to use a long punch to loosen the top jam nut from the right side and grasp the spring at the bottom and turn the spring and the preload nut together. Turning the spring/nut "clockwise" increases the preload and decreases the sag. **Do not forget to tighten the jam nut with the punch after setting the sag. We recommend sliding the fork tubes up in the triple clamps until they almost touch the underside of the handlebars. Sliding the fork tubes up until they barely clear the bottom of the stock bars raises them 5/8th inches on the "R" model and 1.4 inches on the "RB" model from the index line on the fork tubes. *Do not over torque the triple clamp pinch bolts after sliding the tubes up. (14 lb.-ft. lower, 17 lb.-ft. upper.)

5) You should now be ready to give it a try, remember, sliding the fork tubes up farther and/or lessening the rear sag quickens the steering and visa versa.

***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.