

KoubaLink Installation Instructions

Fits: Suzuki DR250/350/S/SE 1990-1999.

PN.: DR350-1, DR350-2, & DR350-3.

1. Raise the motorcycle with a bike stand, milk crate, etc., so the rear wheel is slightly off the ground. Remove the two 19 mm nuts that hold the links to the rocker and the swing arm. Push the bolts out the left side. Sometimes the swing arm needs to be raised to allow the link bolt head on the swing arm end to clear the chain, so remove the rocker bolt first and the swing arm bolt second.

2. When installing the KoubaLinks everything is in the reverse order of the removal of the stock links. On the swing arm end you should have a steel flat washer, then the aluminum spacer washer on each side of the mount (included with the KoubaLinks) and then the new links with the engraving to the outside and readable. Torque the mounting bolt nuts to 60-87 ft-lbs.

3. For the best ride, set the 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 foot pegs) at 2.5" inches with all the lengths of the DR250/350 KoubaLinks. If the links are for lowering purposes ONLY, sag is set at 3.75", and will lower the rear of the bike approx. 2.0" with the DR #3 links, 1.75" with the DR #2 links and 1.5" with the DR #1 links. The front forks can only be slid up in the triple clamps until they contact the handlebars. For additional lowering of the front, a second set of the top halves of the handlebar clamps can be installed under the bars and tightened with 3/4" longer bolts. That will allow the forks to be slid up an additional 3/4", but is not recommend as the tire could hit the fender when fully compressed if they are slid up too far. Disclaimer: Lowering the rear more than the front and visa versa will change the geometry and could affect handling, so be careful out there.

4. For the stock DR and DRS shock, set the compression clicker (on the canister) 1/2 turn in from full soft. On the DR dirt only model and the 98-99 DR "S" model, set the rebound clicker at 1/2 turn out from full hard. If bottoming is a problem, try turning the compression clicker in/harder. If that is not enough, a stiffer spring may be required as all the longer links put more leverage on the rear spring. These setting are just a starting point and may not be the best for everyone, so experiment with them and find the best settings for you and the conditions.

***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.