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WRF-1 install for:
2005-2014 WR250F
2005-2015 WR450F

Tools: 19 & 17mm socket, extension and ratchet, flat blade screwdriver, grease

Before Riding: The bike must be **properly RE-sprung** for the KoubaLink's extra 20% leverage + rider weight (as stated on our website) **BEFORE gear** (stock spring is approx 70kg for 250F and 75kg for 450F) & you must **RE-SET SAG** otherwise the bike will be too soft! After being properly re-sprung, most riders reset sag at approx. **98mm** (this decreases laden rear lowering). Light riders set sag at **3.9** in/100mm.

1. With your bike on a stand - rear tire off ground - pry the 2 gray swingarm covers off. Take the 3 nuts off the stock rocker & push out bolts with a screwdriver (tip: take pressure off by lifting wheel). The stock part comes off.

Pick up stock part. **Stick 1 finger in the 2 main pivots & pull out metal bushings & pivot pins. Carefully insert in KoubaLink (AFTER you apply grease to bearings with a finger).** Do. Not. Forget. To. Insert. These!

2. From the left side of the bike lift the wheel to align the 3 holes. We find it easiest to put the swingarm pivot bolt in first. Have a friend assist or use a small floor jack or some wooden blocks if you can't hold up the wheel with your feet while sitting on the ground. Make sure the bolts go all the way in & the heads are lined up correctly. Then the forward-most bolt (the short one). Then the middle.
3. Replace hardware exactly as they came off the stock rocker. Torque the small nut 38 lb-ft, the middle nut 58 lb-ft & the swingarm nut 50 lb-ft. *Loose nuts/bolts can lead to bearing failure. Replace gray covers.

Slide **fork tubes UP** in the triple clamps - start at 3mm and adjust to preference until you have a quick turning & stable bike. Remember to torque the upper & lower fork clamp bolts to factory specs.

If the bike is too plush on big hits **after resetting sag & properly re-sprung**, turn the shock's high-speed compression (big knob atop the shock reservoir, not the flat blade) **CLOCKWISE at least 1 full turn** & the rebound clockwise (BOTTOM of shock, it's a flat blade) at least 2 clicks. Fine-tune to personal preference until rear end is planted & soaks up the small stuff, but doesn't pack up on fast braking bumps nor bottom easily.

Consider shortening the sidestand to accommodate the bike's new settings to avoid possible tipping over. About 99.9% of riders just turn the handlebar to the left to prevent tip-over. And don't forget to check chain tension before riding.

KoubaLink is not responsible for any bodily harm or death while involved in the activity of riding a motorcycle. Double check that all your OEM hardware is in the same place on the KoubaLink as they were on the stock rocker. Wear a helmet, and always ride in a safe and controlled manner.