

# KoubaLink Installation Instructions

*Fits: Husky 2008-14 TC-TE-TXC250/450/510, SMR450/510, & 2009-14 TC/WR125.  
KoubaLink PN HL8-1 & HL8-2*

*Replaces stock link Husky PN 8000 B0236.*

*\*\*Will not fit the 08 TE/SM610 or the WR250 2 stroke.*

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 from the bolts that hold the stock link to the rocker and the engine cradle. Push the bolts out the right side/front mounting bolt first. The swing arm may need to be raised slightly to allow the first bolt to slide out freely.

2) The new links come with only the bearings and seals, so be sure to remove and install the two halves of the center sleeves from your old OEM link into the bearing end of the new KoubaLink. Install the new link on the bike (grease fitting facing down) by pushing the mounting bolts in from the right side. \*Front mounting bolt is the longest. You will have to raise the swing arm to align the holes for the second bolt. Be sure the 90 degree grease fitting is facing down. \*\*Left link engraving will be backwards, right side will be readable left to right. (except on the first batch of HL8-2 links) Grease the fitting now, as sometimes tightening the mounting bolt nuts can seal the bearings too tight to allow the air to escape when pumping the grease in. Install the two 17 mm nuts on the mounting bolts and torque to 59 lbf-ft.

3) 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 3.25"-3.50" with rider in full riding gear, standing on the pegs. Loosen the triple clamp pinch bolts and slide the fork tubes up until the fourth index line is showing just above the top of the upper triple clamp with the HL8-2 link and the third index line with the HL8-1 link. We do not recommend sliding the fork tubes up much farther than the fourth index line because that may allow the tire to hit the fender when bottomed. \*Do not over torque the triple clamp bolts. (14 lbf-ft lower, 19 lbf-ft upper)

4) If the link is used for lowering purposes ONLY, rear race sag can be set at 100mm/ 3.90" and will lower the rear approx. 1" with the HL8-1 link and approx. 1 1/2" with the HL8-2 link. \*\*The HL8-2 link may require some filing on the swing arm tunnel or the shock's spring and retainer for clearance when the swing arm is fully extended. (The spring may be rotated to get the maximum clearance.) Please visit our 08-up Husky web-site for pictures of the clearance problem. 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 nut at the same time. \*\* You may have to put some lube on the shock threads to allow the nut to turn freely. 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.

**\*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.**