

FlexibleLinkage

Assembly and operating instructions:

- 80000929 FL 5P KHG kpl.



Introduction:

First of all, we would like to congratulate you on your new FlexibleLinkage and thank you for the trust you have placed in us.

You have chosen a product that was developed and manufactured in Germany.

We wish you a lot of fun and a good trip with your new FlexibleLinkage.

Safety:

Please bear in mind that off-road use places special demands on the chassis. These loads are many times heavier than in road traffic. For these reasons, the chassis must be cleaned after every off-road use and checked for free movement of the deflection, as well as the shock absorber / rocker arm bearings.

The tight fit of the fastening screws must also be checked regularly. We recommend to check regularly the components of the FlexibleLinkage for possible damage or wear and tear, which could affect operational safety.

If you are unsure about the assembly of the FlexibleLinkage or do not have the required tools, please contact a specialist workshop and have the assembly carried out there.

The vehicle-specific workshop manual or the operating instructions can be helpful for assembly. Always use the tightening torques specified by the vehicle manufacturer or the values specified in these instructions.

Important Information:

The FlexibleLinkage is a component that has been specially developed for racing and use on non-public areas. Use in public traffic is not permitted and will result in the expiry of the vehicle's operating license. The products sold by us are designed exclusively for racing and are not subject to any warranty.

By using the FlexibleLinkage, the buyer expressly declares that no claims can be made against the manufacturer or their representatives for damage and injuries that may arise during training and races.

Assembly:

Jack up the motorcycle using an assembly stand. Above all, make sure that it is fixed securely and without tipping over.

Next, support the rear wheel or the rocker arm so that the deflection is relieved.

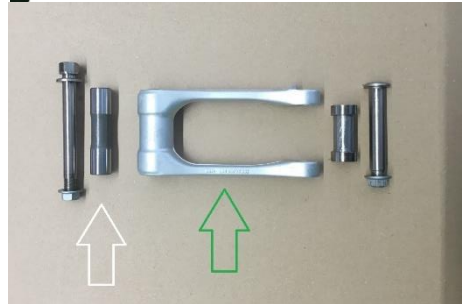
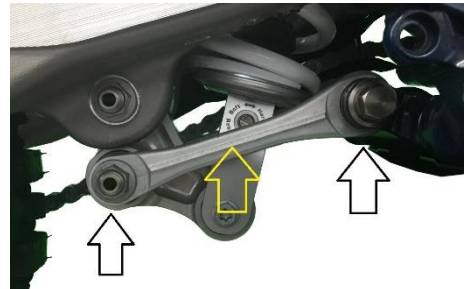
Loosen and remove the two fastening screws on the original deflection. Dismantle the original deflection.

Please also note the instructions in the operating instructions of the vehicle manufacturer.

Remove the bearing bush with the sealing washers from the original deflection. Check the bearing bushes and the sealing washers for possible damage, rust and wear. Should the parts show defects, new parts must be procured and used.

Prior to assembly, grease the bearings and seals of the **FlexibleLinkage** with a suitable bearing grease.

Install the original bearing bushes in the **FlexibleLinkage**.

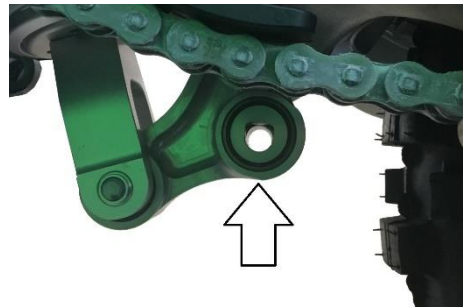


Remove the bearing bush and the sealing washers from the three-point linkage.
Check the bearings and seals of the three-point linkage for any damage, rust and wear.
Should the parts show defects, new parts must be procured and used.



Grease the bearings and seals on the three-point linkage with a suitable bearing grease and install the bearing bush and the sealing washers of the **FlexibleLinkage** in the three-point linkage.

Pay attention to the correct position of the components.



Attach the **FlexibleLinkage** to the frame of the vehicle.

Pay attention that the vent hoses are correctly laid (if present).

Tighten the fastening screw with the torque specified by the vehicle manufacturer



Assemble the adjustment screw of the **FlexibleLinkage** on the three-point linkage.

Pay attention to the correct position of the adjustment screw referring to the bearing bush.



By turning the adjustment screw to the appropriate position, the desired setting can now be selected on the **FlexibleLinkage**.

0 = standard setting corresponds to the original

For other settings please refer to the related data sheet.



approx. +2,5 mm
higher rear end



original
setting



approx. -5 mm
lowered rear end



approx. 10 mm
lowered rear end



approx. -12,5 mm
lowered rear end

After selecting the respective setting, the nut on the adjustment screw must be tightened with **80Nm**

Adjustment



To adjust the **FlexibleLinkage** you only have to loosen the SW18 nut on the adjustment screw and unscrew approx. 4mm from its stop. After that you can then push the adjustment screw out of its locking and turn it to the desired position with the help of a 5 mm Allen key. Then push the adjustment screw back into the locking.

!!! Always push the adjustment screw into the locking by hand and do not pull it in with the nut !!!

After that tighten the nut again with the specified torque.

The **FlexibleLinkage** can be adjusted on an assembly stand or on the side stand of the vehicle. In both cases, the deflection system must be relieved for an easier adjustment.

We wish you much fun and success with the

FlexibleLinkage by **cippito-industries**

Please recommend us to other potential customers! Should you have any questions or other concerns, you can contact us at any time.

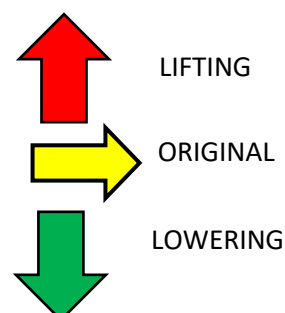
FlexibleLinkage

Data sheet

80000929 FL 5P KHG kpl.



LEVEL	Axle distance at the deflection [mm]	Difference from the original [mm]	Rear movement over rear wheel [mm]
+1	147,70	-0,50	2,50
0	148,20	0,00	0,00
-1	149,20	+1,00	-5,00
-2	150,20	+2,00	-10,00
-3	150,70	+2,50	-12,50
max. Differenz	3,00		



The FlexibleLinkage can be used as a replacement for the following original part:

- 790.04.083.04401 PULLROD CPL. SX2016
- 790.04.083.000 Number on original pullrod

and fits at the following models:

- Husqvarna Enduro ab 2020
- Husqvarna MX 2016-2020 (not 2021)
- KTM MX 2016-2021
- GASGAS MX/Enduro 2021-



Check before assembly

- To avoid damage on the linkage arm, check the protrude of the lower screw at the rear shock and shorten the screw to surface 1.



Important information:

In order to make the best possible use of the function of the FlexibleLinkage and to achieve a maximum service life, it is necessary to get familiarized with the technology and functionality of the FlexibleLinkage.

Please pay due attention to the following:

- To avoid damage to the locking, always push the adjustment screw into the locking by hand and do not pull in with the nut.
- In order to achieve correct and repeatable setting values, the rear wheel must be loaded with the vehicle weight when tightening the nut.
- After changing the level on the FlexibleLinkage, always check the driving behavior of the motorcycle by initially driving slow test rides; if necessary, the damping must be corrected as the progression of the lever deflection changes. (e.g. level low = reduce pressure damping on the shock absorber)
- Clean and lubricate components regularly.
- Check components regularly for free movement and damage.
- Damaged components must be replaced.
- Do not exceed the specified tightening torque (80Nm).

