



TRIUMPH 2025 TF-250X LINKAGE KIT.

211-024-250

OWNER'S MANUAL

RECOMMENDED SETTINGS

STATIC SAG	25 - 35 mm
RIDER SAG	100 - 105 mm

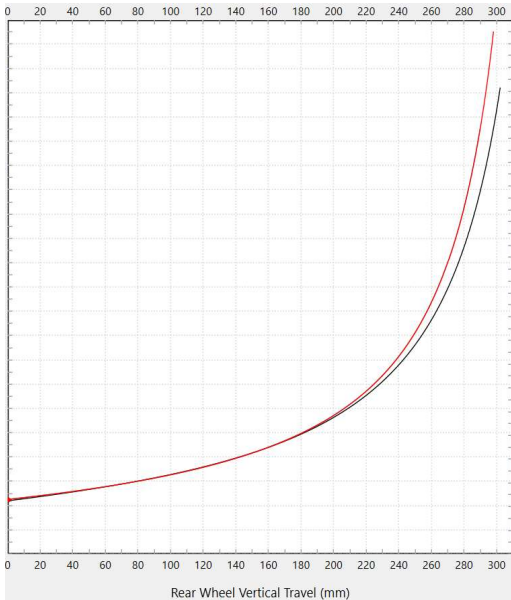
INTRODUCTION

The K-Tech linkage for the Triumph TF-250X features the following benefits over the OEM linkage:

- More progression/bottoming resistance
- Lower spring rate used
- Optimised wheel response
- Reduced shock absorber hysteresis
- Increased traction
- Improved balance

The change in the shock to wheel motion ratio means that the shock absorber can more efficiently create damping forces due to it speeding up, relative to the wheel. If the valving remains untouched, the forces created are increased by an average of 7% over the full wheel travel.

Below is a graph of the **OEM Linkage Curve (Black)**, compared to the **K-Tech Linkage Curve (Red)**.



SERVICE

K-tech Suspension Ltd recommend that all linkage bearings are cleaned and regreased after every **20 hours** of use or every 6 months, whichever is sooner. It is also recommended to perform a visual inspection of the linkage components every **5 hours** of use. Ensure that there is no excessive pitting or gouging in the link arm or rocker. Defects could cause failure of the linkage components. If you notice large gouges or excessive pitting, replace the necessary components.

K-tech Suspension Ltd cannot be held responsible for any damage caused to/by the product if a service is overdue or was not conducted by an appropriately competent or qualified person.

INSTALLATION

This product is designed and tested to be used specifically for the 2024 onwards, Triumph TF-250X. Ensure this product is compatible with your motorcycle model before attempting to fit it. This process should only be carried out by a K-tech authorised service centre or qualified technician.

INSTALLING THE LINKAGE

- Place the bike on a secure work stand, with the rear wheel off the ground.
- Remove the OEM linkage from the motorcycle as per manufacturer's workshop manual.
- Remove the OEM bearing sleeves and spacers. Clean and inspect for wear. If worn or corroded, replace with new parts.
- Apply lithium based grease to bearing sleeve.
- Remove plastic bearing inserts from K-tech linkage one at a time, apply lithium based grease, then insert the bearing sleeve. Ensure that no needle rollers fall out during this process.
- Apply lithium based grease to the dust seals, then fit the included bearing spacers (black) to the link pins.
- Mount the K-tech linkage to the bike using the standard OEM bolts. Torque the bolts when in loaded position (with both wheels on the ground) to the manufacture's specification.



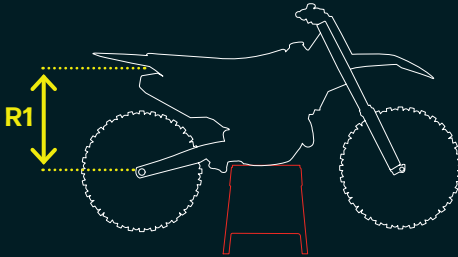
RECOMMENDED SPRING RATES

The K-Tech linkage for the Triumph TF-250X alters the motion ratio between the wheel and shock absorber. As such, the spring rate required for a given rider weight is lower than OEM. Below is a table showing the spring rates recommended by K-Tech for given rider weight ranges:

RIDER WEIGHT	OEM LINKAGE SPRING RATE	K-TECH LINKAGE SPRING RATE
55 - 65 Kg	48 N	42 N
65 - 75 Kg	51 N	45 N
75 - 85 Kg	54 N	48 N
85 - 95 Kg	57 N	51 N
95 - 105 Kg	60 N	54 N
105 - 115 Kg	63 N	57 N
115 - 125 Kg	66 N	60 N
125 - 135 Kg	69 N	63 N

SETTING THE SPRING PRELOAD - MEASURING THE SAG

Setting the preload on the spring adjusts the amount of static and laden sag. It's important to get these two measurements correct because it affects the height of the bike which in turn will affect the handling characteristics of the bike.

**1**

Bike on a stand

Suspension fully extended (R1)

Place the motorcycle on a stand so the front and rear wheels are in fully extended position. It will be much easier with 2 people.

Measurement R1 - Measure the distance from the rear wheel axle to a point vertically above it. The end of the silencer is a good point to measure to.

**2**

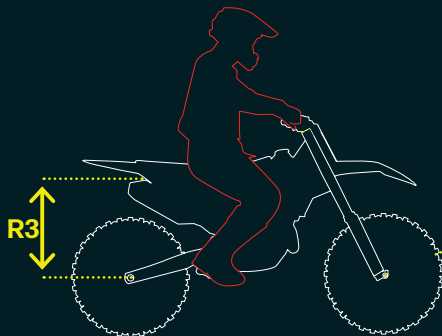
Bike on the ground

Static sag (R1-R2)

Measurements R2

Place the motorcycle on the ground without the rider, push on the front and rear of the bike a couple of times at the front and rear and allow the bike to settle.

Repeat the measuring procedure for a second time to the same two points.

**3**

Bike with rider on

Rider height (R1-R3)

Measurements R3

Place the rider onto the bike with full riding equipment sitting in a normal riding position.

Repeat the measuring procedure for a third time to the same points.



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