



ORDS
OFF-ROAD DAMPING SYSTEM

KTM 50SX (2026+).

120-026-155-050

OWNER'S MANUAL

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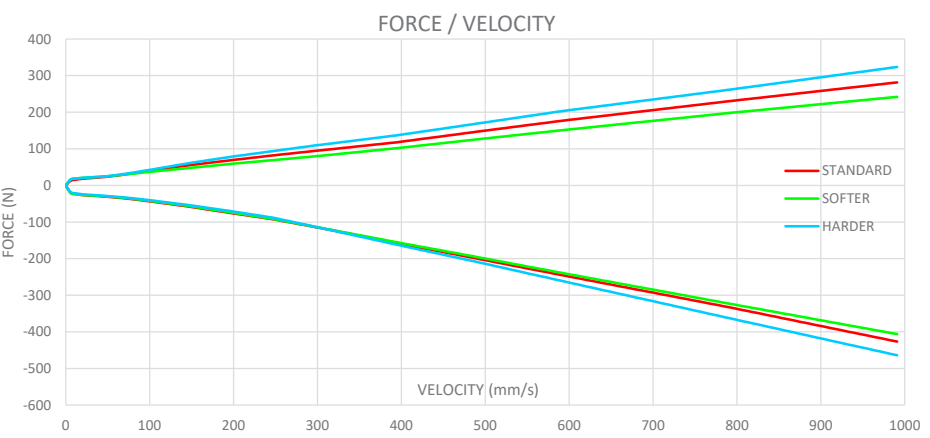
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RECOMMENDED SETTINGS

Fork Stroke	205 mm
Spring No.	29.5-330-XXX
Preload	4 Turns
Air Gap / Oil Height	100 mm
Recommended Oil	5 Wt. (K-Tech HPSF)
Comp Damping (Left)	16 Clicks Out
Reb Damping (Right)	16 Clicks Out
Fork Position	Manufacturer Spec

OPTIONAL DAMPING SETTINGS

This fork cartridge is provided with optional damping shims. These settings are denoted as **Harder** or **Softer**, and their respective damping curves are shown below. The kit is fitted with the **Standard** setting from the factory.



INTRODUCTION

Precise, responsive, and repeatable. These are the characteristics that define the ORDS fork cartridge, giving you superior handling and improved feel that doesn't fade with intense offroad use. With damping and preload that can be adjusted externally (without need to strip the fork), the ORDS fork cartridge offers a significant improvement to suspension performance compared to original equipment.

ORDS cartridges come with the following specifications listed as standard:

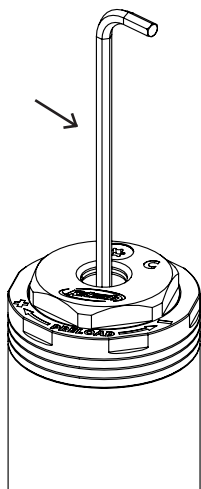
- Preload Adjustment
- Compression Adjustment
- Rebound Adjustment

This product is not designed or intended for highway use.

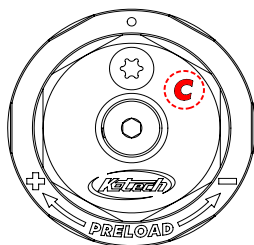
The procedures in this manual should only be carried out by a qualified motorcycle technician. K-Tech Suspension Ltd will not be liable for any damages caused in any way to/by the product and any injuries sustained if the product is fitted or adjusted by someone who is neither an authorised dealer of K-Tech Suspension Ltd or who does not have the relevant qualifications in motorcycle technology. K-Tech Suspension Ltd will also not be liable if the correct tools are not used throughout the process of fitting and adjustment of a K-Tech suspension Ltd product. Please refer to the manufacturer's workshop manual before attempting these procedures. These procedures will require two people, you will need to remove all relevant bodywork and any other parts that may restrict you from carrying out these tasks.

K-Tech Suspension Ltd products are manufactured to fit specific brands and models. Under no circumstances should any K-Tech Suspension Ltd products be fitted to an application other than that for which it has been designed, tested and manufactured.

ADJUSTMENT



COMPRESSION DAMPING



LEFT LEG

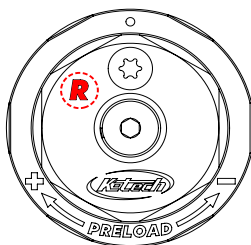
Compression Damping

- Allen Key Adjuster (LEFT LEG): 32 clicks adjustment range.
- All settings should be made from the fully closed (clockwise position).

Rebound Damping

- Allen Key Adjuster (RIGHT LEG): 32 clicks adjustment range.
- All settings should be made from the fully closed (clockwise position).

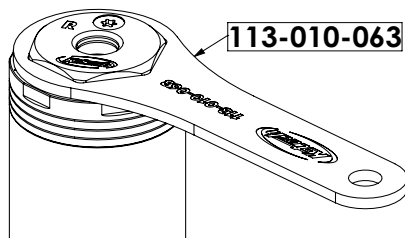
REBOUND DAMPING



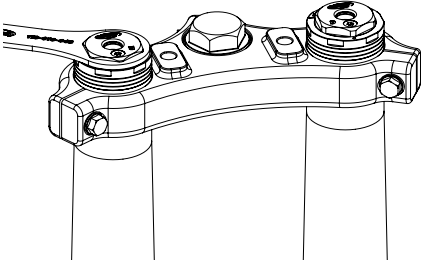
RIGHT LEG

Preload Adjustment

- Preload is adjusted by the brown hex on both top caps, using toolno. **113-010-063**. Settings should be made from the fully OFF position (Anti-clockwise position).
- 1 Full Turn = 1mm Preload Change
- 1 Click = 1 Full Turn

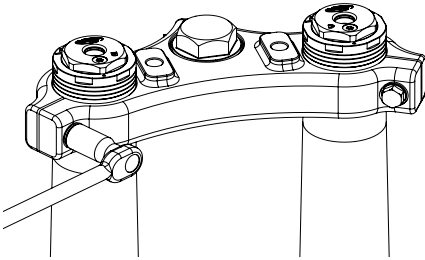


CHANGING FORK SPRINGS



Step 1:

- It may be necessary to remove the handlebars to perform this process!
- Remove all preload from both fork legs, using tool no. **113-010-063** on the brown hex drive in the centre of the top cap.

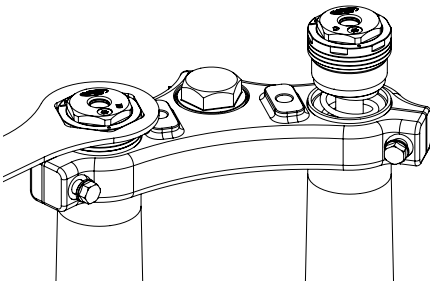


Step 2:

- Loosen the pinch bolts on the upper fork clamp using the appropriate tools.



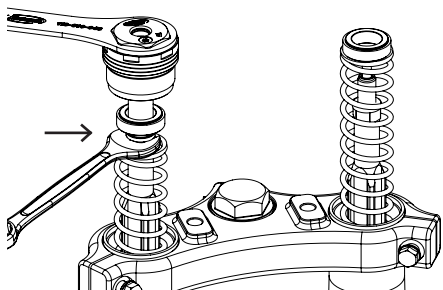
NOTE: Before performing Step 3, ensure that both people supporting the bike are strong and in good health. The motorcycle will be very heavy!



Step 3:

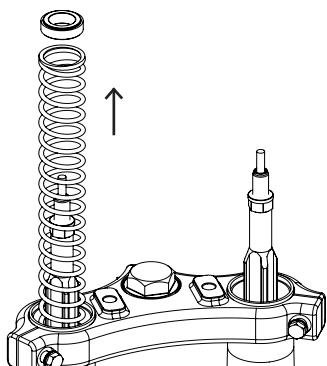
- With the front of the bike supported under the lower fork clamp, loosen both top caps using tool no. **113-010-064**.
- With one person on each fork leg, remove the stands from the bike, and gently lower the front until resting on the bottom of the forks.

CHANGING FORK SPRINGS



Step 4:

- Push the spring downwards, slotting a 14mm spanner onto the piston rod nut to hold the spring. Using tool no. **113-010-063** and the 14mm spanner, loosen the cap from the piston rod. Fully remove the cap from the rod and set aside.



Step 5:

- Slowly remove the nylon spring pusher & main spring from the fork leg.

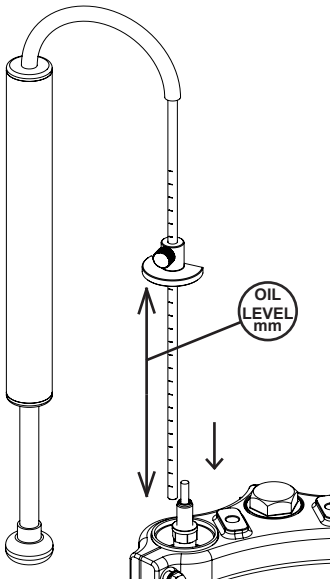


NOTE: It is recommended to use cloths/rags around the top cap bore when removing the spring, to avoid dripping oil onto other components.

IF YOU HAVE LOST A LARGE AMOUNT OF OIL, OR WISH TO CHANGE THE AIR GAP HEIGHT, PERFORM THE FOLLOWING STEP:

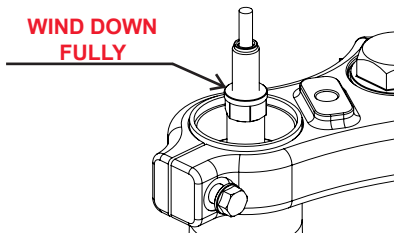
OTHERWISE, SKIP TO STEP 7

CHANGING FORK SPRINGS



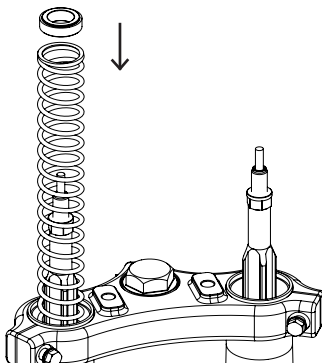
Step 6:

- Ensure that the piston rod is fully compressed.
- Set the stop plate, on tool no. **113-030-500**, to the recommended air gap (See 'Recommended Settings' Pg. 2)
- Add at least 100cc of oil into the fork leg. Recommended oil is K-Tech HPSF (5wt)
- Insert the tool until the plate rests on the outer tube. Use the plunger to suck out any excess oil from the fork. Once no more oil is removed, the air gap is set.



Step 7:

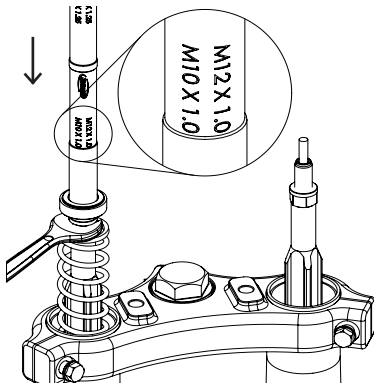
- Wind the locknut **FULLY DOWN** on the piston rod before continuing.



Step 8:

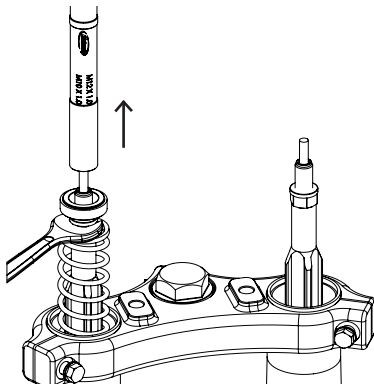
- Place your chosen spring into the fork tube, ensuring it seats in the preload spacer.
- Next, place the spring pusher onto the spring, with the raised section facing **UPWARDS**.

CHANGING FORK SPRINGS



Step 9:

- Screw the piston pull-up rod tool (No. **113-030-050**) onto the rod joiner assembly, using the end marked with "M10 X 1.0".
- Pull the piston rod upwads to fully compress the top out spring, while pushing the main spring down with a 14mm spanner. This will expose the locknut on the piston rod.
- Slide tool the 14mm spanner onto the locknut.

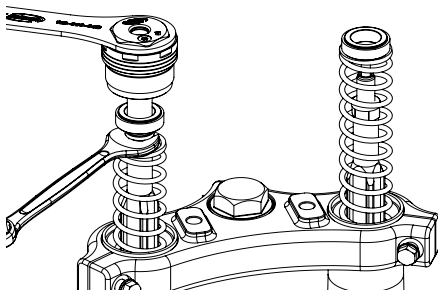


Step 10:

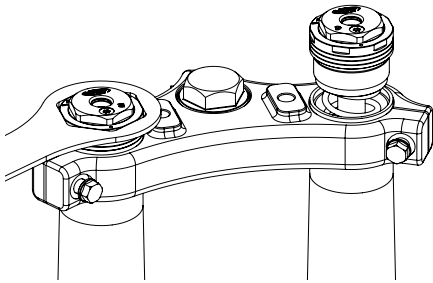
- Unscrew and remove the pullup rod tool.

Step 11:

- Screw the top cap assembly onto the piston rod. Wind the top cap down by hand until it stops against the piston rod.
- Once the top cap stops on the rod, keep winding to bring the lockup to the bottom of the top cap.
- When the nut meets the top cap, torque the top cap against the locknut. This should be torqued to **15Nm**.
- Once torqued, remove the 14mm spanner to let the spring and pusher return to the top cap.
- Note: the spring will snap upwards! Watch your fingers!

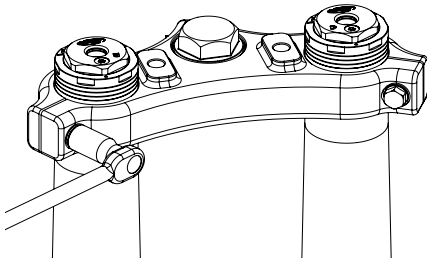


CHANGING FORK SPRINGS



Step 12:

- With one person on each fork leg, lift the bike up and replace the front stand under the lower fork clamp.
- Screw the top caps back into the forks, using tool no. **113-010-064**.
- Torque the caps to **10 Nm**.



Step 14:

- Tighten the pinch bolts on the upper fork clamps to the manufacturer specification, using the appropriate tools.
- Set your spring preload and compression/rebound damping to the recommended settings, or to your own desired values.

Your fork springs have now been successfully changed, and your air gap has been checked/correctly set. Take a short, slow ride on the motorcycle to ensure all components have been fitted/tightened correctly.

SERVICE

K-Tech Suspension Ltd recommend that this product is serviced every 20 hours of use. It is very important that this product is serviced by an authorised dealer, as there are special tools required to guarantee correct performance of this product. 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 authorised dealer.



SPEAK TO K-TECH ABOUT SERVICING
KTECHSUSPENSION.COM/FIND-A-STOCKIST

NOTES

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



Contact your local K-Tech Dealer for more details
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