KTM SX50 (2026) COMPRESSION ADJUSTER.

211-026-600-001

OWNER'S MANUAL

RECOMMENDED SETTINGS

Below is a table containing the recommended ***start positions*** for both high & low speed clicker settings. NOTE: Settings are in clicks ***OUT*** from fully closed.

HIGH-SPEED	***20 Clicks OUT***
LOW-SPEED	***24 Clicks OUT***

INTRODUCTION

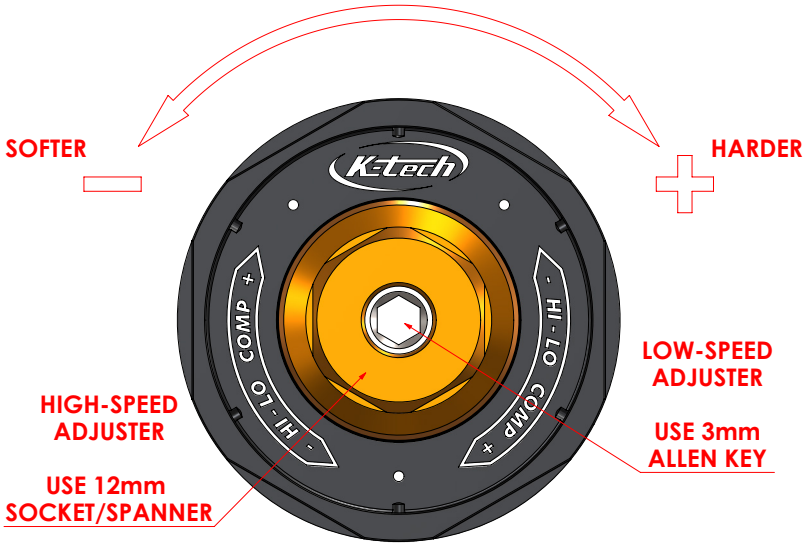
The K-Tech Compression Adjuster, for WP 50/18 Offroad Shock Asborbers, offers numerous benefits over the OEM adjuster. These include:

- Larger adjustment range.
- 60 Clicks Low-Speed Adjustment.
- 40 Clicks High-Speed Adjustment.
- 8 Clicks per turn (super fine adjustments).
- Setting tailored to suit discipline & linkage motion ratio.
- Optimised internal pressure balance.
- Improved hysteresis & response time.
- Black & Kashima Brown anodised finish.

ADJUSTMENT

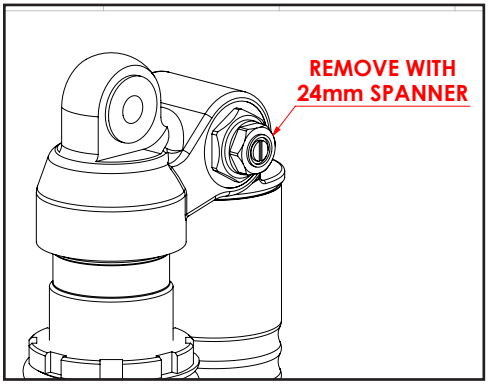
This compression adjuster has two adjustable clickers. High-speed compression is the Kashima-brown coloured hex, and is adjusted using a *12mm spanner or socket*. Low-speed compression is the small hex inside the High-speed adjuster, and is turned using a *3mm allen key*.

To increase damping on both adjusters, turn them to the ***RIGHT***. To reduce the damping on either adjuster, turn them to the ***LEFT***.



INSTALLATION

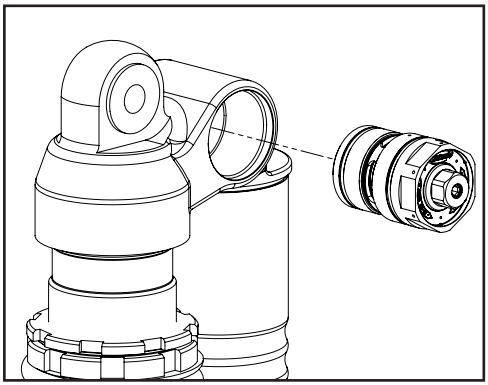
This product is designed and tested to be used specifically with WP 50/18 offroad shock absorbers. Ensure this product is compatible with your shock absorber model before attempting to fit it. This process should only be carried out by a K-tech authorised service centre or qualified technician.



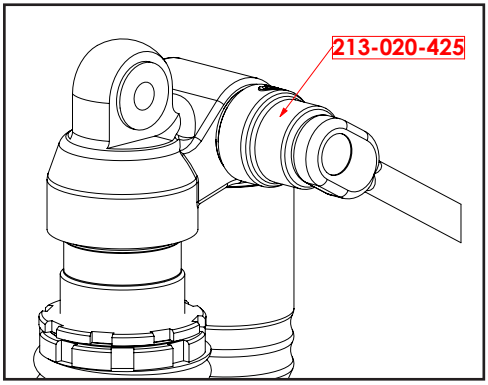
Before beginning, De-Gas the shock absorber first!

Hold the shock absorber securely in a vice, with the compression adjuster facing you.

Using a 24mm spanner, unscrew the compression adjuster and remove it from the cylinder head.



Screw the K-Tech compression adjsuter into the cylinder head by hand, until it comes to a complete stop.



To complete the assembly, you *MUST* use the correct K-Tech tool for your adjuster **(213-020-425)**.

Using a 3/8” drive torque wrench, tighten the adjuster to ***25 Nm***.

Bleed, and re-gas the shock absorber per the manufacturers workshop manual.

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