

KTM Instructions

- 7 Receiver A
- 10 2.5mm spacer
- 11 KTM/HSQ spacer
- 15 screw set C
- OEM Hole on fork guard

SELA Mechanism Installation

1. Remove the fork guard on the right side of the motorcycle. Depending on your application, you may need to remove the front wheel in order to access all of the fork guard bolts. Refer to your OEM Service Manual for instructions on this process.

⚠ CAUTION: If your fork guard has a graphic, remove it before proceeding with the following steps. The added thickness of a graphic can reduce the accuracy of the mounting template. You may trim and replace the graphic later in the installation process.

2. Choose your mounting template. There are three options, each with a different mounting depth. This refers to the height at which the SELA mechanism sits on the fork guard. Each option offers its own advantages, depending on terrain conditions.

- a. 130 millimeters: lower traction conditions (concrete, hard-packed soil)
- b. 140 millimeters: medium traction conditions (intermediate soil)
- c. 150 millimeters: higher traction conditions (grates, tacky soil)

3. Tape the drill guide to the desired location. Note: inside the fork guard there is a marked min height and max height. Recommended to mount the guide plate between the two marks for proper operation of the device

⚠ CAUTION: It is critical that the drill guide is properly aligned and firmly secured in place. This will ensure that SELA is mounted as precisely as possible, and that it will function as intended.

4. Using your 3/16" drill bit, drill through each of the three small holes in the drill guide, passing completely through the fork guard.

5. Remove the two Phillips-head mounting screws from the back side of SELA

mechanism. Thread these screws into the top and bottom holes on the drill guide and lightly tighten them until seated. These screws will provide added security for the drill guide as you drill the large hole.

6. Using the supplied 19-millimeter drill bit, drill the large hole, going all the way through the fork guard. Use caution here and be sure to start your drilling directly in the center.

7. Remove the drill guide and the mounting template from the fork guard. You may notice some burrs in the plastic as a result of drilling the holes. Carefully clean these up with a razor blade.

8. Using a sharp hand tool, carefully cut away the fork guard material between the large hole and the smaller one right below it. This will allow water and other debris to drain out of the SELA mechanism.

⚠ CAUTION: The following step should be done by hand. Do not use power tools.

9. Using the supplied 19-millimeter drill bit by hand, carefully carve a countersink into the top and bottom holes on the back side of the fork guard. It is very important that you do this by hand to avoid taking away too much material or making a larger hole. You may have to adjust the angle of the tool toward the top and bottom of the fork guard to achieve a nice, round countersink. Remove just enough material to allow the backing washers to sit flush with the back side of the fork guard.

10. Before you install the SELA mechanism, perform a visual test fit by positioning it on the front side of the fork guard and lining up the holes. The writing on the front of the mechanism should be oriented upright with the fork guard. Make sure that the lip on the back side of the mechanism seats properly within the large hole.

NOTE: If you do not plan to use a graphic on this fork guard, proceed directly to step 15.

⚠ CAUTION: If you plan to use a graphic on this fork guard, you will need to perform the following extra steps to ensure that the graphic does not interfere with the SELA mechanism and its operation. When you have completed them, proceed to step 15.

11.1. Apply the graphic to the fork guard as normal, covering the drilled holes.

11.2. Place a few strips of masking tape on top of the graphic in the area where the SELA mechanism will be mounted. Use enough tape to cover its footprint.

11.3. Using a sharp tool, puncture the graphic and the masking tape through the mounting holes on the back side of the fork guard.

11.4. Using the backing washers and Phillips-head mounting screws, temporarily mount the SELA mechanism to the fork guard. Once mounted, its footprint should be contained within the boundaries of the masking tape.

11.5. Using a fine-point permanent marker or pen, carefully trace the outline of the SELA mechanism onto the masking tape.

11.6. Unmount the SELA mechanism.

11.7. Using a precision knife or razor blade, carefully cut through the masking tape and the graphic, following the traced outline all the way around. Take care not to cut into the fork guard.

11.8. Remove all of the masking tape and the cut-out portion of the graphic.

12. Apply a drop of the provided thread-locking fluid to each of the two Phillips-head mounting screws. Using a #2 Phillips-head screwdriver, mount the SELA mechanism to the fork guard. Before fully tightening the screws, check once again that the lip on the back side of the mechanism is properly seated. Tighten the screws until they, along with the backing washers, are firmly in place and flush with the back side of the fork guard.

⚠ CAUTION: Before reinstalling the fork guard on your bike, make sure that the SELA mechanism operates freely and retracts fully.

13. Reinstall the fork guard. We recommend lightly tightening the fork guard bolts at first. Make sure that the fork guard is properly positioned, then slowly and evenly bring each of the bolts up to the correct torque specification. If you had to remove your front wheel earlier, refer to your OEM Service Manual for instructions on reinstalling it.

Fork Ring Assembly & Installation

SELA is designed to be compatible with a wide range of full-size motocross models. For this reason, it is packaged as a kit with all of the necessary parts and hardware included. Before the fork ring can be installed, it must first be assembled using the correct receiver, spacer, and screw set for your application.

The following table shows the applications covered in these instructions, along with the necessary parts for each

Make	Model	Year(s)	Receiver	Spacer	Screw Set
KTM	125 SX	2023	A	KTM/HSQ	B

KTM	150 SX	2023	A	KTM/HSQ	B
KTM	250 SX	2023	A	KTM/HSQ	B
KTM	250X SX-F	2023	A	KTM/HSQ	B
KTM	250 SX-F FE	2023	A	KTM/HSQ	B
KTM	350 SX-F	2023	A	KTM/HSQ	B
KTM	450 SX-F	2023	A	KTM/HSQ	B
KTM	450 SX-F FE	2023	A	KTM/HSQ	B

14. Using the table above, select the correct parts for your application.

15. Loosen the bolt on the back side of the fork ring and remove the fastening system. Avoid completely removing the bolt, as the anodized hardware can be easily lost.

16. Mate the receiver to the spacer. Note that both parts have a small notch on one side. These notches interface with one another when the two parts are combined, forming a drainage hole.

17. Mate the receiver/spacer combination to the fork ring. Note the radiused edge on the front side of the fork ring. This edge should point in the same direction as the v-grooved end of the receiver/spacer combination (see Figure 1 above).

NOTE: Each of these parts has a marking on its back side. You can check that the parts are oriented correctly by verifying that all markings read upright.

⚠ CAUTION: It is critical that the receiver, spacer, and fork ring are all oriented correctly before proceeding to the next step.

18. Apply a drop of the provided thread-locking fluid to all four screws. With the receiver/spacer combination properly mated to the fork ring, install the screws. Using the provided 2-millimeter hex wrench, evenly tighten them in an “X” pattern until they are very snug.

⚠ CAUTION: If your fork tube has a graphic or protector installed, you may need to remove it before proceeding with the following steps. Any thickness added to the fork tube can potentially interfere with the operation of the device. If necessary, you can trim and replace the graphic or protector once the installation is complete.

19. With the fork ring assembled, position it low on the right fork tube, just above where the tubing begins to expand outward.

20. Reinstall the fastening system. The bolt head should be facing out toward you. Lightly snug the bolt by hand for now. This will allow you to make small adjustments to the ring without it rotating freely on the fork.

⚠ CAUTION: Precisely aligning the fork ring with the SELA mechanism is critical to the safe and reliable function of the system. Take care to achieve the proper alignment.

21. Remove the front number plate. This will help you gain a clear line of sight down the right fork tube from above, making the alignment process easier.

22. From directly above the right fork tube, sight down the length of the fork. As you do so, focus your attention on the following:

- a. The lowest part of the v-groove on the fork ring receiver
- b. The laser-etched line on the highest part of the SELA mechanism

23. Using (b) as your point of reference, fine-tune the position of the fork ring to bring (a) into alignment with (b). After each small adjustment to the fork ring, sight down the fork tube to check your progress. Precisely aligning these two components is critical to the safe and reliable function of the system.

⚠ CAUTION: When tightening the bolt on the back side of the fork ring, do not exceed the maximum torque specification of 8 N·m (70.81 in·lb/5.9 ft·lb). The fork ring uses a variable-diameter clamp design. As a result, the bolt may not feel like it is tight enough. This is normal. Do not overcompensate for this by tightening the bolt further. Overtightening can cause damage to your fork.

24. After confirming that (a) and (b) are precisely aligned, tighten the bolt on the back side of the fork ring using the supplied 3-millimeter hex wrench. Be careful not to move the fork ring out of adjustment as you do so. Do not exceed the maximum torque specification of 8 N·m (70.81 in·lb/5.9 ft·lb).

25. Sight down the fork tube to perform a final alignment check, making sure that the fork ring did not move out of adjustment as it was tightened.

⚠ WARNING: Never attempt to preset or engage the device while the motorcycle is in motion or while the engine is running. Either condition can result in serious injury or death to the user. Always preset and engage the device while the motorcycle is stationary and the engine is turned off.

26. With SELA fully installed, test that it is functioning properly by running it through a few cycles. To do this, first remove your motorcycle from its center stand so that both wheels are on the ground. Next, preset the SELA mechanism by turning the dial clockwise until it locks. Then, compress the front suspension enough for the fork ring to travel below the SELA mechanism. When the suspension rebounds, SELA will engage.

If you encounter any problems engaging the device, make sure that you are sufficiently compressing the front suspension, recheck the fork ring alignment, and make any necessary adjustments. Then, perform the test once again.

To disengage the device, simply compress the front suspension again. In a race, this would occur shortly after performing your start, typically as a result of hitting a small bump or braking for the first turn. The SELA mechanism will fully retract at this point, and the device will not engage again until the dial is manually preset. Congratulations! You have completed the installation.