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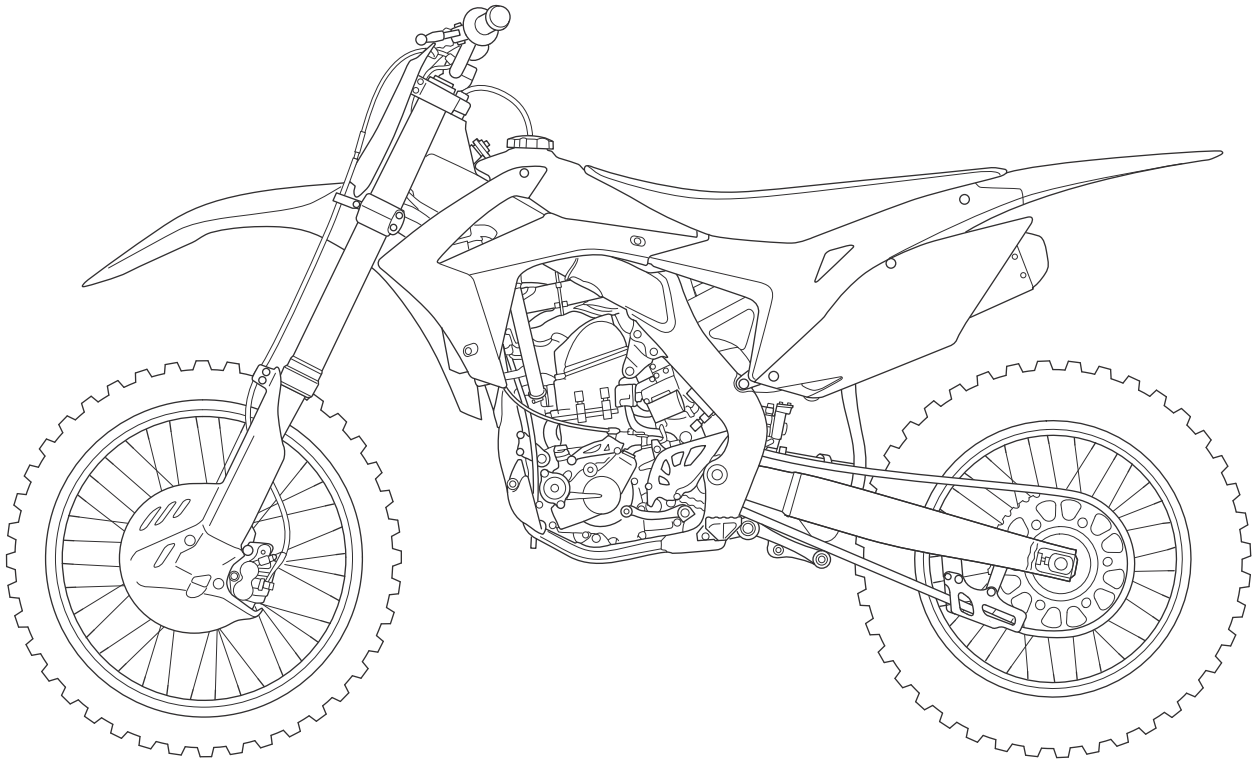
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QUICK REFERENCE

2017
Honda CRF250R
OWNER'S MANUAL & COMPETITION HANDBOOK



Introduction

Congratulations on choosing your Honda CRF motocross motorcycle.

When you own a Honda, you're part of a worldwide family of satisfied customers – people who appreciate Honda's reputation for building quality into every product.

Your CRF is a high performance racing motorcycle that utilizes the latest motocross technology and is intended for competition use in sanctioned, closed-course events by experienced riders only.

Be aware that motocross is a physically demanding sport that requires more than just a fine motorcycle. To do well, you must be in excellent physical condition and be a skillful rider. For the best results, work diligently on your physical conditioning and practice frequently.

Before riding, take time to get acquainted with your CRF and how it works. To protect your investment, we urge you to take responsibility for keeping your CRF well maintained. Scheduled service is a must, of course. But it's just as important to observe the break-in guidelines, and perform all the pre-ride and other periodic checks detailed in this manual.

You should also read the owner's manual before you ride. It's full of facts, instructions, safety information, and helpful tips. To make it easy to use, the manual contains a table of contents, a detailed list of topics at the beginning of each section, and an index at the back of the book.

As you read this manual, you will find information that is preceded by a **NOTICE** symbol. This information is intended to help you avoid damage to your CRF, other property, or the environment.

Unless you are mechanically qualified and have the proper tools, you should see your dealer for the service and adjustment procedures discussed in this manual.

An official Honda Service Manual for your CRF is available (page 174). It is the same manual your dealer uses. If you plan to do any service on your CRF beyond the standard maintenance procedures in this manual, you will find an official Honda Service Manual a valuable reference.

If you have any questions, or if you ever need a special service or repairs, remember that your Honda dealer knows your CRF best and is dedicated to your complete satisfaction.

Please report any change of address or ownership to your dealer so we will be able to contact you concerning important product information.

You may also want to visit our website at
USA: www.powersports.honda.com.
Canada: www.honda.ca.

Happy riding!

California Proposition 65 Warning

WARNING: This product contains or emits chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

ABBREVIATION

Throughout this manual, the following abbreviations are used to identify the respective parts or system.

Abbrev. term	Full term
CKP sensor	Crankshaft Position sensor
DLC	Data Link Connector
DTC	Diagnostic Trouble Code
ECM	Engine Control Module
ECT sensor	Engine Coolant Temperature sensor
HPSD	Honda Progressive Steering Damper
IAT sensor	Intake Air Temperature sensor
MAP sensor	Manifold Absolute Pressure sensor
MIL	Malfunction Indicator Lamp
PGM-FI	Programmed Fuel Injection
TDC	Top Dead Center
TP sensor	Throttle Position sensor

A Few Words About Safety

Your safety, and the safety of others, is very important. And operating this motorcycle safely is an important responsibility.

To help you make informed decisions about safety, this manual contains a section devoted to *Motorcycle Safety*, as well as a number of Safety Messages throughout the manual.

Safety Messages are preceded by a safety alert symbol ⚠ and one of three signal words: **DANGER**, **WARNING**, or **CAUTION**.

These signal words mean:

⚠ DANGER **You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.**

⚠ WARNING **You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.**

⚠ CAUTION **You CAN be HURT if you don't follow instructions.**

Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgment.

Motorcycle Safety

This section presents some of the most important information and recommendations to help you ride your CRF safely. Please take a few moments to read these pages. This section also includes information about the location of safety labels on your CRF.

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Important Safety Precautions.....2
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Safety Labels.....4

Important Safety Information

Important Safety Precautions

Your CRF can provide many years of pleasure, if you take responsibility for your own safety and understand the challenges you can meet in competitive racing.

As an experienced rider, you know there is much you can do to protect yourself when you ride. The following are a few precautions we consider to be most important.

Never Carry a Passenger.
Your CRF is designed for one operator only. Carrying a passenger can cause a crash in which you and others can be hurt.

Wear Protective Gear.
Whether you're practicing to improve your skills, or riding in competition, always wear an approved helmet, eye protection, and proper protective gear.

Take Time to Get to Know Your CRF.
Because every motorcycle is unique, take time to become thoroughly familiar with how this one operates and responds to your commands before placing your machine, and yourself, in competition.

Learn and Respect Your Limits.
Never ride beyond your personal abilities or faster than conditions warrant. Remember that alcohol, drugs, illness and fatigue can reduce your ability to perform well and ride safely.

Don't Drink and Ride.
Alcohol and riding don't mix. Even one drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. So don't drink and ride, and don't let your friends drink and ride either.

Keep your Honda in Safe Condition.
Maintaining your CRF properly is critical to your safety. A loose bolt, for example, can cause a breakdown in which you can be seriously injured.

Accessories & Modifications

Installing non-Honda accessories, removing original equipment, or modifying your CRF in any way that would change its design or operation, could seriously impair your CRF's handling, stability, and braking, making it unsafe to ride.

⚠ WARNING

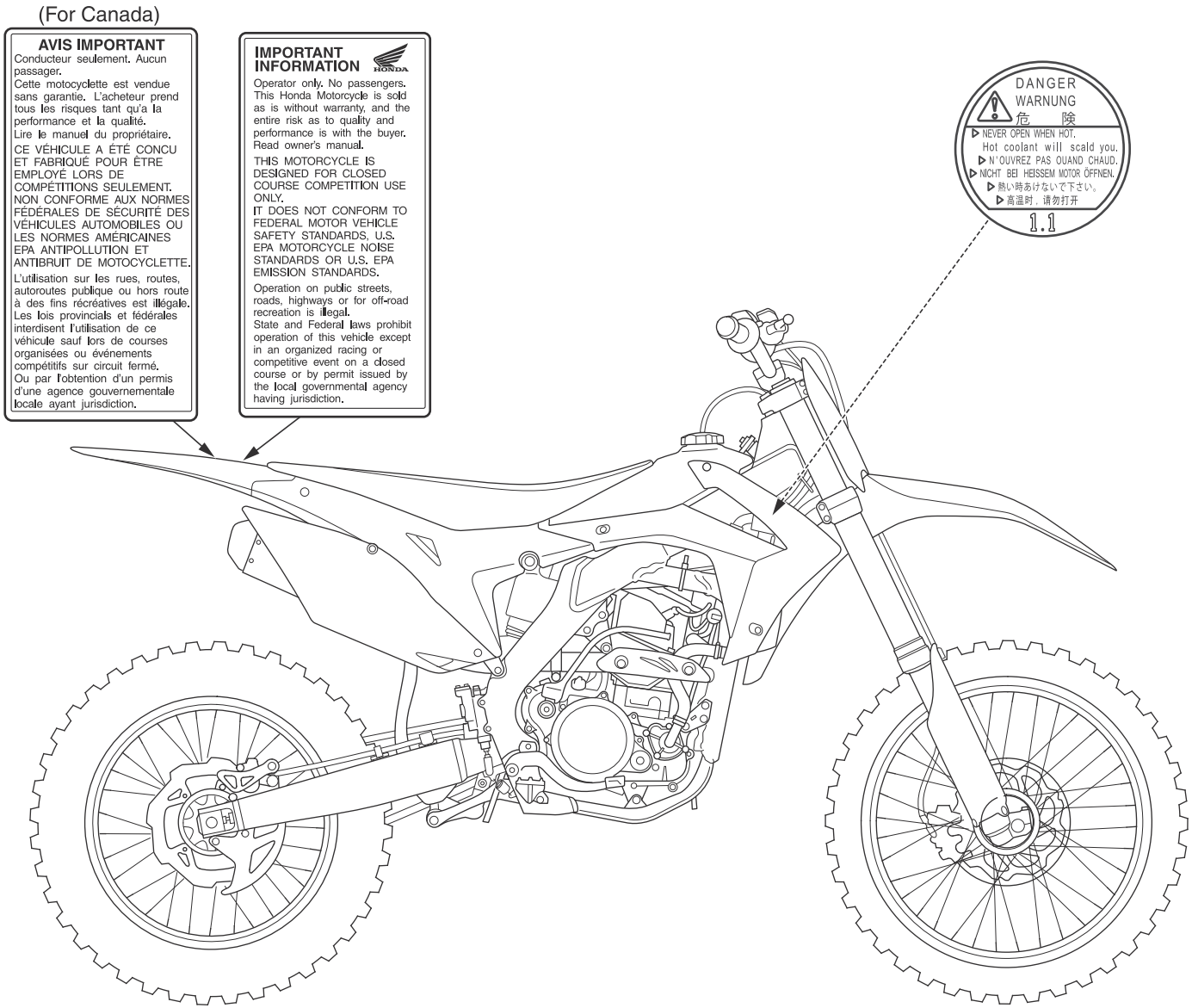
Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding modifications and accessories.

Safety Labels

Read these labels carefully and don’t remove them.

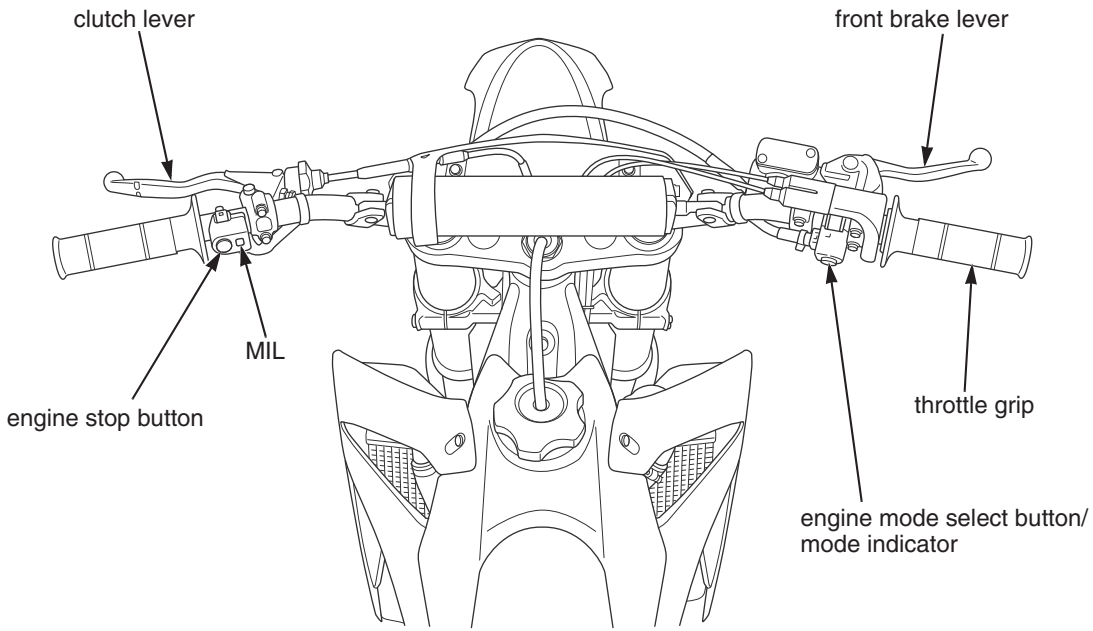
If a label comes off or becomes hard to read, contact your dealer for replacement.

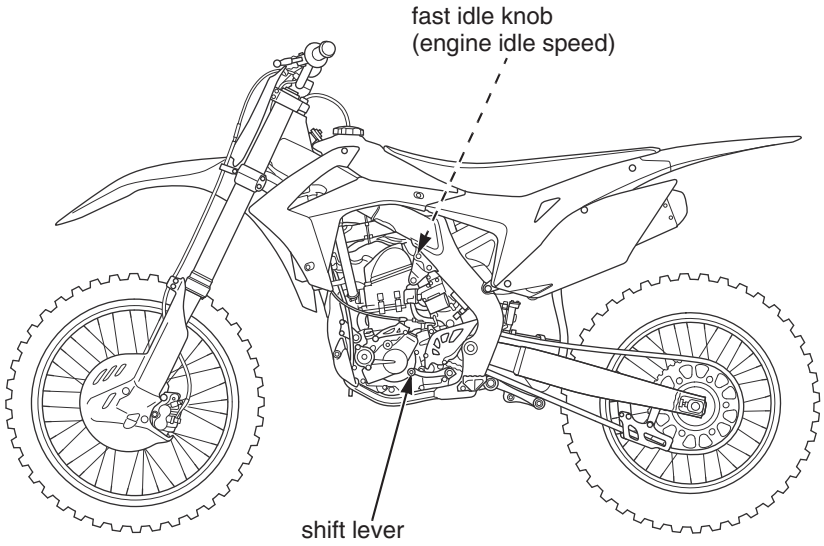


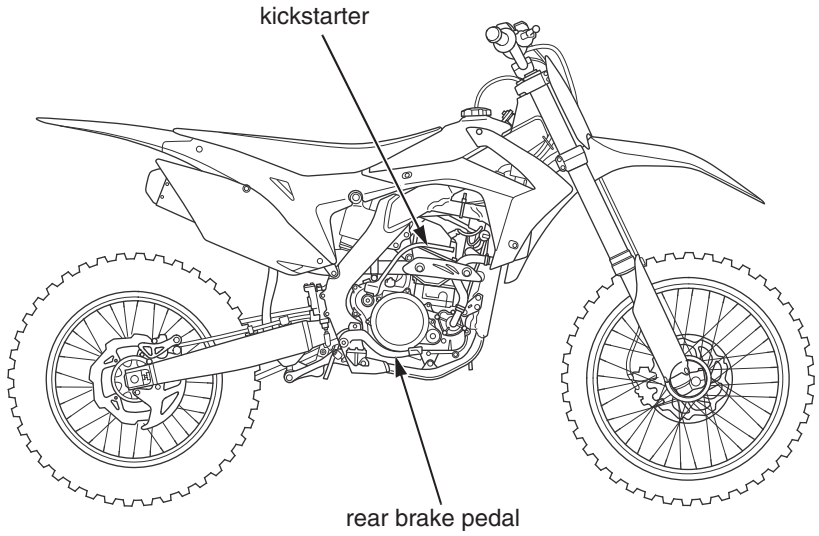
Read this section carefully before you ride. It presents the location of the basic controls on your CRF.

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Operation Component Locations

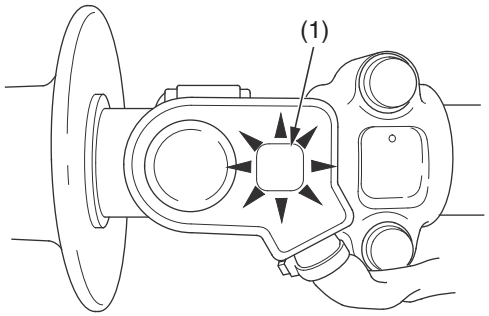






MIL (Malfunction Indicator Lamp)

The MIL (1) on your CRF keeps you informed, alerts you to possible problems, and makes your riding safer and more enjoyable. Refer to the MIL frequently.



(1) MIL

The MIL flashes when there is any abnormality in the PGM-FI system. It should also light for a few seconds and then go off when the engine is started.

If the MIL comes on at any other time, reduce speed and refer to an official Honda Service Manual available for purchase from your dealer (page 174).

If the MIL does not come on when it should, have your dealer check it for problems.

MIL Blink Pattern

The MIL will blink the appropriate DTC number if the ECM detects an active problem while the engine is running at less than 5,500 rpm.
The MIL will stay on when engine speed is over 5,500 rpm.

The MIL has two types of blinks: a long blink and short blink. The long blinking lasts for 1.2 seconds, the short blinking lasts for 0.4 seconds.
One long blink is the equivalent of ten short blinks. For example, when one long blink is followed by two short blinks, the MIL is 12 (one long blink = 10 blinks, plus two short blinks).

When the ECM stores more than one DTC, the MIL will indicate them by blinking in the order from the lowest number to highest number.

Current DTC/Freeze DTC

The DTC is indicated in two ways according to the failure status.

– In the case that the ECM detects an active problem, the MIL will come on and will start to blink the DTC when the engine is started.
– In the case that the ECM does not detect an active problem but has recorded a previous problem in its memory, the MIL will not come on. If it is necessary to retrieve any past problems stored in the memory, refer to an official Honda Service Manual.

MIL (Malfunction Indicator Lamp)

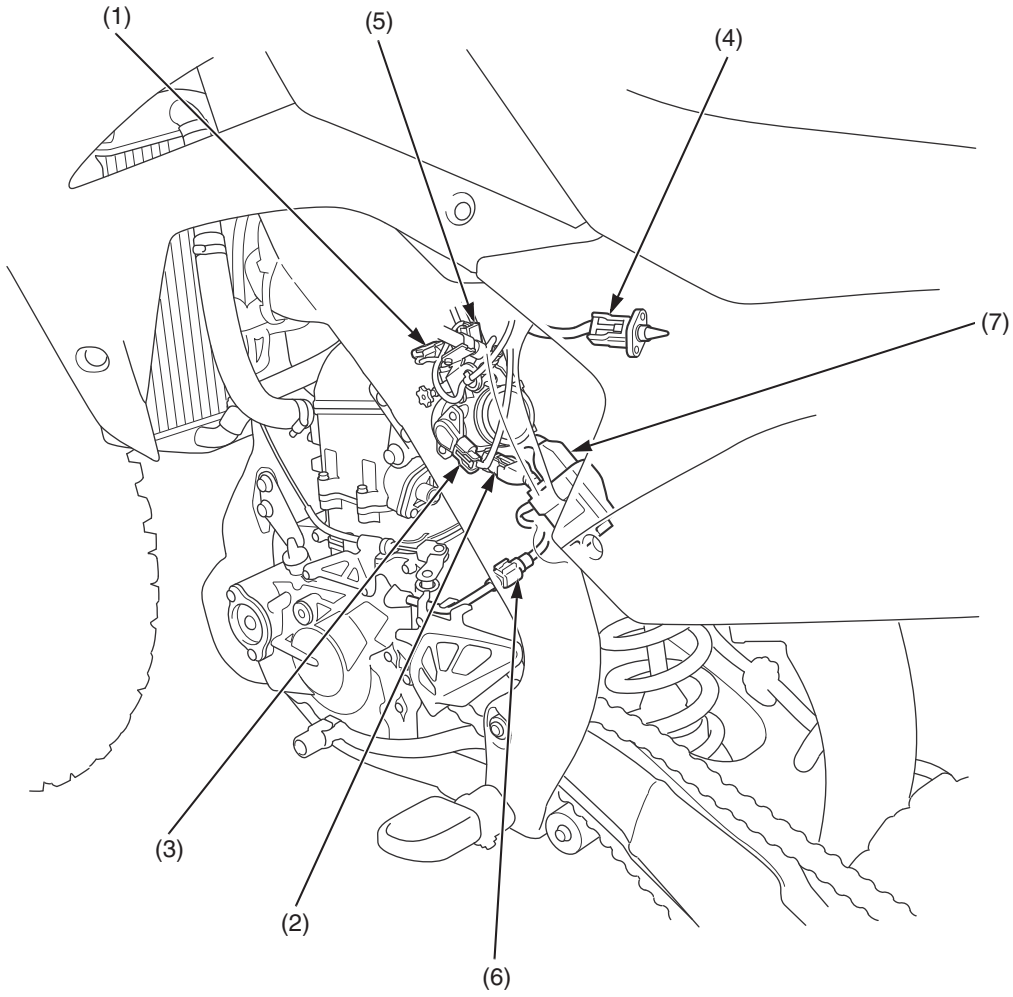
Circuit Inspection

Always clean around the ECM and keep debris away from the connectors before disconnecting them.

A faulty PGM-FI system is often related to poorly connected or corroded connections. Check the following connections.

(1) MAP sensor connector
(2) ECT sensor connector
(3) TP sensor connector
(4) IAT sensor connector
(5) Injector connector
(6) No.1/No.2 CKP sensor connector
(7) ECM connector

Remember, circuit inspection is not a “cure-all” for other problems in your engine’s PGM-FI system.



DTC Index

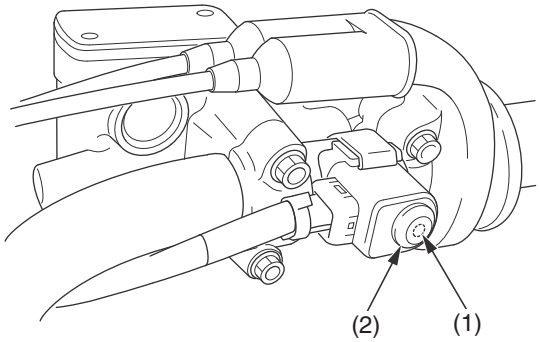
Refer to *MIL Blink Pattern* on page 7.

MIL blinks	Function Failure	Symptom/Fail-safe function
1	MAP sensor circuit malfunction	Poor performance (driveability)
2	MAP sensor performance problem	Poor performance (driveability)
7	ECT sensor circuit malfunction	Hard start at a low temperature
8	TP sensor circuit malfunction	Poor engine acceleration
9	IAT sensor circuit malfunction	Engine operates normally
12	Injector circuit malfunction	• Engine does not start • Injector, fuel pump and ignition shut down
19	No.1 CKP sensor circuit malfunction	• Engine does not start • Injector, fuel pump and ignition shut down
69	No.2 CKP sensor circuit malfunction	• Engine does not start • Injector, fuel pump and ignition shut down

Should be serviced by your dealer, unless the owner has proper tools and is technically qualified.
The series of 12, 19, and 69 MIL blinks cannot be checked because the engine cannot be started and you need the proper tools to check these codes. Take unit to a dealer.
If the engine does not start, check all connector connections and/or refer to an official Honda Service Manual (page 174) for troubleshooting of the PGM-FI symptom.

Mode Indicator

The mode indicator (1) is located in the engine mode select button (2). It should light for a few seconds and then go off when the engine is started.



(1) mode indicator
(2) engine mode select button

The mode indicator indicates a selected mode when you operate the engine mode select button (page 134).

If the mode indicator stays on or does not come on when it should, have your dealer check it for problems.

Before Riding

Before each ride, you need to make sure you and your CRF are both ready to ride. To help get you prepared, this section discusses how to evaluate your riding readiness, and what items you should check on your CRF.

For information about suspension, steering damper, and other adjustments, see page 133.

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Is Your Motorcycle Ready to Ride? 13
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Are You Ready to Ride?

Before riding your CRF for the first time, we strongly recommend that you read this owner's manual, make sure you understand the safety messages, and know how to operate the controls.

Before each ride, it's also important to make sure you and your CRF are both ready to ride.

For information about suspension, steering damper, and other adjustments, see page 133.

Whether you're preparing for competition or for practice, always make sure you are:

- In good physical and mental condition
- Free of alcohol and drugs
- Wearing an approved helmet, eye protection, and other appropriate riding gear

Although complete protection is not possible, wearing the proper gear can reduce the chance or severity of injury when you ride.

⚠ WARNING

Not wearing a helmet increases the chance of serious injury or death in a crash.

Be sure you always wear a helmet, eye protection and other protective apparel when you ride.

Competitive riding can be tough on a motorcycle, so it's important to inspect your CRF and correct any problems you find before each ride. Check the following items (page numbers are at the right):

⚠ WARNING

Improperly maintaining this motorcycle or failing to correct a problem before riding can cause a crash in which you can be seriously hurt or killed.

Always perform a pre-ride inspection before every ride and correct any problems.

Pre-ride Inspection

Check the following before each ride:

- Engine oil level 50
- Transmission oil level 53
- Fuel line for condition 40
- Coolant for proper level 54
- Cooling system and hoses for condition 55
- Spark plug for proper heat range, carbon fouling and spark plug wire terminal for looseness 67
- Air cleaner for condition and contamination 56
- Clutch lever adjustment and freeplay 62
- Breather drain for cleaning 58
- Steering head bearing and related parts for condition 128
- Steering damper operation 125
- Throttle operation 59
- Tires for damage or improper inflation pressure 116
- Spokes for looseness 115
- Rim locks for looseness 115
- Left fork air pressure 136
- Front and rear suspension for proper operation 87, 88
- Front and rear brakes, check operation 111
- Drive chain for correct slack and adequate lubrication 118, 119
- Drive chain sliders and drive chain rollers for damage or wear 118, 119
- Exhaust pipe/Muffler for looseness 121
- Every possible part for looseness (such as cylinder head bolts, engine mounting bolts/nuts, axle nuts, handlebar holder bolts/nuts, fork bridge pinch bolts, drive chain adjuster lock nuts, drive chain roller bolt/nut, wire harness connectors, kickstarter arm bolt) 164-166
- MIL operation 7

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Basic Operating Instructions

This section gives basic information on how to start and stop your engine as well as break-in guidelines.

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Safe Riding Precautions

Before riding your CRF for the first time, please review the *Important Safety Precautions* beginning on page 2 and the previous section, titled *Before Riding*.

For your safety, avoid starting or operating the engine in an enclosed area such as a garage. Your CRF's exhaust contains poisonous carbon monoxide gas which can collect rapidly in an enclosed area and cause illness or death.

⚠ WARNING

Running the engine of your vehicle while in an enclosed or even partially enclosed area can cause a rapid build-up of toxic carbon monoxide gas.

Breathing this colorless, odorless gas can quickly cause unconsciousness and lead to death.

Only run your vehicle's engine when it is located in a well ventilated area outdoors.

Always follow the proper starting procedure described below.

Your CRF can be kickstarted with the transmission in gear by pulling in the clutch lever before operating the kickstarter.

Fast Idle Knob

The fast idle knob has two functions:
- When pulled out, the fast idle knob assists in first-time start-up for cold weather starting.
- When pushed in, it acts like an idle adjustment screw. Refer to *Idle Speed Adjustment* on page 61.

Preparation

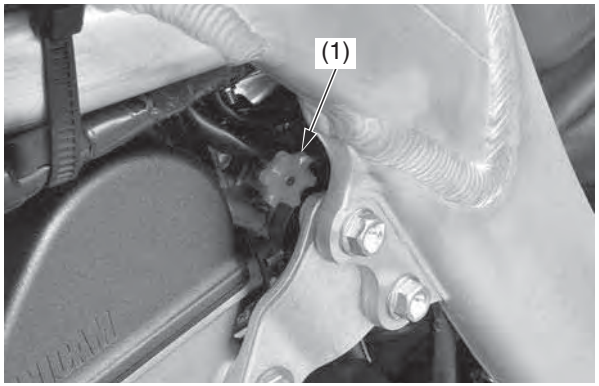
Make sure that the transmission is in neutral.

Starting Procedure

Always follow the proper starting procedure described as follows.

Check the engine oil, transmission oil and coolant levels before starting the engine (pages 50, 53, 54).

Cold Engine Starting
1. Shift the transmission into neutral.
2. If the temperature is 95°F (35°C) or below, pull the fast idle knob (1) fully out.



(1) fast idle knob

3. With the throttle closed, operate the kickstarter starting from the top of the kickstarter stroke, kick through to the bottom with a rapid, continuous motion.
4. About a minute after the engine starts, push the fast idle knob back all the way to fully OFF. If idling is unstable, open the throttle slightly.

Warm Engine Starting
1. Shift the transmission into neutral.
2. Kick-start the engine. (Do not open the throttle.)

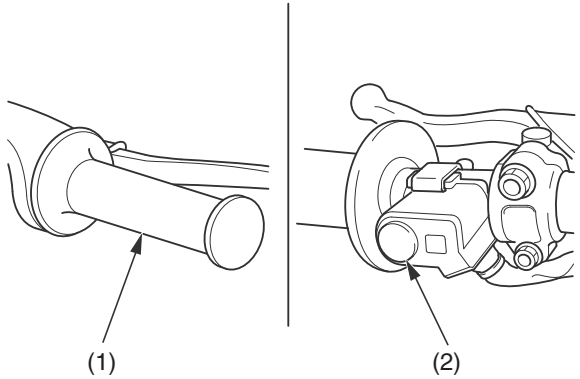
If Difficult to Start After Stalling
1. Shift the transmission into neutral.
2. With the throttle fully opened, repeat kickstarter operation approximately 10 times to discharge excessive fuel from the engine.
3. Kick-start the engine. (Do not open the throttle.)

Snapping the throttle or fast idling for more than about 5 minutes may cause exhaust pipe and muffler discolorations.

How to Stop the Engine

Normal Engine Stop

1. Shift the transmission into neutral.
2. Lightly open the throttle (1) two or three times, and then close it.
3. Push and hold the engine stop button (2) until the engine stops completely.



(1) throttle (2) engine stop button

Emergency Engine Stop

To stop the engine in an emergency, push and hold the engine stop button.

Help assure your CRF's future reliability and performance by paying extra attention to how you ride during the first operating day or 15 miles (25 km).
During this period, avoid full-throttle starts and rapid acceleration.

This same procedure should be followed each time when:

- piston is replaced
- piston rings are replaced
- cylinder is replaced
- crankshaft or crank bearings are replaced

The front suspension will feel stiff until after break-in (approximately 1 hour), this is normal.

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Keeping your CRF well maintained is absolutely essential to your safety. It's also a good way to protect your investment, get maximum performance, avoid breakdowns, and have more fun.

To help keep your CRF in good shape, this section includes a Maintenance Schedule for required servicing and step-by-step instructions for specific maintenance tasks. You'll also find important safety precautions, information on oils, and tips for keeping your CRF looking good.

An ECM system is used on this motorcycle; consequently, routine ignition timing adjustment is unnecessary. If you want to check the ignition timing, refer to an official Honda Service Manual (page 174).

An optional tool kit may be available. Check with your dealer's parts department.

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The Importance of Maintenance

Keeping your CRF well-maintained is absolutely essential to your safety. It's also a good way to get maximum performance during each moto. Careful pre-ride inspections and good maintenance are especially important because your CRF is designed to be ridden in off-road competition.

Remember, proper maintenance is your responsibility. Be sure to inspect your CRF before each ride and follow the Maintenance Schedule in this section.

⚠ WARNING

Improperly maintaining this motorcycle or failing to correct a problem before you ride can cause a crash in which you can be seriously hurt or killed.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

This section includes instructions on how to perform some important maintenance tasks. Some of the most important safety precautions follow. However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

⚠ WARNING

Failure to properly follow maintenance instructions and precautions can cause you to be seriously hurt or killed.

Always follow the procedures and precautions in this owner's manual.

Important Safety Precautions

- Make sure the engine is off before you begin any maintenance or repairs.
  This will help eliminate several potential hazards:

  Carbon monoxide poisoning from engine exhaust. Be sure there is adequate ventilation whenever you operate the engine.

  Burns from hot motorcycle parts. Let the engine and exhaust system cool before touching.

  Injury from moving parts. Do not run the engine unless instructed to do so.

- Read the instructions before you begin, and make sure you have the tools and skills required.

- To help prevent the motorcycle from falling over, park it on a firm, level surface, using an optional workstand or a maintenance stand to provide support.

- To reduce the possibility of a fire or explosion, be careful when working around gasoline. Use only a non-flammable (high flash point) solvent such as kerosene –not gasoline– to clean parts. Keep cigarettes, sparks, and flames away from all fuel-related parts.

Maintenance Schedule

To maintain the safety and reliability of your CRF, regular inspection and service is required as shown in the Maintenance Schedule that follows.

The Maintenance Schedule lists items that can be performed with basic mechanical skills and hand tools. Procedures for these items are provided in this manual.

The Maintenance Schedule also includes items that involve more extensive procedures and may require special training, tools, and equipment. Therefore, we recommend that you have your dealer perform these tasks unless you have advanced mechanical skills and the required tools. Procedures for items in this schedule are provided in an official Honda Service Manual available for purchase from your dealer (page 174).

Service intervals in the maintenance schedule are expressed in terms of races and riding hours. To avoid overlooking required service, we urge you to develop a convenient way to record the number of races and/or hours you ride.

If you do not feel capable of performing a given task or need assistance, remember that your Honda dealer knows your CRF best and is fully equipped to maintain and repair it. If you decide to do your own maintenance, use only Honda Genuine Parts or their equivalents for repair or replacement to ensure the best quality and reliability.

Perform the *pre-ride inspection* (page 13) at each scheduled maintenance period.

Summary of Maintenance Schedule Notes and Procedures:

Notes:

1. Clean after every moto for dusty riding condition.
2. Replace every 2 years. Replacement requires mechanical skill.
3. Replace after the first break-in ride.
4. Inspect after the first break-in ride.
5. Replace the transmission oil, if the clutch discs and plates are replaced.
6. Replace every year.

Maintenance Procedures:

I : inspect and clean, adjust, lubricate or replace if necessary
C : clean
A : adjust
L : lubricate
R : replace

Perform the *Pre-ride Inspection* (page 13) at each scheduled maintenance period.
I: Inspect and Clean, Adjust, Lubricate or Replace if necessary. C: Clean. A: Adjust. L: Lubricate. R: Replace.

ITEMS \ FREQUENCY	NOTE	Each race or about 2.5 hours	Every 3 races or about 7.5 hours	Every 6 races or about 15.0 hours	Every 9 races or about 22.5 hours	Every 12 races or about 30.0 hours	Ref. Page
FUEL LINE	(NOTE 6)	I				R	40
FUEL PUMP FILTER	(NOTE 6)					R	44
THROTTLE OPERATION		I					60
AIR FILTER	(NOTE 1)	C					56
CRANKCASE BREATHER		I					58
SPARK PLUG		I					67
VALVE CLEARANCE	(NOTE 4)			I			68 – 76
ENGINE OIL	(NOTE 3)	I		R			49
ENGINE OIL FILTER	(NOTE 3)			R			50
ENGINE IDLE SPEED		I					61
PISTON AND PISTON RINGS				R			77
PISTON PIN				R			80
TRANSMISSION OIL	(NOTE 5)	I		R			52
RADIATOR COOLANT	(NOTE 2)	I					54
COOLING SYSTEM		I					55
DRIVE CHAIN		I, L	R				118
DRIVE CHAIN SLIDER		I					118
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DRIVE SPROCKET		I					120
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BRAKE PADS WEAR		I					114
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STEERING HEAD BEARINGS					I		128

WE RECOMMEND THESE ITEMS BE SERVICED BY REFERRING TO AN OFFICIAL HONDA SERVICE MANUAL.
This maintenance schedule is based upon average riding condition. Machine subjected to severe use require more frequent servicing.

NOTE: 1. Clean after every moto for dusty riding condition.
2. Replace every 2 years. Replacement requires mechanical skill.
3. Replace after the first break-in ride.
4. Inspect after the first break-in ride.
5. Replace the transmission oil, if the clutch discs and plates are replaced.
6. Replace every year.

General Competition Maintenance

Perform maintenance on firm, level ground using an optional workstand, or equivalent support.

When tightening bolts, nuts or screws, start with the larger diameter or inner fasteners, and tighten them to the specified torque using a crisscross pattern.

Use Honda Genuine Parts or their equivalents when servicing your CRF.

Clean parts in non-flammable (high flash point) cleaning solvent (such as kerosene) when disassembling. Lubricate any sliding surfaces, O-rings, and seals before reassembling. Grease parts by coating or filling where specified.

After any engine disassembly, always install new gaskets, O-rings, cotter pins, piston pin clips, snap rings, etc. when reassembling. After reassembly, check all parts for proper installation and operation.

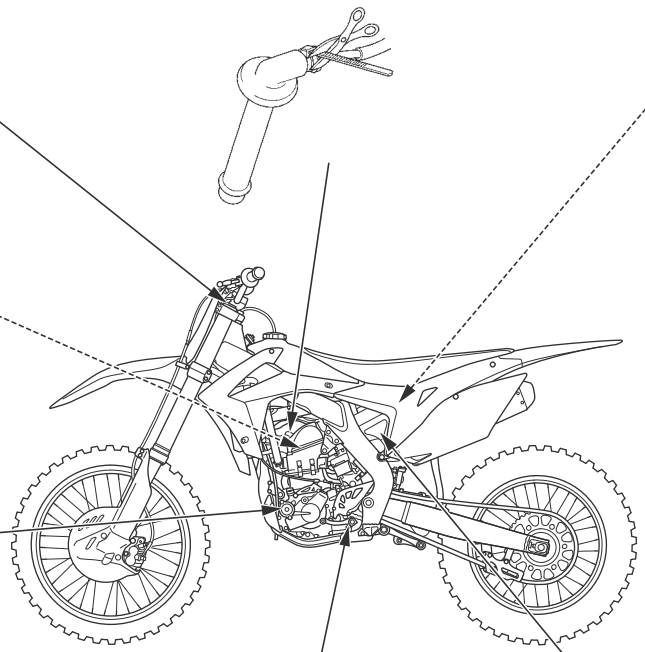
All Pre-ride Inspection Items
Refer to *Pre-ride Inspection* on page 13.

Left Fork Air Pressure
Set the left fork air pressure within the specified range (page 136).

Spark Plug
Some non-resistor plugs may cause ignition problems. Refer to the recommendations elsewhere in this manual for specific types so you will be sure to use the proper reach and heat range. Replace periodically as specified in the Maintenance Schedule (page 25).

Engine Oil and Filter
Drain and replace engine oil often to ensure the greatest service life of the piston, cylinder and crankshaft.
Also replace engine oil filter often to ensure the greatest service life. Frequent changes will also assure consistent performance of power and response (page 50).

Spark Plug Cap
Install a small plastic tie-wrap around the spark plug cap to reduce any possibility of it loosening or of water penetration.



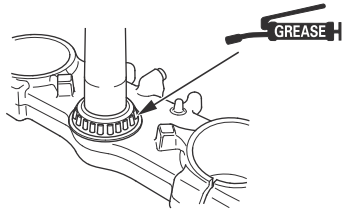
Transmission Oil
Drain and replace transmission oil often to ensure the greatest service life of the transmission and clutch. Frequent changes will also assure consistent performance of both shifting and clutch action (page 53).

Air Cleaner
Clean and oil your air cleaner regularly because the volume of air able to pass through it has a great effect on performance. Both engine performance and long term durability may be affected by an air cleaner that has deteriorated and allows dirt to pass. Inspect the air cleaner closely each time it's serviced for evidence of small tears or seam separation. Keep a spare air cleaner oiled and ready to install, sealed in a plastic bag. Riding in dusty conditions may require servicing the air cleaner or replacing it with a pre-serviced air cleaner between motos. Be careful not to over oil the air cleaner. While it is important to oil the air cleaner thoroughly, over oiling will cause an overall rich running condition, probably more noticeable off idle and in low rpm performance. Follow the servicing instructions in the Maintenance section. Use Pro Honda Foam Filter Oil or an equivalent. Be sure to grease the air cleaner flange where it contacts the air cleaner housing. Pro Honda White Lithium Grease, or an equivalent, is handy for this because any dirt that penetrates this sealing area will show up clearly (page 56).
Use the Honda Genuine air cleaner or an equivalent air cleaner specified for your model.
Using the wrong Honda air cleaner or a non-Honda air cleaner which is not of equivalent quality may cause premature engine wear or performance problems.

Air Cleaner Housing Sealing
Remove and reseal the air cleaner connecting tube where it connects to the air cleaner housing with Pro Honda Handgrip Cement or an equivalent if there is any doubt to its sealing integrity. Inspect the air cleaner and air intake tract regularly for signs of deterioration or dirt penetration.

General Competition Maintenance

Steering Head Bearings
Periodically clean, inspect and regrease the steering head bearings — especially if wet, muddy or extremely dusty courses are encountered often.
Use urea based multi-purpose grease designed for high temperature, high pressure performance (example: EXCELITE EP2 manufactured by KYODO YUSHI, Japan).

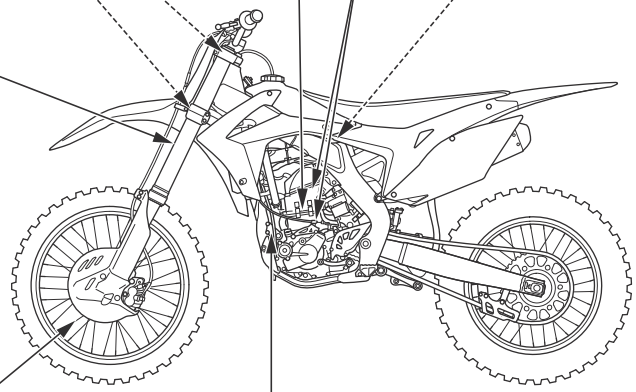


Gaskets
Always use new gaskets when reassembling components.

Cylinder head/Cylinder
Put a little grease on the dowel pins of the cylinder head and cylinder to prevent corrosion from dissimilar metals. The tolerances are quite tight, so it's important to keep these dowels absolutely clean (pages 77, 79).

Fuel Line
Refer to *Fuel Line Inspection* on page 40.
Check the fuel line for deterioration, damage, or leakage. Replace the fuel line every year.

Fork Oil/Performance
Disassemble, clean and inspect the fork and replace the oil regularly. Contamination due to the tiny metal particles produced from the normal action of the fork, as well as normal oil breakdown, will deteriorate the performance of the suspension. Refer to an official Honda Service Manual (page 174). Use only HP Fork Oil, SS-19 or an equivalent which contains special additives to assure maximum performance of your CRF's front suspension.



Frame
Because your CRF is a high-performance machine, the frame should not be overlooked as part of your overall competition maintenance program. Periodically inspect the frame closely for possible cracking or other damage. It makes good racing sense.

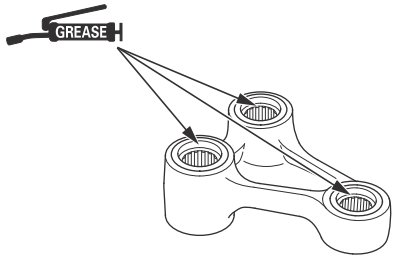
Electrical Connectors
Clean electrical connectors and wrap them with electrical tape to reduce the possibility of unwanted disconnections, water shorts or corrosion. Additional corrosion protection is offered by using Pro Honda Dielectric Grease on all electrical connections.

Spokes
Check spoke tension frequently between the first few rides. As the spokes, spoke nuts and rim contact points seat-in, the spokes may need to be retightened. Once past this initial seating-in period, the spokes should hold their tension. Still, be sure your race maintenance program includes checking spoke tension and overall wheel condition on a regular basis (page 115).

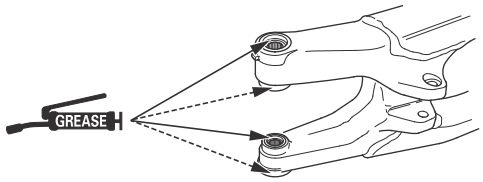
Nuts, Bolts, Etc
Application of a thread locking agent to essential fasteners offers added assurance and security. Remove the nuts, clean the threads of both the nuts and bolts, apply Pro Honda Hondalock or an equivalent and tighten to the specified torque.

Engine Mounting Bolts and Nuts
Make sure the engine mounting bolts and nuts are tightened to the proper torque specification. For added peace of mind, remove the nuts, clean the threads, and apply Pro Honda Hondalock or an equivalent prior to torquing the nuts.

Suspension Linkage Lubrication
Disassemble, clean, inspect and lubricate all suspension linkage pivot bearings with molybdenum disulfide grease (containing more than 3% molybdenum disulfide additive) after each 7.5 hours of running time in order to maintain proper suspension performance and minimize component wear.



Swingarm Pivot Lubrication
Clean, inspect and lubricate the swingarm and suspension linkage pivots with molybdenum disulfide grease (containing more than 3% molybdenum disulfide additive) after each 7.5 hours of running time in order to maintain proper suspension performance and minimize component wear. Be sure all of the dust seals are in good condition.

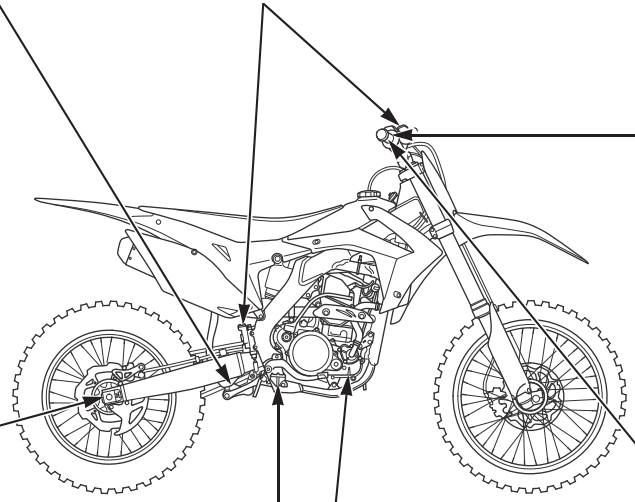


Swingarm
Do not attempt to weld or otherwise repair a damaged swingarm. Welding will weaken the swingarm.

Footpegs
Worn footpeg teeth can be repaired by filing the grooves between the teeth with a triangular shaped file.
Be aware that filing them too sharp will reduce boot sole lifespan. Sharpen only the points of the teeth. Filing the grooves deeper will weaken the footpegs. Be sure the pegs are free to pivot freely and that the pivot pin retaining cotter pins are in good condition.



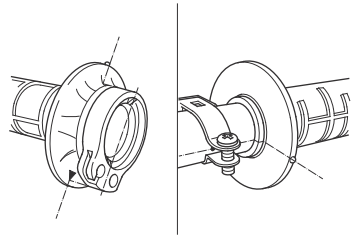
Brake Fluid Replacement
Refer to *Brake Pad Wear* on page 114.
Brake Caliper Inspection: Be sure both the front and rear calipers are able to move freely on the caliper pin and caliper bracket pins. Check pad thickness periodically and replace the pads when minimum thickness is reached. If the brakes fade when they are hot, inspect the pads for glazing or damage, and replace if necessary.
Brake Fluid Replacement: Refer to an official Honda Service Manual (page 174) for brake fluid replacement instructions. Replace the brake fluid in the brake system every 2 years. Replace the fluid more frequently if you subject your brakes to severe use. Heavy braking heats the brake fluid and it may deteriorate sooner than expected. Any type of riding, that requires frequent use of the brakes, such as in tight woods, can shorten the service life of brake fluid.



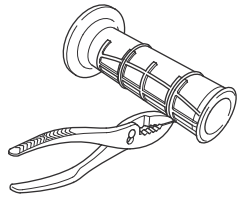
Bleed Hole
After every race, check the bleed hole below the water pump cover for leakage. Clean away any clogged dirt or sand, if necessary. Check the bleed hole of the water pump for signs of seal leakage. If water leaks through the bleed hole, replace the mechanical seal. If oil leaks through the bleed hole, replace the oil seal. Make sure that there is no continuous coolant leakage from the bleed hole while operating the engine. A small amount of coolant weeping from the bleed hole is normal. See an official Honda Service Manual or consult your dealer for replacing the mechanical seal or oil seal. Both seals should be replaced at the same time.

Handgrips
Always use Pro Honda Handgrip Cement or an equivalent when replacing handgrips.
Refer to an official Honda Service Manual (page 174) for installation instructions.

Throttle Grip
Right throttle grip: Align the index mark on the throttle grip with the index mark of the throttle pipe.
Left handlebar grip: Align the index mark on the left handlebar grip with the paint mark on the handlebar.



For added security, you may choose to bind the handgrips to the handlebar and throttle pipe with safety wires to prevent the possibility of them loosening. Position the twisted wire ends away from your palms and be sure to bend the wire ends well into the handgrip rubber so they will not snag your glove.

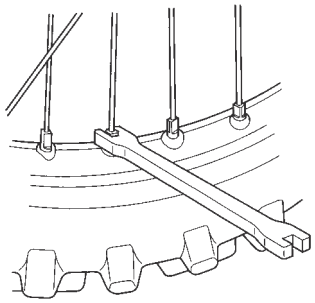


Throttle Control
Remove the throttle control every few rides, clean the inside of the throttle pipe and handlebar thoroughly. Inspect the cable carefully for kinks or other damage that may restrict throttle control in anyway. Move the handlebar from lock to lock to be sure there is no cable interference. Make certain the throttle operation is perfect after servicing and inspecting.

Between Motos & Practice Maintenance

After practice or between motos you have a chance to make additional checks and adjustments.

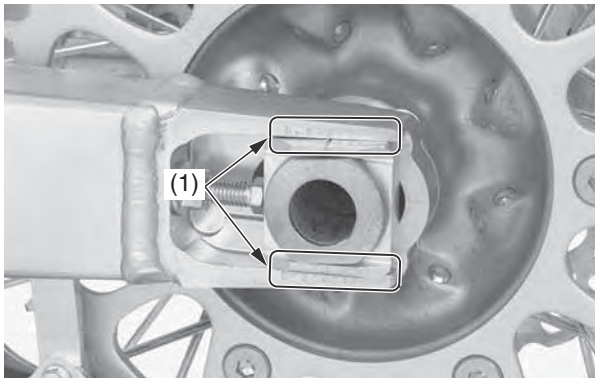
- Clean accumulated dirt from under the fenders and off the wheels, suspension components, handgrips, controls, and footpegs. A stiff, nylon parts cleaning brush works well.
- Check tire air pressure.
- Check spoke tension, and make sure the rim locks are secure.



- Check to make sure the sprocket bolts and nuts are secure.
- Clean the sides of the drive chain with a stiff, nylon parts-cleaning brush. Lubricate and adjust the chain as necessary.

Do not perform maintenance while engine is running. Injury to your fingers or hands may result.

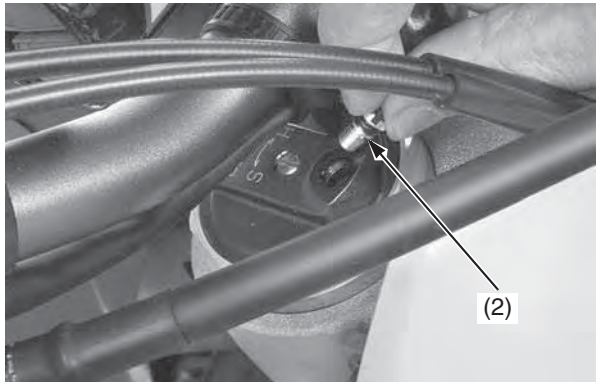
- After adjustment, check that the chain adjuster index marks (1) are in the same position on each side. This will ensure that the rear wheel is in proper alignment and allow maximum performance from the rear disc brake. Maintaining proper wheel alignment will also extend brake pad wear.



(1) chain adjuster index marks

- Suspend the front wheel above the ground and use the pressure release screw (2) on the right fork to release the built-up pressure (in excess of normal atmospheric pressure: 0 psi (0 kPa, 0 kgf/cm^2)) in the right fork. This pressure is caused by normal fork action while riding. (If you are riding at altitude, remember that fork pressure of 0 at sea level will increase as elevation increases.)

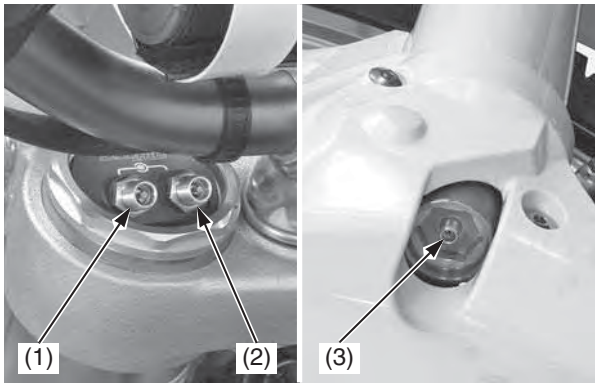
Right fork:



(2) pressure release screw

- Suspend the front wheel above the ground and adjust the left fork air pressures.
  For details on left fork air pressures adjustment, refer to page 136.

Left fork:



(1) inner chamber air valve
(2) outer chamber air valve
(3) balance chamber air valve

When adjusting the left fork air pressure, adjust the inner chamber air pressure first, then outer chamber air pressure, and finally balance chamber air pressure.
When releasing the balance chamber air pressure, a small amount of fork oil spraying from the balance chamber air valve is normal. This will not affect the fork performance.

- Air fork pump 07AMJ-KRNA100 (USA only)
- Air fork pump adapter 07AMJ-KRNA110 (USA only)

Left Fork Recommended Setting

psi (kPa, kgf/cm²)

	Inner chamber	Outer chamber	Balance chamber
Soft	149 (1,025, 10.5)	10 (70, 0.7)	149 (1,025, 10.5)
Standard	156 (1,075, 11.0)	12 (80, 0.8)	156 (1,075, 11.0)
Medium - stiff	163 (1,125, 11.5)	13 (90, 0.9)	163 (1,125, 11.5)
Stiff	170 (1,175, 12.0)	15 (100, 1.0)	170 (1,175, 12.0)

When adjusting the left fork air pressures to the recommended air pressures adjust the rebound and compression damping adjuster to the standard settings.

Left Fork Air Pressure

psi (kPa, kgf/cm²)

	Inner chamber	Outer chamber	Balance chamber
Minimum	141 (975, 9.9)	9 (60, 0.6)	131 (900, 9.2)
Maximum	170 (1,175, 12.0)	15 (100, 1.0)	189 (1,300, 13.3)

Do not adjust the left fork air pressure to less than the minimum calculated value or more than the maximum calculated value.

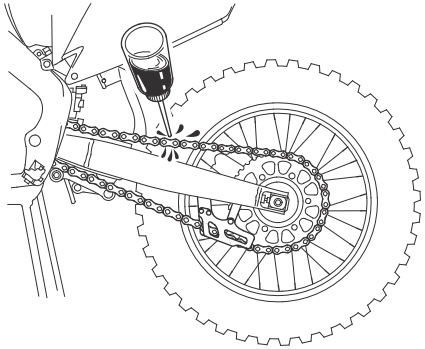
After Competition Maintenance

It is important to the long term performance of your CRF to practice a consistent maintenance program. Right after the event is a good time to begin your next maintenance cycle.

After Race Lubrication
Apply a light coating of rust-inhibiting oil to the drive sprocket and any steel portions of the chassis or engine where the paint has worn away. This will prevent rusting of the exposed metal. Apply rust-inhibiting oil more heavily if the event was particularly wet or muddy. Take care to avoid spraying any oil near the brake pads or the brake discs.

Take care to prevent catching your fingers between the chain and sprocket.

Remove the drive chain, clean and lubricate it (pages 119, 120). Be sure the chain is wiped clean and is dry before lubricating the chain.



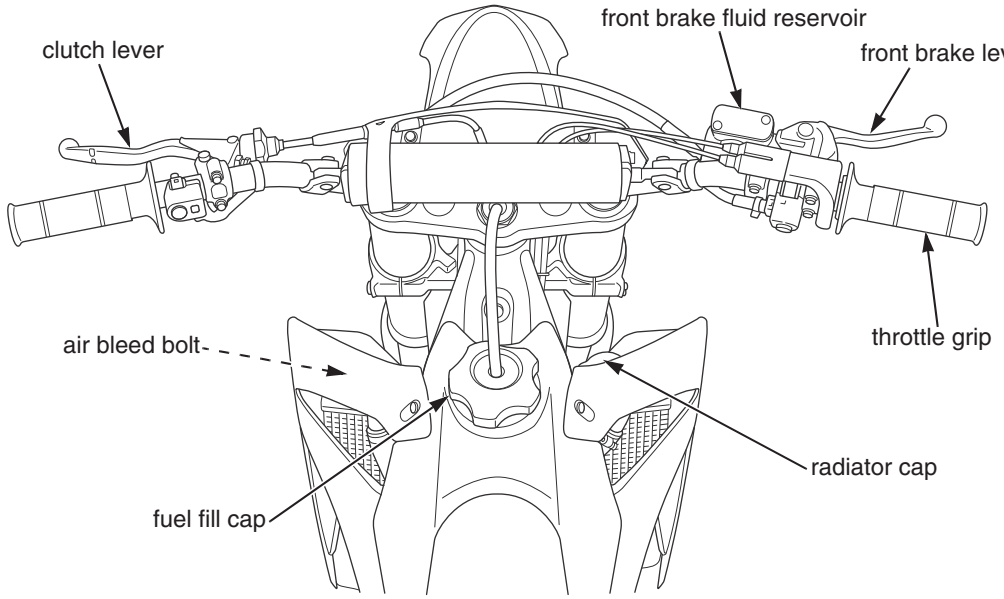
Routine Cleaning
If your CRF is only slightly dirty, it is best to clean it by hand with the aid of a stiff bristled nylon brush and some clean rags.

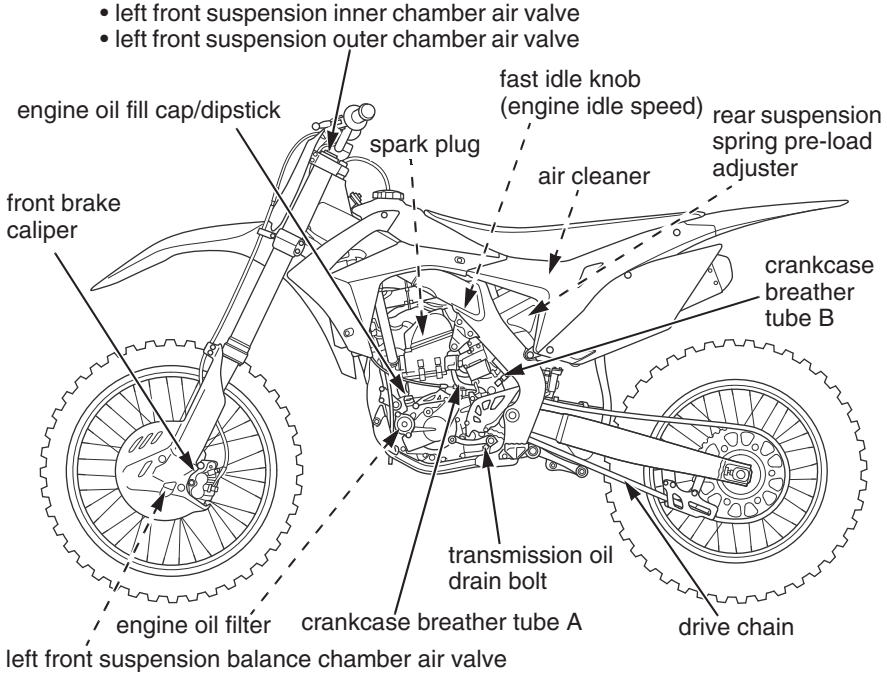
Take care to prevent catching your fingers between the chain and sprocket.

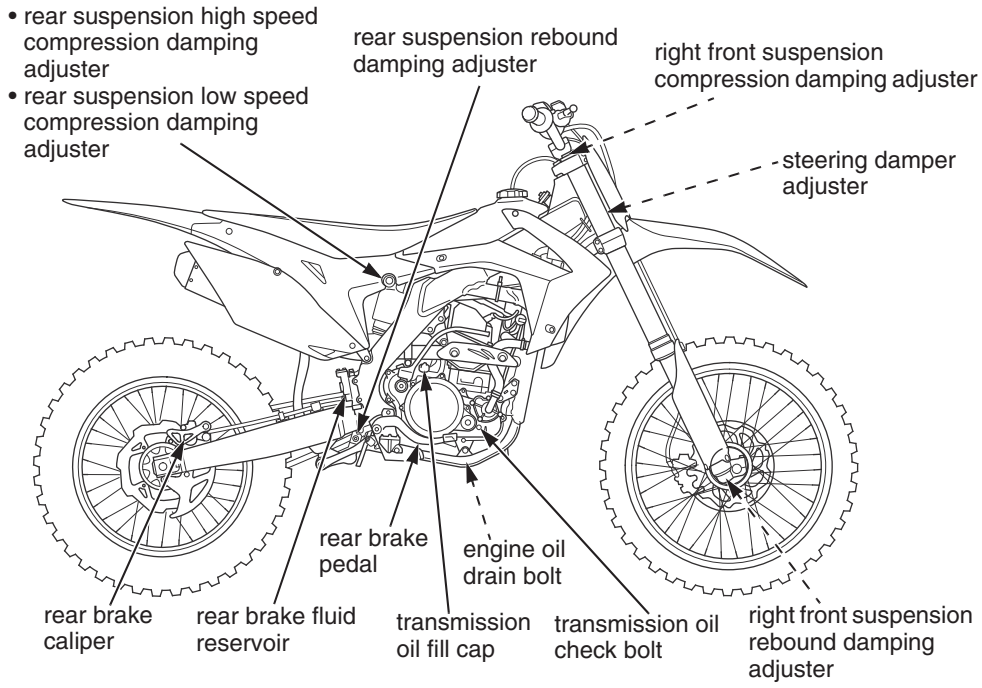
A variety of reasonably priced cleaning brushes are available from variety, drug, food, and hardware stores. Some of these brushes are extremely useful in removing dirt from the many tight contours of the metal pieces of your CRF. Avoid using stiff, abrasive brushes on the plastic or rubber parts.

If your CRF was exposed to sea air or salt water, rinse it as soon as possible after the event, dry it, and apply a spray lubricant to all metal parts.

If you decide to wash your CRF or use cleaners, refer to *Appearance Care* (page 130).


clutch lever
front brake fluid reservoir
front brake lever
throttle grip
air bleed bolt
radiator cap
fuel fill cap


• left front suspension inner chamber air valve
• left front suspension outer chamber air valve
engine oil fill cap/dipstick
fast idle knob (engine idle speed)
spark plug
air cleaner
rear suspension spring pre-load adjuster
front brake caliper
crankcase breather tube B
transmission oil drain bolt
engine oil filter
crankcase breather tube A
drive chain
left front suspension balance chamber air valve

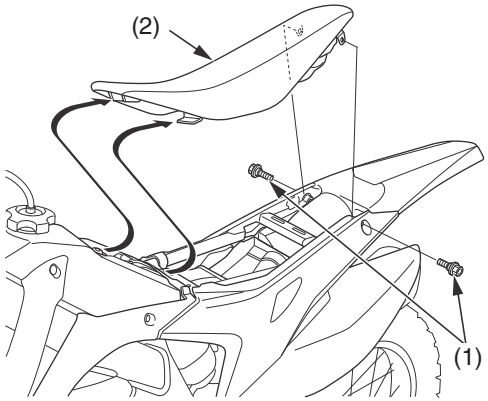

• rear suspension high speed compression damping adjuster
• rear suspension low speed compression damping adjuster
rear suspension rebound damping adjuster
right front suspension compression damping adjuster
steering damper adjuster
rear brake pedal
engine oil drain bolt
rear brake caliper
rear brake fluid reservoir
transmission oil fill cap
transmission oil check bolt
right front suspension rebound damping adjuster

Seat

Refer to *Important Safety Precautions* on page 23.

Removal

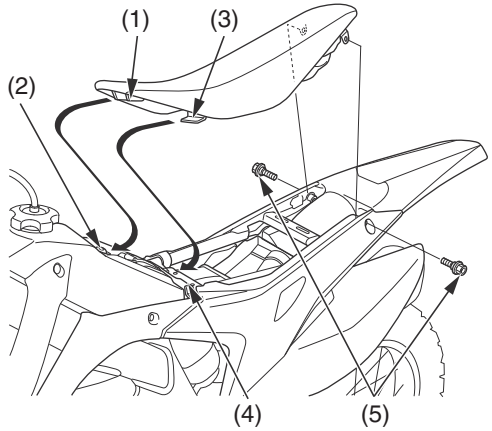
1. Remove the seat mounting bolts (1).
2. Remove the seat (2) by sliding it backward.



(1) seat mounting bolts (2) seat

Installation

1. Install the seat while aligning the seat front slit (1) with the front seat bracket (2) and seat prong (3) with the seat stopper plate (4).
2. Install and tighten the seat mounting bolts (5) to the specified torque:
   19 lbf·ft (26 N·m, 2.7 kgf·m)

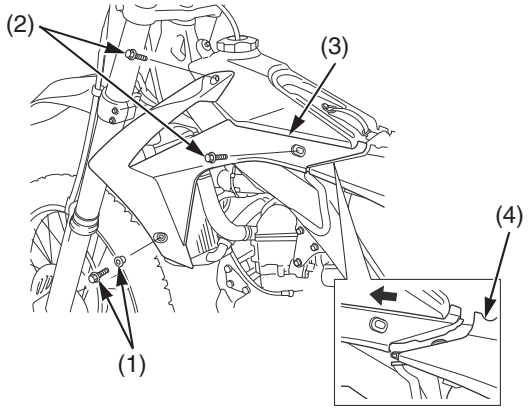


(1) seat front slit
(2) front seat bracket
(3) seat prong
(4) seat stopper plate
(5) seat mounting bolts

Refer to *Important Safety Precautions* on page 23.

Removal

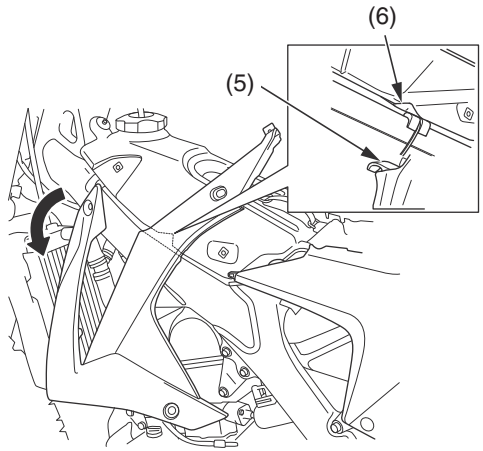
1. Remove the seat (page 34).
2. Remove the shroud A bolts and collars (1).
3. Remove the shroud B bolts (2).
4. Slide the shrouds (3) toward the front to separate them from the air cleaner housing covers (4).



(1) shroud A bolts and collars
(2) shroud B bolts
(3) shrouds
(4) air cleaner housing covers

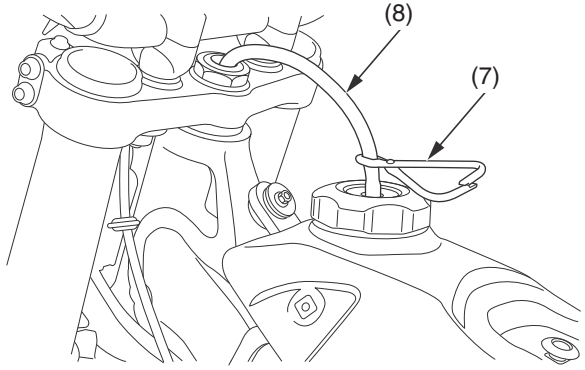
5. Slide the shrouds toward the rear until their hooks (5) are aligned with the recesses (6) of the fuel tank.
6. Turn the shrouds as shown in the figure, and then remove them.

The right and left shrouds can be removed in the same manner.



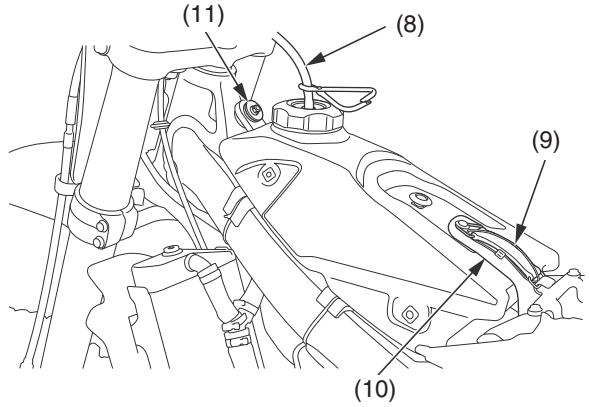
(5) hooks (6) recesses

7. Install a hose clamp (7) to the breather tube (8) and shut the hose clamp securely.



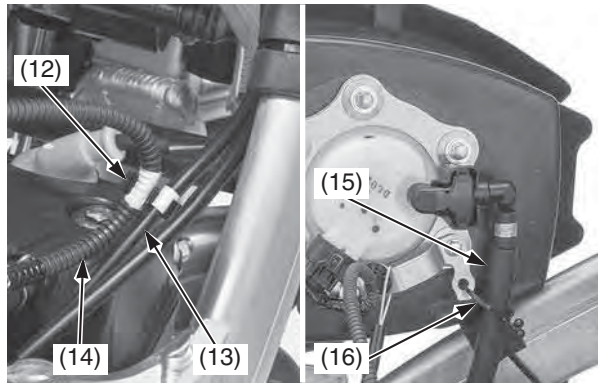
(7) hose clamp (8) breather tube

8. Pull the breather tube (8) out of steering stem nut.
9. Unhook the fuel tank band (9) and air cleaner rubber (10).
10. Remove the fuel tank bolt and collar (11).



(8) breather tube
(9) fuel tank band
(10) air cleaner rubber
(11) fuel tank bolt and collar

11. Remove the clamp A (12) from the throttle cable (13) and fuel pump wire (14).
12. Unhook the fuel feed hose (15) from the clamp B (16).



(12) clamp A
(13) throttle cable
(14) fuel pump wire
(15) fuel feed hose
(16) clamp B

(cont'd)

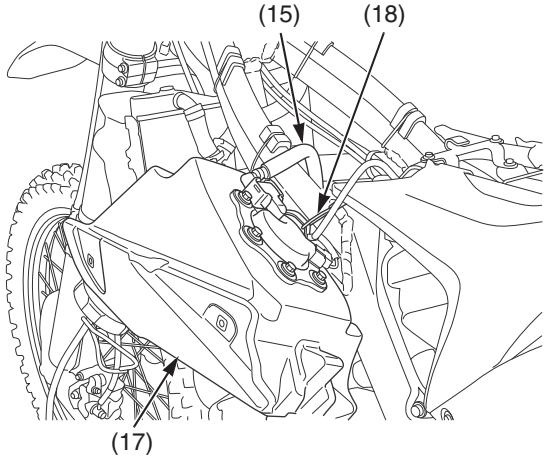
13. Pull the fuel tank (17) out of the frame and hang it to the left of the frame.
    Check the fuel tank stopper cable (18) for deterioration, kinks or other damage.

Do not support the fuel tank by the fuel feed hose (15).

⚠ WARNING

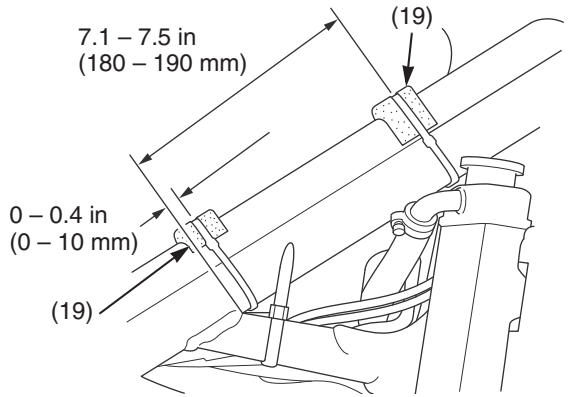
Gasoline is highly flammable and explosive.You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.



(15) fuel feed hose
(17) fuel tank
(18) fuel tank stopper cable

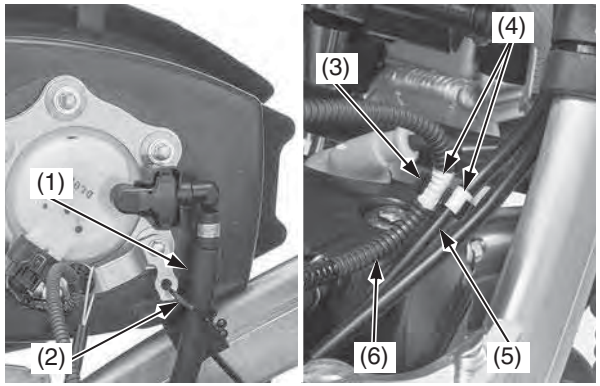
14. Check for interference between the frame and tank and adjust the cushion rubbers (19) if necessary.



(19) cushion rubbers

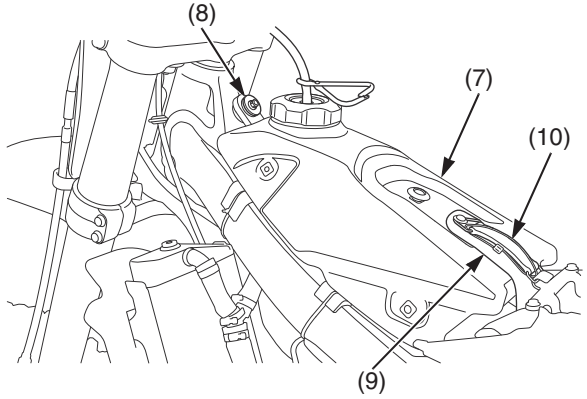
Installation

1. Install the fuel feed hose (1) to the clamp B (2).
2. Attach the clamp A (3) to the white tape (4) on the throttle cable (5) and fuel pump wire (6).



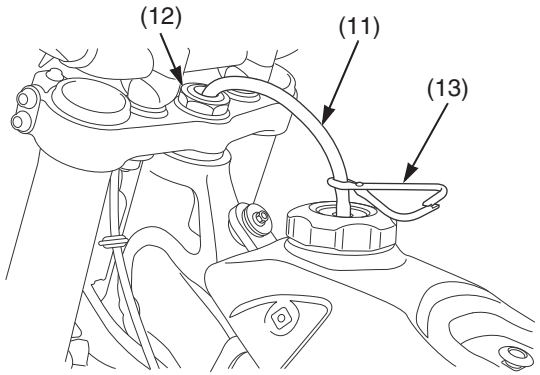
(1) fuel feed hose
(2) clamp B
(3) clamp A
(4) white tape
(5) throttle cable
(6) fuel pump wire

3. Install the fuel tank (7) on the frame.
4. Install the collar and fuel tank bolt (8).
5. Hook the air cleaner rubber (9) and the fuel tank band (10).



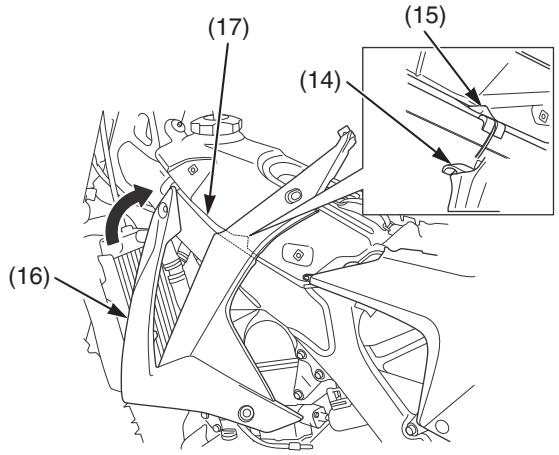
(7) fuel tank
(8) collar and fuel tank bolt
(9) air cleaner rubber
(10) fuel tank band

6. Put the breather tube (11) in the steering stem nut (12).
7. Remove the hose clamp (13) from the breather tube.



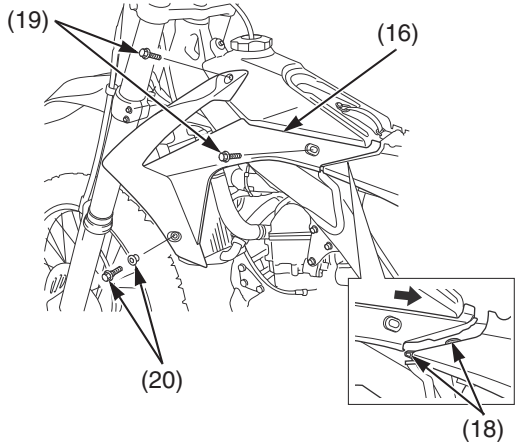
(11) breather tube
(12) steering stem nut
(13) hose clamp

8. Align the shroud hooks (14) with the recesses (15) of the fuel tank.
9. Turn the shrouds (16) and hook them onto the frame (17).



(14) shroud hooks
(15) recesses
(16) shrouds
(17) frame

10. Slide the shrouds (16) toward the rear so that the shrouds and the tabs (18) on the air cleaner housing covers are aligned.
11. Install the shroud B bolts (19), collars and shroud A bolts (20).
    Tighten the shroud B bolts to the specified torque:
    3.8 lbf·ft (5.2 N·m, 0.5 kgf·m)



(16) shrouds
(18) air cleaner housing cover tabs
(19) shroud B bolts
(20) collars and shroud A bolts

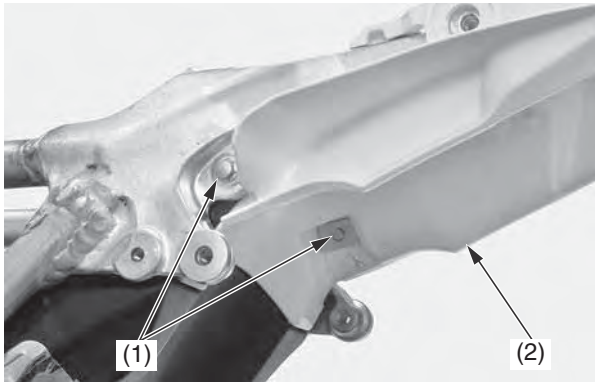
12. Install the seat (page 34).

Subframe

Refer to *Important Safety Precautions* on page 23.

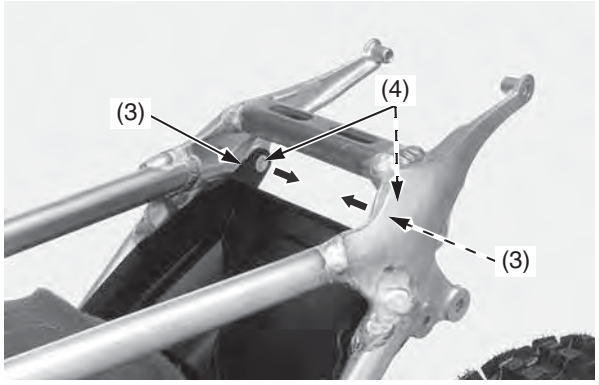
Removal

1. Remove the seat (page 34).
2. Remove the right and left mufflers (page 121).
3. Remove the rear fender mounting bolts, nuts (1) and rear fender (2) backward.



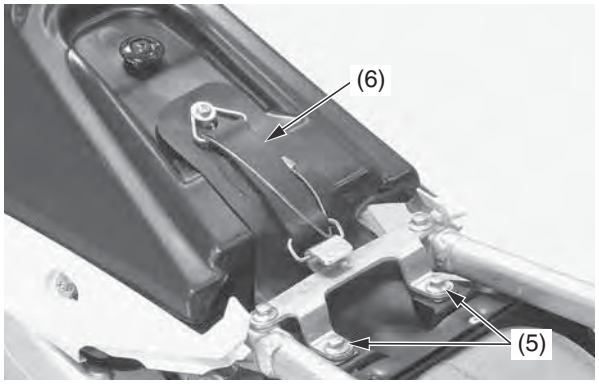
(1) rear fender mounting bolts and nuts
(2) rear fender

4. Remove the air cleaner case (3) from the bosses (4) of the subframe.



(3) air cleaner case (4) subframe bosses

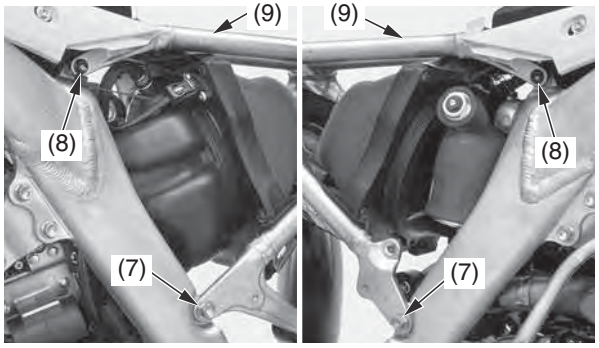
5. Remove the air cleaner mounting bolts (5) and unhook the fuel tank band (6).



(5) air cleaner mounting bolts
(6) fuel tank band

6. Remove the subframe lower bolts (7) and subframe upper bolts (8).
   Remove the subframe (9).

Left side: Right side:

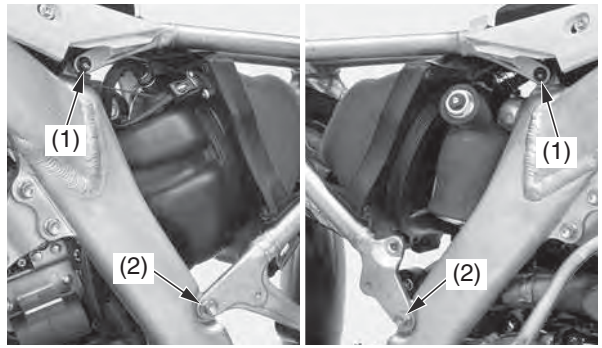


(7) subframe lower bolts
(8) subframe upper bolts
(9) subframe

Installation

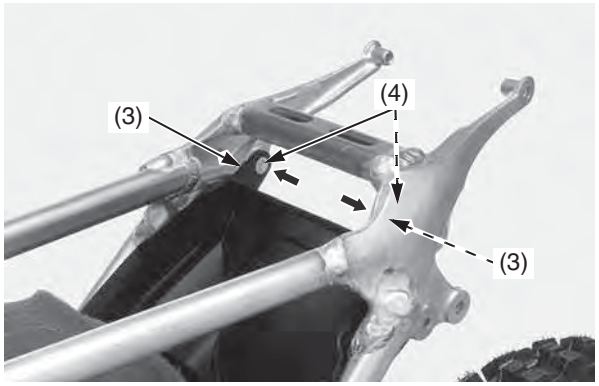
1. Loosely attach the upper and lower ends of the subframe to the main frame and loosely install all subframe bolts.
2. Tighten the subframe upper bolts (1) and subframe lower bolts (2) to the specified torque:
   subframe upper bolts:
   24 lbf·ft (32 N·m, 3.3 kgf·m)
   subframe lower bolts:
   36 lbf·ft (49 N·m, 5.0 kgf·m)

Left side: Right side:



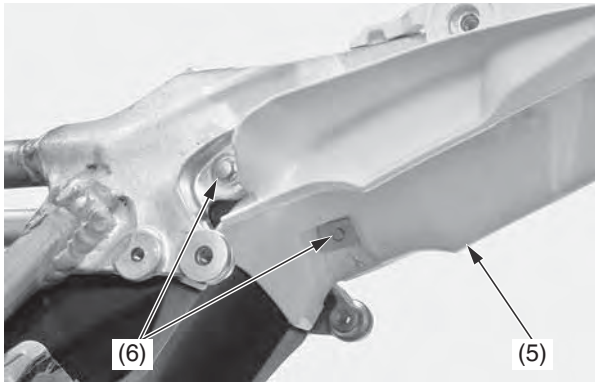
(1) subframe upper bolts
(2) subframe lower bolts

3. Install the air cleaner case (3) to the bosses (4) of the subframe.



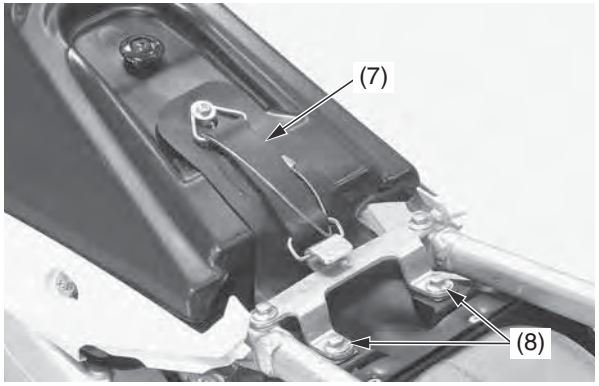
(3) air cleaner case (4) subframe bosses

4. Install the rear fender (5) and align the hole in the rear fender with the hole in the subframe, and then install the rear fender mounting bolts and nuts (6).



(5) rear fender
(6) rear fender mounting bolts and nuts

5. Hook the fuel tank band (7).
6. Install the air cleaner mounting bolts (8).



(7) fuel tank band
(8) air cleaner mounting bolts

7. Install the left and right mufflers (page 122).
8. Install the seat (page 34).

Fuel System

Refer to *Important Safety Precautions* on page 23.

Fuel

Type	Unleaded
Pump Octane Number	91 (or higher)

Use only unleaded fuel in your CRF. If you ride your CRF in a country where leaded fuel might be available, take precautions to use only unleaded fuel.

Your engine is designed to use any unleaded gasoline that has a pump octane number of 91 or higher. Gasoline pumps at service stations normally display the pump octane number. For information on the use of oxygenated fuels, see page 167.

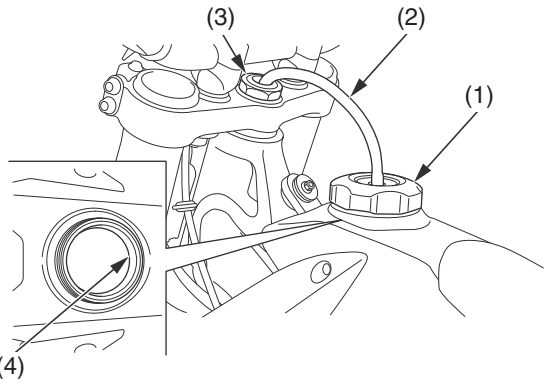
Use of lower octane gasoline can cause persistent "pinging" or "spark knock" (a louder rapping noise) which, if severe, can lead to engine damage. (Light pinging experienced while operating under a heavy load, such as climbing a hill, is no cause for concern.)

If pinging or spark knock occurs at a steady engine speed under normal load, change brands of gasoline. If pinging or spark knock persists, consult your dealer.

Never use stale or contaminated gasoline. Avoid getting dirt, dust or water in the fuel tank.

Refueling Procedure

1. To open the fuel fill cap (1), pull the breather tube (2) out of the steering stem nut (3). Turn the fuel fill cap counterclockwise and remove it.



(1) fuel fill cap
(2) breather tube
(3) steering stem nut
(4) filler neck bottom

2. Add fuel until the level reaches the bottom of the filler neck (4).
   Fuel Tank Capacity: 1.66 US gal (6.3 ℓ)

- Be careful not to damage the fuel pump while filling the fuel tank.
- Avoid overfilling the tank. There should be no fuel in the filler neck.

⚠ WARNING

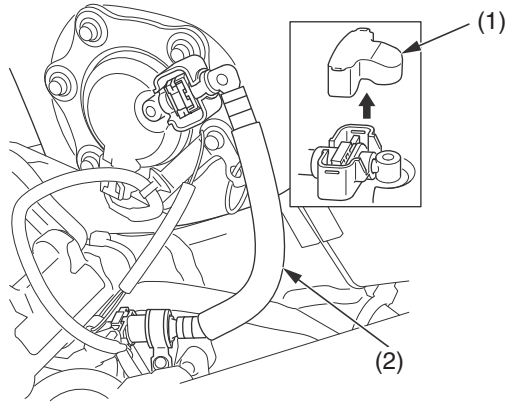
Gasoline is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

3. Close the fuel fill cap and insert the breather tube in the steering stem nut.

Fuel Line Inspection

1. Hang the fuel tank to the left side of the frame (page 35).
2. Remove the fuel quick connect fitting cover (1).
3. Check the fuel line (2) for cracks, deterioration, damage or leakage. Replace the fuel line, if necessary.

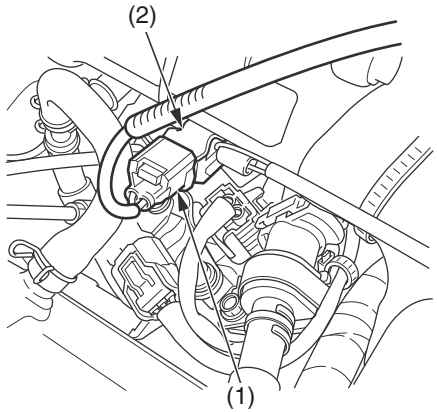


(1) fuel quick connect fitting cover
(2) fuel line

4. Install the fuel quick connect fitting cover.
5. Install the fuel tank (page 36).

Fuel Pressure Relieving

1. Hang the fuel tank to the left side of the frame (page 35).
2. Release the fuel pump connector A (1) from the stay (2) and disconnect it.



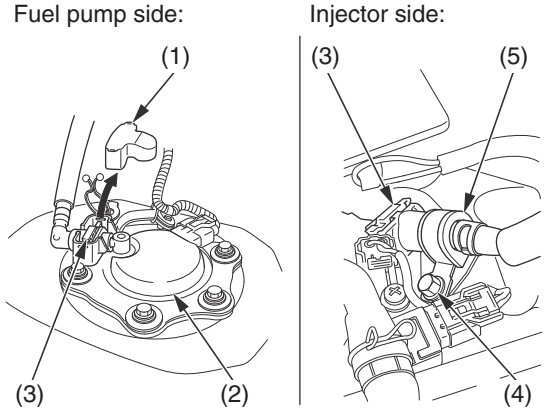
(1) fuel pump connector A (2) stay

3. Reposition the fuel tank and start the engine and let it idle until the engine stalls.

Fuel Line Replacement

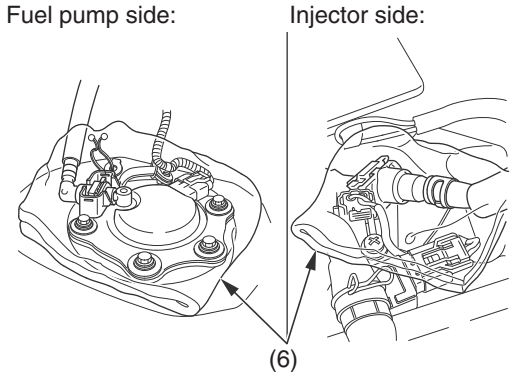
Disconnection

1. Relieve the fuel pressure (this page).
2. Hang the fuel tank to the left side of the frame.
3. Remove the fuel quick connect fitting cover (1) from the fuel pump (2).
4. Check the fuel quick connect fitting (3) for dirt, and clean if necessary.
5. Remove the bolt (4), clamp and setting rubber (5).



(1) fuel quick connect fitting cover
(2) fuel pump
(3) fuel quick connect fitting
(4) bolt
(5) clamp and setting rubber

6. Place a shop towel (6) over the fuel quick connect fitting.



(6) shop towel

(cont'd)

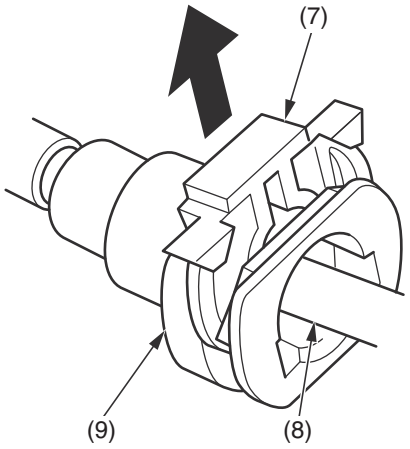
7. Unlock the slide retainer (7) of the quick connect fitting by completely pulling it up. Release the fuel quick connect fitting from the fuel joint (8) while holding the connector housing (9).

   - Use a shop towel to absorb the remaining fuel in the fuel feed hose.
   - Be careful not to damage the hose or other parts.
   - Do not use tools.
   - Dirt intruding into the connector housing may cause slide retainer sticking.

⚠ WARNING

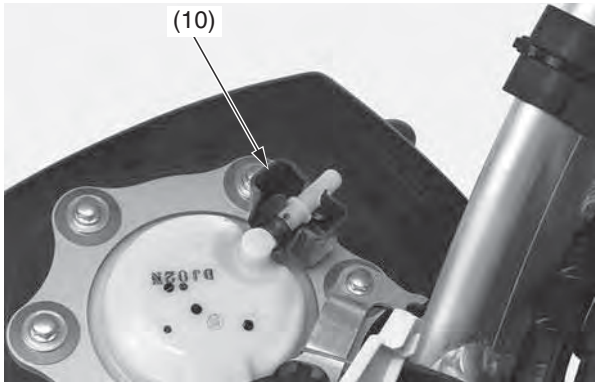
Gasoline is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.



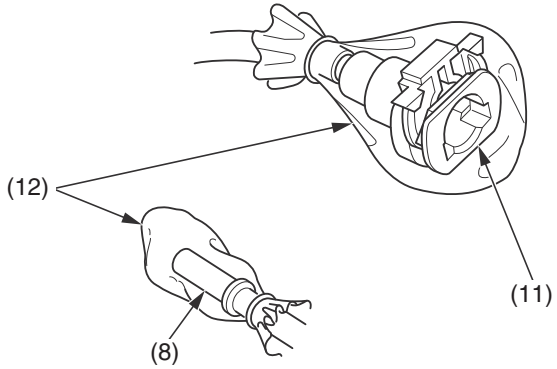
(7) slide retainer
(8) fuel joint
(9) connector housing

8. Remove the rubber cover (10) from the fuel joint of the fuel pump.



(10) rubber cover

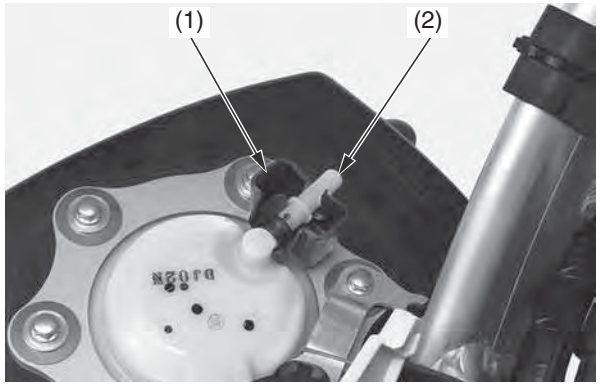
9. To prevent damage and keep foreign matter out, cover the disconnected connectors (11) and fuel joints (8) with plastic bags (12).



(8) fuel joint
(11) disconnected connectors
(12) plastic bags

Connection

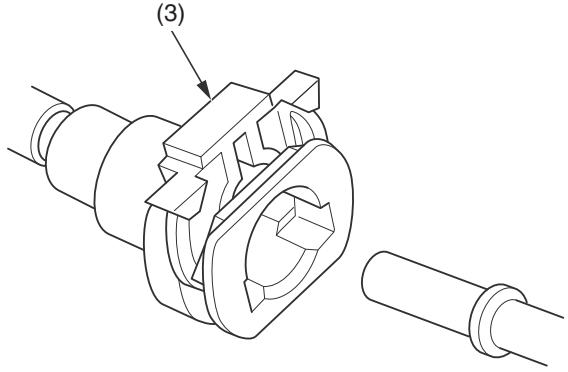
1. Install the rubber cover (1) onto the fuel joint (2) of the fuel pump as shown.



(1) rubber cover (2) fuel joint

2. Be sure that the slide retainer (3) is completely pulled up before connecting the quick connect fitting.

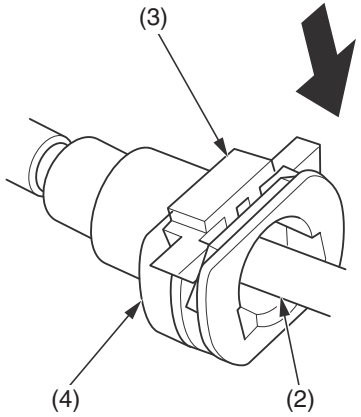
   - Do not bend or twist the fuel feed hose.
   - Do not reuse the kinked or damaged fuel hose.
   - Do not use gloves or a shop towel while installing the quick connect fitting.



(3) slide retainer

3. Connect the quick connect fitting to the fuel joint (2) until you hear the “click” while holding the connector housing (4).
   Lock the slide retainer (3) by pushing it until you hear the “click”.

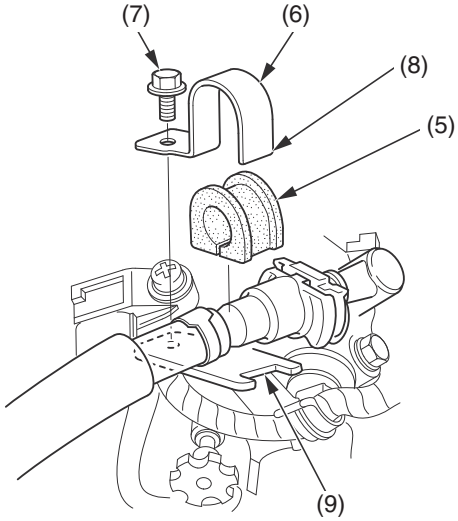
If it is hard to connect, put a small amount of engine oil on the pipe end of the fuel joint.



(2) fuel joint
(3) slide retainer
(4) connector housing

4. Make sure the connection is secure and that the slide retainer is firmly locked into place; check visually and by pulling the connector housing.

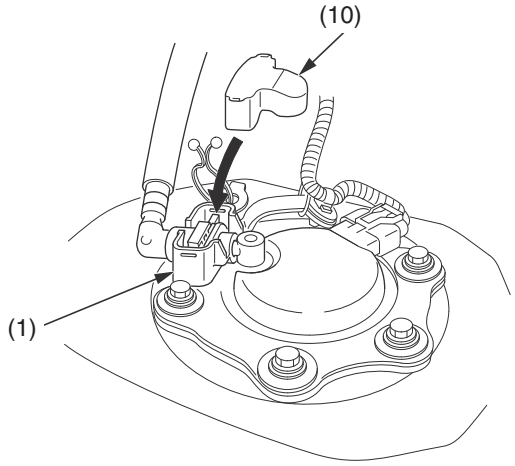
5. Install the setting rubber (5), clamp (6) and bolt (7) by aligning the clamp tab (8) with the groove (9) of the stay.



(5) setting rubber
(6) clamp
(7) bolt
(8) clamp tab
(9) groove

6. Install the fuel quick connect fitting cover (10).

Be sure the rubber cover (1) is properly installed between the fuel quick connect fitting cover and fuel pump.



(1) rubber cover
(10) fuel quick connect fitting cover

7. Increase the fuel pressure (page 48).

Fuel Pump Filter Replacement

Empty the fuel tank into an approved gasoline container using a commercially available hand siphon or an equivalent method.

Be careful not to damage the fuel pump while draining the fuel in the fuel tank.

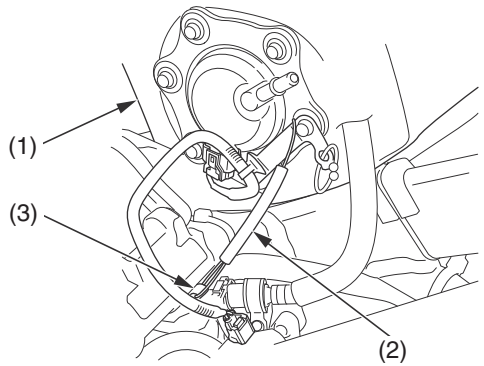
⚠ WARNING

Gasoline is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

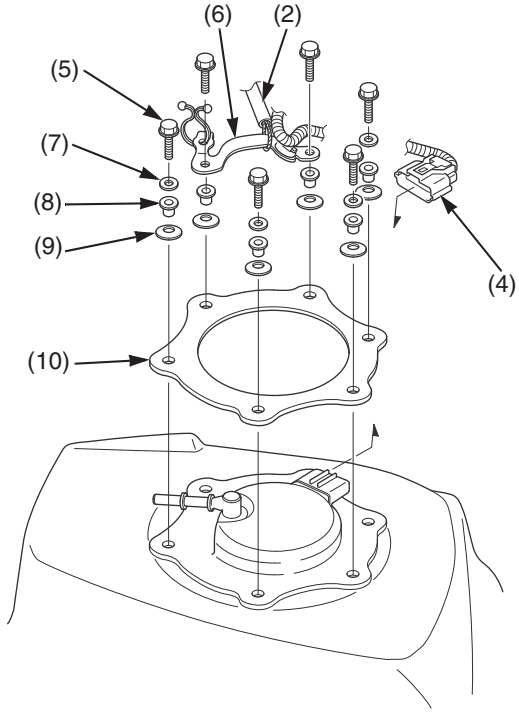
Removal

1. Relieve the fuel pressure (page 41).
2. Disconnect the fuel line from the fuel pump (page 41).
3. Remove the fuel tank (1) by releasing the stopper cable (2) from the hook (3) of the frame.



(1) fuel tank
(3) frame hook
(2) stopper cable

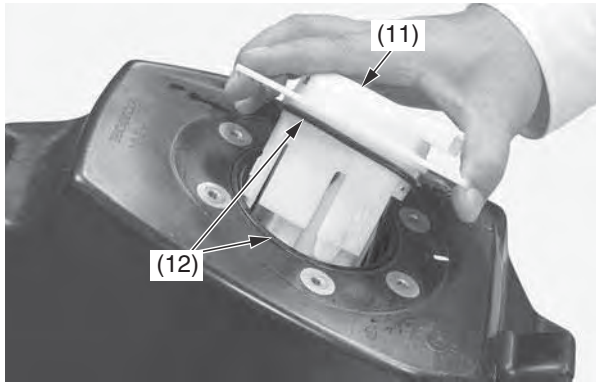
4. Disconnect the fuel pump connector B (4).
5. Remove the fuel pump mounting bolts (5), stopper cable guide (6), stopper cable (2), washers (7), collars (8), conical spring washers (9) and fuel pump plate (10).



(2) stopper cable
(4) fuel pump connector B
(5) fuel pump mounting bolts
(6) stopper cable guide
(7) washers
(8) collars
(9) conical spring washers
(10) fuel pump plate

6. Remove the fuel pump unit (11) and O-rings (12).

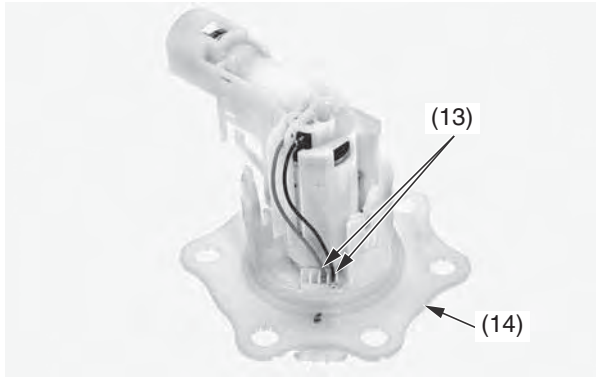
Be careful not to damage the fuel pump unit.



(11) fuel pump unit
(12) O-rings

7. Disconnect the fuel pump wire terminals (13) from the fuel pump base (14).

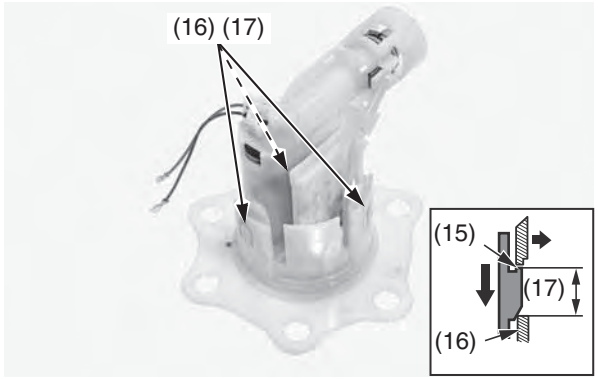
Be careful not to damage the wires when disconnecting the fuel pump wire terminals.



(13) fuel pump wire terminals
(14) fuel pump base

8. Check the hooks (15) of the fuel pump unit holder and tabs (16) on the fuel pump base for damage or discoloration.
   If the hooks and tabs are damaged or discolored, replace the fuel pump unit as an assembly.
9. Release the hooks of the fuel pump unit holder from the grooves (17) in the fuel pump base tabs while pushing the holder against the base and slightly spreading the base tabs.

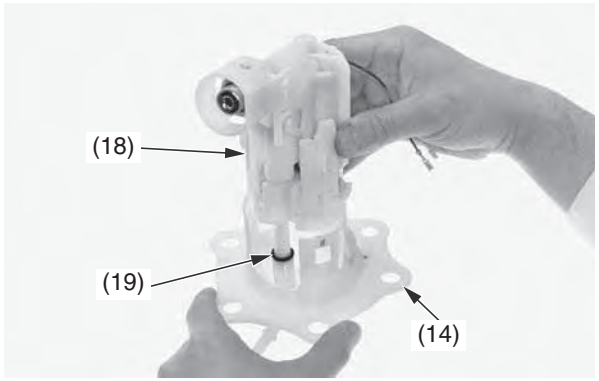
Be careful not to damage the hooks and tabs.



(15) hooks
(16) tabs
(17) grooves

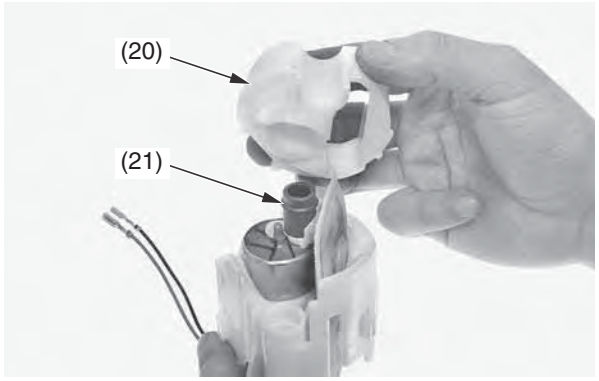
10. Remove the fuel pump unit holder assembly (18) from the fuel pump base (14) and remove the O-ring (19).

Wipe the spilled out fuel immediately.



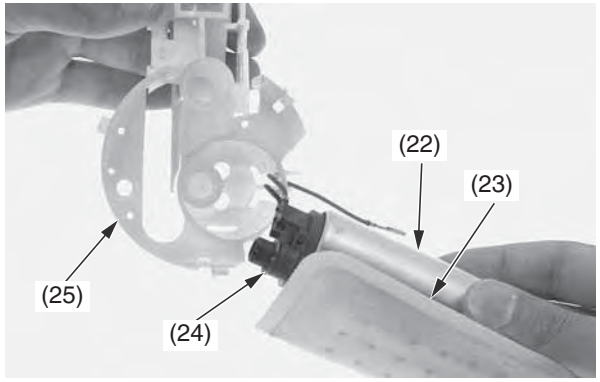
(14) fuel pump base
(18) fuel pump unit holder assembly
(19) O-ring

11. Remove the fuel pump stopper (20) and damper rubber (21).



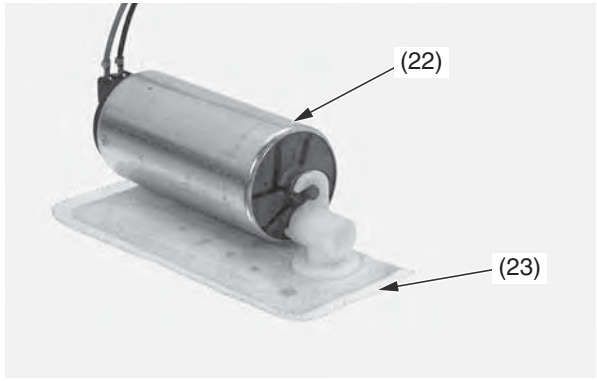
(20) fuel pump stopper
(21) damper rubber

12. Remove the fuel pump assembly (22) with fuel pump filter (23), O-ring (24) from the fuel pump unit holder (25).



(22) fuel pump assembly
(23) fuel pump filter
(24) O-ring
(25) fuel pump unit holder

13. Check the fuel pump filter (23) for clog, damage or deterioration and replace it if necessary.
14. Remove the fuel pump filter from the fuel pump assembly (22).

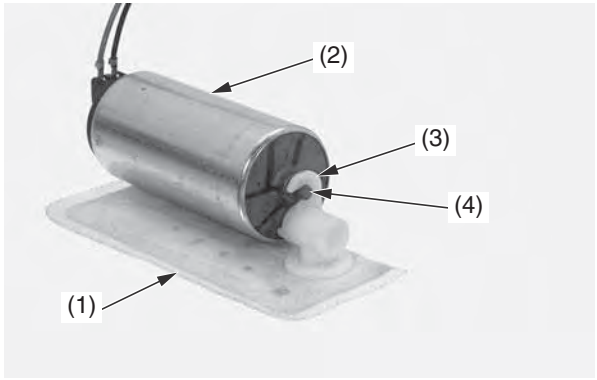


(22) fuel pump assembly
(23) fuel pump filter

Installation

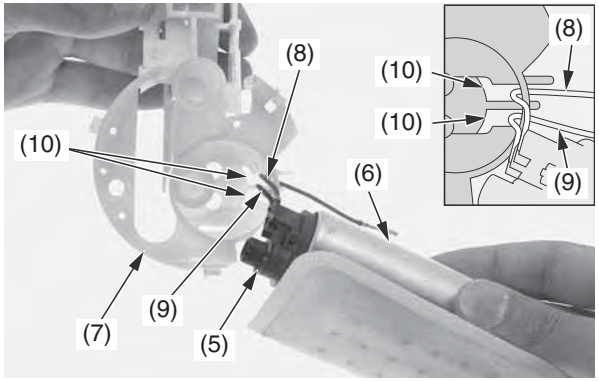
1. Install a new fuel pump filter (1) onto the fuel pump assembly (2) aligning its hook (3) with the joint boss (4) completely.

Be careful not to damage the hook.



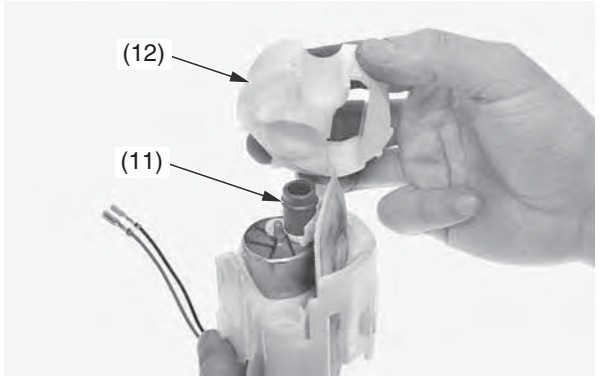
(1) fuel pump filter (new)
(2) fuel pump assembly
(3) hook
(4) joint boss

2. Apply small amount of engine oil to a new O-ring (5).
   Install a new O-ring to the fuel pump assembly (6).
3. Install the fuel pump assembly with fuel pump filter into the fuel pump unit holder (7) while routing the fuel pump red (8) and black (9) wires through the holder grooves (10) as shown.



(5) O-ring (new)
(6) fuel pump assembly
(7) fuel pump unit holder
(8) red wire
(9) black wire
(10) grooves

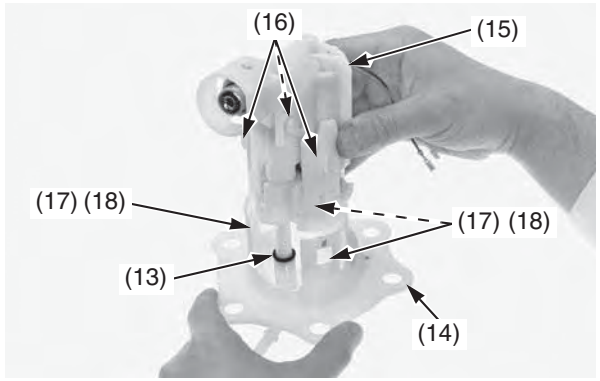
4. Install a new damper rubber (11) to the fuel pump filter as shown.
   Install the fuel pump stopper (12).



(11) damper rubber (new)
(12) fuel pump stopper

5. Apply small amount of engine oil to a new O-ring (13).
   Install a new O-ring to the fuel pump base (14).
6. Install the fuel pump unit holder assembly (15) into the fuel pump base while aligning its hooks (16) with the grooves (17) in the fuel pump base tabs (18).
   If the gap between the hooks and tabs is more than 0.04 in (1.0 mm), replace the fuel pump unit.

Be sure that the hooks are completely seated.

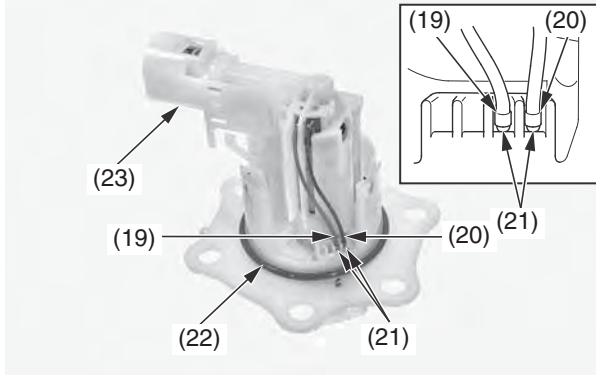


(13) O-ring (new)
(14) fuel pump base
(15) fuel pump unit holder assembly
(16) hooks
(17) grooves
(18) tabs

7. Connect the fuel pump red (19) and black (20) wire terminals to the fuel pump base terminals (21). Push the wire terminals until they stop as shown.

Be careful not to damage the wires.

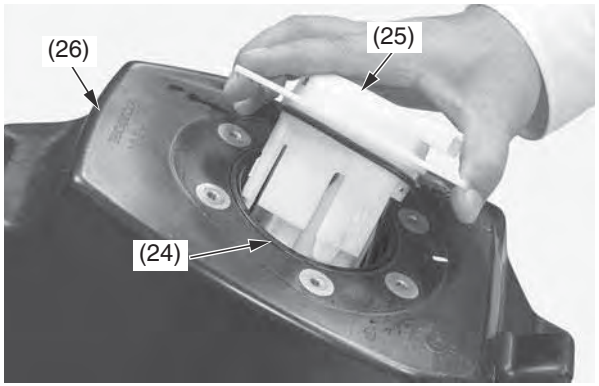
8. Apply 0.02 oz (0.5 g) maximum of engine oil to a new O-ring (22).
   Install a new O-ring onto the fuel pump unit (23).



(19) red wire terminal
(20) black wire terminal
(21) fuel pump base terminals
(22) O-ring (new)
(23) fuel pump unit

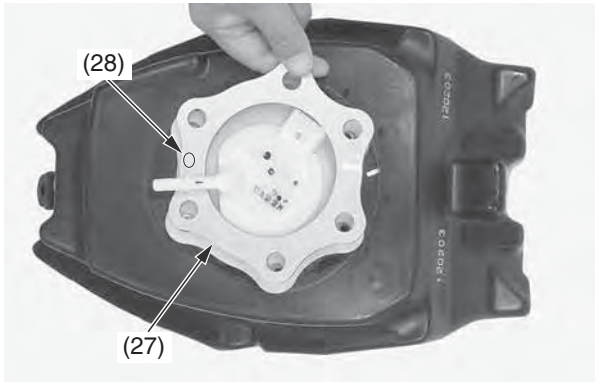
9. Apply small amount of engine oil to a new O-ring (24).
   Install a new O-ring into the fuel tank groove.
10. Install the fuel pump unit (25) into the fuel tank (26).

Be careful not to damage the wires.



(24) O-ring (new)
(25) fuel pump unit
(26) fuel tank

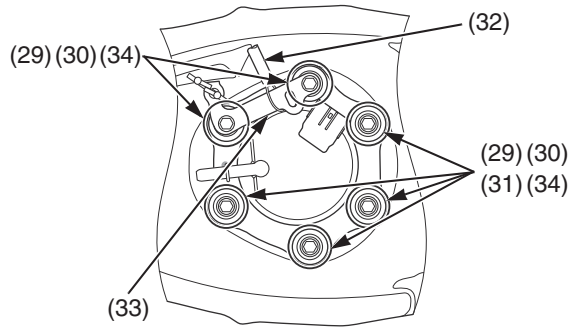
11. Install the fuel pump plate (27) with its identification mark (28) facing toward the front side and facing up.



(27) fuel pump plate
(28) identification mark

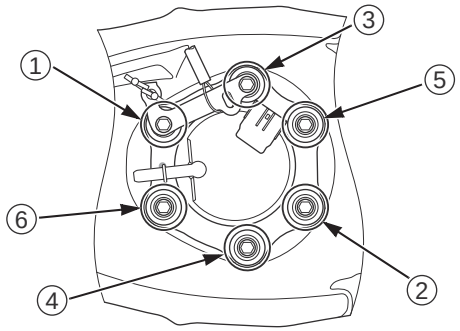
12. Install the conical spring washers (29), collars (30), washers (31), stopper cable (32), stopper cable guide (33) and fuel pump mounting bolts (34).

Make sure that the convex surfaces of the conical spring washers are upside.

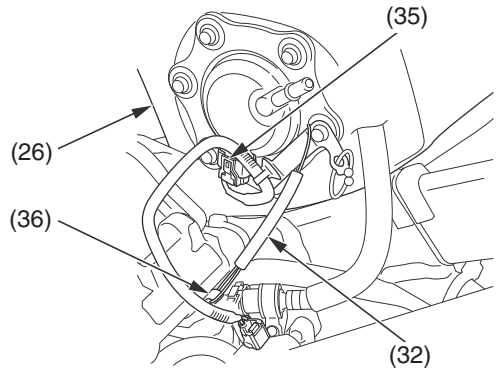


(29) conical spring washers
(30) collars
(31) washers
(32) stopper cable
(33) stopper cable guide
(34) fuel pump mounting bolts

13. Tighten the fuel pump mounting bolts to the specified torque in the specified sequence as shown:
    8 lbf·ft (11 N·m, 1.1 kgf·m)



14. Connect the fuel pump connector B (35).
15. Install the stopper cable (32) to the hook (36) of the frame while holding the fuel tank (26).



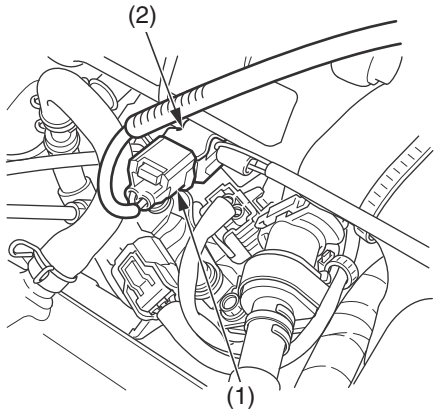
(26) fuel tank
(32) stopper cable
(35) fuel pump connector B
(36) frame hook

16. Connect the fuel line (page 42).
17. Increase the fuel pressure (page 48).

Fuel Pressure Increasing

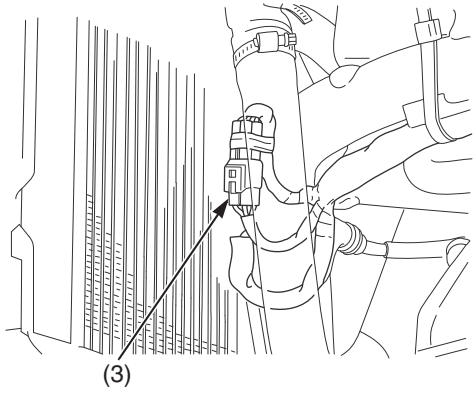
Make sure enough fuel remains (0.3 US gal (1.0 ℓ) minimum) in the fuel tank and add fuel if necessary before increasing fuel pressure.

1. Connect the fuel pump connector A (1) and install it to the stay (2).



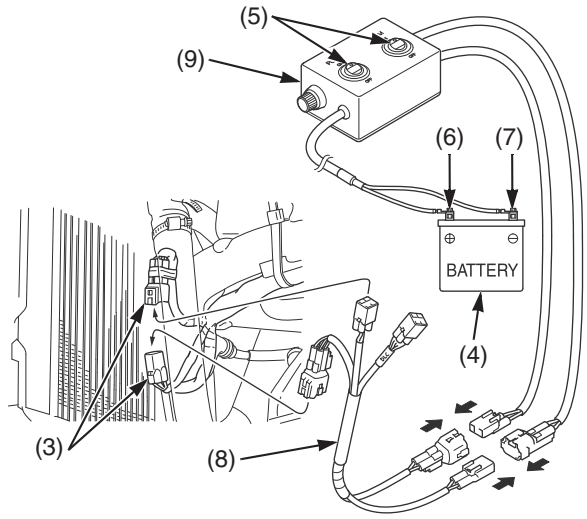
(1) fuel pump connector A (2) stay

2. Disconnect the DLC/fuel pump sub harness connector (3).



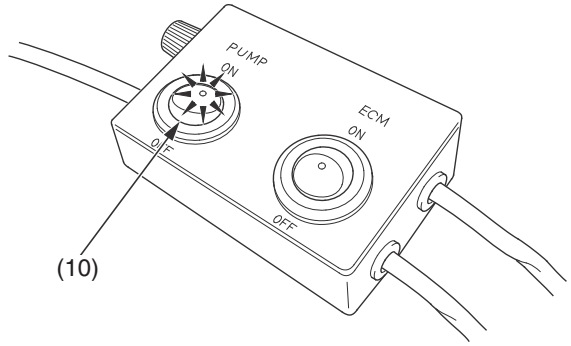
(3) DLC/fuel pump sub harness connector

3. Before connecting the battery harness cables to a 12V battery (4), make sure that the battery harness selector switches (5) are OFF.
4. Connect the battery harness positive (+) cable (6) first, then connect the battery harness negative (–) cable (7) to the terminals of a 12 V battery.
5. Connect the battery harness adaptor (8) between the battery harness (9) and the DLC/fuel pump sub harness connectors (3) as shown.
   - Battery harness 070MZ-MEN0100
   - Battery harness adaptor 070MZ-KRN0100



(3) DLC/fuel pump sub harness connectors
(4) 12 V battery
(5) battery harness selector switches
(6) battery harness positive (+) cable
(7) battery harness negative (–) cable
(8) battery harness adaptor
(9) battery harness

6. Position the fuel tank on the main frame.
7. Turn the "PUMP" selector switch (10) ON. The selector switches can be used to change power delivery as follows:
   – "ECM" selector switch ON: Power to ECM only.
   – "PUMP" selector switch ON: Power to fuel pump only.
   – Both selector switches ON: Power to ECM and fuel pump.
8. Run the fuel pump for about 3 – 5 seconds, and fuel pressure will rise.
9. Turn the "PUMP" selector switch OFF. Check that there is no leakage in the fuel line.



(10) "PUMP" selector switch

10. Make sure that the battery harness selector switches are OFF.
11. Disconnect the battery harness negative (–) cable from the battery first, then disconnect the battery harness positive (+) cable.
12. Remove the battery harness and battery harness adaptor.
13. Connect the DLC/fuel pump sub harness connectors.
14. Install the fuel tank (page 36).

Refer to *Important Safety Precautions* on page 23.

Using the proper oil, and regularly checking, adding, and changing oil will help extend the service life of the engine. Even the best oil wears out. Changing oil helps get rid of dirt and deposits. Operating the engine with old or dirty oil can damage your engine. Running the engine with insufficient oil can cause serious damage to the engine.

Oil Recommendation

API classification	SG or higher except oils labeled as energy conserving or resource conserving on the circular API service label
Viscosity (weight)	SAE 10W-30
JASO T 903 standard	MA
Suggested oil*	Pro Honda GN4 4-stroke Oil (USA & Canada), or Honda 4-stroke oil, or an equivalent motorcycle oil

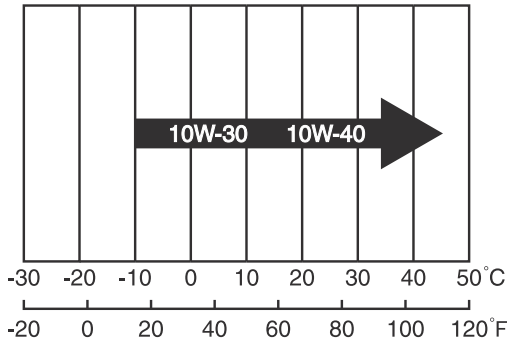
* Suggested 4-stroke engine oils are equal performance to SJ oils that are not labeled as energy conserving or resource conserving on the circular API service label.

- Your CRF does not need oil additives. Use the recommended oil.
- Do not use API SH or higher 4-stroke engine oils displaying a circular API “energy conserving” or “resource conserving” service label on the container. They may affect lubrication.



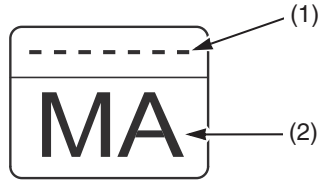
NOT RECOMMENDED OK

Other viscosities shown in the following chart may be used when the average temperature in your riding area is within the indicated range.



JASO T 903 standard

The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines.
There are two classes: MA and MB.
Oil conforming to the standard is labeled on the oil container. For example, the following label shows the MA classification.



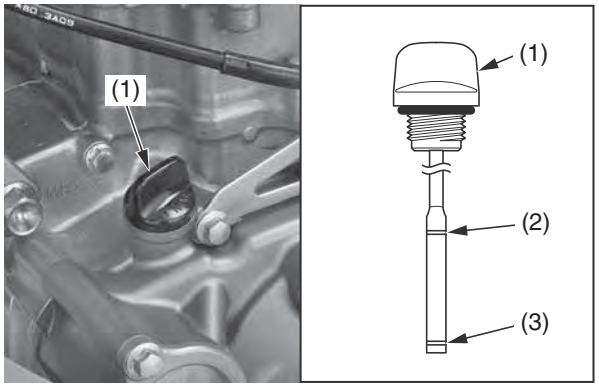
(1) oil code
(2) oil classification

Engine Oil

Checking & Adding Oil

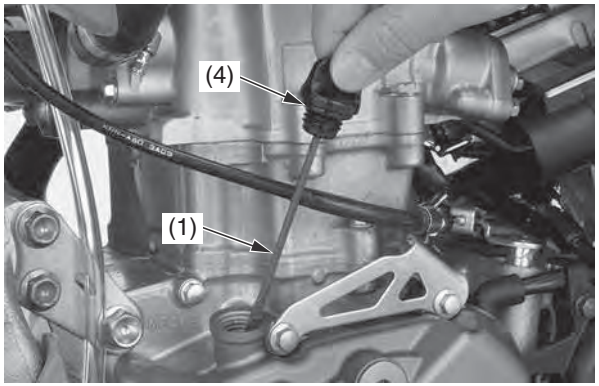
1. Run the engine at idle for 3 minutes, then shut it off.
2. Wait 3 minutes after shutting off the engine to allow the oil to properly distribute itself in the engine.
3. Support the CRF in an upright position on a level surface.
4. Remove the engine oil fill cap/dipstick (1), wipe it clean, and insert it without screwing it in. Remove the oil fill cap/dipstick.
5. Check that the oil level is between the upper (2) and lower (3) level marks on the engine oil fill cap/dipstick.
   - If the oil is at or near the upper level mark, you do not have to add oil.
   - If the oil is below or near the lower level mark, add the recommended oil until it reaches the upper level mark. (Do not overfill.)

     Reinstall the engine oil fill cap/dipstick. Repeat steps 1 – 5.



(1) engine oil fill cap/dipstick
(2) upper level mark
(3) lower level mark

6. Check that the O-ring (4) is in good condition and replace it if necessary.
7. Reinstall the engine oil fill cap/dipstick (1).



(1) engine oil fill cap/dipstick
(4) O-ring

8. Check for oil leaks.

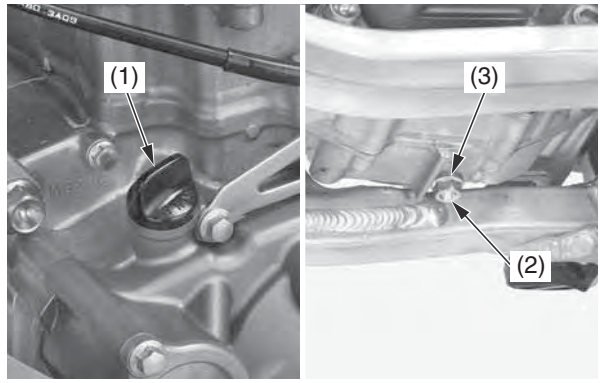
Changing Engine Oil & Filter

1. Run the engine at idle for 3 minutes, then shut it off.
2. Support the CRF in an upright position on a level surface.
3. Remove the engine oil fill cap/dipstick (1) from the left crankcase cover.
4. Place an oil drain pan under the engine to catch the oil. Then remove the engine oil drain bolt (2) and sealing washer (3).
5. With the engine stop button pushed, repeat kickstarter operation approximately five times to drain the engine oil completely.
6. After the oil has drained, apply engine oil to the drain bolt threads and seating surface, then tighten it with a new sealing washer to the specified torque:
   12 lbf·ft (16 N·m, 1.6 kgf·m)

Pour the drained oil into a suitable container and dispose of it in an approved manner (page 158).

NOTICE

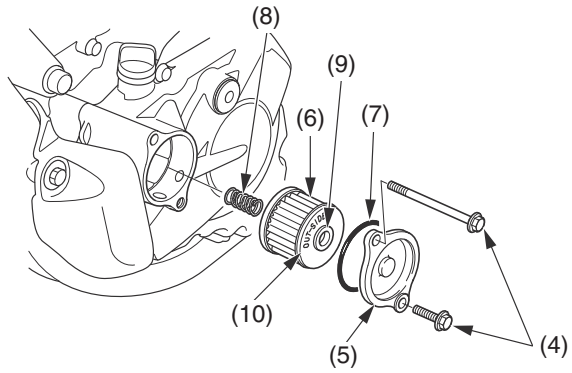
Improper disposal of drained fluids is harmful to the environment.



(1) engine oil fill cap/dipstick
(2) engine oil drain bolt
(3) sealing washer (new)

7. It is recommended to replace the oil and filter every 6 races or about every 15.0 hours. However, if you replace only the oil before the recommended interval, see page 25.

8. Remove the oil filter cover bolts (4) and oil filter cover (5).
9. Remove the oil filter (6) and O-ring (7) from the oil filter cover.
10. Remove the spring (8).



(4) oil filter cover bolts
(5) oil filter cover
(6) oil filter (new)
(7) O-ring (new)
(8) spring
(9) rubber seal
(10) "OUT-SIDE" mark

NOTICE

Using the wrong oil filter may result in leaks or engine damage.

11. Apply grease to the filter side of the spring end, then install the spring into a new oil filter.
12. Position the spring against the engine crankcase and install a new oil filter with the rubber seal (9) facing out, away from the engine. You should see the "OUT-SIDE" mark (10) on the filter body, near the seal.
    Use a new Honda Genuine oil filter or a filter of equal quality specified for your model.

NOTICE

If the oil filter is not installed properly, it will cause serious engine damage.

13. Apply engine oil to a new O-ring and install it to the oil filter cover.
14. Install the oil filter cover being careful not to damage the O-ring, then tighten the oil filter cover bolts to the specified torque:
    9 lbf·ft (12 N·m, 1.2 kgf·m)
15. Fill the crankcase with the recommended oil. Capacity:
    0.73 US qt (0.69 ℓ) after draining and filter change
    0.71 US qt (0.67 ℓ) after draining
16. Install the engine oil fill cap/dipstick.
17. Check the engine oil level by following the steps in *Checking & Adding Oil* (page 50).

Pour the drained oil into a suitable container and dispose of it in an approved manner (page 158).

NOTICE

Improper disposal of drained fluids is harmful to the environment.

Transmission Oil

Refer to *Important Safety Precautions* on page 23.

Using the proper oil, and regularly checking, adding, and changing oil will help extend the service life of the transmission and clutch. Even the best oil wears out. Changing oil helps get rid of dirt and deposits. Operating the engine with old or dirty oil can damage your engine.
Running the engine with insufficient oil can cause serious damage to the clutch and transmission.

Oil Recommendation

API classification (4-stroke engine oil only)	SG or higher except oils labeled as energy conserving or resource conserving on the circular API service label
Viscosity (weight)	SAE 10W-30
JASO T903 standard	MA
Others	without friction modifiers as molybdenum additives
Suggested oil*	Pro Honda GN4 4-stroke Oil (USA & Canada), or Honda 4-stroke oil, or an equivalent motorcycle oil

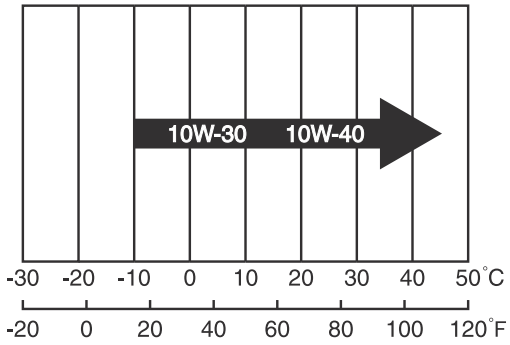
* Suggested 4-stroke engine oils are equal performance to SJ oils that are not labeled as energy conserving or resource conserving on the circular API service label.

- Your CRF does not need oil additives. Use the recommended oil.
- Do not use oils with graphite or molybdenum additives. They may adversely affect clutch operation.
- Do not use API SH or higher 4-stroke engine oils displaying a circular API “energy conserving” or “resource conserving” service label on the container. They may affect lubrication and clutch performance.

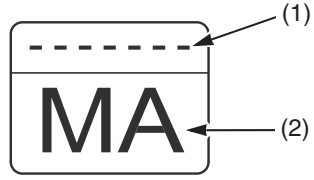


NOT RECOMMENDED OK

Other viscosities shown in the following chart may be used when the average temperature in your riding area is within the indicated range.



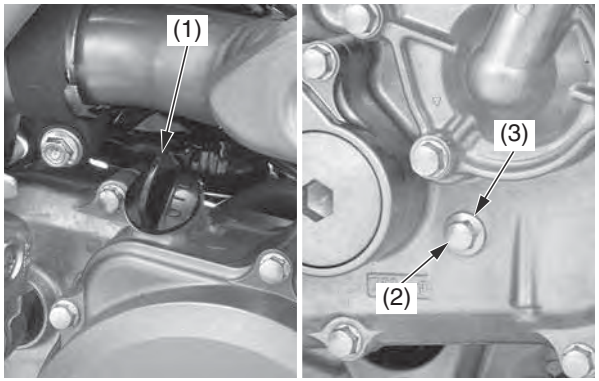
JASO T 903 standard
The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines.
There are two classes: MA and MB.
Oil conforming to the standard is labeled on the oil container. For example, the following label shows the MA classification.



(1) oil code
(2) oil classification

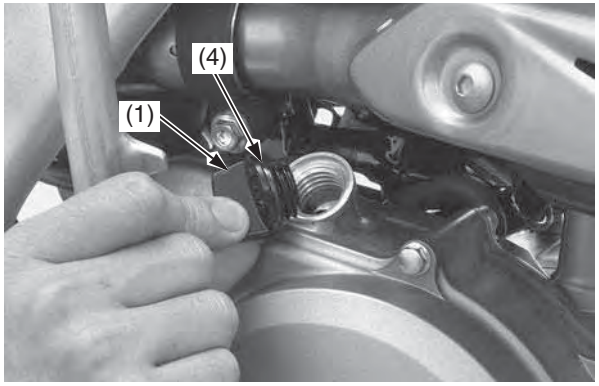
Checking & Adding Oil

1. Run the engine at idle for 3 minutes, then shut it off.
2. Wait 3 minutes after shutting off the engine to allow the oil to properly distribute itself in the clutch and transmission.
3. Support the CRF in an upright position on a level surface.
4. Remove the transmission oil fill cap (1), oil check bolt (2) and sealing washer (3) from the right crankcase cover. A small amount of oil should flow out of the oil check bolt hole. Allow any excess oil to flow out of the oil check bolt hole.
   If no oil flows out of the oil check bolt hole, add oil slowly through the transmission oil fill hole until oil starts to flow out of the oil check bolt hole.
   Install the oil check bolt with the sealing washer and transmission oil fill cap. Repeat steps 1 – 4.



(1) transmission oil fill cap
(2) oil check bolt
(3) sealing washer (new)

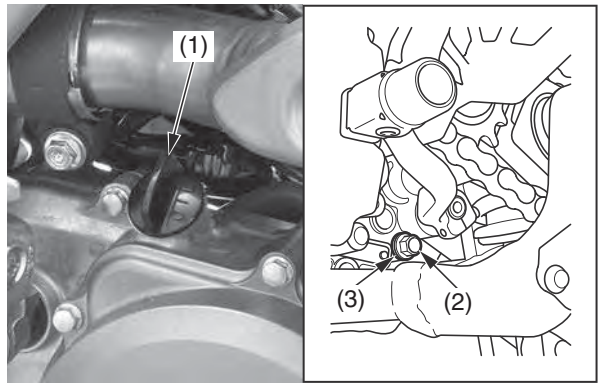
5. After inspecting the oil level or adding oil, tighten the oil check bolt with a new sealing washer to the specified torque:
   9 lbf·ft (12 N·m, 1.2 kgf·m)
6. Check that the O-ring (4) is in good condition and replace it if necessary.
7. Reinstall the transmission oil fill cap (1).
8. Check for oil leaks.



(1) transmission oil fill cap
(4) O-ring

Replacing Transmission Oil

1. Run the engine at idle for 3 minutes, then shut it off.
2. Support the CRF in an upright position on a level surface.
3. Remove the transmission oil fill cap (1) from the right crankcase cover.
4. Place an oil drain pan under the engine to catch the oil. Then remove the transmission oil drain bolt (2) and sealing washer (3).
5. After the oil has drained, apply engine oil to the drain bolt threads and seating surface, then tighten it with a new sealing washer to the specified torque:
   12 lbf·ft (16 N·m, 1.6 kgf·m)



(1) transmission oil fill cap
(2) transmission oil drain bolt
(3) sealing washer (new)

6. Fill the crankcase with recommended oil. Capacity:
   0.72 US qt (0.68 ℓ) after draining
7. Install the transmission oil fill cap.
8. Check the transmission oil level by following the steps in *Checking & Adding Oil* (this page).

Pour the drained oil into a suitable container and dispose of it in an approved manner (page 158).

NOTICE

Improper disposal of drained fluids is harmful to the environment.

Coolant

Your CRF's liquid cooling system dissipates engine heat through the coolant jacket that surrounds the cylinder and cylinder head.

Maintaining the coolant will allow the cooling system to work properly and prevent freezing, overheating, and corrosion.

Coolant Recommendation

Use Pro Honda HP Coolant or an equivalent high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines. Check the antifreeze container label.

Use only distilled water as a part of the coolant solution. Water that is high in mineral content or salt may be harmful to the aluminum engine.

NOTICE

Using coolant with silicate inhibitors may cause premature wear of the mechanical seal or blockage of the radiator passages. Using tap water may cause engine damage.

The factory provides a 50/50 solution of antifreeze and water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection.

Decreasing the concentration of antifreeze to less than 40% will not provide proper corrosion protection.

Increasing the concentration of antifreeze is not recommended because it decreases cooling system performance. Higher concentrations of antifreeze (up to 60%) should only be used to provide additional protection against freezing.
Check the cooling system frequently during freezing weather.

Checking & Adding Coolant

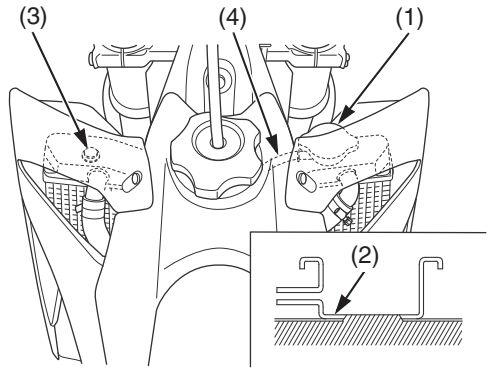
Refer to *Important Safety Precautions* on page 23.

1. Position your CRF on an optional workstand or equivalent support so that it is securely held in place in an upright position.
2. With the engine cold, remove the radiator cap (1) and check coolant level. The coolant level is correct when it is at the bottom of the radiator filler neck (2).

⚠ WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, seriously scalding you.

Always let the engine and radiator cool down before removing the radiator cap.



(1) radiator cap
(2) radiator filler neck
(3) air bleed bolt and O-ring
(4) overflow hose

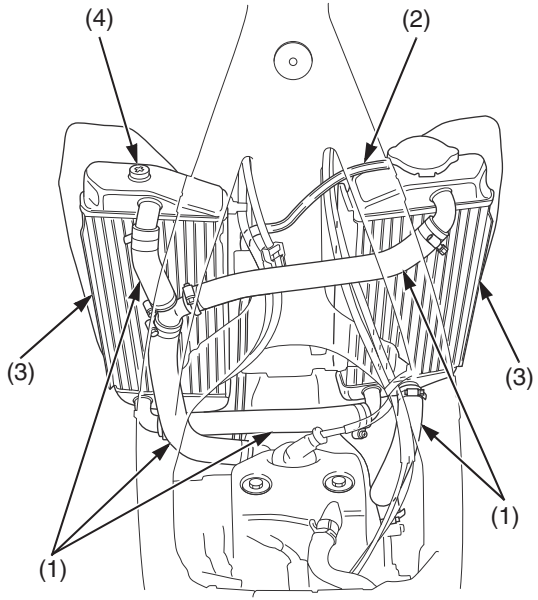
3. If the coolant level is low, remove the air bleed bolt and O-ring (3) on the left radiator upper tank, and then add the coolant up to the filler neck.
   Inspect the coolant level before each outing. A coolant loss of 0.7 – 2.0 US oz (20 – 60 cm^3) through the overflow hose (4) is normal. If coolant loss is more than this, inspect the cooling system.
   Capacity:
   1.16 US qt (1.10 ℓ) after disassembly
   1.08 US qt (1.02 ℓ) after draining
4. Tighten the air bleed bolt with a new O-ring to the specified torque:
   1.2 lbf·ft (1.6 N·m, 0.2 kgf·m)
5. Install the radiator cap securely.

NOTICE

If the radiator cap is not installed properly, it will cause excessive coolant loss and may result in overheating and engine damage.

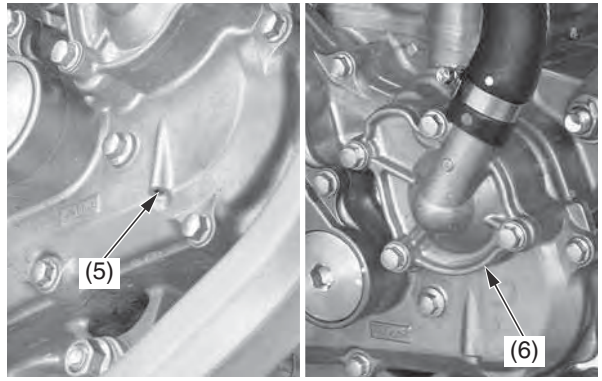
Cooling System Inspection

1. Check the cooling system for leaks (see an official Honda Service Manual for troubleshooting of leaks).
2. Check the radiator hoses (1) for cracks, deterioration, and radiator hose clamps for looseness.
3. Check the radiator mount for looseness.
4. Make sure the overflow hose (2) is connected and not clogged.
5. Check the radiator fins (3) for clogging.
6. Check the air bleed bolt (4) for looseness.



(1) radiator hoses
(2) overflow hose
(3) radiator fins
(4) air bleed bolt

7. Check the bleed hole (5) below the water pump cover (6) for leakage. Clean away any clogged dirt or sand, if necessary. Check the bleed hole of the water pump for signs of seal leakage. If water leaks through the bleed hole, replace the mechanical seal. If oil leaks through the bleed hole, replace the oil seal. Make sure that there is no continuous coolant leakage from the bleed hole while operating the engine.
   A small amount of coolant weeping from the bleed hole is normal. See an official Honda Service Manual or consult your dealer for replacing the mechanical seal or oil seal. Both seals should be replaced at the same time.



(5) bleed hole
(6) water pump cover

Coolant Replacement

Refer to *Important Safety Precautions* on page 23.

Coolant should be replaced by your dealer, unless you have the proper tools and service data and are mechanically qualified. Refer to an official Honda Service Manual (page 174).

⚠ WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, seriously scalding you.

Always let the engine and radiator cool down before removing the radiator cap.

To properly dispose of drained coolant, refer to *You & the Environment* on page 158.

NOTICE

Improper disposal of drained fluids is harmful to the environment.

Air Cleaner

Refer to *Important Safety Precautions* on page 23.

The air cleaner uses polyurethane inner and outer pieces which can't be separated.
A dirty air cleaner will reduce engine power.

Proper air cleaner maintenance is very important for off-road vehicles. A dirty, water-soaked, worn-out, or defective air cleaner will allow dirt, dust, mud, and other impurities to pass into the engine.

Service the air cleaner more frequently if you ride in unusually wet or dusty areas. Your dealer can help you determine the correct service interval for your riding conditions.

Your CRF's air cleaner has very specific performance requirements. Use a new Honda Genuine air cleaner specified for your model or an air cleaner of equal quality.

NOTICE

Using the wrong air cleaner may result in premature engine wear.

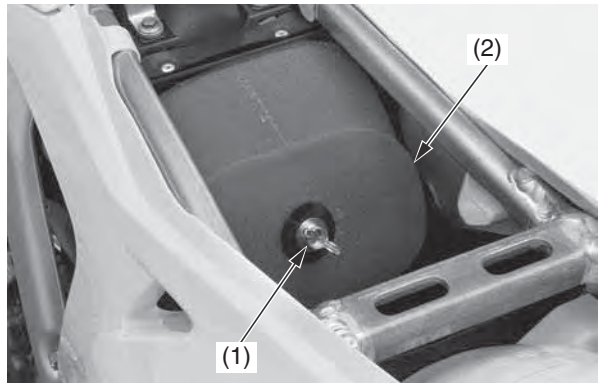
Proper air cleaner maintenance can prevent premature engine wear or damage, expensive repairs, low engine power, poor gas mileage, and spark plug fouling.

NOTICE

Improper or lack of proper air cleaner maintenance can cause poor performance and premature engine wear.

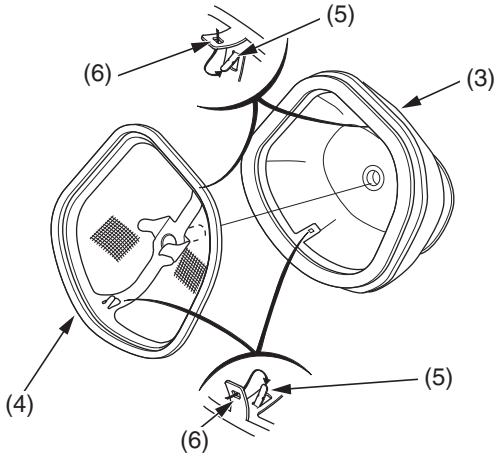
Cleaning

1. Remove the seat (page 34).
2. Remove the air cleaner retaining bolt (1) and air cleaner assembly (2).



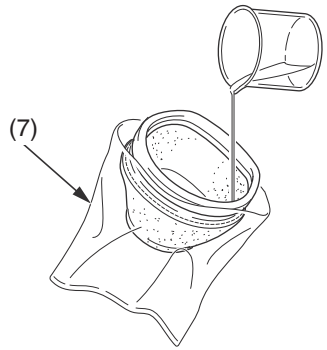
(1) air cleaner retaining bolt
(2) air cleaner assembly

3. Remove the air cleaner element (3) from the air cleaner holder (4) by releasing the holder tabs (5) from the holes (6) of the air cleaner element.



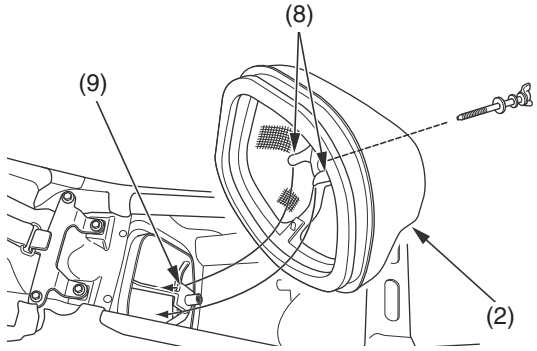
(3) air cleaner element
(4) air cleaner holder
(5) holder tabs
(6) holes

4. Wash the air cleaner in clean non-flammable cleaning solvent. Then wash in hot, soapy water, rinse well, and allow to dry thoroughly. The air cleaner element is made in two pieces: inner and outer, which cannot be separated.
5. Clean the inside of the air cleaner housing.
6. Allow the air cleaner to dry thoroughly. After drying, apply 1.7 US oz (50 cm^3) of clean Pro Honda Foam Filter Oil or an equivalent air cleaner oil from the inside of the element. Place the element into a plastic bag (7) and spread the oil evenly by hand.



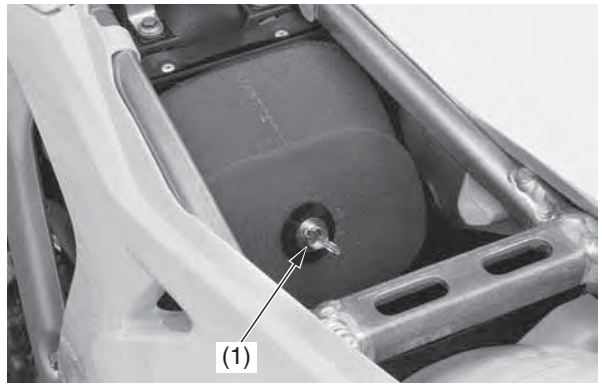
(7) plastic bag

7. Assemble the air cleaner element and holder. Install the holder tabs in the holes of the air cleaner element.
8. Apply 0.05 – 0.19 oz (1.5 – 5.5 g) of Pro Honda White Lithium Grease or equivalent to the air cleaner housing contact area of the air cleaner element.
9. Install the air cleaner assembly (2) into the air cleaner housing by aligning its tabs (8) with the stay (9) of the air cleaner housing.
10. Carefully position the sealing flange of the element to prevent dirt intrusion.



(2) air cleaner assembly
(8) air cleaner assembly tabs
(9) air cleaner housing stay

11. Install and tighten the air cleaner retaining bolt (1) securely.



(1) air cleaner retaining bolt

NOTICE

Improper installation of the air cleaner assembly may allow dirt and dust to enter the engine and cause rapid wear of the piston rings and cylinder.

12. Install the seat (page 34).

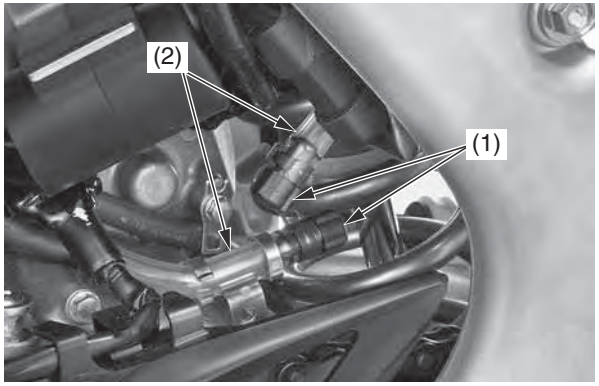
Crankcase Breather

Refer to *Important Safety Precautions* on page 23.

Service more frequently if your CRF is ridden in the rain or often at full throttle.
Service the breather if you can see deposits in the transparent section of the crankcase breather tubes. If the drain tube overflows, the air filter may become contaminated with engine oil causing poor engine performance.

Draining

1. Remove the crankcase breather tube plugs (1) from the crankcase breather tubes (2) and drain deposits into a suitable container.
2. Reinstall the crankcase breather tube plugs.

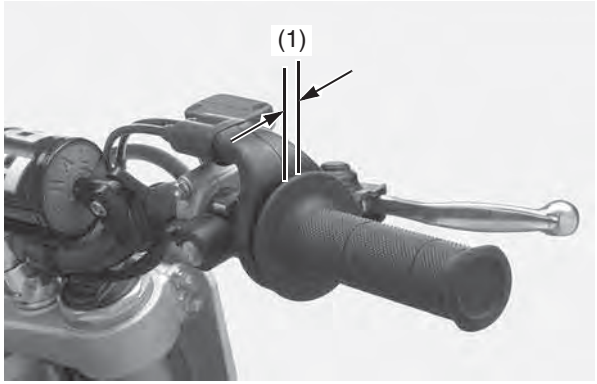


(1) crankcase breather tube plugs
(2) crankcase breather tubes

Refer to *Important Safety Precautions* on page 23.

Throttle Freeplay

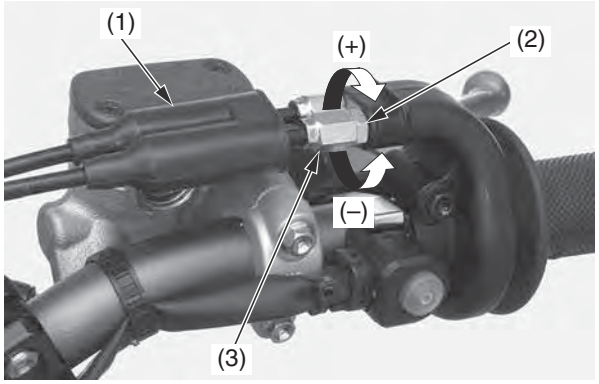
Inspection
Check freeplay (1).
Freeplay: 1/16 – 1/4 in (2 – 6 mm)
If necessary, adjust to the specified range.



(1) freeplay

Upper Adjustment
Minor adjustments are generally made with the upper adjuster.

1. Pull the dust cover (1) back.
2. Loosen the lock nut (2).
3. Turn the adjuster (3).
   Turning the adjuster in direction (–) will decrease freeplay and turning it in direction (+) will increase freeplay.

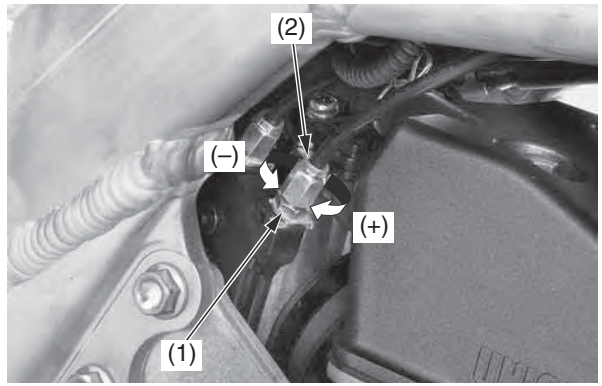


(1) dust cover
(2) lock nut
(3) adjuster
(+) increase freeplay
(–) decrease freeplay

4. Tighten the lock nut to the specified torque:
   3.0 lbf·ft (4.0 N·m, 0.4 kgf·m)
   Return the dust cover to its normal position.
5. After adjustment, check for smooth rotation of the throttle grip from fully closed to fully open in all steering positions.
   If the adjuster is threaded out near its limit or the correct freeplay cannot be reached, turn the adjuster all the way in and back out one turn.
   Tighten the lock nut to the specified torque:
   3.0 lbf·ft (4.0 N·m, 0.4 kgf·m)
   Install the dust cover and make the adjustment with the lower adjuster.

Lower Adjustment
The lower adjuster is used for major freeplay adjustment, such as after replacing the throttle cables or removing the throttle body. It is also used if you cannot get the proper adjustment with the upper adjuster.

1. Loosen the lock nut (1).
2. Turn the adjuster (2) in direction (–) to decrease freeplay, and in direction (+) to increase freeplay.



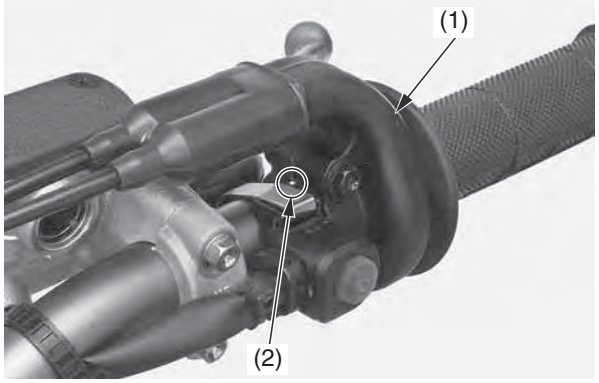
(1) lock nut
(2) adjuster
(+) increase freeplay
(–) decrease freeplay

3. Tighten the lock nut to the specified torque:
   3.0 lbf·ft (4.0 N·m, 0.4 kgf·m)
4. Operate the throttle grip to ensure that it functions smoothly and returns completely.

If you can't get the freeplay within the specified range, contact your dealer.

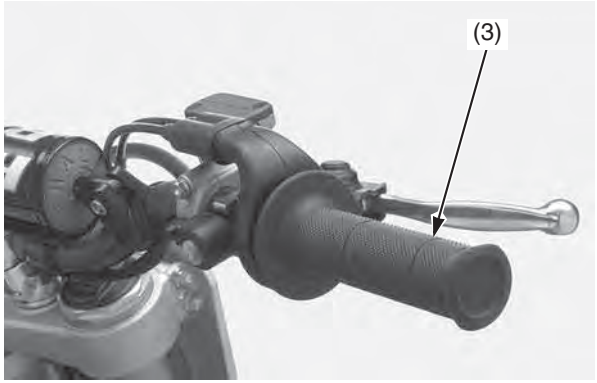
Throttle Inspection

1. Check that the throttle assembly is positioned properly (the end of the throttle housing (1) is aligned with the paint mark (2) on the handlebar) and the securing bolts are tight.



(1) throttle housing (2) paint mark

2. Check for smooth rotation of the throttle (3) from fully open to fully closed in all steering positions. If there is a problem, see your dealer.



(3) throttle

3. Inspect the condition of the throttle cables from the throttle grip down to the throttle body. If the cable is kinked or chafed, have it replaced.
4. Check the cables for tension or stress in all steering positions.
5. Lubricate the cables with a commercially available cable lubricant to prevent premature rust and corrosion.

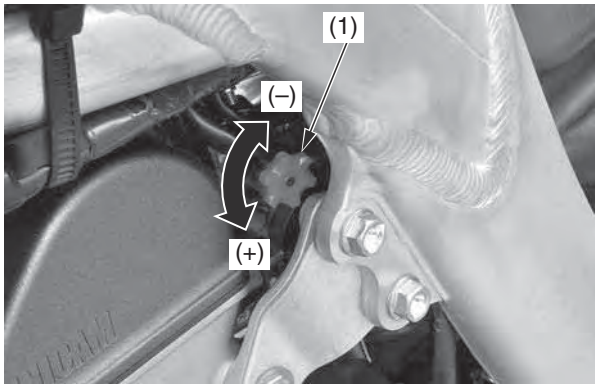
Refer to *Important Safety Precautions* on page 23.

Remember, idle speed adjustment is not a “cure-all” for other problems in your engine’s PGM-FI system. Adjusting the idle speed will not compensate for a fault elsewhere.

The engine must be at normal operating temperature for accurate idle speed adjustment. When pushed in, the fast idle knob acts as the idle adjustment screw.
Turning it counterclockwise results in a faster/higher idle speed.
Turning it clockwise results in a slower/lower idle speed.

Idle Speed Adjustment

1. If the engine is cold, start it and warm it up 3 minutes. Then shut it off.
2. Connect a tachometer to the engine.
3. Shift the transmission into neutral. Start the engine.
4. Keep the motorcycle in an upright position.
5. Adjust idle speed with the fast idle knob (1).
   Idle speed: 2,000 ± 100 rpm



(1) fast idle knob
(+) increase
(–) decrease

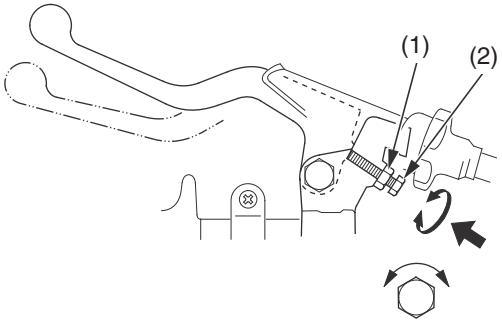
Refer to *Important Safety Precautions* on page 23.

Clutch Lever Adjustment

The distance between the tip of the clutch lever and the grip may be adjusted.

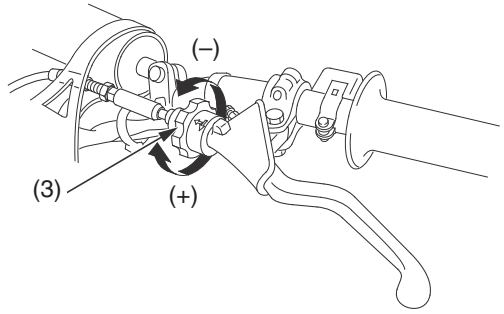
Make sure to adjust the clutch lever freeplay after the clutch lever position is adjusted or clutch cable is disconnected.

1. Loosen the lock nut (1).
2. To position the clutch lever farther away from the handgrip, turn the adjuster (2) counterclockwise. To position the clutch lever closer to the handgrip, turn the adjuster clockwise.
3. Tighten the lock nut.



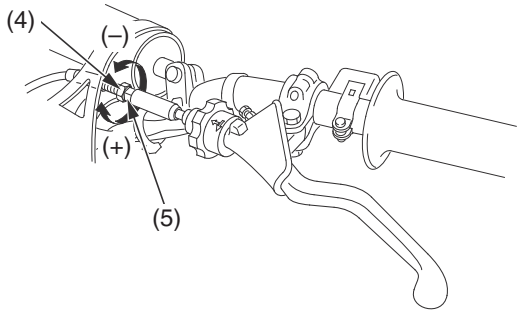
(1) lock nut (2) adjuster

4. Turn the cable end adjuster (3) in direction (+) until it seats lightly and then turn it out five turns.



(3) cable end adjuster
(+) increase freeplay
(–) decrease freeplay

5. Loosen the lock nut (4) and turn the integral cable adjuster (5) to adjust the clutch lever freeplay at the tip of lever.
   Freeplay: 3/8 – 13/16 in (10 – 20 mm)
   Tighten the lock nut.

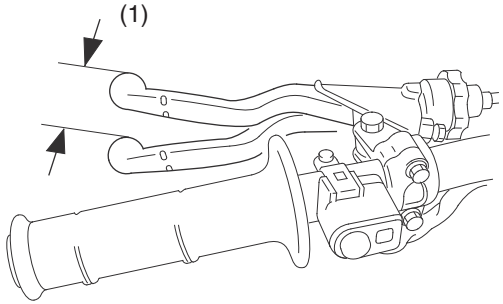


(4) lock nut
(5) integral cable adjuster
(+) increase freeplay
(–) decrease freeplay

6. Adjust the cable end adjuster for minor adjustment (page 63).

Clutch Lever Freeplay

Inspection
Check freeplay (1).
Freeplay: 3/8 – 13/16 in (10 – 20 mm)
If necessary, adjust to the specified range.



(1) freeplay

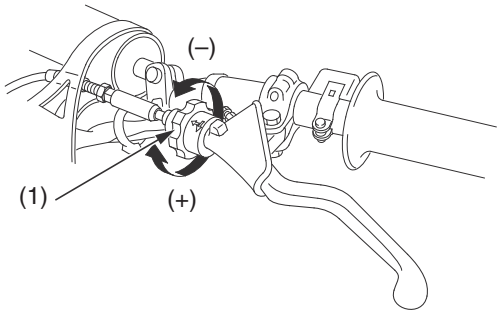
Improper freeplay adjustment can cause premature clutch wear.

Make sure to adjust the clutch lever freeplay after the clutch cable is disconnected.

Cable End Adjustment

Minor adjustments are generally made with the clutch cable end adjuster.

Turning the cable end adjuster (1) in direction (+) will increase freeplay and turning it in direction (–) will decrease freeplay.



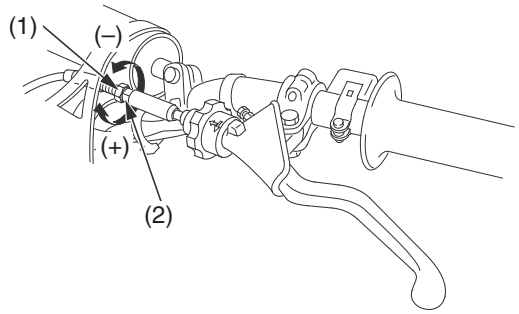
(1) cable end adjuster
(+) increase freeplay
(–) decrease freeplay

If the adjuster is threaded out near its limit or the correct freeplay cannot be reached, turn the adjuster all the way in and back out five turns and make the adjustment with the integral cable adjuster.

Integral Cable Adjustment

The integral cable adjuster is used if the cable end adjuster is threaded out near its limit — or the correct freeplay cannot be obtained.

1. Turn the cable end adjuster in direction (+) until it seats lightly and then turn it out five turns.
2. Loosen the lock nut (1).
3. Turn the integral cable adjuster (2) to obtain the specified freeplay.
4. Tighten the lock nut. Check the freeplay.



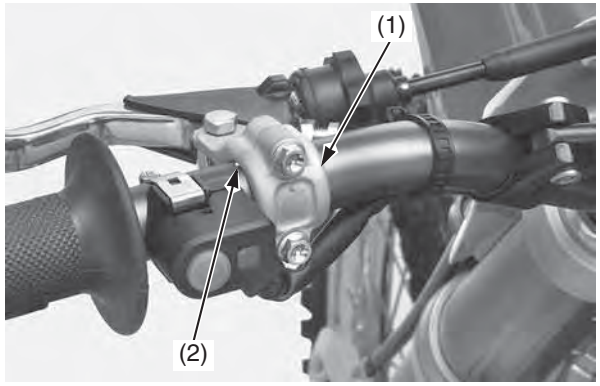
(1) lock nut
(2) integral cable adjuster
(+) increase freeplay
(–) decrease freeplay

5. Start the engine, pull the clutch lever in, and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. Your CRF should move smoothly and accelerate gradually.

If you can't get proper adjustment, or the clutch does not work properly, the cable may be kinked or worn, or the clutch discs may be worn.
Inspect the clutch discs and plates (page 65).

Other Inspections & Lubrication

- Check that the clutch lever assembly is positioned properly (the end of the holder (1) is aligned with the paint mark (2) on the handlebar) and the securing bolts are tight.



(1) holder (2) paint mark

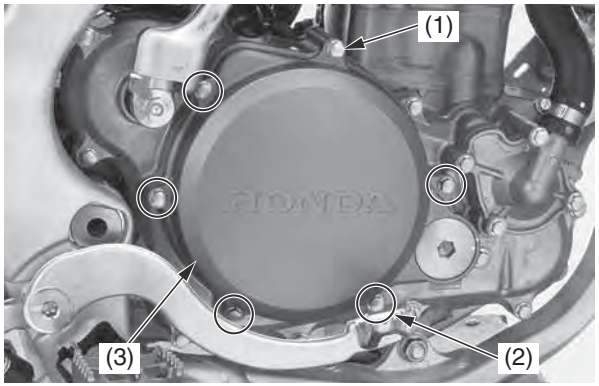
- Check the clutch cable for kinks or signs of wear. If necessary, have it replaced.
- Lubricate the clutch cable with a commercially available cable lubricant to prevent premature wear and corrosion.

Clutch Operation

1. Check for smooth clutch lever operation. If necessary, lubricate the clutch lever pivot bolt sliding surface with grease and/or clutch cable with commercially available cable lubricant.
2. Check the clutch cable for deterioration, kinks, or damage.

Clutch Disc/Plate Removal

1. Drain the transmission oil (page 53).
2. Remove the clutch cover bolt A (1), clutch cover bolts B (2), and clutch cover (3).

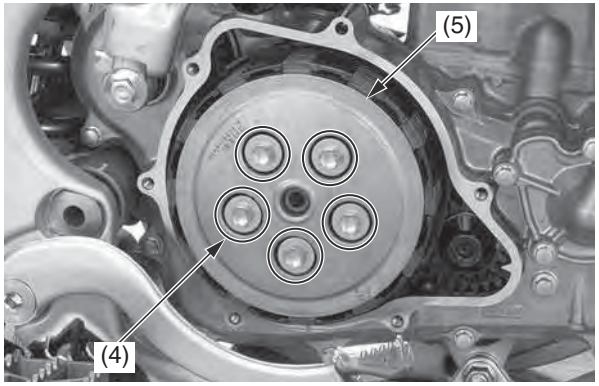


(1) clutch cover bolt A
(2) clutch cover bolts B
(3) clutch cover

3. Remove the five clutch spring bolts and springs (4).

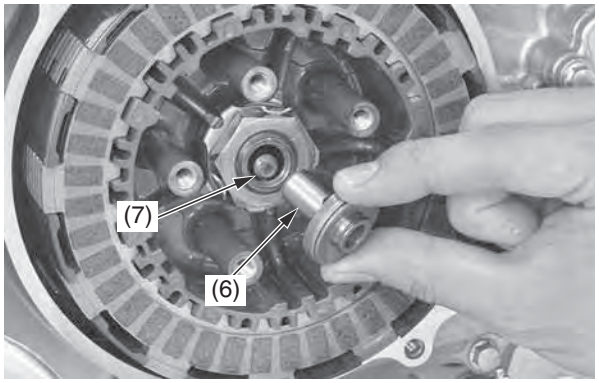
Loosen the bolts in a crisscross pattern in two or three progressive steps.

4. Remove the clutch pressure plate (5).



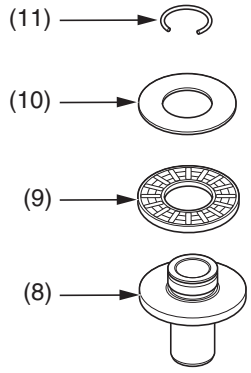
(4) clutch spring bolts and springs
(5) clutch pressure plate

5. Remove the clutch lifter assembly (6) first, then remove the clutch lifter rod (7).



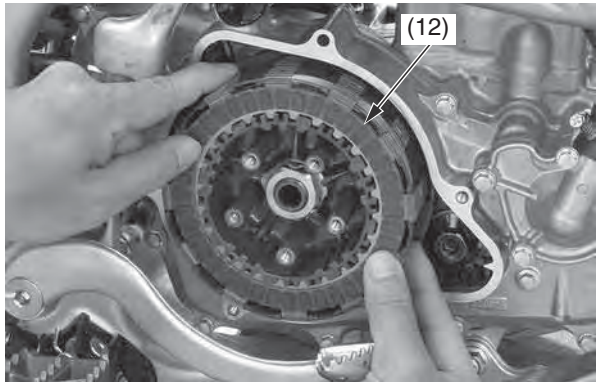
(6) clutch lifter assembly
(7) clutch lifter rod

6. Disassemble the clutch lifter (8), needle bearing (9) and washer (10) by removing the clip (11). Turn the needle bearing with your finger. The needle bearing should turn smoothly and quietly.
   Replace the needle bearing and washer if the needle bearing does not turn smoothly.



(8) clutch lifter
(9) needle bearing
(10) washer
(11) clip

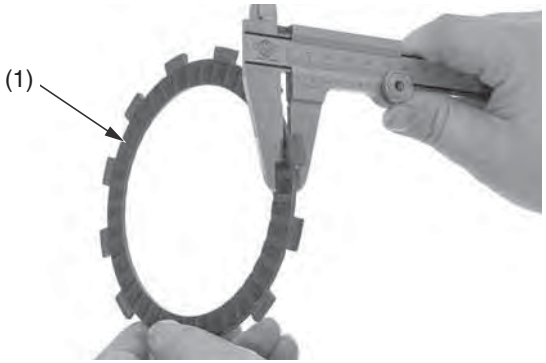
7. Remove the eight clutch discs, seven clutch plates, judder spring and spring seat (12).



(12) clutch discs, clutch plates, judder spring and spring seat

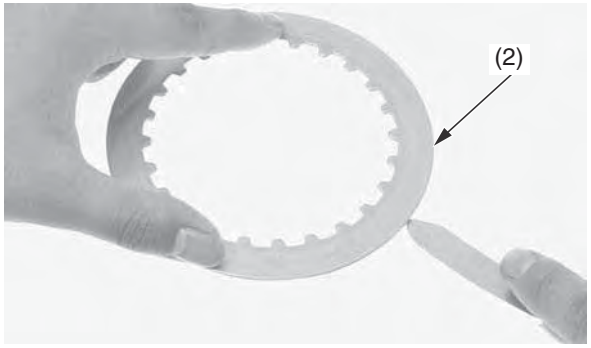
Clutch Disc/Plate Inspection

- Replace the clutch discs (1) if they show signs of scoring or discoloration.
  Measure the thickness of each clutch disc.
  Service Limit: 0.112 in (2.85 mm)
  Replace the clutch discs and clutch plates as a set.



(1) clutch discs

- Check the clutch plates (2) for excessive warpage or discoloration.
  Check the plate warpage on a surface plate using a feeler gauge.
  Service Limit: 0.004 in (0.10 mm)
  Replace the clutch discs and clutch plates as a set.

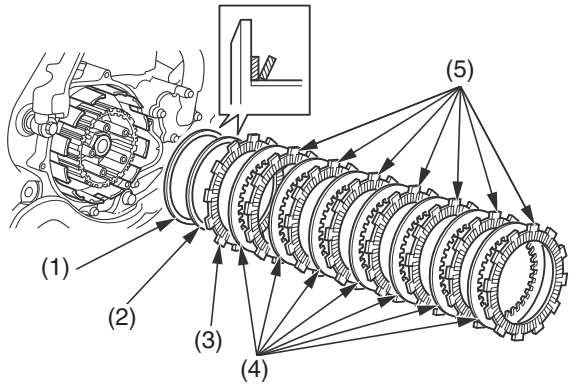


(2) clutch plates

- If you feel the clutch slippage when replacing the clutch discs and plates, replace the clutch springs.

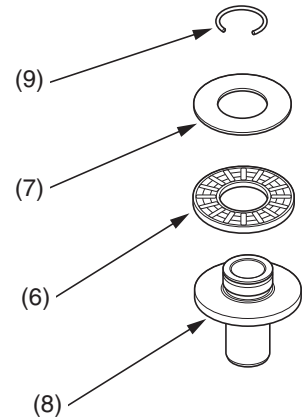
Clutch Disc/Plate Installation

1. Install the spring seat (1) and judder spring (2) onto the clutch center as shown.
   Coat the clutch discs with engine oil.
2. Install the clutch disc A (larger I.D. disc) (3) onto the clutch outer.
   Stack the seven clutch plates (4) and seven clutch discs B (5) alternately.



(1) spring seat
(2) judder spring
(3) clutch disc A
(4) clutch plates
(5) clutch discs B

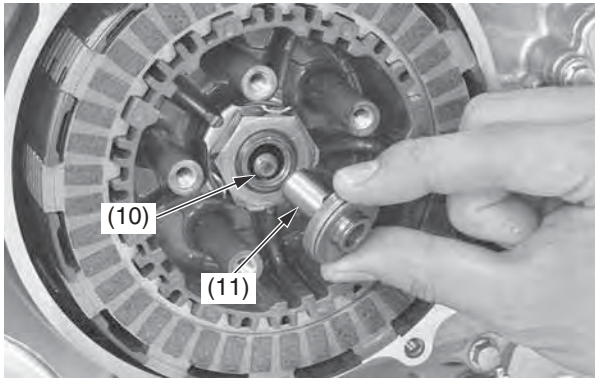
3. Apply engine oil to the needle bearing (6). Install the needle bearing and washer (7) onto the clutch lifter (8). Then, install a new clip (9) by fitting it into the groove in the clutch lifter.



(6) needle bearing
(7) washer
(8) clutch lifter
(9) clip (new)

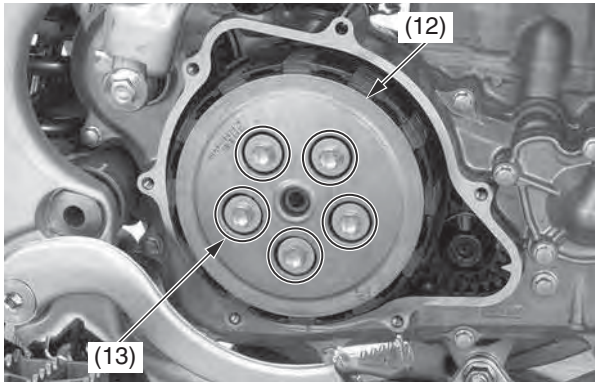
(cont'd)

4. Apply engine oil to the clutch lifter rod (10) and insert it into the mainshaft.
5. Install the clutch lifter assembly (11) onto the rod.



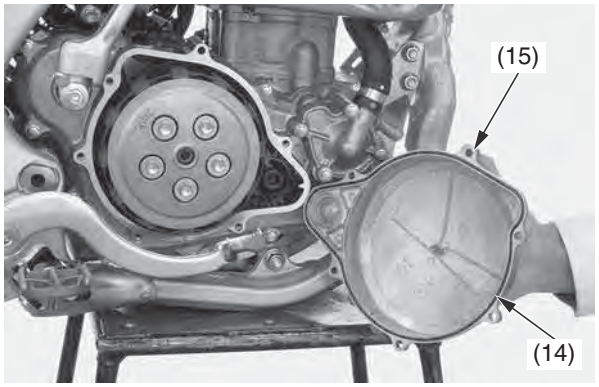
(10) clutch lifter rod (11) clutch lifter assembly

6. Install the clutch pressure plate (12).
7. Install the five clutch springs and bolts (13).
8. Tighten the bolts in a crisscross pattern in two or three steps to the specified torque:
   9 lbf·ft (12 N·m, 1.2 kgf·m)



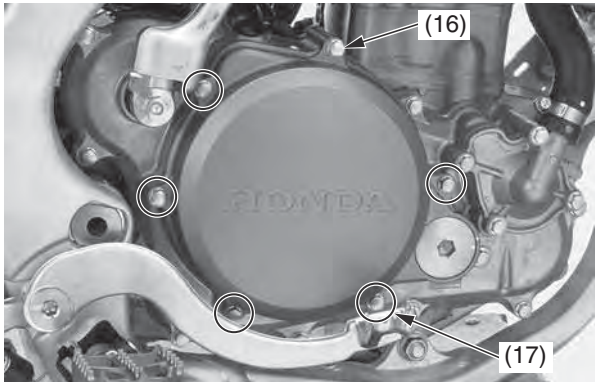
(12) clutch pressure plate
(13) clutch springs and bolts

9. Apply engine oil to a new O-ring (14) and install it in the groove of the clutch cover (15).



(14) O-ring (new) (15) clutch cover

10. Install the cover by tightening the clutch cover bolt A (16) and clutch cover bolts B (17) in a crisscross pattern in two or three steps to the specified torque:
    7 lbf·ft (10 N·m, 1.0 kgf·m)



(16) clutch cover bolt A (17) clutch cover bolts B

11. Fill the crankcase with transmission oil (page 53).

Refer to *Important Safety Precautions* on page 23.

Spark Plug Recommendation

The recommended standard spark plug is satisfactory for most racing conditions.

Standard	R0451B-8 (NGK)

Use only the recommended type of spark plugs in the recommended heat range.

NOTICE

Using a spark plug with an improper heat range or incorrect reach can cause engine damage. Using a non-resistor spark plug may cause ignition problems.

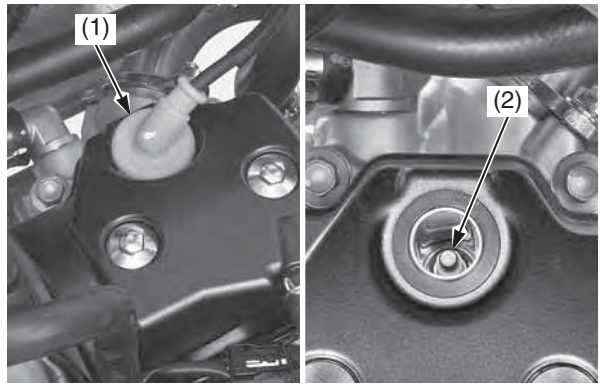
This motorcycle uses a spark plug that has an iridium tip in the center electrode and a platinum tip in the side electrode.

Be sure to observe the following when servicing the spark plug.

- Do not clean the spark plug. If an electrode is contaminated with accumulated objects or dirt, replace the spark plug with a new one.
- To check the spark plug gap, use only a "wire-type feeler gauge." To prevent damaging the iridium tip of the center electrode and platinum tip of the side electrode, never use a "leaf-type feeler gauge."
- Do not adjust the spark plug gap. If the gap is out of specification, replace the spark plug with a new one.

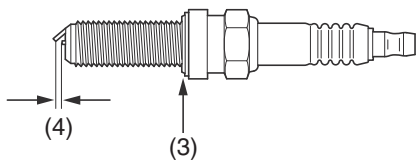
Spark Plug Inspection & Replacement

1. Remove the seat and hang the fuel tank to the left of the frame (pages 34, 35).
2. Disconnect the spark plug cap (1).
3. Clean any dirt from around the spark plug base.
4. Remove the spark plug (2).



(1) spark plug cap (2) spark plug

5. Check the electrodes for wear or deposits, the sealing gasket (3) for damage, and the insulator for cracks. Replace if you detect them.
6. Check the spark plug gap (4), using a wire-type feeler gauge. If the gap is out of specifications, replace the plug with a new one.
   The recommended spark plug gap is:
   0.024 – 0.028 in (0.60 – 0.70 mm)



(3) sealing gasket
(4) spark plug gap

7. To obtain accurate spark plug readings, accelerate up to speed on a straightaway. Press and hold the engine stop button and disengage the clutch by pulling the lever in. Coast to a stop, then remove and inspect the spark plug. The porcelain insulator around the center electrode should appear tan or medium gray.

If you're using a new plug, ride for at least 10 minutes before taking a plug reading; a brand-new plug will not color initially.

If the electrodes appear burnt, or the insulator is white or light gray (lean) or the electrodes and insulator are black or fouled (rich), there is a problem elsewhere (page 148).
Check the PGM-FI system and ignition timing.

8. With the sealing gasket attached, thread the spark plug in by hand to prevent cross-threading.
9. Tighten the spark plug.
   - If the old plug is good:
     1/8 turn after it seats.
   - If installing a new plug, tighten it twice to prevent loosening:
     a) First, tighten the plug:
        1/2 turn after it seats.
     b) Then loosen the plug.
     c) Next, tighten the plug again:
        1/8 turn after it seats.

NOTICE

An improperly tightened spark plug can damage the engine. If a plug is too loose, the piston may be damaged. If a plug is too tight, the threads may be damaged.

10. Connect the spark plug cap. Take care to avoid pinching any cables or wires.
11. Install the fuel tank and seat (pages 34, 36).

Valve Clearance

Refer to *Important Safety Precautions* on page 23.

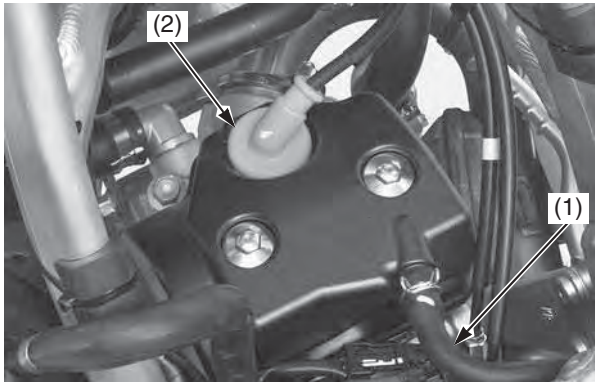
Excessive valve clearance will cause noise and eventual engine damage. Little or no clearance will prevent the valve from closing and cause valve damage and power loss. Check valve clearance when the engine is cold at the intervals specified in the Maintenance Schedule (page 25).

The checking or adjusting of the valve clearance should be performed while the engine is cold. The valve clearance will change as engine temperature rises.

Cylinder Head Cover Removal

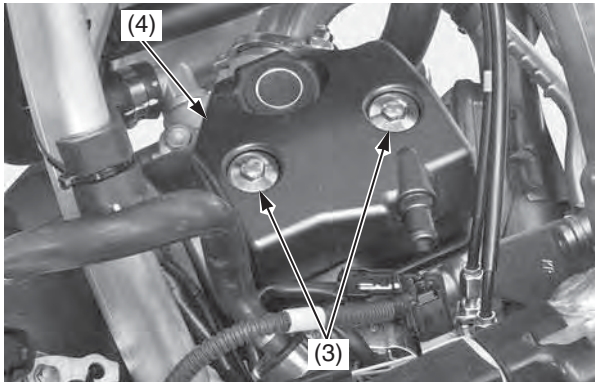
Before inspection, clean the engine thoroughly to keep dirt from entering the engine.

1. Remove the seat and hang the fuel tank to the left of the frame (pages 34, 35).
2. Disconnect the breather tube (1) and spark plug cap (2).



(1) breather tube (2) spark plug cap

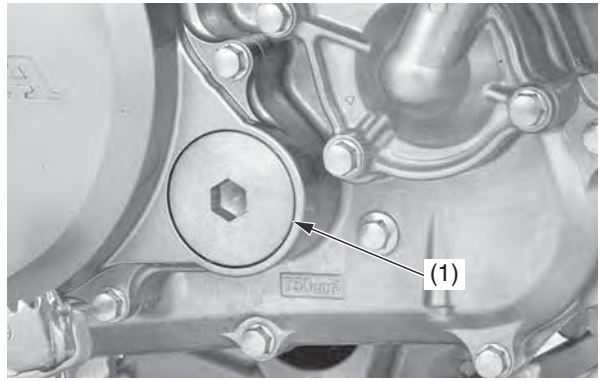
3. Remove the cylinder head cover bolts, rubber seals (3) and cylinder head cover (4).



(3) cylinder head cover bolts and rubber seals
(4) cylinder head cover

Positioning At TDC On The Compression Stroke

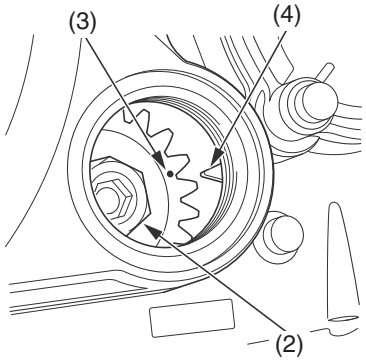
1. Remove the crankshaft hole cap (1).



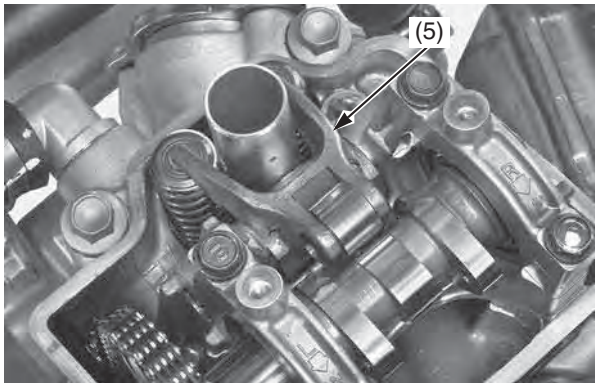
(1) crankshaft hole cap

2. Remove the spark plug (page 67).
3. Remove the cylinder head cover (this page).

4. Rotate the crankshaft by turning the primary drive gear bolt (2) clockwise until the punch mark (3) on the primary drive gear aligns with the index mark (4) on the right crankcase cover. In this position, the piston may either be on the compression or exhaust stroke at TDC. If the crankshaft passed the punch mark, rotate the primary drive gear bolt clockwise again and align the punch mark with the index mark. The inspection must be made when the piston is at the top of the compression stroke when both the intake and exhaust valves are closed. This condition can be determined by moving the exhaust rocker arm (5). If it is free, an indication that the valves are closed and that the piston is on the compression stroke. If it is tight and the valves are open, rotate the primary drive gear bolt 360° and realign the punch mark with the index mark.



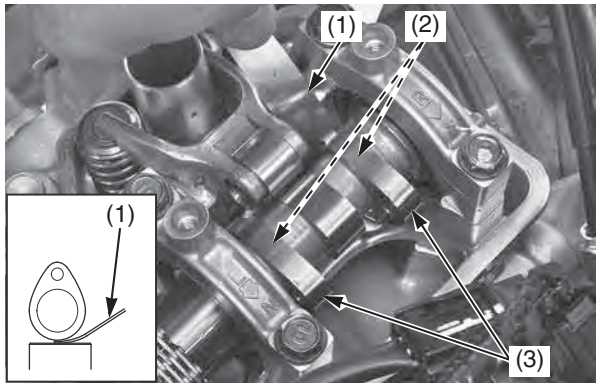
(2) primary drive gear bolt (4) index mark
(3) punch mark



(5) exhaust rocker arm

Valve Clearance Inspection

1. Set the piston at TDC on the compression stroke (page 68).
2. Measure the intake valve clearance by inserting a feeler gauge (1) between the valve lifters (2) and intake cam lobes (3).

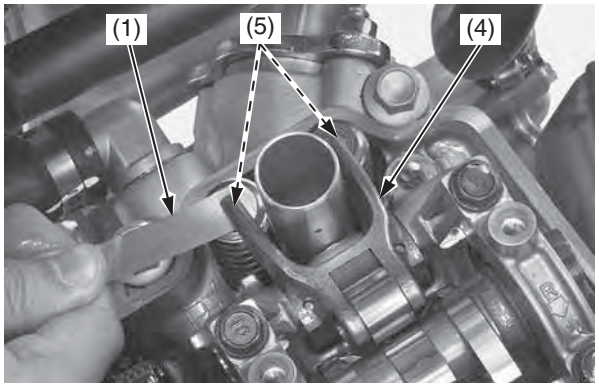


(1) feeler gauge
(2) valve lifters
(3) intake cam lobes

Valve Clearance:
IN: 0.005 ± 0.001 in (0.12 ± 0.03 mm)

(cont'd)

3. Measure the exhaust valve clearance by inserting a feeler gauge (1) between the exhaust rocker arm (4) and shims (5).



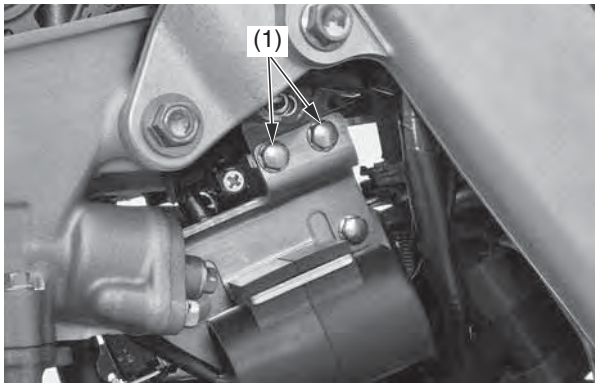
(1) feeler gauge
(4) exhaust rocker arm
(5) exhaust valve shims

Valve Clearance:
EX: 0.008 ± 0.001 in (0.21 ± 0.03 mm)

If intake valve clearance and exhaust valve clearance need adjustment, see *Camshaft Removal* (this page) and select the correct shim for each valve.

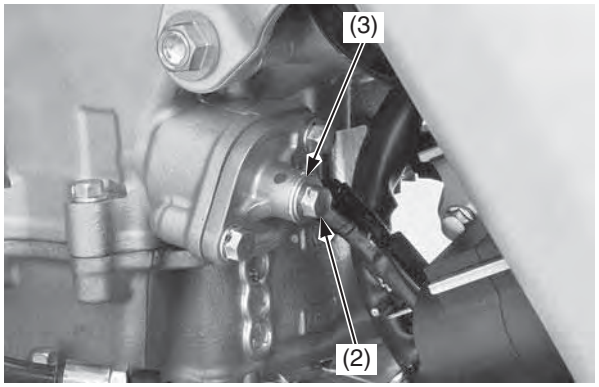
Camshaft Removal

1. Record the intake valve and exhaust valve clearances (page 69).
   Make sure the piston is at TDC on the compression stroke (page 68).
2. Remove the condenser stay mounting bolts (1).



(1) condenser stay mounting bolts

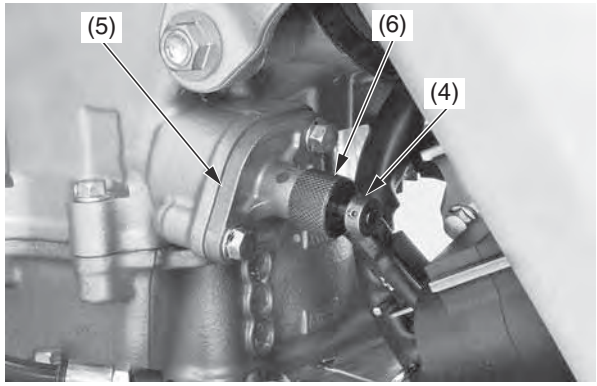
3. Remove the cam chain tensioner lifter cover bolt (2) and sealing washer (3).



(2) cam chain tensioner lifter cover bolt
(3) sealing washer

4. Insert the tensioner stopper (4) into the cam chain tensioner lifter (5).
   Turn the tensioner stopper clockwise and lock the cam chain tensioner lifter by pushing the handle (6) into the notch on the cam chain tensioner lifter.

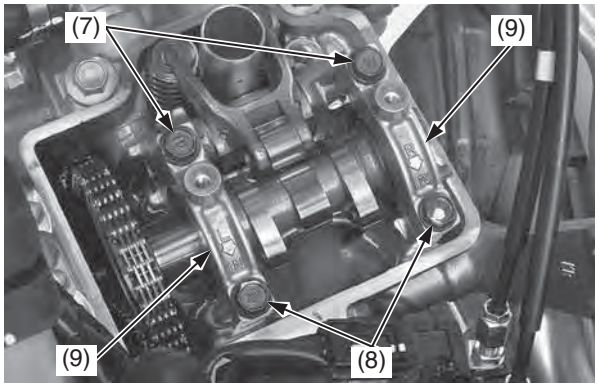
- Tensioner stopper — 070MG-0010100
  07AMG-001A100
  (USA only)



(4) tensioner stopper
(5) cam chain tensioner lifter
(6) handle

5. Make sure the piston is at TDC on the compression stroke (page 68).
   Loosen the camshaft holder bolts A (7), B (8) in a crisscross pattern in two or three steps.
   Remove the camshaft holder bolts, set rings and camshaft holders (9).

As you remove the camshaft holders, set rings may be sticking in the camshaft holders.



(7) camshaft holder bolts A
(8) camshaft holder bolts B
(9) set rings and camshaft holders

NOTICE

Do not let the set rings fall into the crankcase.

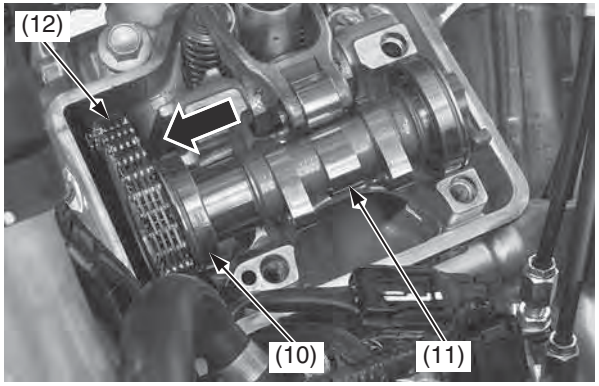
If the set rings are remained on the camshaft holders, remove the set rings carefully.

6. Slide the left camshaft bearing (10) and remove the camshaft (11) by removing the cam chain (12).

Suspend the cam chain with a piece of wire to prevent the chain from falling into the crankcase.

NOTICE

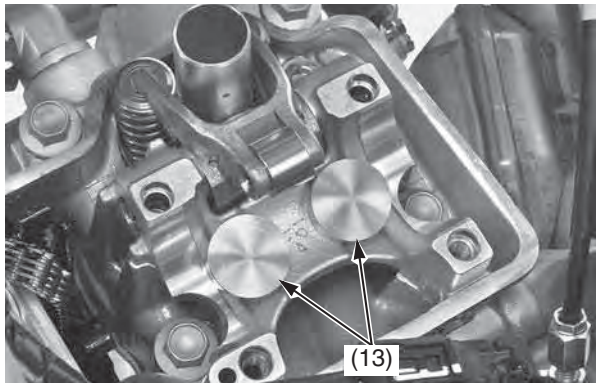
Do not let the cam chain fall into the crankcase.



(10) left camshaft bearing
(11) camshaft
(12) cam chain

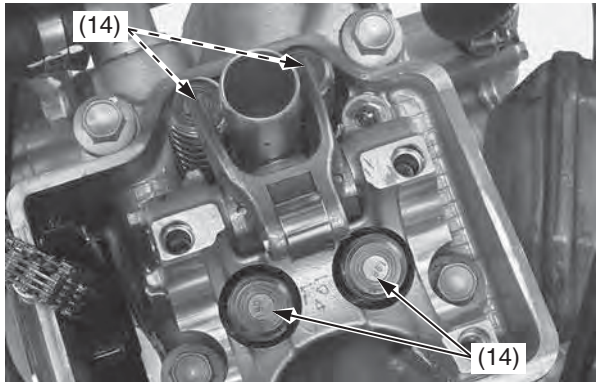
7. Remove the intake valve lifters (13).

Keep the intake valve lifters and shims separate so you can easily identify the originally installed location such as intake or exhaust, right or left.



(13) intake valve lifters

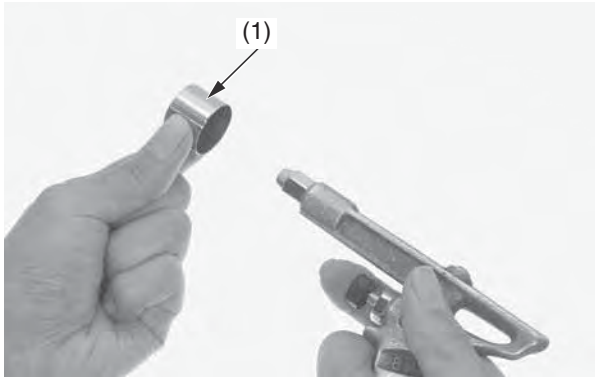
8. Remove the valve shims (14).



(14) valve shims

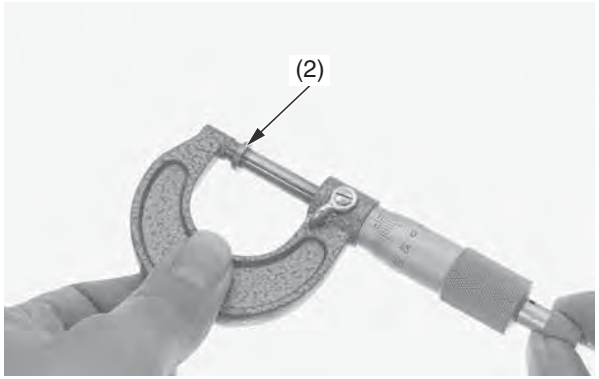
Shim Selection

1. Clean the valve shim contact area in the valve lifter (1) with compressed air.



(1) valve lifter

2. Measure the shim thickness with a micrometer and record it.
   Sixty-nine different shims (2) are available in 0.025 mm thickness intervals, from 1.200 mm (the thinnest) to 2.900 mm (the thickest).



(2) shim

3. Calculate the new shim thickness using the equation below.

A = (B – C) + D

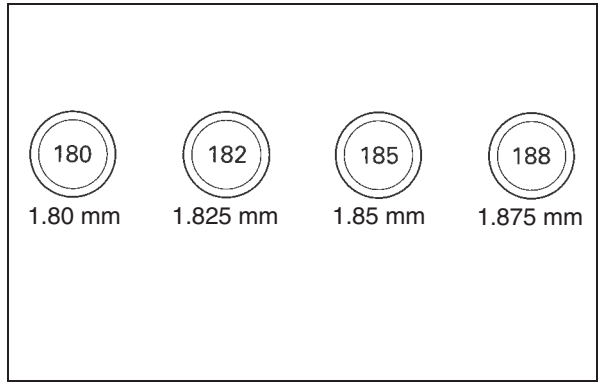
A: New shim thickness
B: Recorded valve clearance
C: Specified valve clearance
D: Old shim thickness

- Make sure of the correct shim thickness by measuring the shim with a micrometer.
- Reface the exhaust valve seat if carbon deposits result in a calculated dimension of over 2.900 mm.

NOTICE

Do not lap the intake and exhaust valves. They are titanium and have a thin oxide coating. Lapping will damage this coating.

If required shim size is outside the available range, have your motorcycle inspected by your dealer.

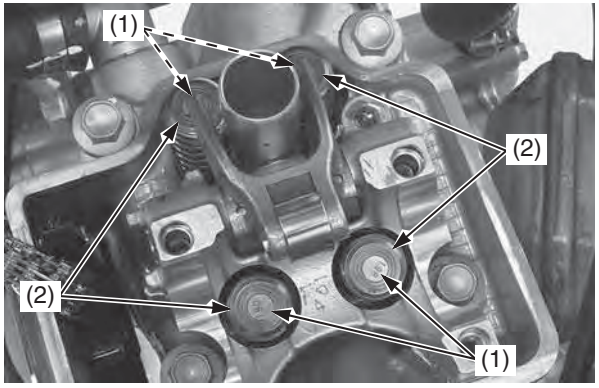


Camshaft Installation

1. Install the newly selected shims (1) on the valve spring retainers (2).

NOTICE

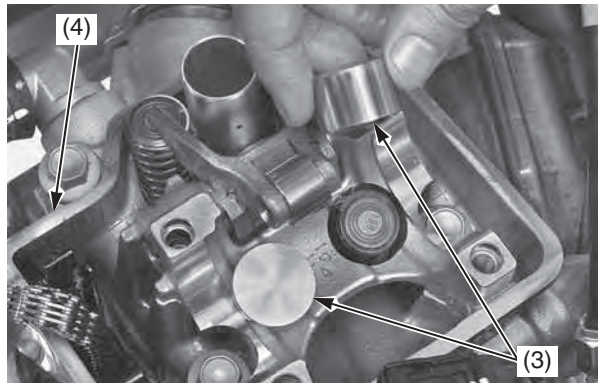
Do not let the shims fall into the crankcase.



(1) shims
(2) valve spring retainers

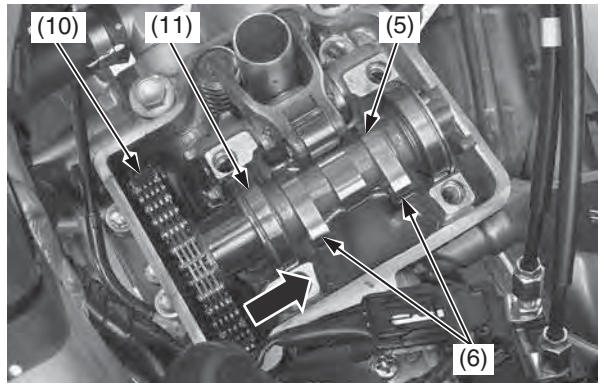
2. Apply molybdenum disulfide oil (a mixture of 1/2 engine oil and 1/2 molybdenum disulfide grease containing more than 3% molybdenum disulfide additive) to the following parts.
   – camshaft cam lobes
   – each valve lifter outer surface

3. Install each valve lifter (3) in their original location into the cylinder head (4).

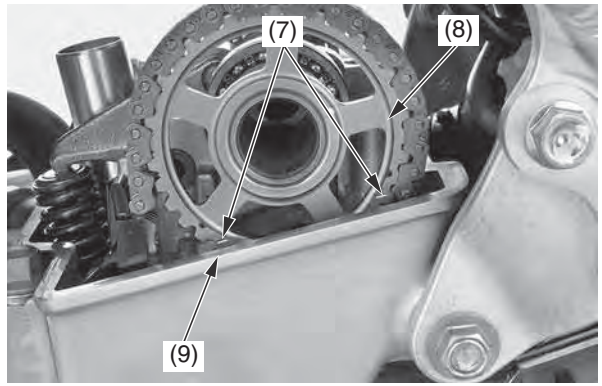


(3) valve lifters
(4) cylinder head

4. Make sure the piston is at TDC (page 68).
5. Place the camshaft (5) with the intake cam lobes (6) facing up and align the timing marks (7) on the cam sprocket (8) with the surface (9) of the cylinder head.
   Install the cam chain (10) over the sprocket without rotating the camshaft.
6. Slide the left camshaft bearing (11).



(5) camshaft
(6) intake cam lobes
(10) cam chain
(11) left camshaft bearing



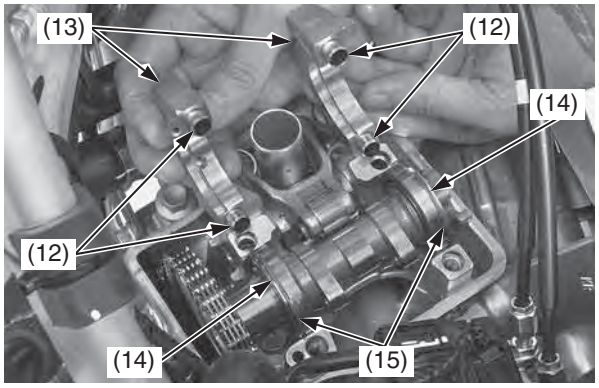
(7) timing marks
(8) cam sprocket
(9) cylinder head surface

(cont'd)

7. Make sure that the dowel pins (12) are installed into the camshaft holders (13).
8. Install the set rings (14) on the camshaft bearing grooves (15).

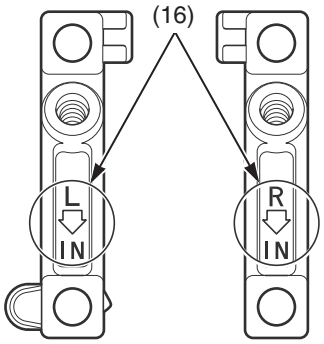
NOTICE

Do not let the set rings fall into the crankcase.



(12) dowel pins
(13) camshaft holders
(14) set rings
(15) camshaft bearing grooves

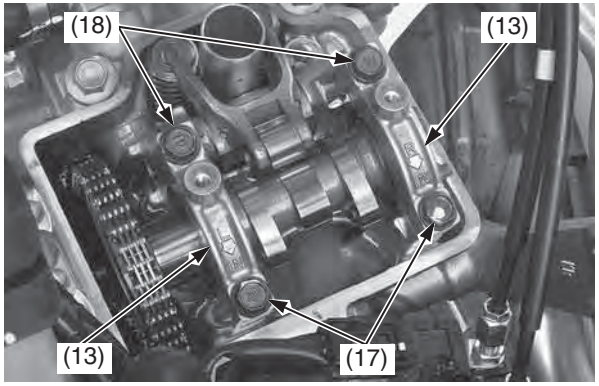
Each camshaft holder has an identification mark (16).



(16) identification marks

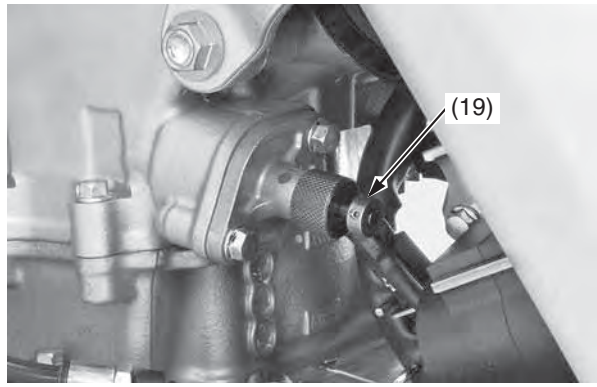
9. Install the camshaft holders (13) in their proper position by aligning the camshaft holder grooves with the set rings.
10. Apply engine oil to the camshaft holder bolt threads and seating surface.
    Tighten the camshaft holder bolts A (17) and B (18) to the specified torque:
    12 lbf·ft (16 N·m, 1.6 kgf·m)

Tighten the camshaft holder bolts in a crisscross pattern in two or three steps.



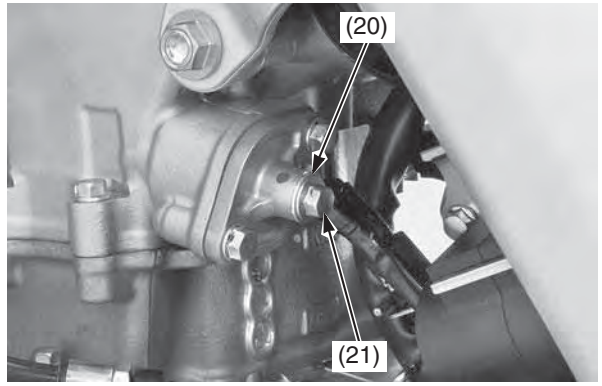
(13) camshaft holders
(17) camshaft holder bolts A
(18) camshaft holder bolts B

11. Remove the tensioner stopper (19) from the cam chain tensioner lifter.



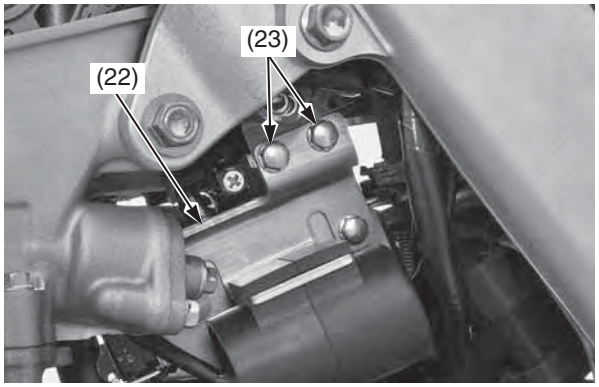
(19) tensioner stopper

12. Install a new sealing washer (20) and tighten the cam chain tensioner lifter cover bolt (21).



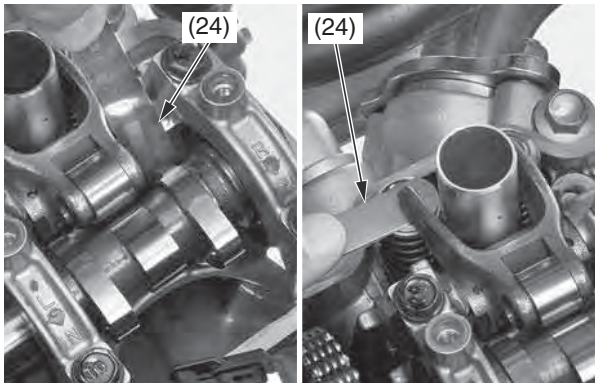
(20) sealing washer (new)
(21) cam chain tensioner lifter cover bolt

13. Install the condenser stay (22) and tighten the condenser stay mounting bolts (23).



(22) condenser stay
(23) condenser stay mounting bolts

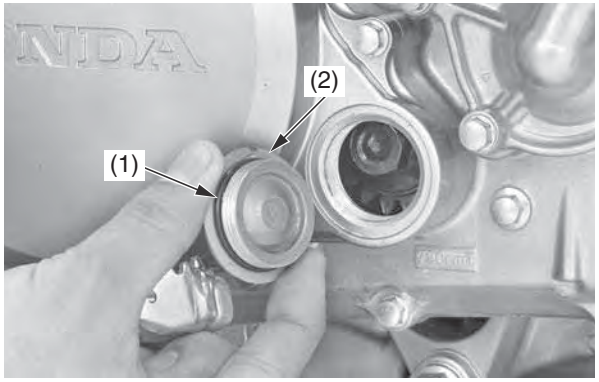
14. Rotate the camshaft by rotating the crankshaft clockwise several times and make sure that the piston is at TDC on the compression stroke (page 68).
15. Measure the intake valve and exhaust valve clearances by inserting a feeler gauge (24).
    Valve Clearance:
    IN: 0.005 ± 0.001 in (0.12 ± 0.03 mm)
    EX: 0.008 ± 0.001 in (0.21 ± 0.03 mm)



(24) feeler gauge

Crankshaft Hole Cap Installation

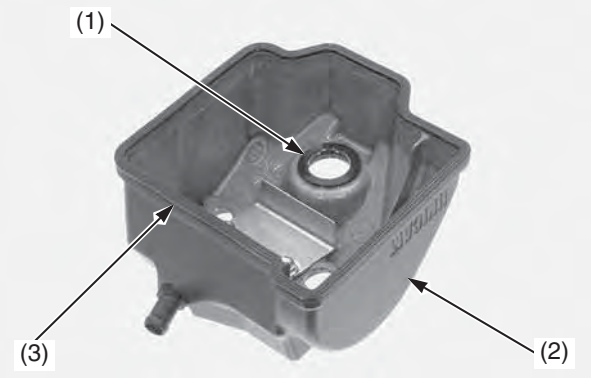
1. Install the spark plug (page 67).
2. Coat a new O-ring (1) with engine oil and install it onto the crankshaft hole cap (2). Apply grease to the crankshaft hole cap threads. Install and tighten the crankshaft hole cap to the specified torque:
   11 lbf·ft (15 N·m, 1.5 kgf·m)



(1) O-ring (new)
(2) crankshaft hole cap

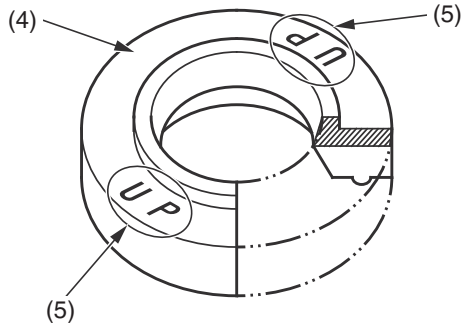
Cylinder Head Cover Installation

1. Check that the spark plug hole packing (1) is in good condition and replace it if necessary. Apply engine oil to the spark plug hole packing and install it to the cylinder head cover (2).
2. Check that the cylinder head cover packing (3) is in good condition and replace it if necessary. Install the cylinder head cover packing into the cylinder head cover groove.



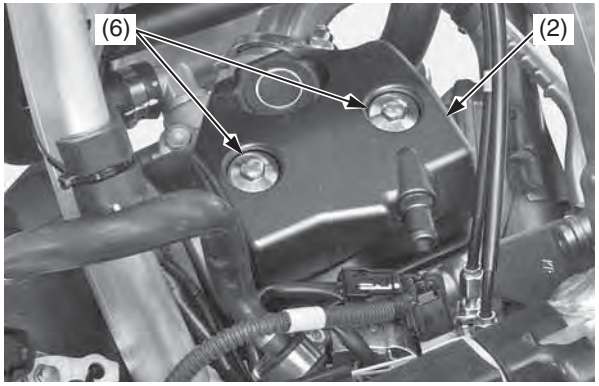
(1) spark plug hole packing
(2) cylinder head cover
(3) cylinder head cover packing

3. Check that the rubber seals (4) are in good condition, replace them if necessary. Install the rubber seals onto the cylinder head cover with the “UP” marks (5) facing up.



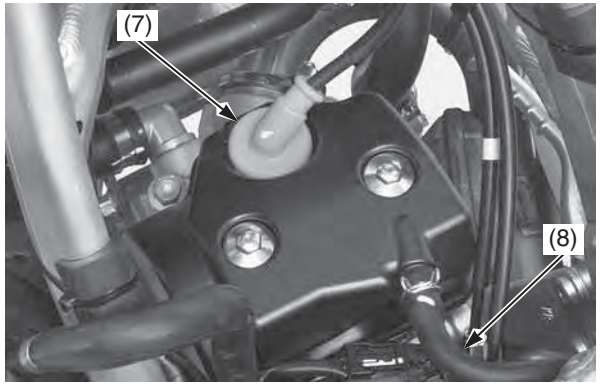
(4) rubber seals (5) “UP” marks

4. Install the cylinder head cover (2) and tighten the cylinder head cover bolts (6) to the specified torque:
   7 lbf·ft (10 N·m, 1.0 kgf·m)



(2) cylinder head cover
(6) cylinder head cover bolts

5. Connect the spark plug cap (7) and breather tube (8).



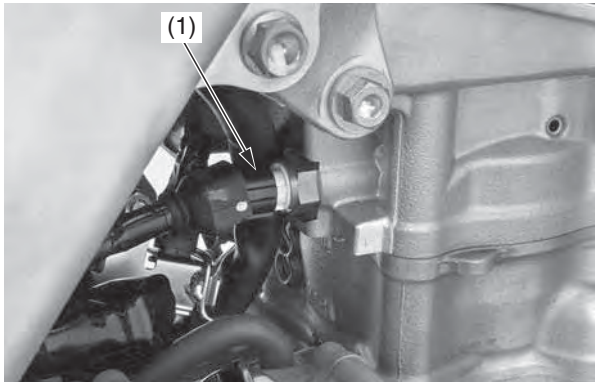
(7) spark plug cap
(8) breather tube

6. Install the fuel tank and seat (pages 34, 36).

Cylinder Head Removal

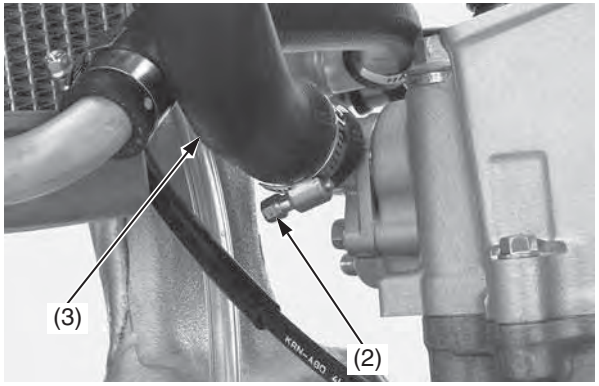
1. Clean the area above the engine before disassembly to prevent dirt falling into the engine.
2. Drain the radiator coolant after cooling the motorcycle (page 157).
3. Remove the seat and hang the fuel tank (pages 34, 35).
4. Remove the left and right mufflers (page 121) and subframe (page 38).
5. Remove the exhaust pipe (page 124).
6. Remove the spark plug (page 67).
7. Remove the cylinder head cover (page 68).
8. Set the piston at TDC on the compression stroke (page 68).
9. Remove the camshaft holders, camshaft, valve lifters and shims (page 70).

10. Disconnect the ECT sensor connector (1).



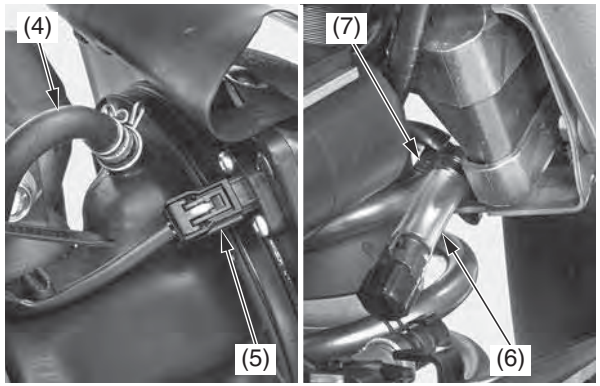
(1) ECT sensor connector

11. Loosen the radiator hose clamp screw (2) and disconnect the radiator hose (3).



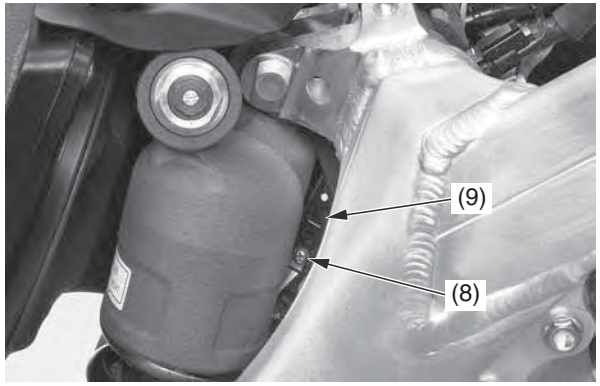
(2) radiator hose clamp screw
(3) radiator hose

12. Disconnect the crankcase breather tube A (4) from the air cleaner connecting tube.
13. Disconnect the IAT sensor connector (5).
14. Release the crankcase breather tube B (6) from the clip (7).



(4) crankcase breather tube A
(5) IAT sensor connector
(6) crankcase breather tube B
(7) clip

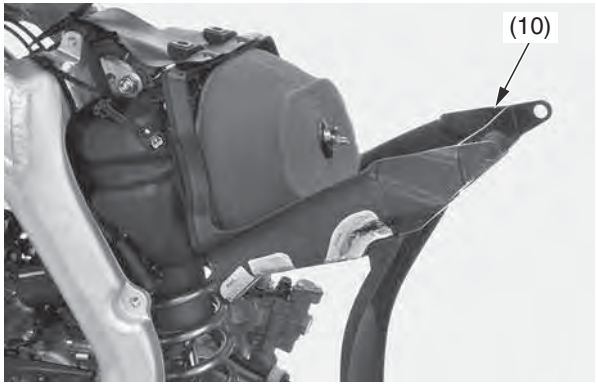
15. Loosen the screw (8) on the air cleaner connecting tube clamp (9).



(8) screw
(9) air cleaner connecting tube clamp

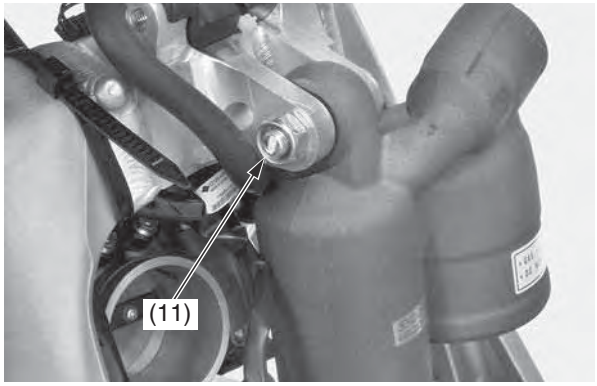
(cont'd)

16. Remove the air cleaner case (10) along with the air cleaner connecting tube.



(10) air cleaner case

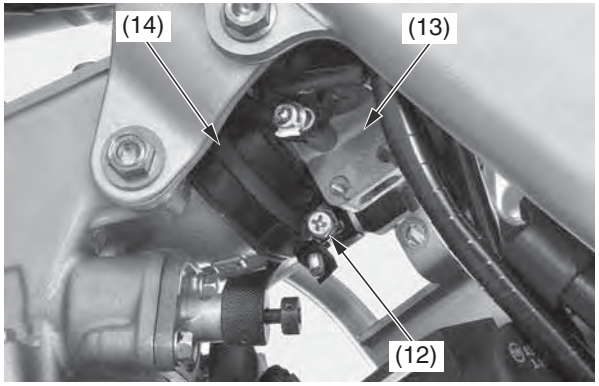
17. Remove the rear shock absorber upper nut and bolt (11).



(11) rear shock absorber upper nut and bolt

18. Loosen the insulator band screw (12) and pull the throttle body (13) out from the insulator (14).

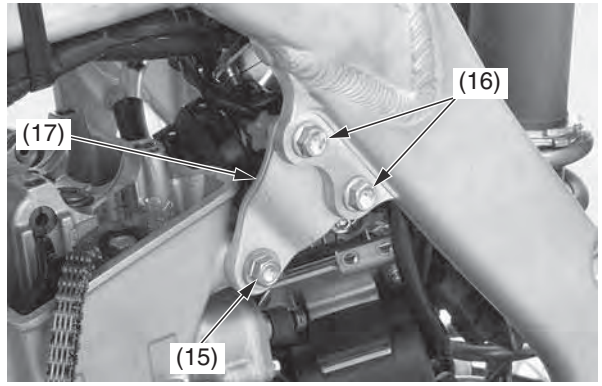
Do not hang the throttle body and support it with a suitable strap.



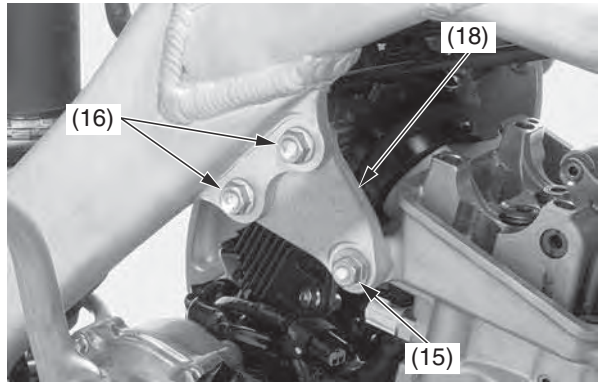
(12) insulator band screw
(13) throttle body
(14) insulator

19. Remove the cylinder head hanger bolts (15). Remove the cylinder head hanger plate bolts (16), left cylinder head hanger plate (17) and right cylinder head hanger plate (18).

Left side:

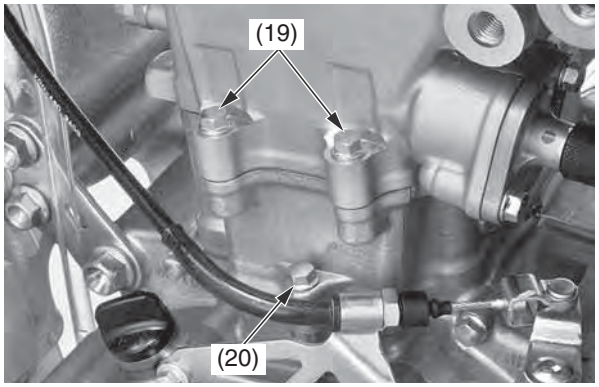


Right side:



(15) cylinder head hanger bolts
(16) cylinder head hanger plate bolts
(17) left cylinder head hanger plate
(18) right cylinder head hanger plate

20. Remove the cylinder head A bolts (19).
21. Loosen the cylinder bolt (20).



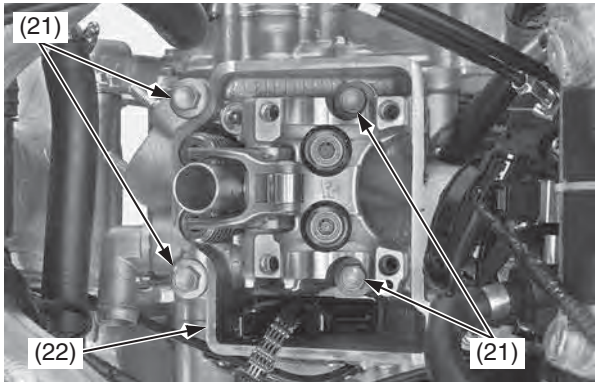
(19) cylinder head A bolts
(20) cylinder bolt

22. Remove the cylinder head B bolts, washers (21) and the cylinder head (22).

Loosen the bolts in a crisscross pattern in two or three steps.

NOTICE

Do not let the washers and cam chain fall into the crankcase.

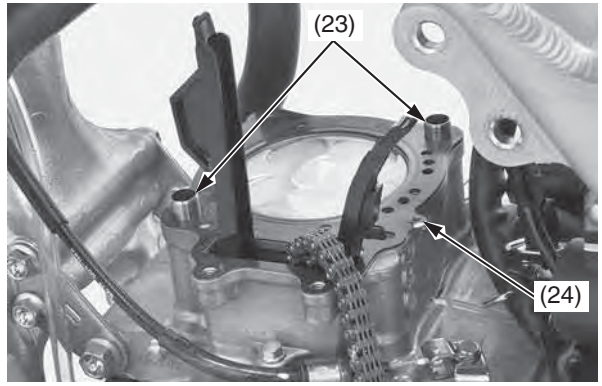


(21) cylinder head B bolts and washers
(22) cylinder head

23. Remove the dowel pins (23) and cylinder head gasket (24).

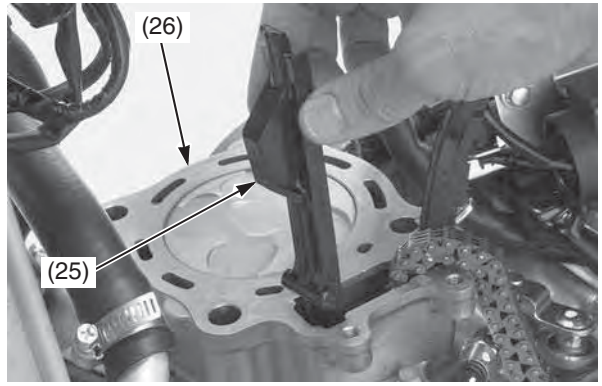
NOTICE

Do not let the dowel pins and cam chain fall into the crankcase.



(23) dowel pins
(24) cylinder head gasket

24. Remove the cam chain guide (25) from the cylinder (26).



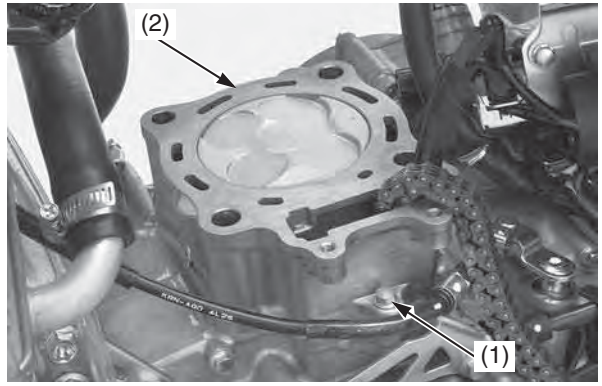
(25) cam chain guide
(26) cylinder

Cylinder Removal

1. Remove the cylinder bolt (1) and cylinder (2).

NOTICE

Do not let the cam chain fall into the crankcase. Do not pry on or strike the cylinder.



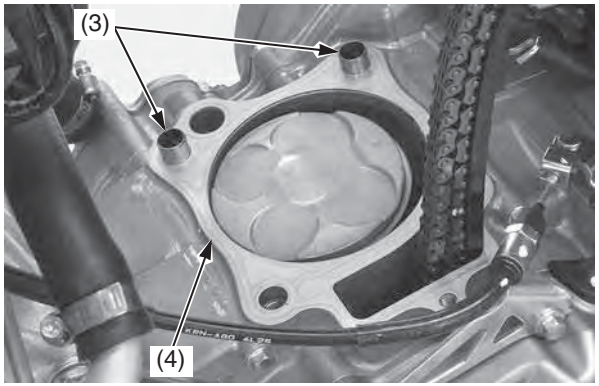
(1) cylinder bolt (2) cylinder

(cont'd)

2. Remove the dowel pins (3) and cylinder gasket (4).

NOTICE

Do not let the dowel pins fall into the crankcase.

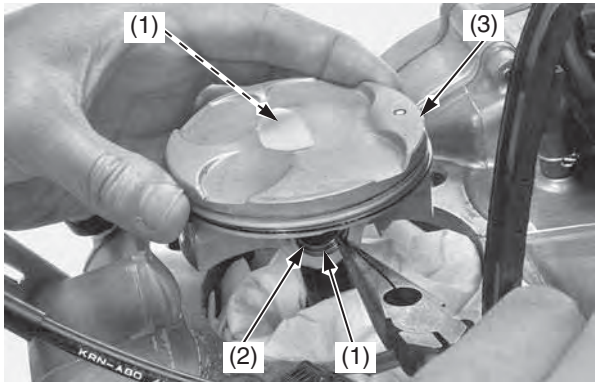


(3) dowel pins (4) cylinder gasket

Piston Removal

1. Place clean shop towels in the crankcase to keep the piston pin clips, or other parts, from falling into the crankcase.
2. Remove the piston pin clips (1) using a pair of needle-nose pliers.
3. Press the piston pin (2) out of the piston (3), and remove the piston.

Under racing conditions, the piston and rings should be replaced every 6 races or about every 15.0 hours of running. Replace the piston pin every 6 races or about every 15.0 hours of running.



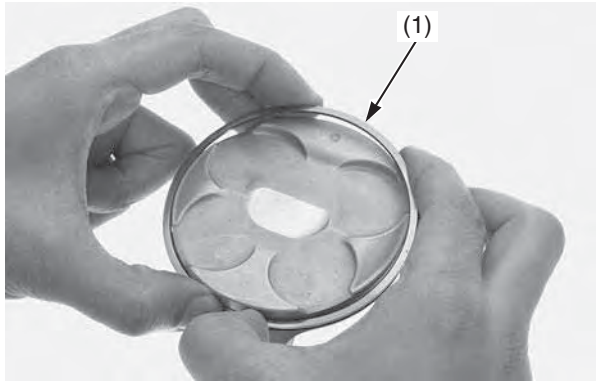
(1) piston pin clips (3) piston
(2) piston pin

Piston Ring Removal

Spread each piston ring (1) and remove by lifting it up at a point just opposite the gap.

NOTICE

Do not damage the piston ring by spreading the ends too far.



(1) piston ring

Piston/Piston Pin/Piston Ring Inspection

We recommend you consult an official Honda Service Manual or your dealer for correct Service Limit measurements.

Piston Ring Installation

1. Remove the carbon deposits from the piston head and piston ring grooves.

NOTICE

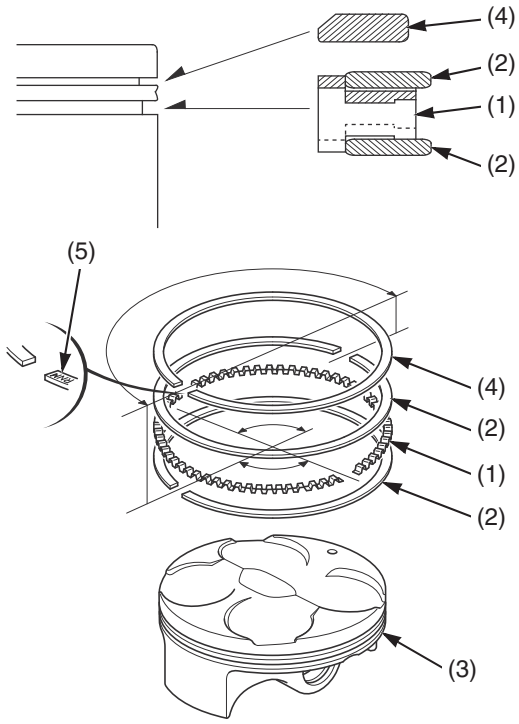
Do not damage the piston when removing the carbon deposit.

2. Apply engine oil to each piston ring whole surface.
3. Install the spacer (1) first, then install the side rails (2) to the piston (3).
4. Install the top ring (4) to the piston with "RNM" mark (5) side facing up.

NOTICE

Do not damage the piston ring by spreading the ends too far.
Do not damage the piston during piston ring installation.

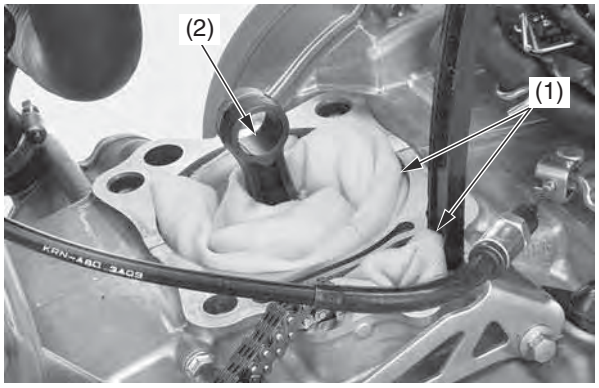
5. After installing the piston rings they should rotate freely, without sticking.
   Space the ring end gaps 180 degrees apart between top ring and upper side rail.
   Space the ring end gaps 90 degrees apart between upper side rail, spacer and lower side rail.



(1) spacer
(2) side rails
(3) piston
(4) top ring
(5) "RNM" mark

Piston Installation

1. Place clean shop towels (1) over the crankcase opening to keep the piston pin clips from falling into the crankcase.
2. Apply molybdenum disulfide oil (a mixture of 1/2 engine oil and 1/2 molybdenum disulfide grease containing more than 3% molybdenum disulfide additive) to the connecting rod small end (2) inner surface.

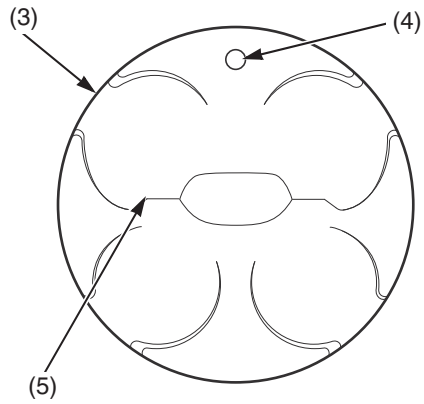


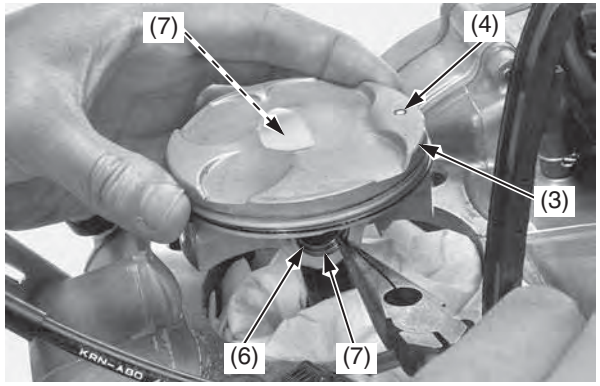
(1) shop towels
(2) connecting rod small end

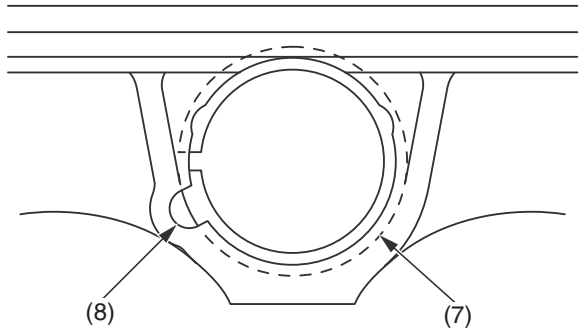
3. Install the piston (3) with the "○" mark (4) and/or the large valve recesses (5) facing the intake side of the engine.
4. Apply molybdenum disulfide oil (a mixture of 1/2 engine oil and 1/2 molybdenum disulfide grease containing more than 3% molybdenum disulfide additive) to the piston pin (6) outer surface.
   Apply engine oil to the piston outer surface and piston pin hole inner surface.
   Install the piston pin and new piston pin clips (7).

NOTICE

Use new pin clips. Never reuse old clips.
Do not let the clips fall into the crankcase.
Do not align the piston pin clip end gap with the piston cut-out (8).







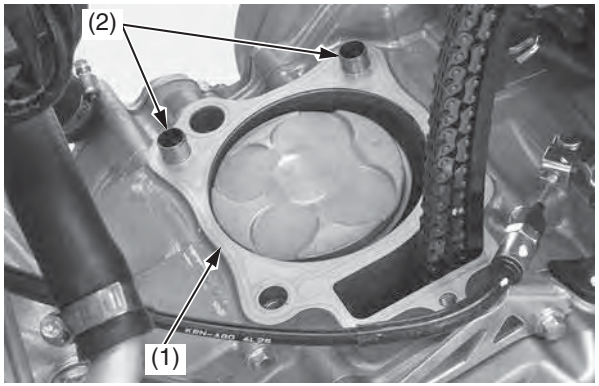
(3) piston
(4) "○" mark
(5) large valve recess
(6) piston pin
(7) piston pin clips (new)
(8) piston cut-out

Cylinder Installation

1. Clean off any gasket material from the gasket surface of the crankcase, being careful not to let any material fall into the crankcase.
2. Remove the shop towels. Do not let any gasket debris fall into the crankcase.
3. Install a new cylinder gasket (1) and dowel pins (2).

NOTICE

Do not let the dowel pins fall into the crankcase.

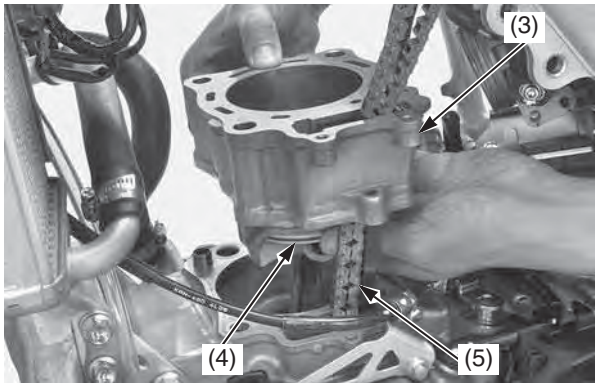


(1) cylinder gasket (new) (2) dowel pins

4. Clean any gasket material off cylinder (3).
5. Apply engine oil to the cylinder wall, piston outer surface and piston rings (4).
   Route the cam chain (5) through the cylinder. Install the cylinder over the piston rings by hand while compressing the piston rings.

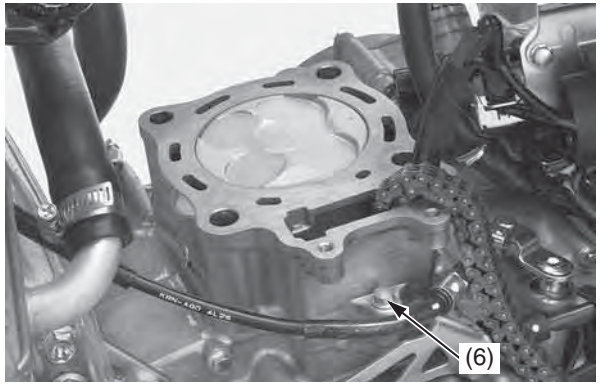
NOTICE

Do not damage the piston rings and cylinder walls.



(3) cylinder (5) cam chain
(4) piston rings

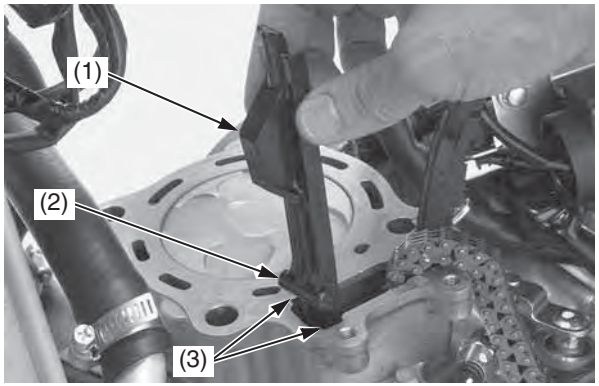
6. Temporarily tighten the cylinder bolt (6).



(6) cylinder bolt

Cylinder Head Installation

1. Clean any gasket material off cylinder head.
2. Install the cam chain guide (1) and fit the cam chain guide tabs (2) in the cylinder cut-outs (3).
   Push the guide until it bottoms in the crankcase guide groove.

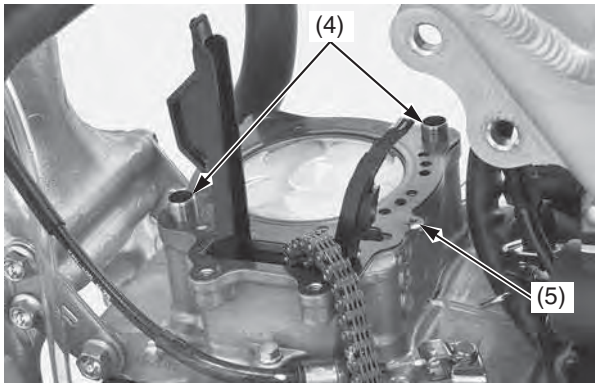


(1) cam chain guide
(2) cam chain guide tabs
(3) cylinder cut-outs

3. Install the dowel pins (4) and a new cylinder head gasket (5).

NOTICE

Do not let the dowel pins fall into the crankcase.



(4) dowel pins
(5) cylinder head gasket (new)

4. Route the cam chain through the cylinder head and install the cylinder head (6).

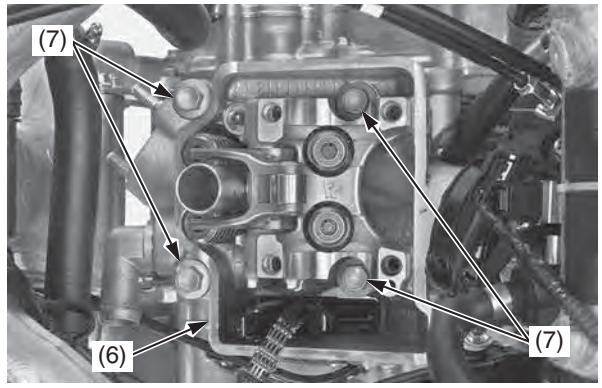
NOTICE

Do not damage mating surfaces when installing the cylinder head.

5. Apply engine oil to all cylinder head B bolt threads and seating surface.
   Install the washers and cylinder head B bolts (7).
   Install the cylinder bolt (8) and cylinder head A bolts (9).
6. Tighten the washers and cylinder head B bolts to the specified torque in a crisscross pattern in two or three steps:
   33 lbf·ft (45 N·m, 4.6 kgf·m)

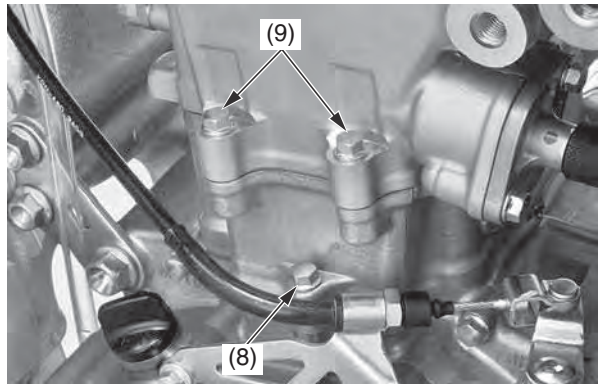
NOTICE

Do not let the washers fall into the crankcase.



(6) cylinder head
(7) washers and cylinder head B bolts

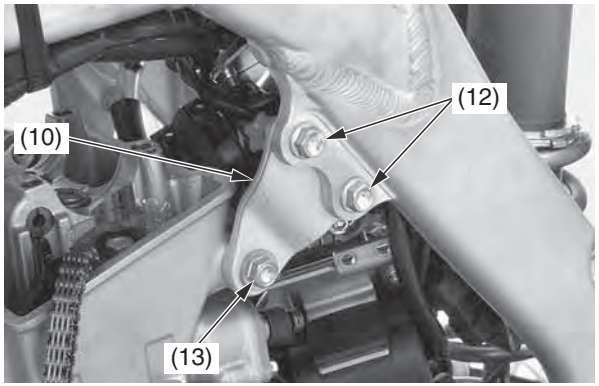
7. Tighten the cylinder bolt and cylinder head A bolts to the specified torque:
   7 lbf·ft (10 N·m, 1.0 kgf·m)



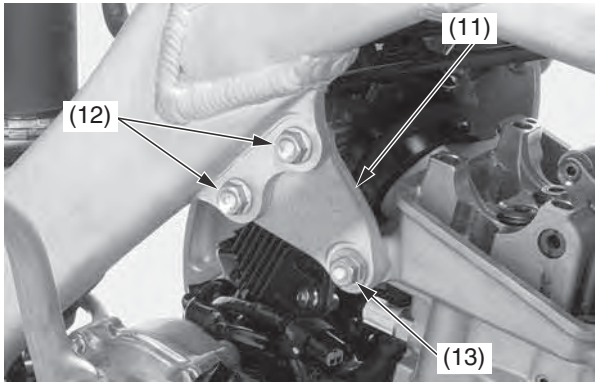
(8) cylinder bolt
(9) cylinder head A bolts

8. Install the left cylinder head hanger plate (10) and right cylinder head hanger plate (11), then loosely install the cylinder head hanger plate bolts (12) and cylinder head hanger bolts (13). Tighten the cylinder head hanger bolts and cylinder head hanger plate bolts to the specified torque:
   cylinder head hanger bolts:
   40 lbf·ft (54 N·m, 5.5 kgf·m)
   cylinder head hanger plate bolts:
   24 lbf·ft (32 N·m, 3.3 kgf·m)

Left side:

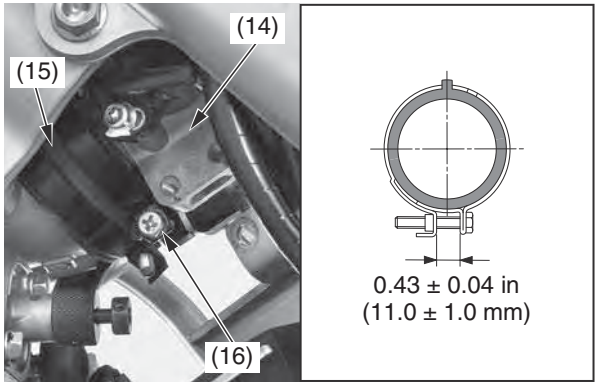


Right side:



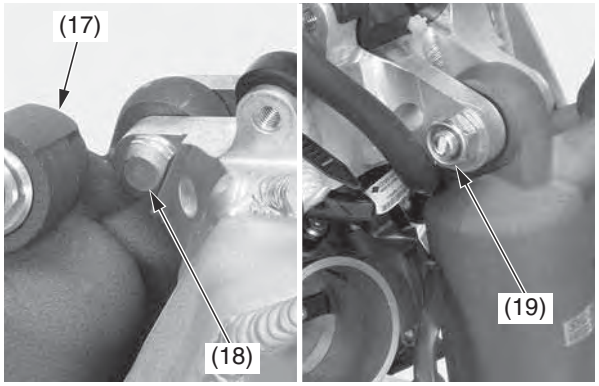
(10) left cylinder head hanger plate
(11) right cylinder head hanger plate
(12) cylinder head hanger plate bolts
(13) cylinder head hanger bolts

9. Install the throttle body (14) to the insulator (15) by aligning the tab of the throttle body with the groove of the insulator and tighten the insulator band screw (16) so the distance between the band ends is 0.43 ± 0.04 in (11.0 ± 1.0 mm).



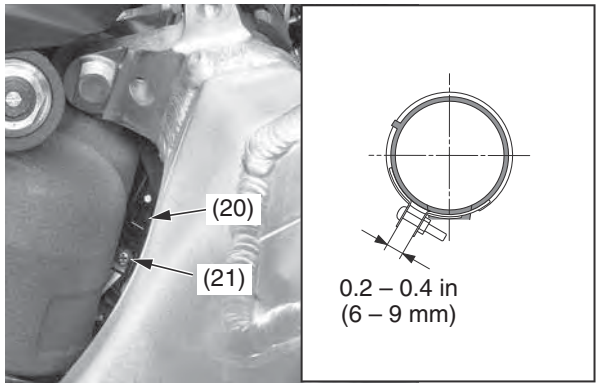
(14) throttle body
(15) insulator
(16) insulator band screw

10. Set the rear shock absorber (17) and install the rear shock absorber upper bolt (18) and nut (19) as shown.
    Tighten the rear shock absorber upper nut to the specified torque:
    32 lbf·ft (44 N·m, 4.5 kgf·m)



(17) rear shock absorber
(18) rear shock absorber upper bolt
(19) nut

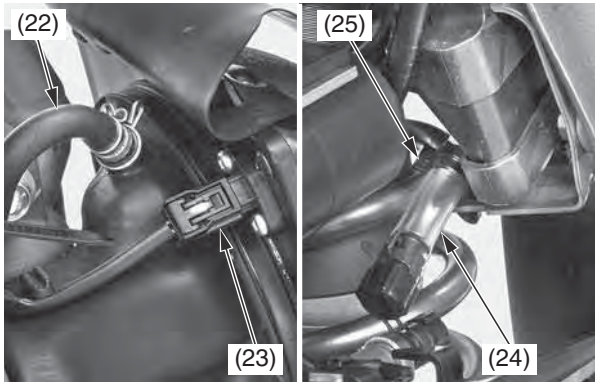
11. Install the air cleaner connecting tube (20) along with air cleaner case to the throttle body. Tighten the air cleaner connecting tube band screw (21) so the distance between the band ends is 0.2 – 0.4 in (6 – 9 mm).



(20) air cleaner connecting tube
(21) air cleaner connecting tube band screw

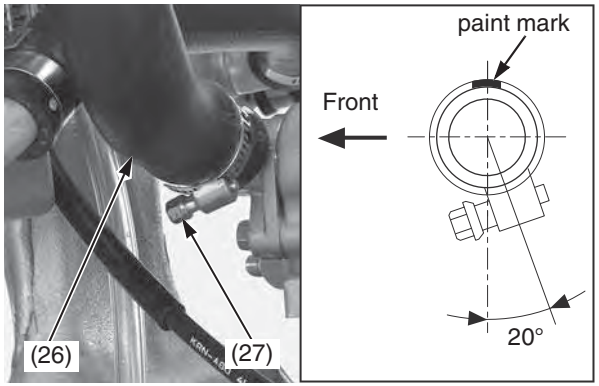
(cont'd)

12. Connect the breather tube A (22).
    Connect the IAT sensor connector (23).
13. Secure the breather tube B (24) with the clip (25).



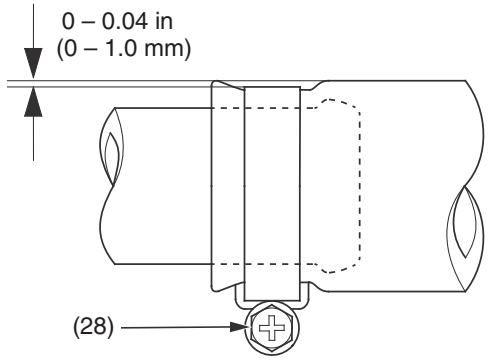
(22) breather tube A
(23) IAT sensor connector
(24) breather tube B
(25) clip

14. Connect the radiator hose (26) to the water hose joint (27) of the cylinder head.



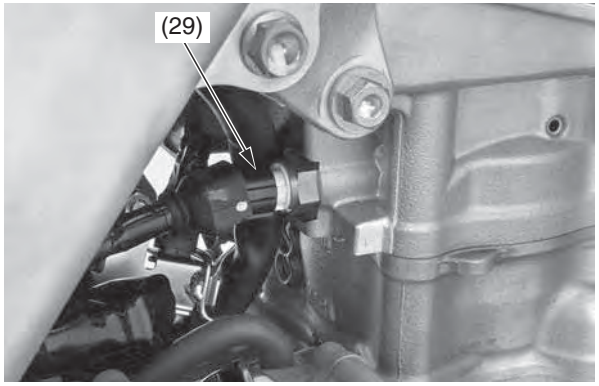
(26) radiator hose
(27) water hose joint

15. Tighten the radiator hose clamp screw (28) as illustrated below.



(28) radiator hose clamp screw

16. Connect the ECT sensor connector (29).



(29) ECT sensor connector

17. Install the shims, valve lifters, camshaft and camshaft holder (page 73).
18. Install the crankshaft hole cap (page 75).
19. Install the cylinder head cover (page 76).
20. Install the spark plug (page 67).
21. Install the exhaust pipe (page 124).
22. Install the subframe (page 38) and left and right mufflers (page 122).
23. Install the fuel tank and seat (pages 34, 36).
24. Fill and bleed the cooling system (page 157).
    Check for the following:
    – compression leaks
    – abnormal engine noise
    – secondary air leaks
    – exhaust gas leaks
    – coolant leaks
    – oil leaks

Refer to *Important Safety Precautions* on page 23.

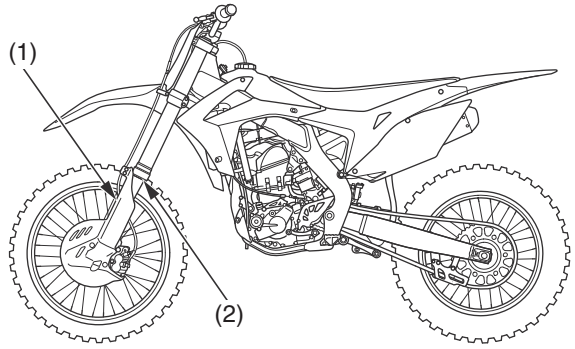
Loose, worn, or damaged suspension components may adversely affect the handling and stability of your CRF. If any suspension components appear worn or damaged, see your dealer for further inspection. Your dealer is qualified to determine whether or not replacement parts or repairs are needed.

Front Suspension Inspection

Do not dispose of the fork; see your dealer.

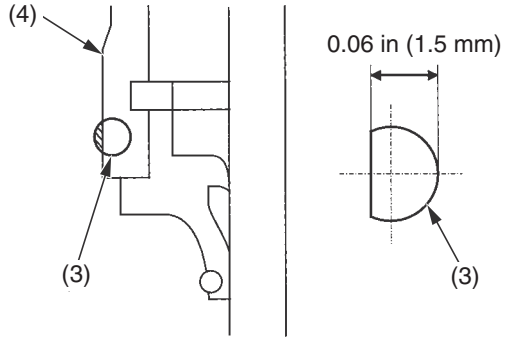
- When your CRF is new, break it in for approximately 1 hour with the standard setting to ensure that the suspension has broken-in (page 19).
- After break-in, test run your CRF with the front suspension at the standard setting before attempting any adjustments.
- Adjust the left fork air pressure each riding. See page 136 for left fork air pressure adjustment.
- Replace the right fork outer tube fork oil every 3 races or 7.5 hours of running. See page 91 for right fork oil replacement.
- Replace the left fork outer tube fork oil every 3 races or 7.5 hours of running. See page 100 for outer tube fork oil.
- Replace the left fork inner chamber fork oil every 3 races or 7.5 hours of running. See page 102 for inner chamber fork oil replacement.
- Replace the right fork damper oil every 9 races or 22.5 hours of running. See page 95 for damper fork oil replacement.
- Use HP Fork Oil, SS-19 or an equivalent which contains special additives to assure maximum performance of your CRF's front suspension.
- Periodically check and clean all front suspension parts to assure top performance. Check the dust seals for dust, dirt, and foreign materials. Check the oil for any contamination.
- Refer to *Suspension Adjustment Guidelines* (page 145) Make all rebound and compression damping adjustments in one-click increments. (Adjusting two or more clicks at a time may cause you to pass over the best adjustment.) Test ride after each adjustment.
- If you become confused about adjustment settings, return to the standard position and start over.
- If the fork is still too stiff/soft after adjusting compression damping, determine which portion of the travel is still too stiff/soft. This is an important step that will help you solve suspension problems.

1. Make sure that the fork protectors (1) and dust seals (2) are clean and not packed with mud and dirt.
2. Check for signs of oil leakage. Damaged or leaking fork seals should be replaced before your CRF is ridden.

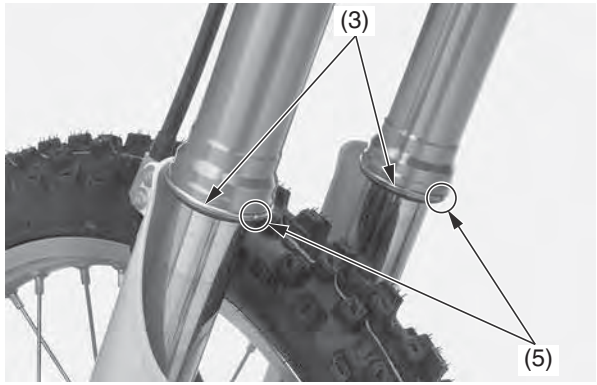


(1) fork protectors (2) dust seals

3. Inspect the wear rings (3) for wear or damage. Replace the wear ring if it is 0.06 in (1.5 mm) or flush with the outer tube (4). Remove the fork leg when replacing the wear ring. Install the wear ring with its end gap (5) facing rearward.



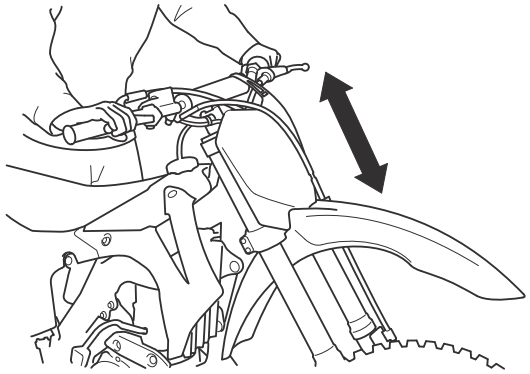
(3) wear rings (4) outer tube



(3) wear rings (5) end gaps

(cont'd)

4. Make a quick check of fork operation by locking the front brake and pushing down on the handlebar several times.



Rear Suspension Inspection

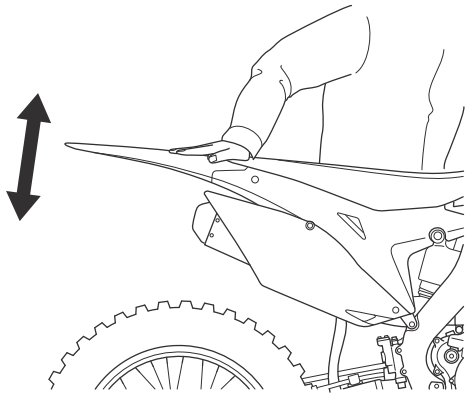
The swingarm is controlled by one hydraulic shock absorber with an aluminum reservoir for oil and nitrogen gas pressure. The gas pressure in the reservoir is contained within a rubber bladder.

The rear suspension's spring pre-load and damping adjustments (compression and rebound) should be adjusted for the rider's weight and track conditions (pages 142, 144, 147).

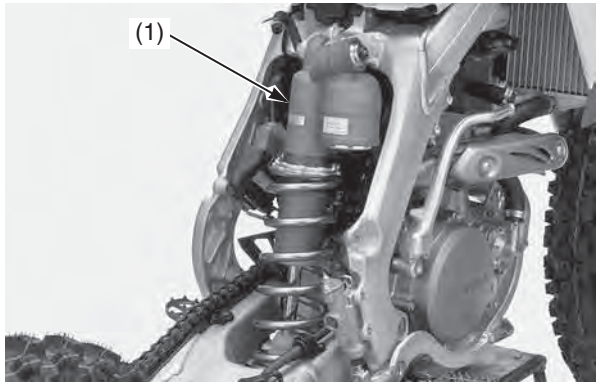
Do not attempt to disassemble, service, or dispose of the damper; see your dealer.
The instructions found in this owner's manual are limited to adjustments of the shock assembly only.

- When your CRF is new, break it in for approximately 1 hour with the standard suspension settings before attempting to adjust the rear suspension.
- Refer to *Suspension Adjustment Guidelines* (page 147) for making all rebound and compression damping adjustments in one click or 1/4 turn increments. (Adjusting two or more clicks or turns at a time may cause you to pass over the best adjustment.)
  Test ride after each adjustment.
- If the rear suspension is too stiff/soft, adjust it by turning all the compression and rebound adjusters according to the procedures described in page 141. After adjusting the adjusters simultaneously, suspension may be fine-tuned by turning one of the compression and rebound damping adjusters in one click or in 1/4 turn increments.
- If you have a problem finding an acceptable adjustment, return to the standard position and begin again.

1. Bounce the rear of the motorcycle up and down and check for smooth suspension action.



2. Remove the right and left mufflers (page 121), subframe (page 38) and air cleaner case along with the air cleaner connecting tube (page 78).
3. Check for a broken or collapsed spring.
4. Check the rear shock absorber (1) for a bent rod or oil leaks.



(1) rear shock absorber

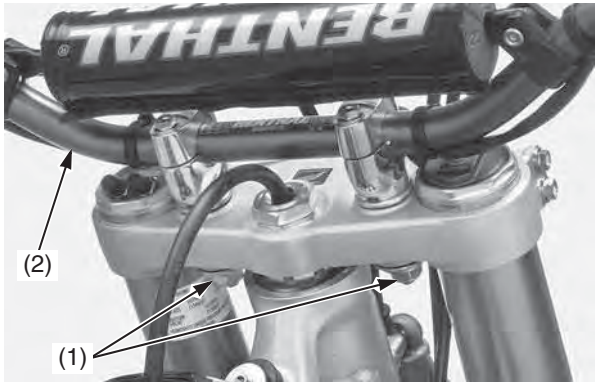
5. Push the rear wheel sideways to check for worn or loose swingarm bearings. There should be no movement. If there is, have the bearings replaced by your dealer.

Fork Removal

1. Remove the number plate (page 125).
2. Place your CRF on an optional workstand or equivalent support with the front wheel off the ground.
3. Remove the handlebar lower holder nuts, washers, mounting rubbers (1) and handlebar (2).

NOTICE

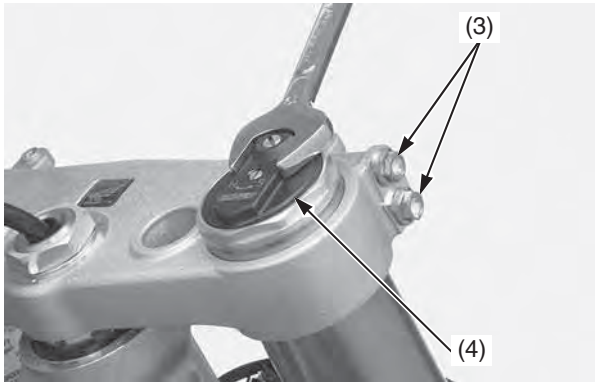
Keep the master cylinder upright to prevent air from entering system.



(1) handlebar lower holder nuts, washers and mounting rubbers
(2) handlebar

4. When the right fork damper oil is ready to be changed, loosen the right fork bridge upper pinch bolts (3) and fork cap assembly (4), but do not remove it yet.

Right fork:



(3) fork bridge upper pinch bolts
(4) fork cap assembly

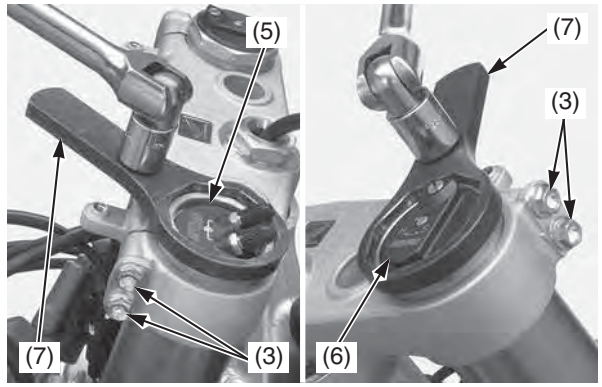
5. Loosen the right and left fork bridge upper pinch bolts (3).
6. When the fork is ready to be disassembled, loosen the air cylinder unit (5) and/or fork damper (6) using a lock nut wrench (7), but do not remove them yet.

• Lock nut wrench 07WMA-KZ30100

NOTICE

Do not use an adjustable wrench to loosen the fork cap assembly, fork damper and air cylinder unit: it may damage them.

Left fork: Right fork:



(3) fork bridge upper pinch bolts
(5) air cylinder unit
(6) fork damper
(7) lock nut wrench

7. Remove the disc cover (8) by removing disc cover socket bolts (9) from the left fork.

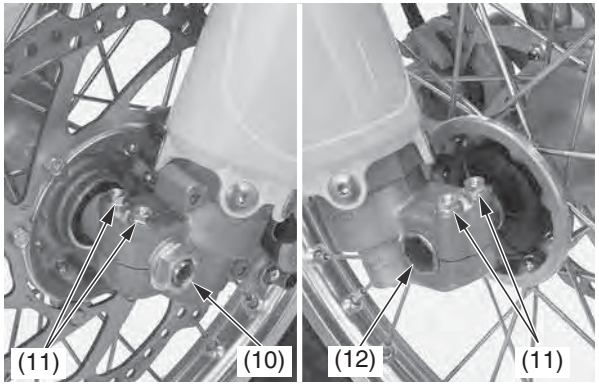
Left fork:



(8) disc cover
(9) disc cover socket bolts

(cont'd)

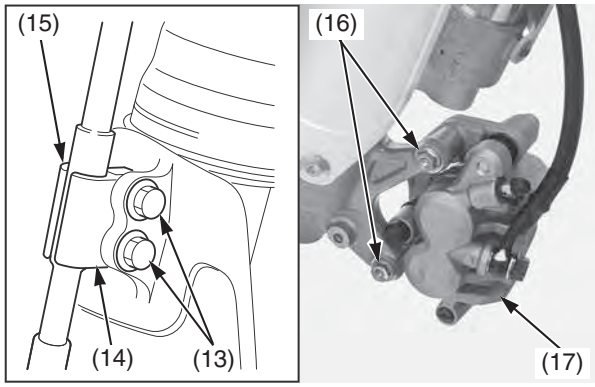
8. Remove the front axle nut (10) and loosen the axle pinch bolts (11) on both forks.
   Pull the front axle shaft (12) out of the wheel hub and remove the front wheel with collars.



(10) front axle nut
(11) axle pinch bolts
(12) front axle shaft

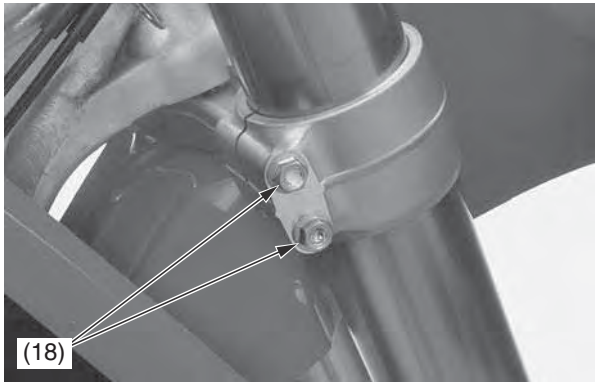
9. Remove the brake hose clamp bolts (13), stay A (14) and stay B (15) from the left fork.
10. Remove the front brake caliper mounting bolts (16) and brake caliper (17) from the left fork.
    - Do not support the brake caliper by the brake hose.
    - Do not operate the brake lever after the front wheel is removed. To do so will cause difficulty in fitting the brake disc between the brake pads.

Left fork:



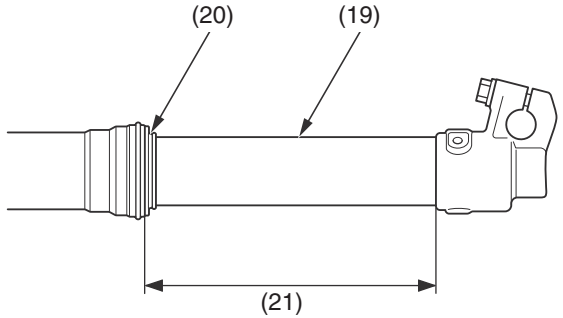
(13) brake hose clamp bolts
(14) stay A
(15) stay B
(16) front brake caliper mounting bolts
(17) brake caliper

11. Loosen the fork bridge lower pinch bolts (18), when loosening the lower bolts make sure to hold the fork tube so it dose not fall.
12. Pull the fork legs down and out.



(18) fork bridge lower pinch bolts

13. Clean the fork assembly, especially the sliding surface (19) of the slider and fork dust seal (20).
14. Measure the length (21) between the axle holder and outer tube and record it before disassembling the fork.



(19) sliding surface
(20) fork dust seal
(21) length

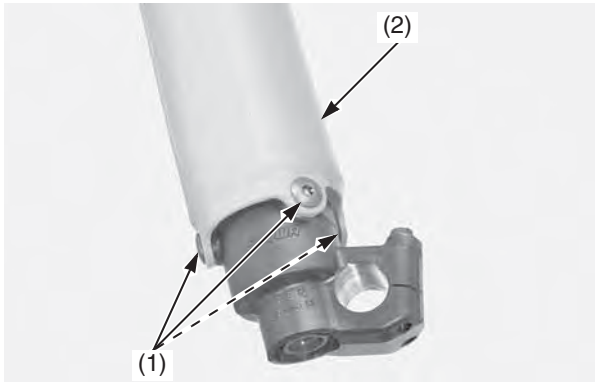
Recommended Fork Oil

Suggested oil	HP Fork Oil, SS-19

Right Fork Oil Change

Refer to *Fork Removal* on page 89 for front suspension removal.

1. Remove the fork protector socket bolts (1) and fork protector (2).

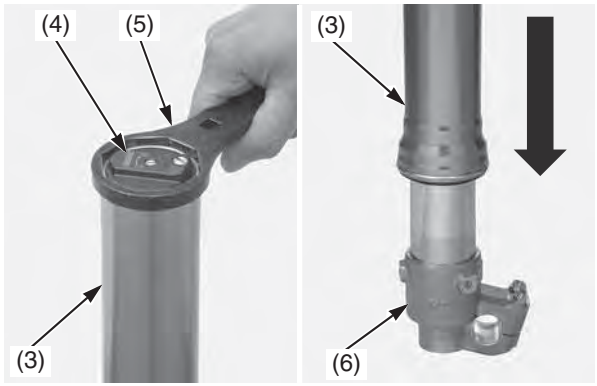


(1) fork protector socket bolts
(2) fork protector

2. Clean the fork assembly, especially the sliding surface of the slider and dust seal.

3. Hold the outer tube (3), then remove the fork damper (4) from the outer tube using a lock nut wrench (5). Gently slide the outer tube down onto the lower end (axle holder) (6).

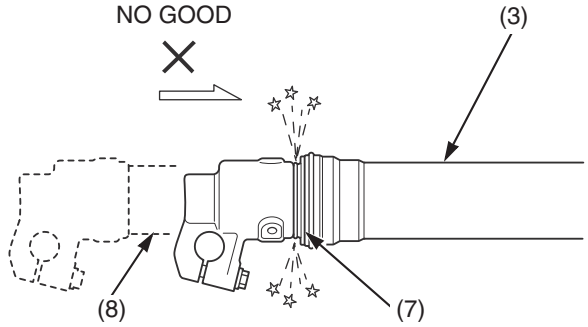
• Lock nut wrench 07WMA-KZ30100



(3) outer tube
(4) fork damper
(5) lock nut wrench
(6) axle holder

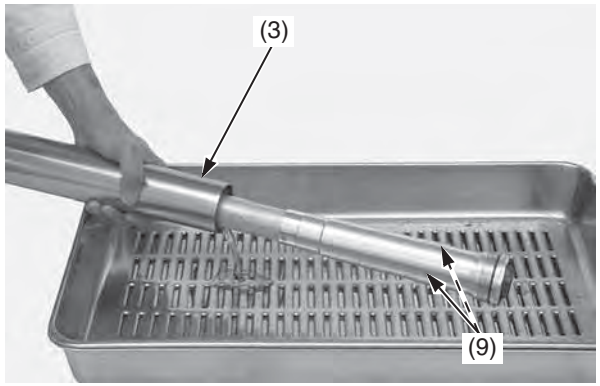
NOTICE

The outer tube (3) can drop on the slider (8) and damage the fork dust seal (7). To avoid damage, hold both the outer tube and slider when removing the fork damper.



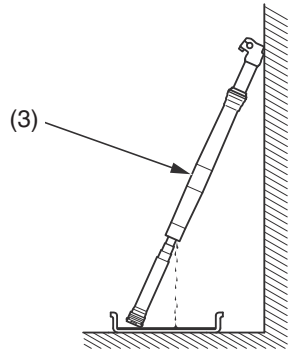
(3) outer tube
(7) fork dust seal
(8) slider

4. Drain the fork oil from the outer tube (3). Drain the fork oil from the oil holes (9) of the fork damper.



(3) outer tube
(9) oil holes

5. Drain the fork oil by turning the outer tube (3) upside down. (About 0.2 US oz (7 cm^3) of fork oil will be left in the outer tube when it is left inverted for about 20 minutes at 68°F/20°C.)



(3) outer tube

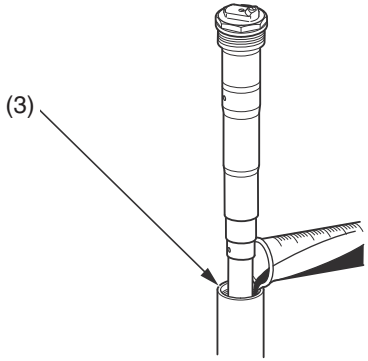
Pour the drained oil into a suitable container and dispose of it in an approved manner (page 158).

NOTICE

Improper disposal of drained oil is harmful to the environment.

(cont'd)

6. Pour the recommended fork oil (page 91) into the outer tube (3).



(3) outer tube

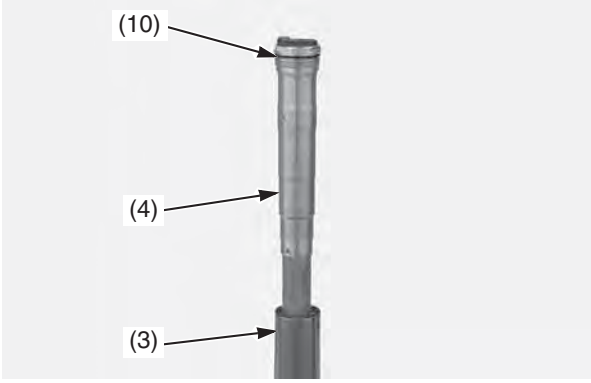
Right Fork Oil Capacity:

Standard oil capacity	11.7 US oz (347 cm^3)

Approximately 0.2 US oz (7 cm^3) of fork oil remains after draining.
This amount must be noted when filling to the standard oil capacity.

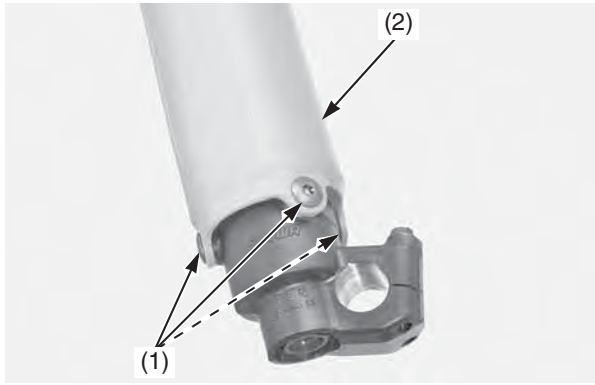
7. Check that the O-ring (10) on the fork damper (4) is in good condition. Apply the recommended fork oil to the O-ring.
Temporarily install the fork damper to the outer tube (3).
After installing the fork leg (page 107), tighten the fork damper to the specified torque using a lock nut wrench:
Actual:
56 lbf·ft (76 N·m, 7.7 kgf·m)
Torque wrench scale reading:
51 lbf·ft (69 N·m, 7.0 kgf·m), using a 20 in (50 cm) long deflecting beam type torque wrench.

When using the lock nut wrench, use a 20 in (50 cm) long deflecting beam type torque wrench with a lock nut wrench. The lock nut wrench increases the torque wrench's leverage, so the torque wrench reading will be less than the torque actually applied to the fork damper.



(3) outer tube
(4) fork damper
(10) O-ring

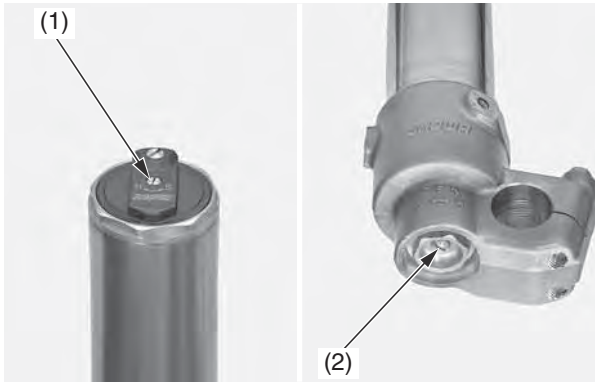
8. Clean the threads of the fork protector socket bolts (1) and axle holder thoroughly.
Apply locking agent to the bolt threads.
Install the fork protector (2) and fork protector socket bolts.
Tighten the fork protector socket bolts to the specified torque:
5.2 lbf·ft (7 N·m, 0.7 kgf·m)



(1) fork protector socket bolts
(2) fork protector

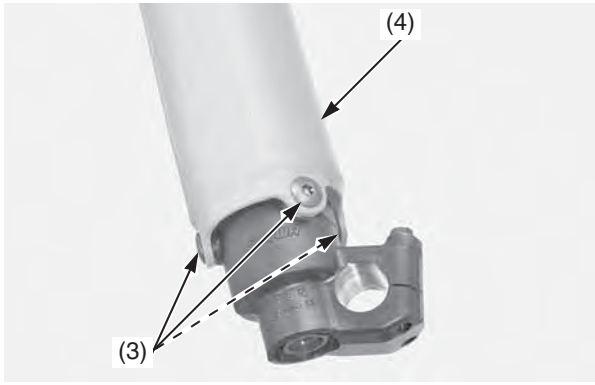
Right Fork Disassembly

- If your CRF is brand-new, put enough part-throttle break-in time (about 1 hour) on it to ensure that the suspension has worked in.
- When disassembling the fork, turn the compression (1) and rebound (2) damping adjusters counterclockwise to the softest position to prevent damaging the adjustment needle (be sure to record the number of turns from the starting position).



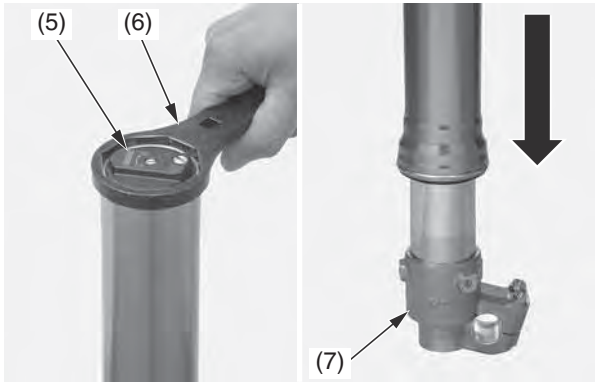
(1) compression damping adjuster
(2) rebound damping adjuster

1. Remove the fork protector socket bolts (3) and fork protector (4).



(3) fork protector socket bolts
(4) fork protector

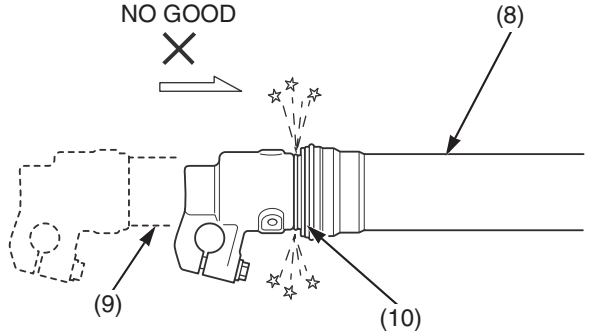
2. Hold the outer tube, then remove the fork damper (5) from the outer tube using a lock nut wrench (6). Gently slide the outer tube down onto the lower end (axle holder) (7).



(5) fork damper
(6) lock nut wrench
(7) axle holder

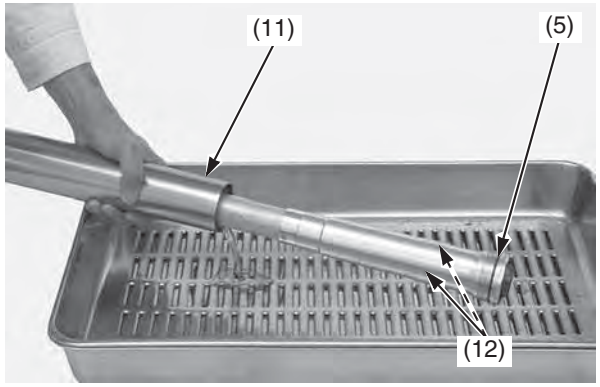
NOTICE

The outer tube (8) can drop on the slider (9) and damage the fork dust seal (10).
To avoid damage, hold both the outer tube and slider when removing the fork damper.



(8) outer tube
(9) slider
(10) fork dust seal

3. Drain the fork oil from the outer tube/slider (11) and oil holes (12) of the fork damper.
4. Temporarily install the fork damper (5) to the outer tube.



(5) fork damper
(11) outer tube/slider
(12) oil holes

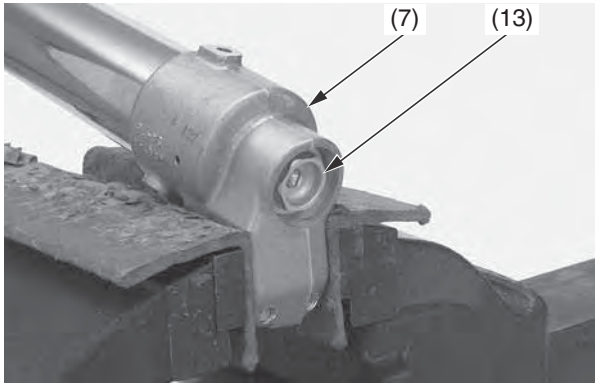
(cont'd)

5. Place the lower end (axle holder) (7) of the slider in a vise with a piece of wood or soft jaws to avoid damage.

NOTICE

Over-tightening the vise can damage the axle holder.

6. Remove the fork center bolt (13).

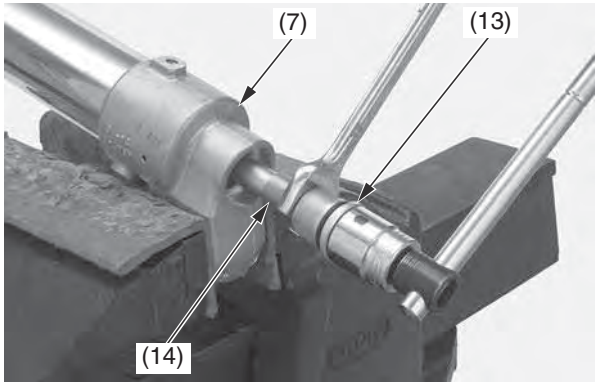


(7) axle holder (13) fork center bolt

7. Push the fork center bolt (13) out from the axle holder (7) of the slider by sliding the outer tube.
8. Hold the fork center bolt lock nut (14) and remove the fork center bolt from the fork damper.

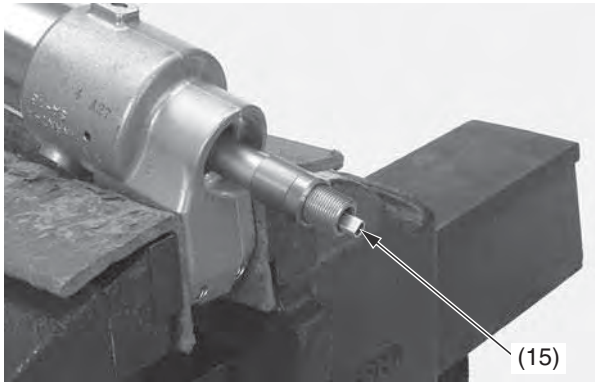
NOTICE

Do not remove the lock nut from the fork damper piston rod. If the lock nut is removed, the piston rod will fall in the fork damper and you may not reassemble the fork damper.



(7) axle holder (14) fork center bolt lock nut
(13) fork center bolt

9. Remove the push rod (15) from the fork damper piston rod.

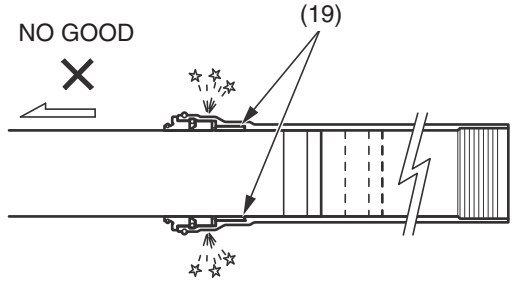


(15) push rod

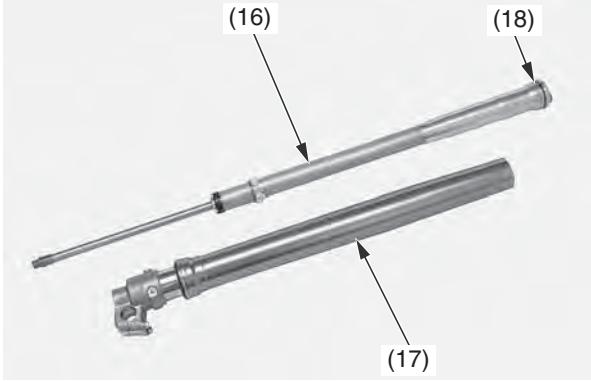
10. Remove the fork damper assembly (16) from the fork assembly (17).
Remove the fork from the vise.
Remove the O-ring (18) from the fork damper assembly.

NOTICE

Do not attempt to separate the fork assembly and drop the axle holder out from the outer tube, which can damage the guide bushings (19).
To avoid damage, hold both the outer tube and slider.



(19) guide bushing

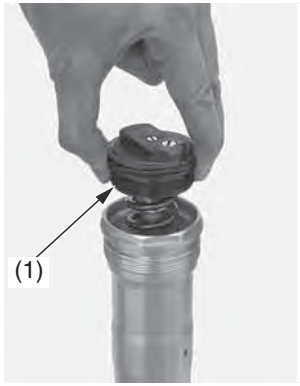


(16) fork damper assembly
(17) fork assembly
(18) O-ring

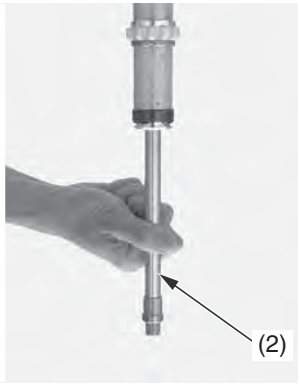
Damper Oil Change

1. Remove the fork cap assembly (1) from the fork damper threads and then pop it out by pumping the fork damper piston rod (2) slowly.
2. Remove the fork cap assembly (1).

Be careful not to damage the fork cap bushings. Do not disassemble the fork cap assembly. Replace the fork cap as an assembly if it is damaged.

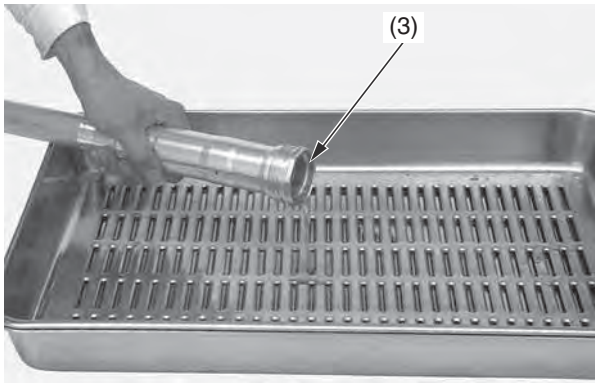


(1) fork cap assembly



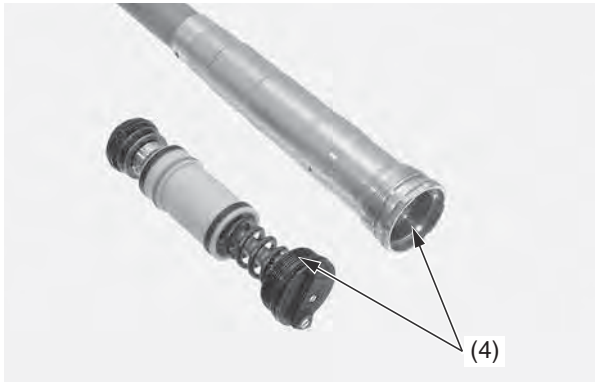
(2) fork damper piston rod

3. Empty the fork oil from the fork damper oil chamber (3) by pumping the fork damper piston rod several times.



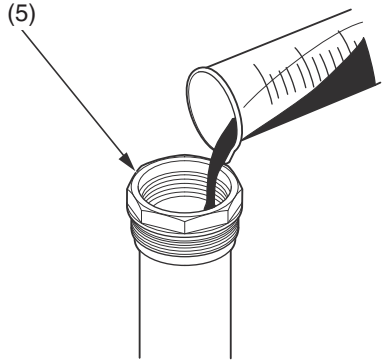
(3) fork damper oil chamber

4. Clean the fork cap and fork damper threads (4).



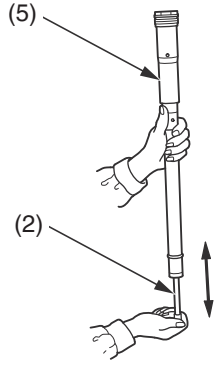
(4) fork cap and fork damper threads

5. Extend the fork damper piston rod to maximum length.
   Pour the recommended fork oil into the fork damper (5) while covering the oil holes by hand.
   Recommended Oil:
   HP Fork Oil, SS-19
   Recommended Amount:
   10.2 US oz (303 cm^3)



(5) fork damper

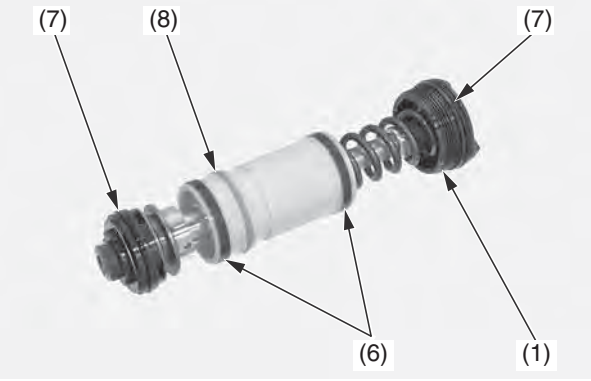
6. Pump the fork damper piston rod (2) slowly several times to bleed the air from the fork damper (5).



(2) fork damper piston rod (5) fork damper

(cont'd)

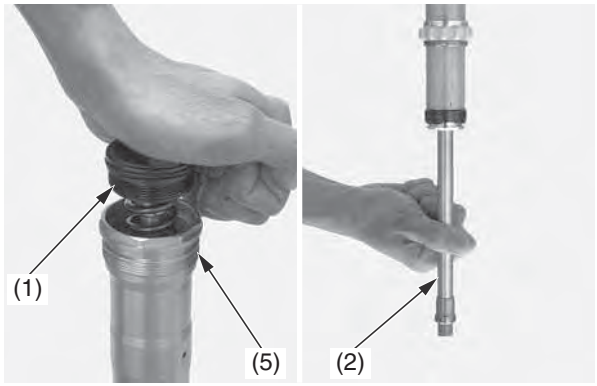
7. Apply fork oil to the fork cap bushings (6), new O-rings (7) and piston ring (8) on the fork cap assembly (1).



(1) fork cap assembly
(6) fork cap bushings
(7) O-rings (new)
(8) piston ring

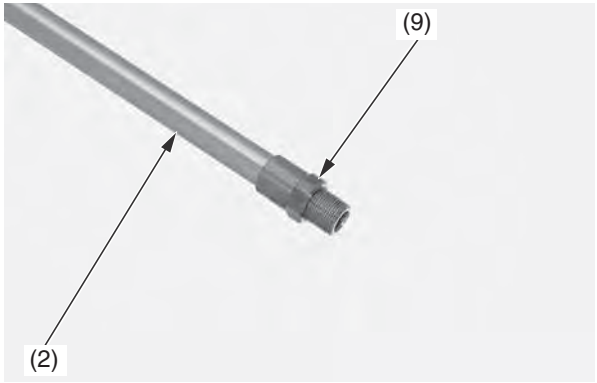
8. Cover the oil holes by hand. Extend the fork damper piston rod (2) to 0.8 in (20 mm), holding it, install the fork cap assembly (1) to the fork damper (5) while extending the damper piston rod with vertical position.

Be careful not to damage the fork cap bushings. If it is difficult to install the fork cap assembly, the fork damper oil level might be higher than standard oil level.



(1) fork cap assembly
(2) fork damper piston rod
(5) fork damper

9. Completely screw in the fork center bolt lock nut (9) to the fork damper piston rod (2).

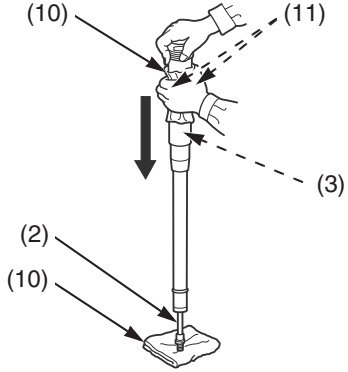


(2) fork damper piston rod
(9) fork center bolt lock nut

10. Check the fork damper piston rod sliding surface for damage.
11. Cover the fork damper piston rod end with shop towel (10) to prevent fork damage. Hold the fork damper in an upright position and pump the fork damper piston rod (2) to 3.9 in (100 mm) slowly several times.
12. Cover the oil holes (11) with shop towel to prevent blow out of fork oil. Blow the extra oil off from the fork damper oil chamber (3) by pumping the fork damper piston rod to full stroke.

NOTICE

Be careful not to bend or damage the fork damper piston rod when the piston rod is stroked.

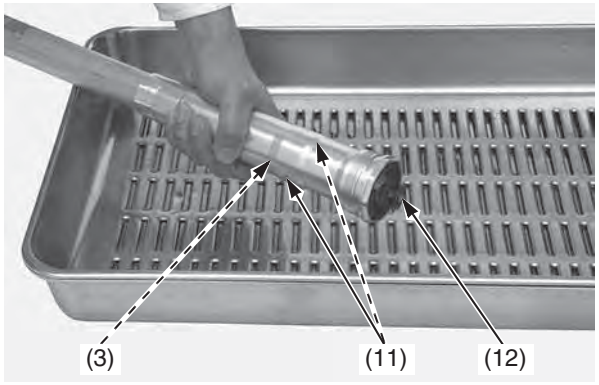


(2) fork damper piston rod
(3) fork damper oil chamber
(10) shop towel
(11) oil holes

13. Drain the extra oil from the oil holes (11) of the fork damper oil chamber (3).

By doing above procedure, about 0.2 US oz (5 cm^3) of fork oil will be drained from the fork damper oil chamber through the oil hole and cause 10.1 US oz (298 cm^3) of fork oil to be left in the fork damper oil chamber.

14. Blow out the oil from the fork damper oil chamber using compressed air to the oil hole. Wipe the oil completely off the fork damper. If you cannot use compressed air, remove the pressure release screw (12). Hold the fork damper up side down for 20 minutes and drain the oil from the fork damper oil chamber.



(3) fork damper oil chamber
(11) oil holes
(12) pressure release screw

Pour the drained oil into a suitable container and dispose of it in an approved manner (page 158).

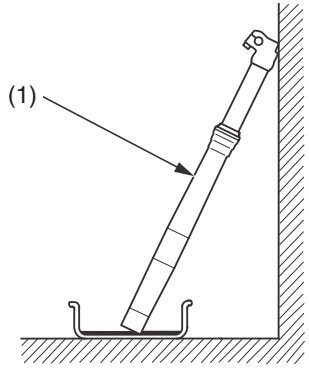
NOTICE

Improper disposal of drained fluids is harmful to the environment.

15. Install and tighten the pressure release screw to the specified torque:
1.0 lbf·ft (1.3 N·m, 0.1 kgf·m)

Right Fork Assembly

1. Drain the fork oil from the fork assembly (1) by placing it upside down.
(About 0.2 US oz (7 cm^3) of fork oil will be left in the outer tube/slider when it is left inverted for about 20 minutes at 68°F/20°C)



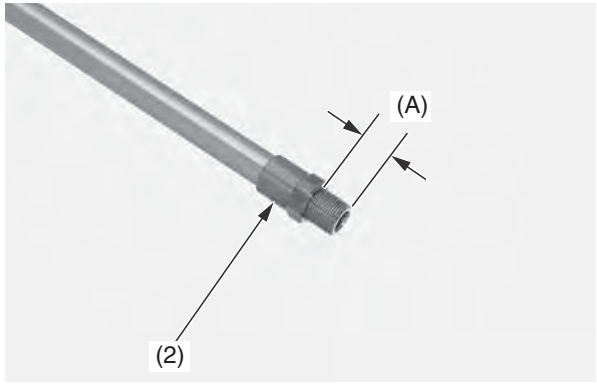
(1) fork assembly

To properly dispose of drained fluids, refer to *You & the Environment* on page 158.

NOTICE

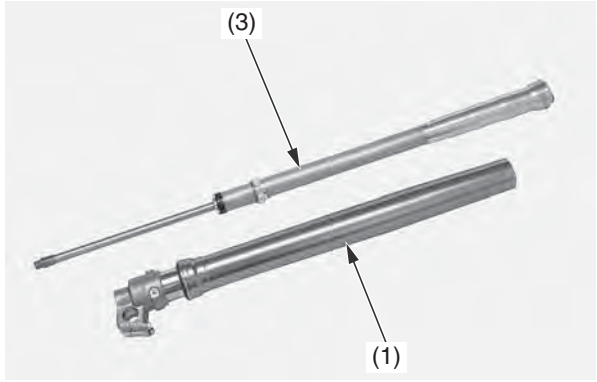
Improper disposal of drained fluids is harmful to the environment.

2. Tighten the fork center bolt lock nut (2) fully and measure the thread length (A) as shown.
Standard: 0.39 – 0.47 in (10.0 – 12.0 mm)
Wipe the oil completely off the fork damper.



(2) fork center bolt lock nut (A) thread length

3. Install the fork damper assembly (3) to the fork assembly (1).
4. Temporarily tighten the fork damper assembly to the fork assembly.



(1) fork assembly
(3) fork damper assembly

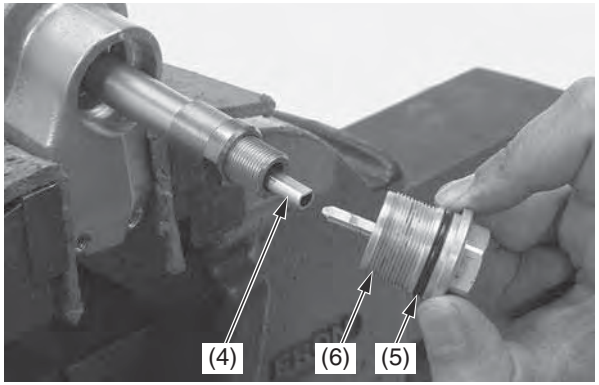
(cont'd)

5. Place the lower end (axle holder) of the slider in a vise with a piece of wood or soft jaws to avoid to damage.

NOTICE

Over-tightening the vise can damage the axle holder.

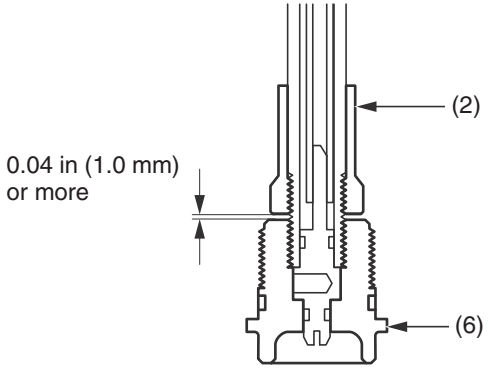
6. Install the push rod (4) into the fork damper piston rod until it stops.
7. Apply fork oil to a new O-ring (5) and install it to the fork center bolt (6).
   Install the fork center bolt to the fork damper piston rod.
   Tighten the fork center bolt fully by hand.



(4) push rod
(5) O-ring (new)
(6) fork center bolt

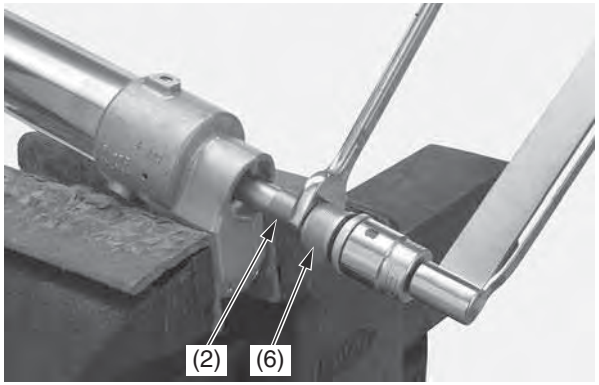
8. Measure the clearance between the fork center bolt lock nut (2) and fork center bolt (6).
   Standard: 0.04 in (1.0 mm) or more

If the clearance is out of specification, check the fork center bolt lock nut and fork center bolt installation.



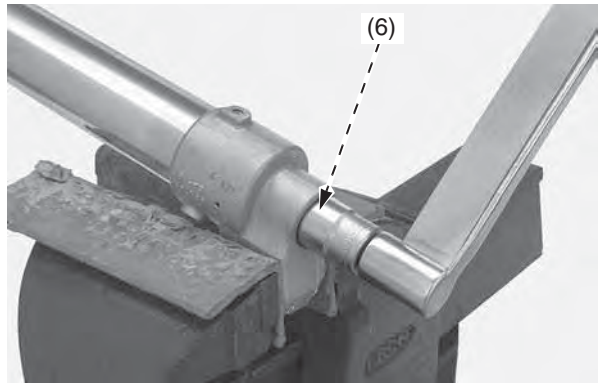
(2) fork center bolt lock nut (6) fork center bolt

9. Tighten the fork center bolt lock nut (2) to the fork center bolt (6) closely by hand. Tighten the fork center bolt lock nut to the specified torque:
   21 lbf·ft (28 N·m, 2.9 kgf·m)



(2) fork center bolt lock nut
(6) fork center bolt

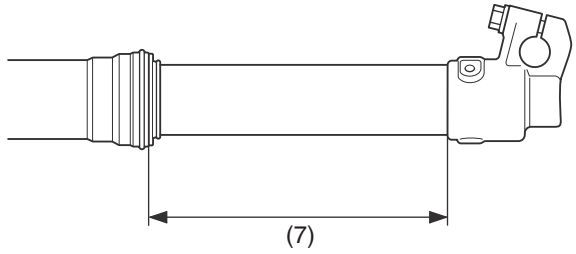
10. Apply locking agent to the fork center bolt threads.
    Install the fork center bolt (6) to the axle holder and tighten it to the specified torque:
    51 lbf·ft (69 N·m, 7.0 kgf·m)



(6) fork center bolt

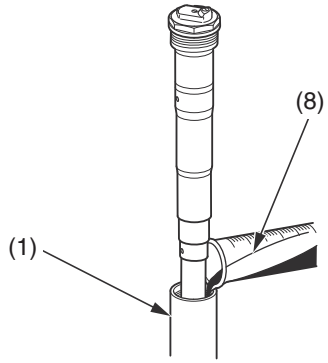
11. Measure the length between the axle holder and outer tube.
    Standard: 12.2 ± 0.1 in (311 ± 2 mm)
12. Compare the length (7) at assembly and at disassembly. They should be the same length.

If the length at assembly is longer than at disassembly, check the fork center bolt and fork center bolt lock nut installation.



(7) length

13. Remove the fork damper from the fork assembly (1).
14. Pour the recommended fork oil (8) into the fork assembly.
    Recommended Oil: HP Fork Oil, SS-19



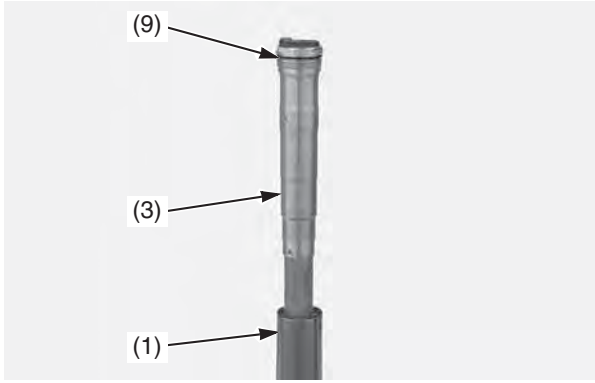
(1) fork assembly (8) fork oil

Fork Oil Capacity:

Standard oil capacity	11.7 US oz (347 cm^3)

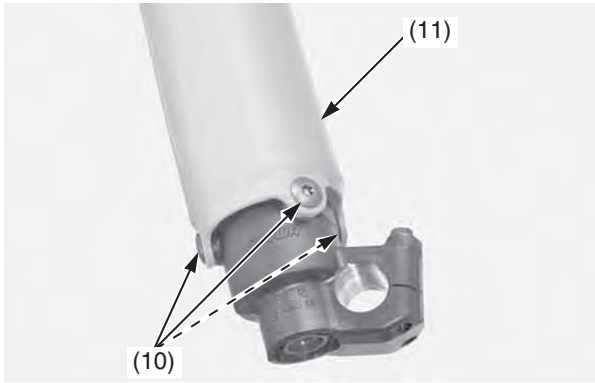
Approximately 0.2 US oz (7 cm^3) of fork oil remains after draining.
This amount must be noted when filling to the standard oil capacity.

15. Install a new O-ring (9) on the fork damper assembly (3). Apply the recommended fork oil to the O-ring.
16. Pull up the fork assembly (1) slowly and install the fork damper assembly into the outer tube.



(1) fork assembly (9) O-ring (new)
(3) fork damper assembly

17. Clean the threads of the fork protector socket bolts (10) and axle holder thoroughly.
    Apply locking agent to the bolt threads.
    Install the fork protector (11) and fork protector socket bolts.
    Tighten the fork protector socket bolts to the specified torque:
    5.2 lbf·ft (7 N·m, 0.7 kgf·m)



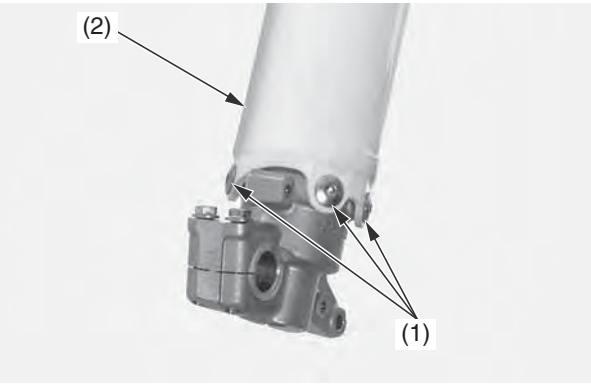
(10) fork protector socket bolts
(11) fork protector

Left Fork Oil Change

Refer to *Fork Removal* on page 89 for front suspension removal.

Outer Tube Fork Oil Replacement

1. Remove the fork protector socket bolts (1) and fork protector (2).



(1) fork protector socket bolts
(2) fork protector

2. Clean the fork assembly, especially the sliding surface of the slider and dust seal.
3. Remove the valve caps and clean the area around the air valves.
4. Release the air pressure from the inner chamber by pressing the inner chamber air valve (3) center.

When releasing air pressure from the inner chamber, the fork will be shortened.

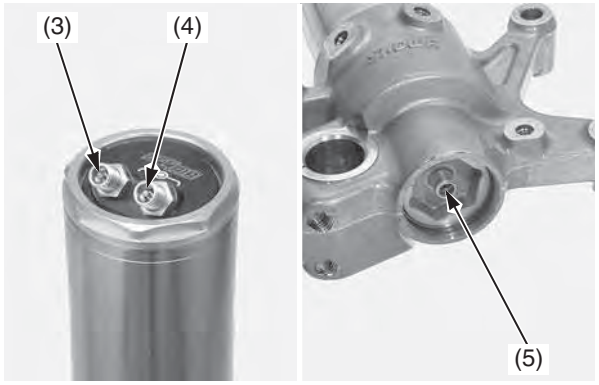
5. Release the air pressure from the outer chamber by pressing the outer chamber air valve (4) center.

When releasing air pressure from the outer chamber, the fork will be shortened.

6. Place a shop towel over the balance chamber air valve (5). Release the air pressure from the balance chamber by pressing the valve center.

When releasing air pressure from the balance chamber, the fork will be extended.
Spraying a small amount of fork oil from the balance chamber air valve is normal when releasing air pressure from the balance chamber. This will not affect the fork performance.

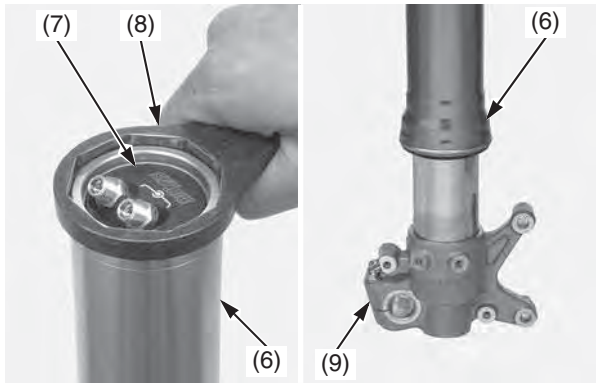
Inner chamber: Balance chamber:



(3) inner chamber air valve
(4) outer chamber air valve
(5) balance chamber air valve

7. Hold the outer tube (6), then remove the air cylinder unit (7) from the outer tube using a lock nut wrench (8). Gently slide the outer tube down onto the lower end (axle holder) (9).

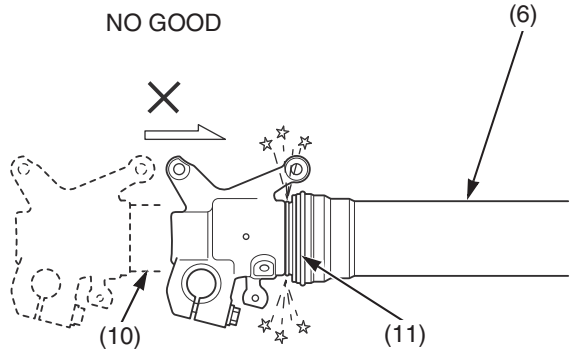
• Lock nut wrench 07WMA-KZ30100



(6) outer tube
(7) air cylinder unit
(8) lock nut wrench
(9) axle holder

NOTICE

The outer tube (6) can drop on the slider (10) and damage the fork dust seal (11). To avoid damage, hold both the outer tube and slider when removing the fork damper.



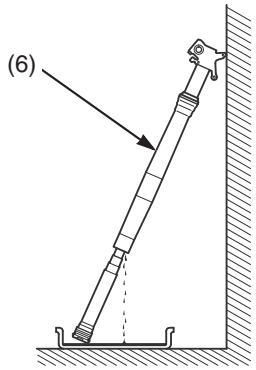
(6) outer tube
(10) slider
(11) fork dust seal

8. Drain the fork oil from the outer tube (6). Empty the fork oil from the outer tube by pumping the outer tube several times.



(6) outer tube

9. Drain the fork oil by turning the outer tube (6) upside down. (About 0.2 US oz (7 cm^3) of fork oil will be left in the outer tube when it is left inverted for about 20 minutes at 68°F/20°C.)



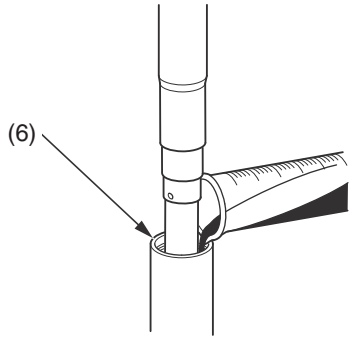
(6) outer tube

Pour the drained oil into a suitable container and dispose of it in an approved manner (page 158)

NOTICE

Improper disposal of drained oil is harmful to the environment.

10. Pour the recommended fork oil (page 91) into the outer tube (6).



(6) outer tube

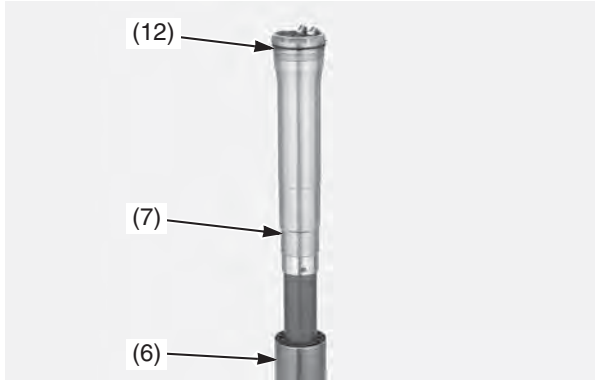
Left Fork Outer Tube Oil Capacity:

Standard oil capacity	10.6 US oz (313 cm^3)

Approximately 0.2 US oz (7 cm^3) of fork oil remains after draining.
This amount must be noted when filling to the standard, maximum or minimum oil capacity.

11. Check that the O-ring (12) on the air cylinder unit (7) is in good condition. Apply the recommended fork oil to the O-ring.
Temporarily install the air cylinder unit to the outer tube (6).
After installing the fork leg (page 107), tighten the air cylinder unit to the specified torque using a lock nut wrench:
Actual:
56 lbf·ft (76 N·m, 7.7 kgf·m)
Torque wrench scale reading:
51 lbf·ft (69 N·m, 7.0 kgf·m), using a 20 in (50 cm) long deflecting beam type torque wrench.

When using the lock nut wrench, use a 20 in (50 cm) long deflecting beam type torque wrench with a lock nut wrench. The lock nut wrench increases the torque wrench's leverage, so the torque wrench reading will be less than the torque actually applied to the fork damper.



(6) outer tube
(7) air cylinder unit
(12) O-ring

(cont'd)

12. Apply air pressure to the inner chamber through the inner chamber air valve (3) and check that there is no air leakage. Install the valve cap.

- Air fork pump 07AMJ-KRNA100 (USA only)
- Air fork pump adapter 07AMJ-KRNA110 (USA only)

Inner Chamber Air Pressure:

Standard	156 psi (1,075 kPa, 11.0 kgf/cm²)
Maximum	170 psi (1,175 kPa, 12.0 kgf/cm²)
Minimum	141 psi (975 kPa, 9.9 kgf/cm²)

When applying air pressure to the inner chamber, the fork will be extended.

13. Apply air pressure to the outer chamber through the outer chamber air valve (4) and check that there is no air leakage. Install the valve cap.

- Air fork pump 07AMJ-KRNA100 (USA only)
- Air fork pump adapter 07AMJ-KRNA110 (USA only)

Outer Chamber Air Pressure:

Standard	12 psi (80 kPa, 0.8 kgf/cm²)
Maximum	15 psi (100 kPa, 1.0 kgf/cm²)
Minimum	9 psi (60 kPa, 0.6 kgf/cm²)

When applying air pressure to the outer chamber, the fork will be extended.

14. Apply air pressure to the balance chamber through the balance chamber air valve (5) and check that there is no air leakage.

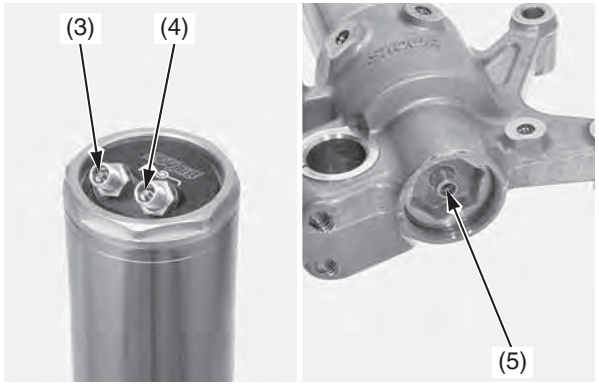
- Air fork pump 07AMJ-KRNA100 (USA only)
- Air fork pump adapter 07AMJ-KRNA110 (USA only)

Balance Chamber Air Pressure:

Standard	156 psi (1,075 kPa, 11.0 kgf/cm²)
Maximum	189 psi (1,300 kPa, 13.3 kgf/cm²)
Minimum	131 psi (900 kPa, 9.2 kgf/cm²)

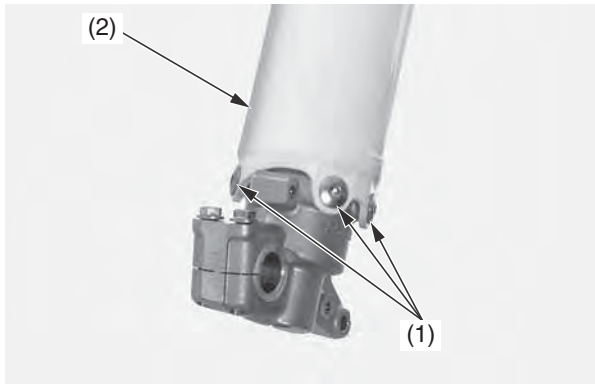
When applying air pressure to the balance chamber, the fork will be shortened.

15. Install and tighten the balance chamber valve cap to the specified torque:
0.4 lbf·ft (0.5 N·m, 0.1 kgf·m)



(3) inner chamber air valve
(4) outer chamber air valve
(5) balance chamber air valve

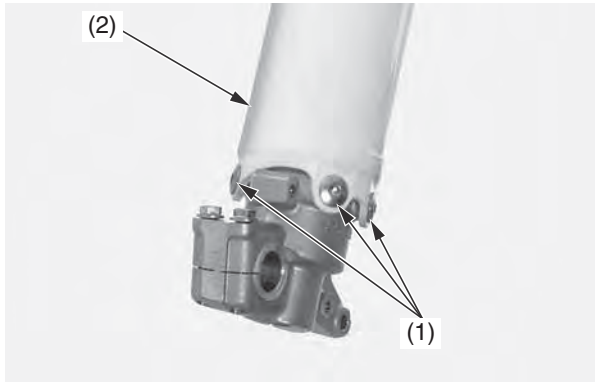
16. Clean the threads of the fork protector socket bolts (1) and axle holder thoroughly.
Apply locking agent to the bolt threads.
Install the fork protector (2) and fork protector socket bolts.
Tighten the fork protector socket bolts to the specified torque:
5.2 lbf·ft (7 N·m, 0.7 kgf·m)



(1) fork protector socket bolts
(2) fork protector

Inner Chamber Fork Oil Replacement

1. Remove the fork protector socket bolts (1) and fork protector (2).



(1) fork protector socket bolts
(2) fork protector

2. Clean the fork assembly, especially the sliding surface of the slider and dust seal.
3. Remove the valve caps and clean the area around the air valves.
4. Release the air pressure from the inner chamber by pressing the inner chamber air valve (3) center.

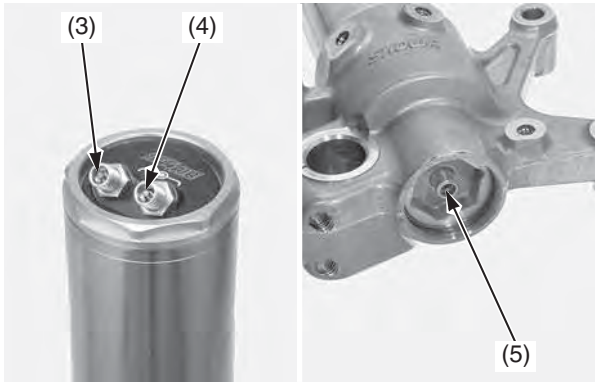
When releasing air pressure from the inner chamber, the fork will be shortened.

5. Release the air pressure from the outer chamber by pressing the outer chamber air valve (4) center.

When releasing air pressure from the outer chamber, the fork will be shortened.

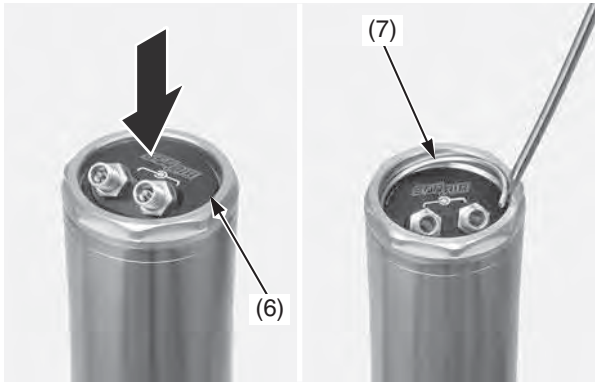
6. Place a shop towel over the balance chamber air valve. Release the air pressure from the balance chamber by pressing the valve (5) center.

When releasing air pressure from the balance chamber, the fork will be extended.
Spraying a small amount of fork oil from the balance chamber air valve is normal when releasing air pressure from the balance chamber. This will not affect the fork performance.



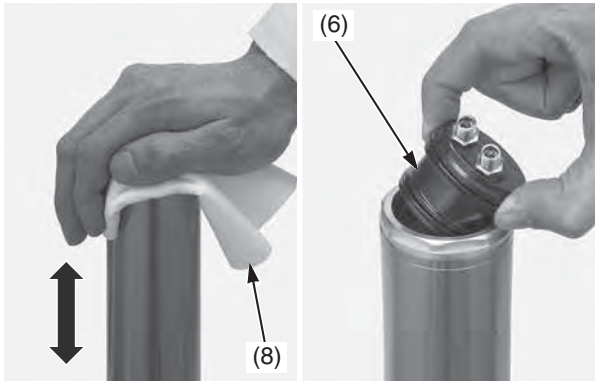
(3) inner chamber air valve
(4) outer chamber air valve
(5) balance chamber air valve

7. Press the fork cap (6) and remove the stopper ring (7).



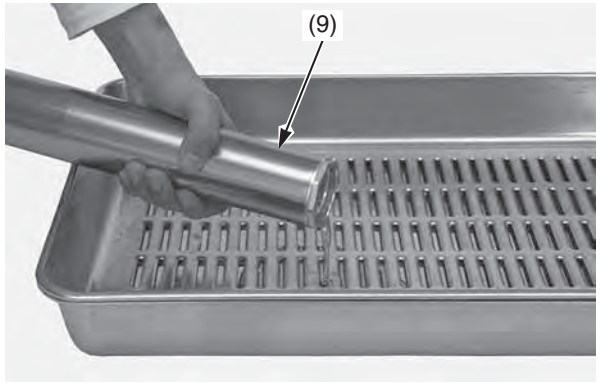
(6) fork cap (7) stopper ring

8. Place a shop towel (8) over the fork cap.
9. Slide the outer tube down slowly several times and remove the fork cap (6).



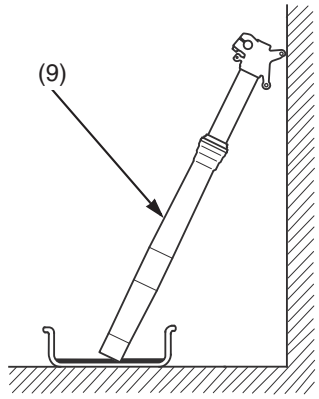
(6) fork cap (8) shop towel

10. Drain the fork oil from the inner chamber by sliding the outer tube (9) several times.



(9) outer tube

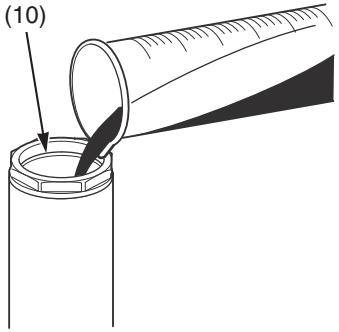
11. Drain the fork oil by turning the outer tube (9) upside down. (About 0.03 US oz (1.0 cm^3) of fork oil will be left in the inner chamber when it is left inverted for about 20 minutes at 68°F/20°C.)



(9) outer tube

(cont'd)

12. Pour the recommended fork oil (page 91) into the inner chamber (10).



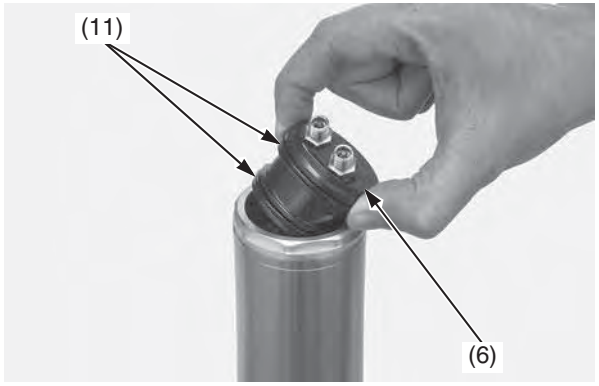
(10) inner chamber

Left Fork Inner Chamber Oil Capacity:

Standard oil capacity	3.0 US oz (90 cm³)

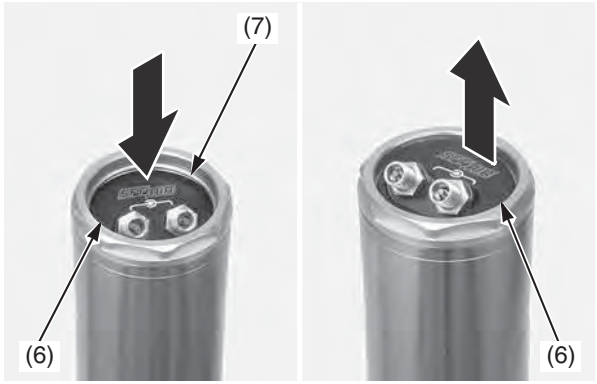
Approximately 0.03 US oz (1.0 cm³) of fork oil remains after draining.
This amount must be noted when filling to the standard oil capacity.

13. Remove the O-rings (11) from the fork cap (6).
14. Apply recommended fork oil to new O-rings and install them to the fork cap.
15. Install the fork cap.



(6) fork cap (11) O-rings

16. Press the fork cap (6) and install the stopper ring (7) securely.
17. Pull up the fork cap.



(6) fork cap (7) stopper ring

18. Apply air pressure to the inner chamber through the inner chamber air valve (3) and check that there is no air leakage. Install the valve cap.

- Air fork pump 07AMJ-KRNA100 (USA only)
- Air fork pump adapter 07AMJ-KRNA110 (USA only)

Inner Chamber Air Pressure:

Standard	156 psi (1,075 kPa, 11.0 kgf/cm²)
Maximum	170 psi (1,175 kPa, 12.0 kgf/cm²)
Minimum	141 psi (975 kPa, 9.9 kgf/cm²)

When applying air pressure to the inner chamber, the fork will be extended.

19. Apply air pressure to the outer chamber through the outer chamber air valve (4) and check that there is no air leakage. Install the valve cap.

- Air fork pump 07AMJ-KRNA100 (USA only)
- Air fork pump adapter 07AMJ-KRNA110 (USA only)

Outer Chamber Air Pressure:

Standard	12 psi (80 kPa, 0.8 kgf/cm²)
Maximum	15 psi (100 kPa, 1.0 kgf/cm²)
Minimum	9 psi (60 kPa, 0.6 kgf/cm²)

When applying air pressure to the outer chamber, the fork will be extended.

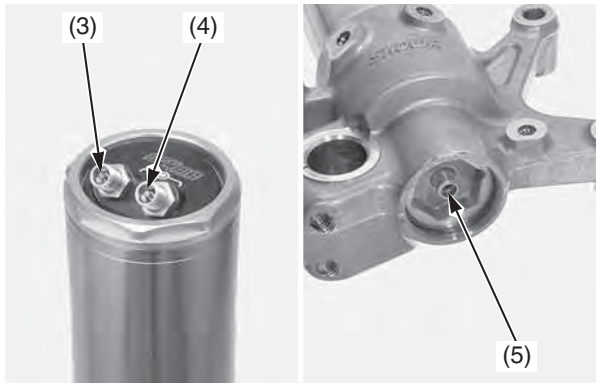
20. Apply air pressure to the balance chamber through the balance chamber air valve (5) and check that there is no air leakage.

- Air fork pump 07AMJ-KRNA100 (USA only)
- Air fork pump adapter 07AMJ-KRNA110 (USA only)

Balance Chamber Air Pressure:

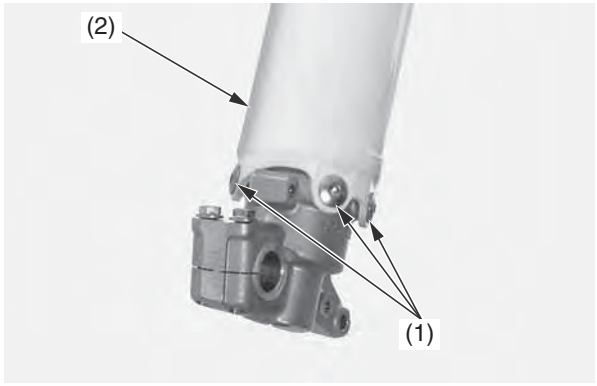
Standard	156 psi (1,075 kPa, 11.0 kgf/cm²)
Maximum	189 psi (1,300 kPa, 13.3 kgf/cm²)
Minimum	131 psi (900 kPa, 9.2 kgf/cm²)

When applying air pressure to the balance chamber, the fork will be shortened.



(3) inner chamber air valve
(4) outer chamber air valve
(5) balance chamber air valve

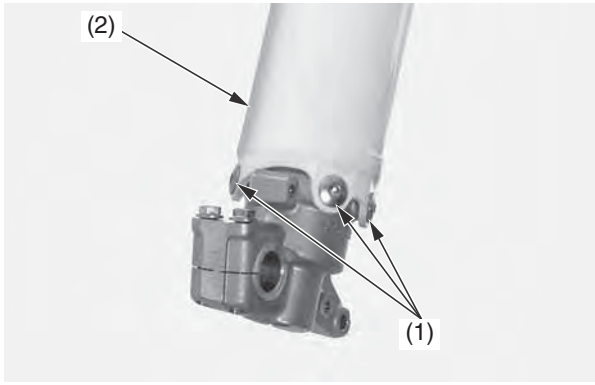
21. Install and tighten the balance chamber valve cap to the specified torque:
    0.4 lbf·ft (0.5 N·m, 0.1 kgf·m)
22. Clean the threads of the fork protector socket bolts (1) and axle holder thoroughly.
    Apply locking agent to the bolt threads.
    Install the fork protector (2) and fork protector socket bolts.
    Tighten the fork protector socket bolts to the specified torque:
    5.2 lbf·ft (7 N·m, 0.7 kgf·m)



(1) fork protector socket bolts
(2) fork protector

Balance Chamber Oil Bleeding

1. Remove the fork protector socket bolts (1) and fork protector (2).



(1) fork protector socket bolts
(2) fork protector

2. Clean the fork assembly, especially the sliding surface of the slider and dust seal.
3. Remove the valve caps and clean the area around the air valves.
4. Release the air pressure from the inner chamber by pressing the inner chamber air valve (3) center.

When releasing air pressure from the inner chamber, the fork will be shortened.

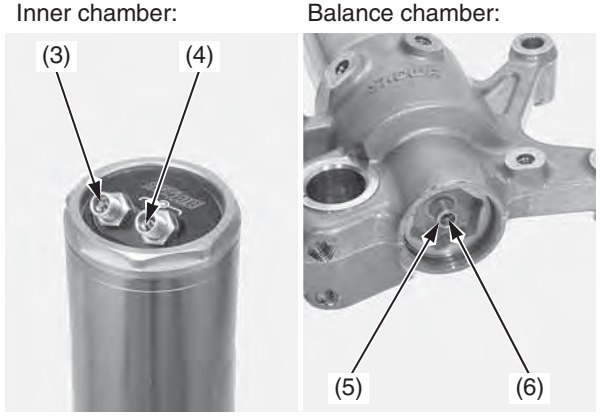
5. Release the air pressure from the outer chamber by pressing the outer chamber air valve (4) center.

When releasing air pressure from the outer chamber, the fork will be shortened.

6. Place a shop towel over the balance chamber air valve (5). Release the air pressure from the balance chamber by pressing the valve center.

When releasing air pressure from the balance chamber, the fork will be extended.
Spraying a small amount of fork oil from the balance chamber air valve is normal when releasing air pressure from the balance chamber. This will not affect the fork performance.

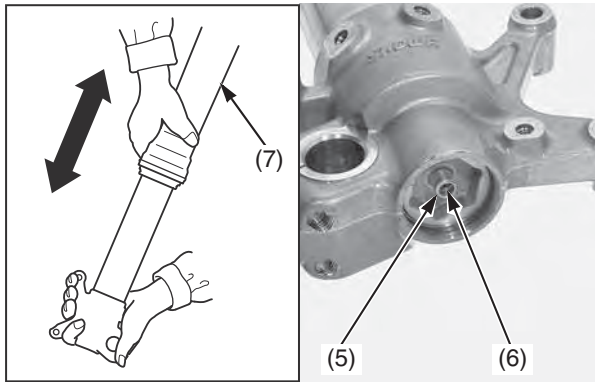
7. Remove the valve center (6) of the balance chamber air valve.



(3) inner chamber air valve
(4) outer chamber air valve
(5) balance chamber air valve
(6) balance chamber air valve center

(cont'd)

8. Bleed the fork oil from the balance chamber air valve (5) by pumping the outer tube (7) several times.
9. Install the valve center (6) of the balance chamber air valve.



(5) balance chamber air valve
(6) balance chamber air valve center
(7) outer tube

10. Apply air pressure to the inner chamber through the inner chamber air valve (3) and check that there is no air leakage. Install the valve cap.

- Air fork pump 07AMJ-KRNA100 (USA only)
- Air fork pump adapter 07AMJ-KRNA110 (USA only)

Inner Chamber Air Pressure:

Standard	156 psi (1,075 kPa, 11.0 kgf/cm²)
Maximum	170 psi (1,175 kPa, 12.0 kgf/cm²)
Minimum	141 psi (975 kPa, 9.9 kgf/cm²)

When applying air pressure to the inner chamber, the fork will be extended.

11. Apply air pressure to the outer chamber through the outer chamber air valve (4) and check that there is no air leakage. Install the valve cap.

- Air fork pump 07AMJ-KRNA100 (USA only)
- Air fork pump adapter 07AMJ-KRNA110 (USA only)

Outer Chamber Air Pressure:

Standard	12 psi (80 kPa, 0.8 kgf/cm²)
Maximum	15 psi (100 kPa, 1.0 kgf/cm²)
Minimum	9 psi (60 kPa, 0.6 kgf/cm²)

When applying air pressure to the outer chamber, the fork will be extended.

12. Apply air pressure to the balance chamber through the balance chamber air valve (5) and check that there is no air leakage.

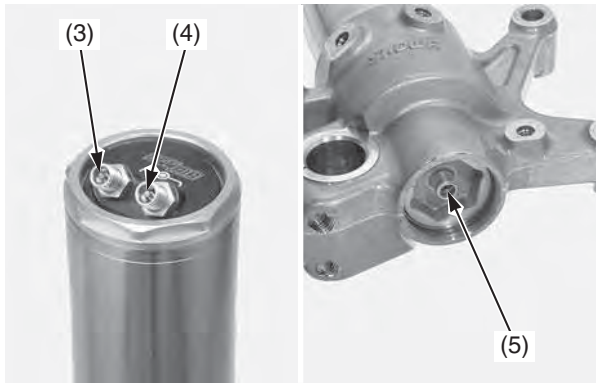
- Air fork pump 07AMJ-KRNA100 (USA only)
- Air fork pump adapter 07AMJ-KRNA110 (USA only)

Balance Chamber Air Pressure:

Standard	156 psi (1,075 kPa, 11.0 kgf/cm²)
Maximum	189 psi (1,300 kPa, 13.3 kgf/cm²)
Minimum	131 psi (900 kPa, 9.2 kgf/cm²)

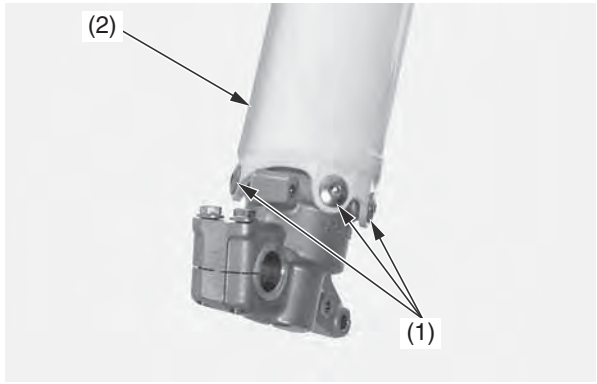
When applying air pressure to the balance chamber, the fork will be shortened.

13. Install and tighten the balance chamber valve cap to the specified torque:
0.4 lbf·ft (0.5 N·m, 0.1 kgf·m)



(3) inner chamber air valve
(4) outer chamber air valve
(5) balance chamber air valve

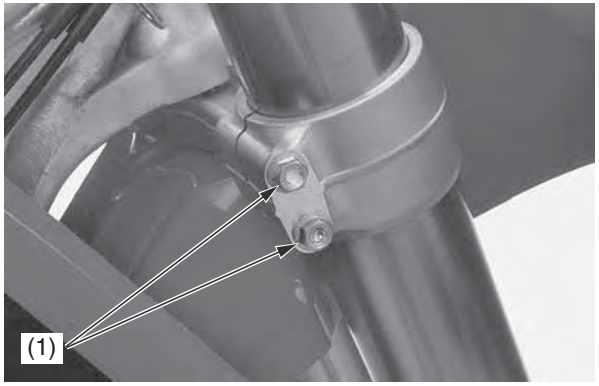
14. Clean the threads of the fork protector socket bolts (1) and axle holder thoroughly.
Apply locking agent to the bolt threads.
Install the fork protector (2) and fork protector socket bolts.
Tighten the fork protector socket bolts to the specified torque:
5.2 lbf·ft (7 N·m, 0.7 kgf·m)



(1) fork protector socket bolts
(2) fork protector

Fork Installation

1. Insert both fork legs into the fork clamps. Tighten the fork bridge lower pinch bolts (1) to the specified torque:
   15 lbf·ft (20 N·m, 2.0 kgf·m)



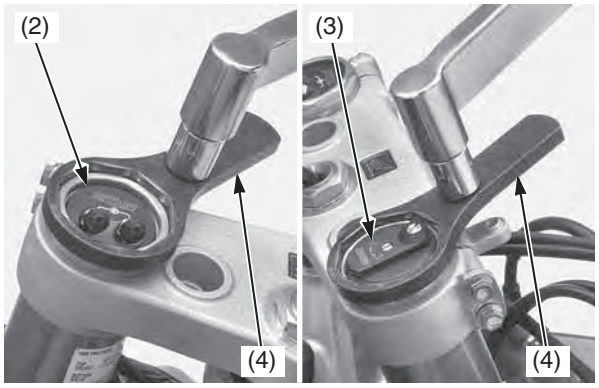
(1) fork bridge lower pinch bolts

2. Tighten the air cylinder unit (2) and/or fork damper (3) to the specified torque using the lock nut wrench (4):
   Actual:
   56 lbf·ft (76 N·m, 7.7 kgf·m)
   Torque wrench scale reading:
   51 lbf·ft (69 N·m, 7.0 kgf·m), using a 20 in (500 mm) long deflecting beam type torque wrench.

• Lock nut wrench 07WMA-KZ30100

When using the lock nut wrench, use a 20 in (500 mm) long deflecting beam type torque wrench. The lock nut wrench increases the torque wrench's leverage, so the torque wrench reading will be less than the torque actually applied to the air cylinder unit and/or fork damper.

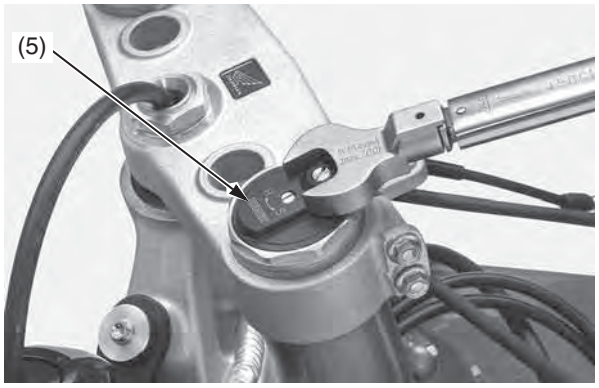
Left fork: Right fork:



(2) air cylinder unit
(3) fork damper
(4) lock nut wrench

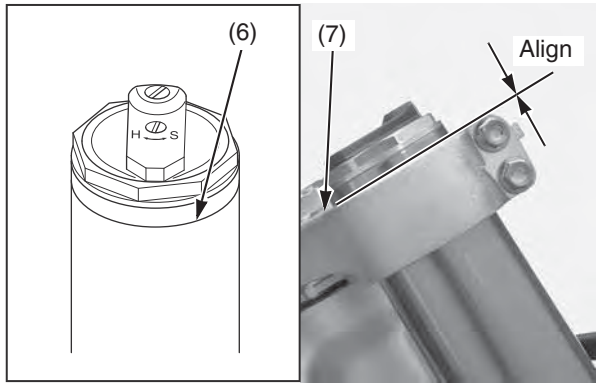
3. Tighten fork cap assembly (5) to the specified torque.
   22 lbf·ft (30 N·m, 3.1 kgf·m)

Right fork:



(5) fork cap assembly

4. For ease of releasing air pressure after the right fork is installed, loosen the fork bridge lower pinch bolts and position the outer tube so that the fork air pressure release screw is in front of the compression damping adjuster. Align the groove (6) in the outer tube with the top surface of the upper fork bridge (7).
5. For ease of releasing air pressure after the left fork is installed, loosen the fork bridge lower pinch bolts and position the outer tube so that the fork air pressure release screw facing rearward. Align the groove (6) in the outer tube with the top surface of the upper fork bridge (7).



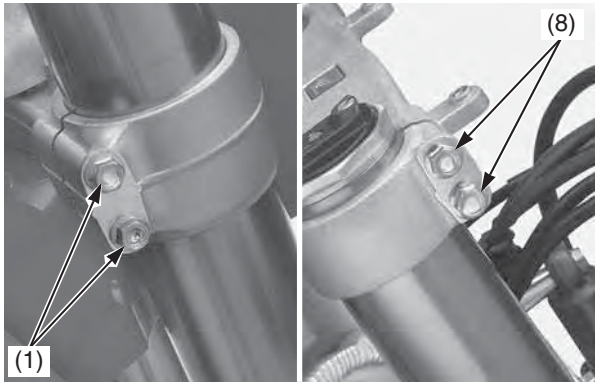
(6) groove
(7) upper fork bridge

(cont'd)

6. Tighten the fork bridge lower pinch bolts (1) to the specified torque:
   15 lbf·ft (20 N·m, 2.0 kgf·m)
7. Tighten the fork bridge upper pinch bolts (8) to the specified torque:
   16 lbf·ft (22 N·m, 2.2 kgf·m)

NOTICE

Over-tightening the pinch bolts can deform the outer tubes. Deformed outer tubes must be replaced.

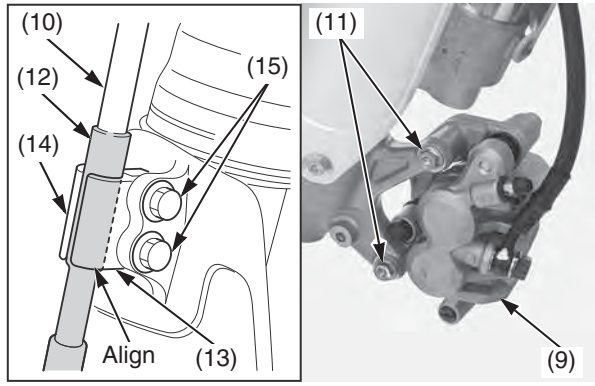


(1) fork bridge lower pinch bolts
(8) fork bridge upper pinch bolts

8. Align the brake caliper (9) and hose (10) with the left fork leg, making sure that the brake hose is not twisted. An improperly routed brake hose may rupture and cause a loss of braking efficiency.

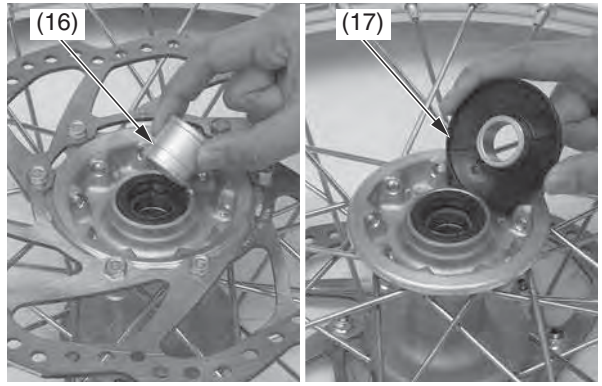
9. Clean the threads of the front brake caliper mounting bolts (11) and brake caliper thoroughly.
   Apply locking agent to the bolt threads.
   Install the brake caliper (9) on the slider and tighten the front brake caliper mounting bolts to the specified torque:
   22 lbf·ft (30 N·m, 3.1 kgf·m)
10. Align the upper surface of the brake hose protector (12), stay A (13) and stay B (14), and assemble them. Install and tighten them to the left fork protector using the brake hose clamp bolts (15).

Left fork:



(9) brake caliper
(10) brake hose
(11) front brake caliper mounting bolts
(12) brake hose protector
(13) stay A
(14) stay B
(15) brake hose clamp bolts

11. Clean the surfaces where the axle and axle clamps contact each other.
    Apply grease to each dust seal lips of the front wheel.
    Install the left side collar (16) and right side collar (17) into the wheel hub.

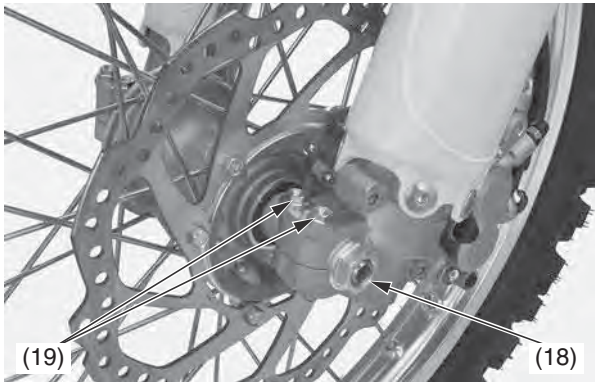


(16) left side collar (17) right side collar

12. Install the front wheel between the fork legs while inserting the disc between the pads, being careful not to damage the pads.

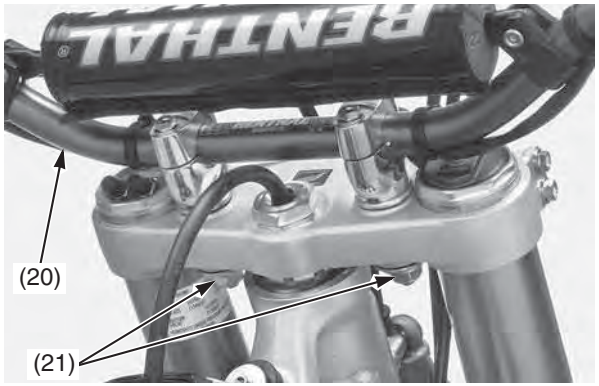
13. Insert the front axle shaft through the forks and wheel hub from the right side. Make sure that the front axle shaft is seated firmly onto the left fork leg clamp inner surface. Tighten the front axle nut (18) to the specified torque:
    65 lbf·ft (88 N·m, 9.0 kgf·m)
    Tighten the left axle pinch bolts (19) to the specified torque:
    15 lbf·ft (20 N·m, 2.0 kgf·m)

Left fork:



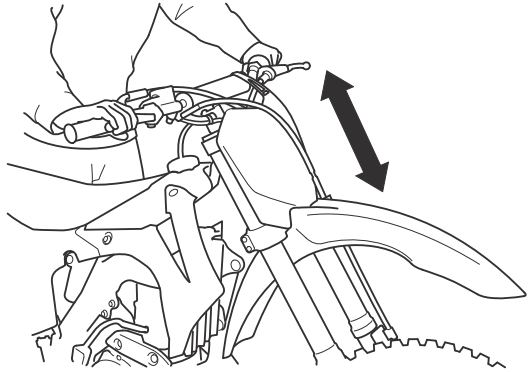
(18) front axle nut
(19) left axle pinch bolts

14. Install the handlebar (20), mounting rubbers, washers and handlebar lower holder nuts (21) and tighten the handlebar holder nuts to the specified torque:
    32 lbf·ft (44 N·m, 4.5 kgf·m)



(20) handlebar
(21) mounting rubbers, washers and handlebar lower holder nuts

15. Install the number plate (page 126).
16. With the front brake applied, pump the fork up and down several times to seat the axle and check front brake operation.



17. While keeping the forks parallel, alternately tighten the right axle pinch bolts (22) to the specified torque:
    15 lbf·ft (20 N·m, 2.0 kgf·m)

Right fork:



(22) right axle pinch bolts

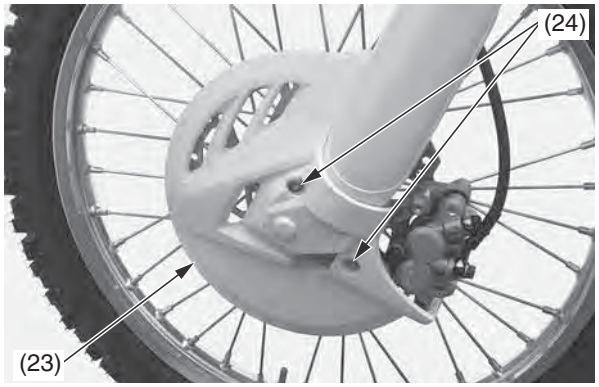
NOTICE

To avoid damage when torquing the axle pinch bolts, be sure the axle is seated firmly onto the left fork leg clamp inner surface.

(cont'd)

18. Install the disc cover (23) and tighten the disc cover socket bolts (24) to the specified torque: 10 lbf·ft (13 N·m, 1.3 kgf·m)

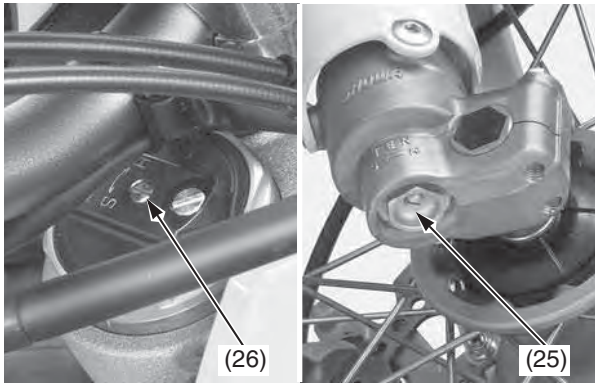
Left fork:



(23) disc cover (24) disc cover socket bolts

19. Turn the rebound damping (25) and compression damping (26) adjusters back to their original settings.

Right fork:



(25) rebound damping adjuster
(26) compression damping adjuster

Refer to *Important Safety Precautions* on page 23.

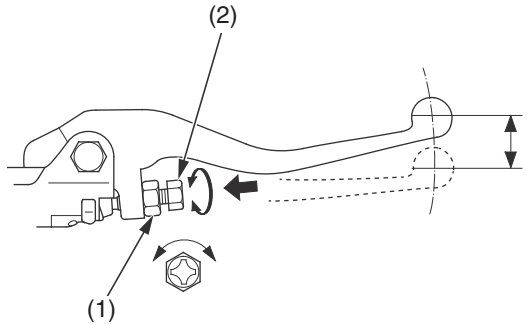
Both the front and rear brakes are the hydraulic disc type. As the brake pads wear, the brake fluid level will drop. A leak in the system will also cause the level to drop.

Frequently inspect the system to ensure there are no fluid leaks. Periodically inspect the brake fluid level and the brake pads for wear.

If the braking response of the front brake lever or rear pedal feels unusual, check the brake pads. If the brake pads are not worn beyond the recommended limit (page 114), there is probably air in the brake system.
Refer to an official Honda Service Manual or see your dealer to have the air bled from the system.

Front Brake Lever Adjustment

1. Loosen the lock nut (1).
2. To position the front brake lever farther away from the handgrip, turn the adjuster (2) clockwise.
   To position the front brake lever closer to the handgrip, turn the adjuster counterclockwise.
3. While holding the adjuster, tighten the lock nut to the specified torque:
   4.4 lbf·ft (5.9 N·m, 0.6 kgf·m)
4. Apply silicone grease to the contacting areas of the adjuster.

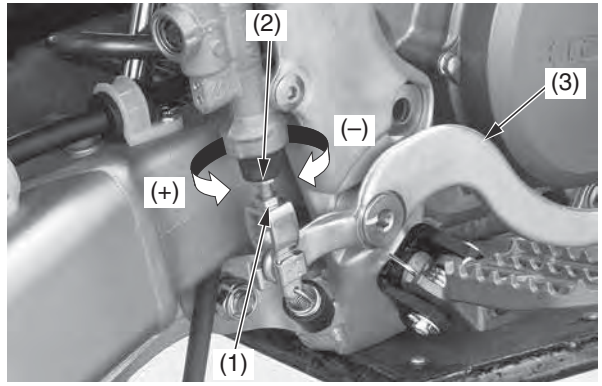


(1) lock nut
(2) adjuster

Rear Brake Pedal Height

The rear brake pedal height should be approximately level with the right footpeg.

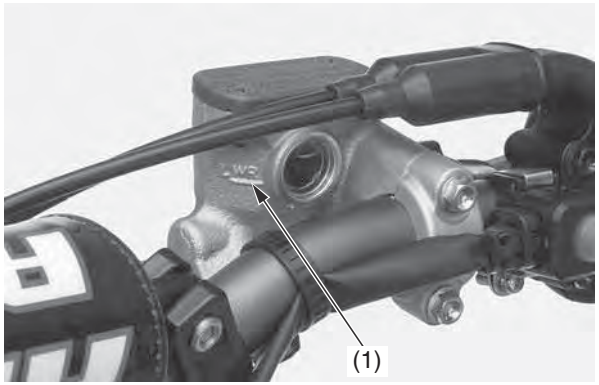
1. Loosen the lock nut (1) and turn the push rod (2) in direction (+) to raise the rear brake pedal (3) or in direction (–) to lower it.
2. Tighten the push rod lock nut to the specified torque at the desired pedal height.
   4.4 lbf·ft (5.9 N·m, 0.6 kgf·m)



(1) lock nut
(2) push rod
(3) rear brake pedal
(+) raise the pedal height
(–) lower the pedal height

Fluid Level Inspection

Front Brake Fluid Level Check



(1) LWR mark

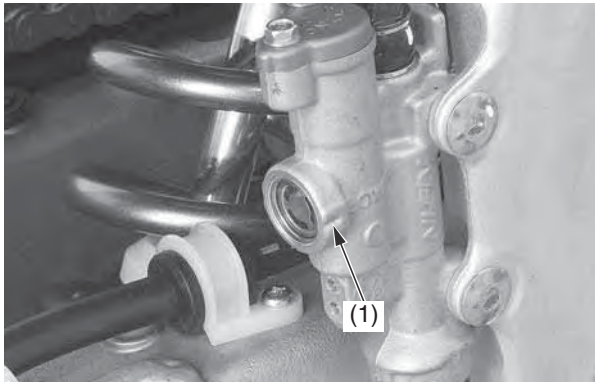
With the motorcycle in an upright position, check the fluid level.
It should be above the LWR mark (1). If the level is at or below the LWR mark, check the brake pads for wear (page 114).
Worn brake pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

If the pulling distance for the front brake lever feels excessive, there is probably air in the brake system and it must be bled. Refer to an official Honda Service Manual or see your dealer for brake bleeding.

Honda recommends using Pro Honda DOT 4 Brake Fluid from a sealed container, or an equivalent.

Other Checks:
Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

Rear Brake Fluid Level Check



(1) LOWER mark

With the motorcycle in an upright position, check the fluid level.
It should be above the LOWER mark (1). If the level is at or below the LOWER mark, check the brake pads for wear (page 114).
Worn brake pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

If the travel for the rear brake pedal feels excessive, there is probably air in the brake system and it must be bled. Refer to an official Honda Service Manual or see your dealer for brake bleeding.

Honda recommends using Pro Honda DOT 4 Brake Fluid from a sealed container, or an equivalent.

Other Checks:
Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

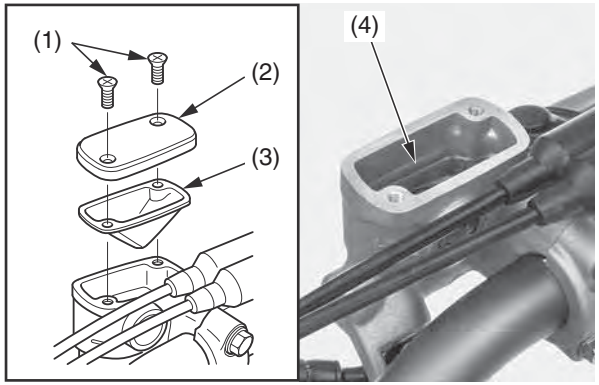
Adding Front Brake Fluid

NOTICE

Spilled brake fluid will severely damage painted surfaces. It is also harmful to some rubber parts. Be careful whenever you remove the reservoir cap; make sure the reservoir is horizontal first.

- Always use fresh DOT4 brake fluid from a sealed container when servicing the system. Do not mix different types of fluid, they may not be compatible.
- The recommended brake fluid is Pro Honda DOT 4 Brake Fluid or an equivalent.

1. Remove the front brake reservoir cap screws (1), reservoir cap (2) and diaphragm (3).
2. Fill the reservoir with DOT4 brake fluid to the upper level mark (4). Do not overfill.
3. Install the diaphragm and reservoir cap.
4. Tighten the front brake reservoir cap screws to the specified torque:
   0.7 lbf·ft (1.0 N·m, 0.1 kgf·m)



(1) front brake reservoir cap screws
(2) reservoir cap
(3) diaphragm
(4) upper level mark

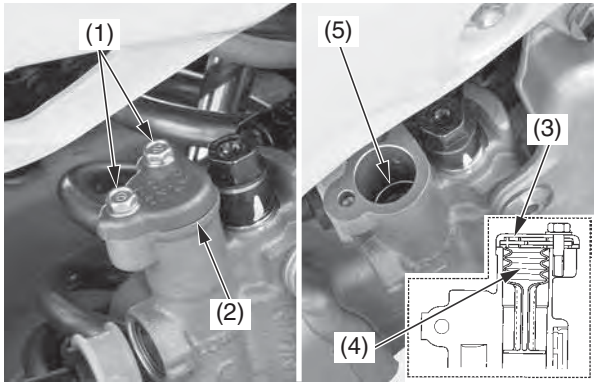
Adding Rear Brake Fluid

NOTICE

Spilled brake fluid will severely damage painted surfaces. It is also harmful to some rubber parts. Be careful whenever you remove the reservoir cap; make sure the reservoir is horizontal first.

- Always use fresh DOT4 brake fluid from a sealed container when servicing the system. Do not mix different types of fluid, they may not be compatible.
- The recommended brake fluid is Pro Honda DOT 4 Brake Fluid or an equivalent.

1. Remove the rear brake reservoir cap bolts (1), reservoir cap (2), set plate (3) and diaphragm (4).
2. Fill the reservoir with DOT4 brake fluid to the upper level mark (5). Do not overfill.



(1) rear brake reservoir cap bolts
(2) reservoir cap
(3) set plate
(4) diaphragm
(5) upper level mark

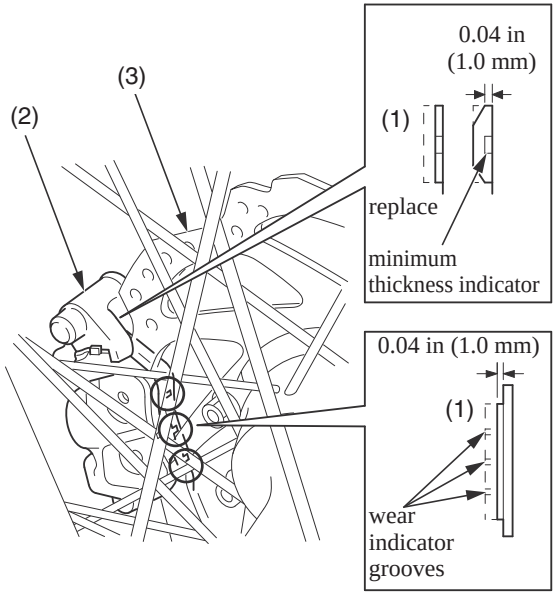
3. Install the diaphragm, set plate and reservoir cap.
4. Tighten the rear brake reservoir cap bolts to the specified torque:
   0.7 lbf·ft (1.0 N·m, 0.1 kgf·m)

Brake Pad Wear

Brake pad wear depends on the severity of usage and track conditions. (Generally, the pads will wear faster with wet and dirty track conditions.) Inspect the brake pads at each regular maintenance interval (page 25).

Front Brake Pads

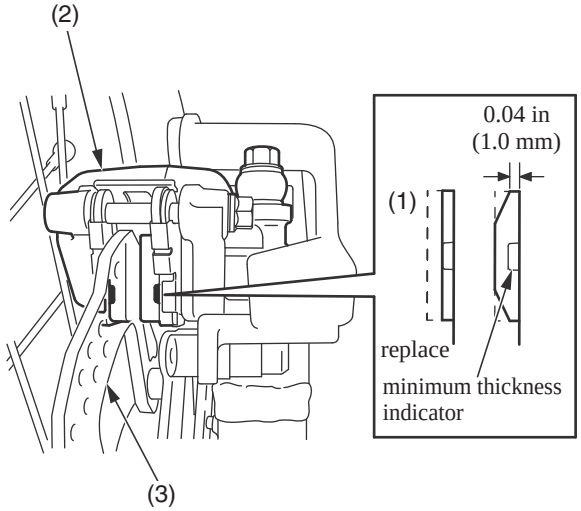
Inspect the brake pads (1) through the front wheel to determine the brake pad wear. If either brake pad is worn anywhere to a thickness of 0.04 in (1.0 mm), both brake pads must be replaced.



(1) brake pads
(2) front brake caliper
(3) brake disc

Rear Brake Pads

Inspect the brake pads (1) from the rear side of the caliper to determine the brake pad wear. If either brake pad is worn anywhere to a thickness of 0.04 in (1.0 mm), both brake pads must be replaced.



(1) brake pads
(2) rear brake caliper
(3) brake disc

Other Inspections

Check that the front brake lever and rear brake pedal assemblies are positioned properly (page 111) and the securing bolts are tight.

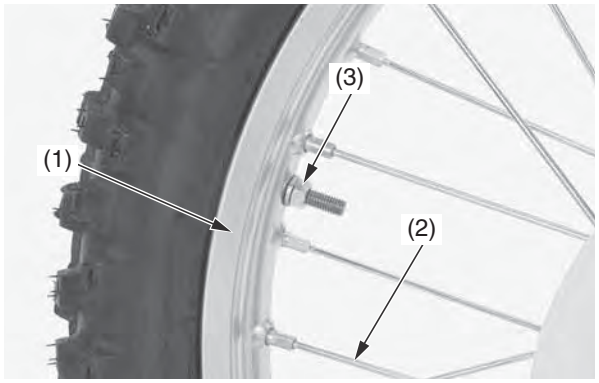
Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

Refer to *Important Safety Precautions* on page 23.

Keeping the wheels true (round) and maintaining correct spoke tension are critical to safe motorcycle operation. During the first few rides, spokes will loosen more rapidly due to the initial seating of the parts. Excessively loose spokes may result in instability at high speeds and the possible loss of control. It's also important that the rim locks are secure to prevent tire slippage.

Wheel Rims & Spokes

1. Inspect the wheel rims (1) and spokes (2) for damage.
2. Tighten, any loose spokes and rim locks (3) to the specified torque:
   Spokes: 2.7 lbf·ft (3.7 N·m, 0.4 kgf·m)
   Rim Locks: 9 lbf·ft (12 N·m, 1.2 kgf·m)
3. Check wheel rim runout. If runout is noticeable, see an official Honda Service Manual for inspection instructions.



(1) wheel rim
(2) spokes
(3) rim lock

Axles & Wheel Bearings

See an official Honda Service Manual for inspection information:

1. Check the axle shaft for runout.
2. Check the condition of the wheel bearings.

Tires & Tubes

Refer to *Important Safety Precautions* on page 23.

To safely operate your CRF, the tires must be the proper type (off-road) and size, in good condition with adequate tread, and correctly inflated.

⚠ WARNING

Using tires that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding tire inflation and maintenance.

The following pages give detailed information on how and when to check your air pressure, how to inspect your tires for wear and damage, and our recommendations on tire repair and replacement.

Air Pressure

Properly inflated tires provide the best combination of handling, tread life, and riding comfort. Generally, underinflated tires wear unevenly, adversely affect handling, and are more likely to fail from being overheated. Underinflated tires can also cause wheel damage on hard terrain. Overinflated tires make your CRF ride harshly, are more prone to damage from surface hazards, and wear unevenly.

Make sure the valve stem caps are secure. If necessary, install new caps.

Always check air pressure when your tires are "cold." If you check air pressure when your tires are "warm" — even if your CRF has only been ridden for a few miles — the readings will be higher. If you let air out of warm tires to match the recommended cold pressures, the tires will be underinflated.
The correct "cold" tire pressures are:

Front	15 psi (100 kPa, 1.0 kgf/cm^2)
Rear	15 psi (100 kPa, 1.0 kgf/cm^2)

If you decide to adjust tire pressures for a particular riding condition, make changes a little at a time.

Inspection

Take time to inspect your tires and wheels before you ride.

- Inspect carefully for bumps or bulges in the side of the tire or the tread. Replace any tire that has a bump or bulge.
- Look closely for cuts, slits, or cracks in the tires. Replace a tire if you can see fabric or cord.
- Check for rocks or other objects embedded in the tire or tread. Remove any objects.
- Check the position of both valve stems. A tilted valve stem indicates the tube is slipping inside the tire or the tire is slipping on the rim.

Tube Replacement

If a tube is punctured or damaged, you should replace it as soon as possible. A repaired tube may not have the same reliability as a new one, and it may fail while you are riding.

Use a replacement tube equivalent to the original.

Tire Replacement

The tires that came on your CRF were designed to provide a good combination of handling, braking, durability, and comfort across a broad range of riding conditions.

⚠ WARNING

Installing improper tires on your motorcycle can affect handling and stability. This can cause a crash in which you can be seriously hurt or killed.

Always use the size and type of tires recommended in this owner's manual.

Front	80/100-21 51M	
	DUNLOP	MX52F
Rear	100/90-19 57M	
	DUNLOP	MX52
Type	bias-ply, tube	

- When replacing, use the original equipment tires or equivalent tires of the same size, construction, speed rating, and load range as the original.
- Replace the tube any time you replace a tire. The old tube will probably be stretched and, if installed in a new tire, could fail.

Drive Chain

Refer to *Important Safety Precautions* on page 23.

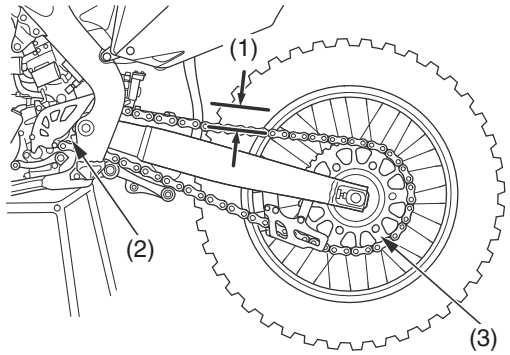
The service life of the chain depends on proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain or sprockets.

When the motorcycle is ridden on unusually dusty or muddy tracks, more frequent maintenance will be necessary.

Before servicing your drive chain, turn the engine OFF and check that your transmission is in neutral.

Inspection

1. Turn the engine off, raise the rear wheel off the ground by placing an optional workstand or equivalent support under the engine and shift the transmission into neutral.
2. Check the drive chain slack (1) in the upper drive chain run midway between the drive sprocket (2) and driven sprocket (3). Drive chain slack should allow the following vertical movement by hand:
   1 3/16 – 1 9/16 in (30 – 40 mm)



(1) drive chain slack
(2) drive sprocket
(3) driven sprocket

3. Check drive chain slack at several points along the chain. The slack should remain constant. If it isn't, some links may be kinked and binding. Lubricating the chain will often eliminate binding and kinking.

NOTICE

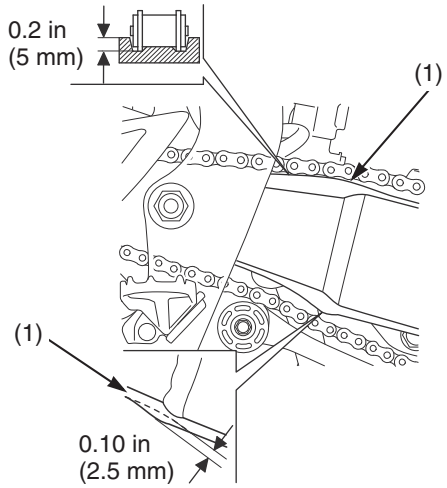
Excessive chain slack may allow the drive chain to damage the engine cases.

4. Inspect the drive chain for:
   - damaged rollers
   - loose pins
   - dry or rusted links
   - kinked or binding links
   - excessive wear

Replace the drive chain (page 120) if it has damaged rollers, loose pins, or kinks that cannot be free. Lubricate the drive chain (page 119) if it appears dry or shows signs of rust. Lubricate any kinked or binding links and work them free. Adjust chain slack if needed (page 119).

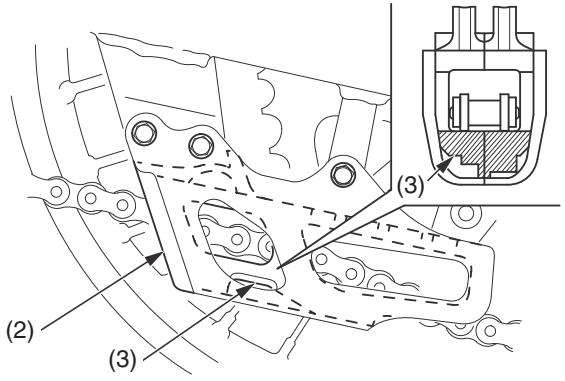
Drive Chain Sliders

1. Check the chain slider (1) for wear. Replace it if below the service limit.
   SERVICE LIMIT:
   upper side: 0.2 in (5 mm)
   lower side: 0.10 in (2.5 mm)



(1) chain slider

2. Check the chain guide slider (2) for wear. Replace the guide slider if it is worn to the bottom of the wear limit (3).

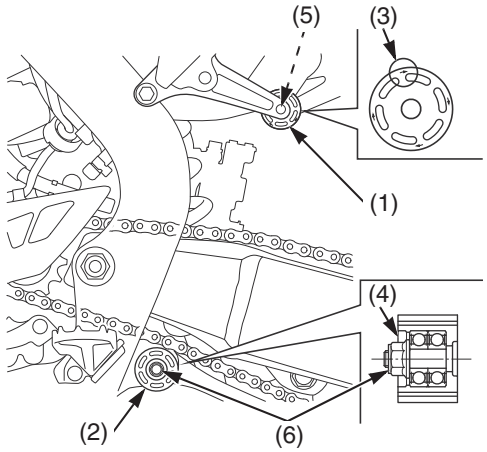


(2) chain guide slider
(3) wear limit

Drive Chain Rollers

Check the upper drive chain roller (1) and lower drive chain roller (2) for wear or damage.
Measure the diameter of the drive chain rollers and replace them if below the service limit.
Service Limit:
Upper roller: 1.3 in (33 mm)
Lower roller: 1.2 in (31 mm)

Replace the roller if necessary as follows.
Install the upper drive chain roller (Green) with the "→" mark (3) facing toward the bracket and lower drive chain roller (Black) with the large concave (4) facing outside.
Install the drive chain roller bolt (5) and nut (6).

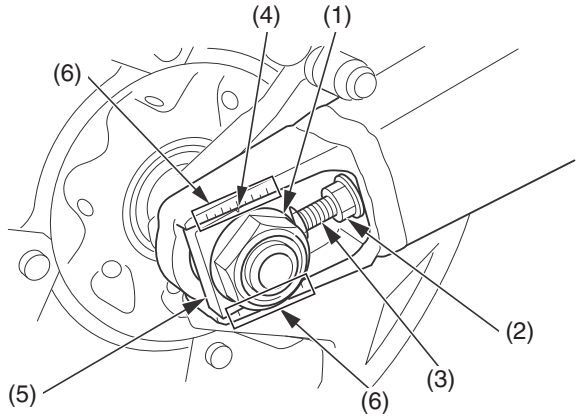


(1) upper drive chain roller (Green)
(2) lower drive chain roller (Black)
(3) "→" mark
(4) large concave
(5) drive chain roller bolt
(6) drive chain roller nut

Clean the threads of the drive chain roller bolt and apply locking agent to the threads.
Tighten the drive chain roller bolt and nut to the specified torque:
9 lbf·ft (12 N·m, 1.2 kgf·m)

Adjustment

1. Loosen the rear axle nut (1).
2. Loosen the chain adjuster lock nuts (2) and turn the adjusting bolts (3) counterclockwise to decrease slack or clockwise to increase slack. Align the index marks (4) of the axle plates (5) with the same reference marks (6) on both sides of the swingarm.



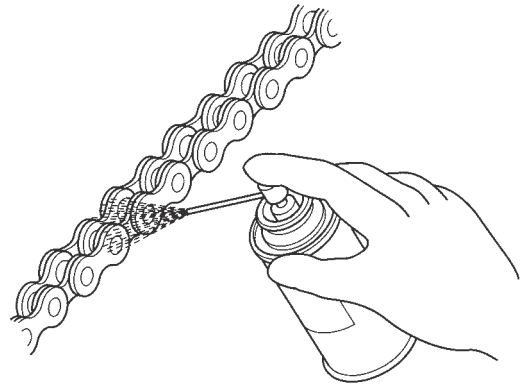
(1) rear axle nut
(2) chain adjuster lock nuts
(3) adjusting bolts
(4) index marks
(5) axle plates
(6) reference marks

3. Tighten the rear axle nut to the specified torque:
   94 lbf·ft (128 N·m, 13.1 kgf·m)
4. Recheck chain slack and adjust as necessary.
5. Turn the adjusting bolt counterclockwise until it touches the axle plates lightly. Then tighten the chain adjuster lock nuts to the specified torque while holding the adjusting bolts with a wrench:
   20 lbf·ft (27 N·m, 2.8 kgf·m)

Lubrication

Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil. Pro Honda HP Chain Lube or an equivalent is recommended.

Saturate each chain joint so that the lubricant penetrates the space between adjacent surfaces of the link plates and rollers.



Drive Chain

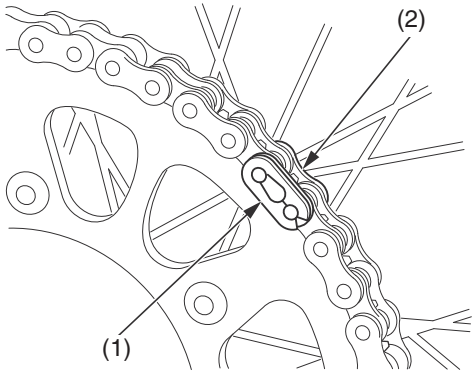
Removal, Cleaning & Replacement

For maximum service life, the drive chain should be cleaned, lubricated, and adjusted before each outing.

1. Remove the master link retaining clip (1) with pliers.

Do not bend or twist the clip.

2. Remove the master link (2). Remove the drive chain.

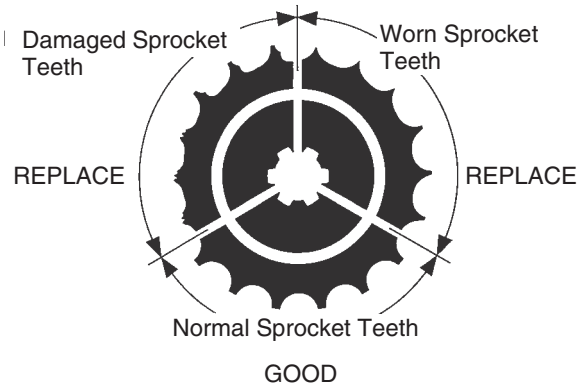


(1) master link retaining clip
(2) master link

3. Clean the drive chain in high flash-point solvent and allow it to dry.
4. Inspect the drive chain for possible wear or damage. Replace the drive chain if it has damaged rollers, loose fitting links, or otherwise appears unserviceable.

   Chain:
   Size/link: D.I.D 520DMA4/116RB
   RK520TXZ/116RJ

5. Inspect the sprocket teeth for wear or damage. We recommend replacing the sprocket whenever a new chain is installed.
   Both chain and sprockets must be in good condition, or the new replacement chain or sprocket (s) will wear rapidly.
   Excessively worn sprocket teeth have a hooked, worn appearance. Replace any sprocket which is damaged or excessively worn.



NOTICE

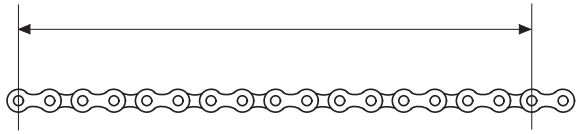
Use of a new chain with worn sprockets will cause rapid chain wear.

6. Install the chain.
7. Measure a section of the drive chain to determine whether the chain is worn beyond its service limit. Put the transmission in gear, and then turn the rear wheel forward until the lower section of the chain is pulled taut. With the chain held taut and any kinked joints straightened, measure the distance between a span of 17 pins, from pin center to pin center.

If the measurement exceeds the service limit, replace the chain. After the chain is measured, shift the transmission into neutral again before proceeding with inspection and service.

Service limit: 10.20 in (259.0 mm)

MEASURE A SPAN OF 17 PINS (16 PITCHES)



8. Lubricate the drive chain (page 119).
9. Pass the chain over the sprockets and join the ends of the chain with the master link. For ease of assembly, hold the chain ends against adjacent driven sprocket teeth while inserting the master link. Install the master link retaining clip so that the closed end of the clip will face the direction of forward wheel rotation.
10. Recheck chain slack and adjust as necessary.

More About Drive Chain

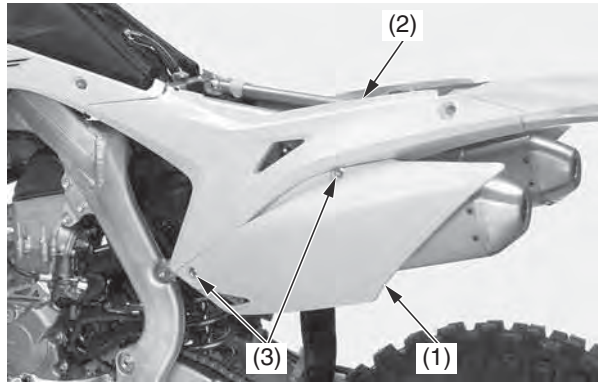
- The master link is the most critical element of drive chain security. Master links are reusable, as long as they remain in excellent condition. We recommend installing a new master link retaining clip when the drive chain is reassembled.
- You may find it easier to install a new chain by connecting it to the old chain with a master link and pulling the old chain to position the new chain on the sprockets.

Exhaust Pipe/Muffler Inspection

Check the mounting bolts and exhaust pipe joint nuts for tightness.
Check the exhaust pipe and mufflers for cracks or deformation.
A damaged exhaust pipe and mufflers may reduce engine performance.

Muffler Removal

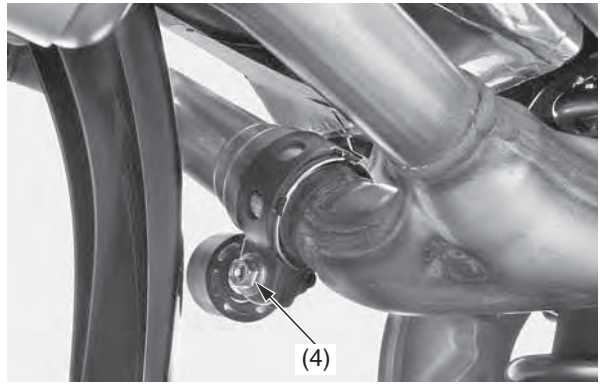
1. Remove the seat (page 34).
2. Remove the side covers (1) and air cleaner housing covers (2) by removing the bolts (3).



(1) side covers
(2) air cleaner housing covers
(3) bolts

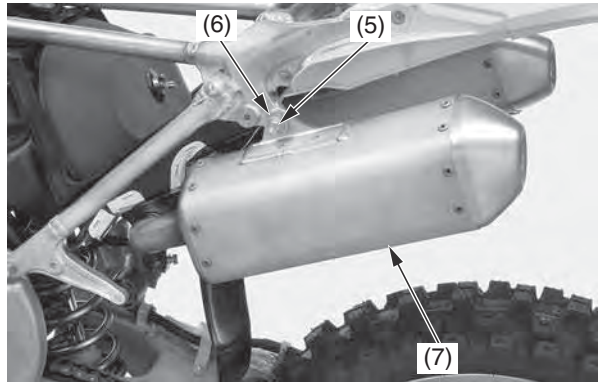
The procedure is the same for the both right and left side.

3. Loosen the left muffler clamp bolt (4).



(4) left muffler clamp bolt

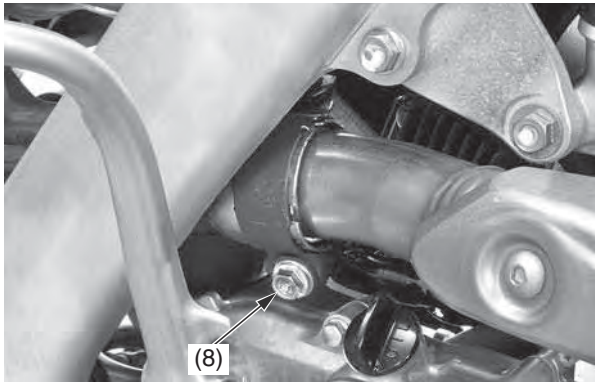
4. Remove the left muffler mounting bolt (5), washer (6) and left muffler (7).



(5) left muffler mounting bolt
(6) washer
(7) left muffler

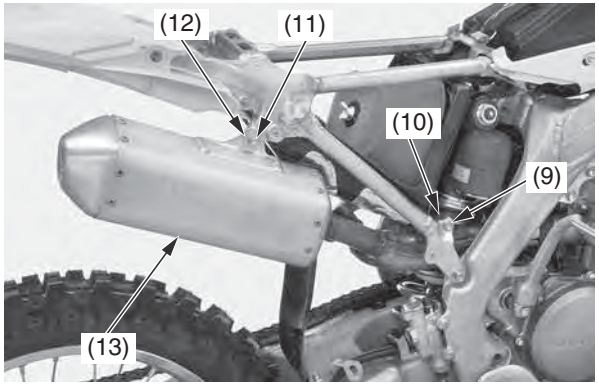
(cont'd)

5. Loosen the right muffler clamp bolt (8).



(8) right muffler clamp bolt

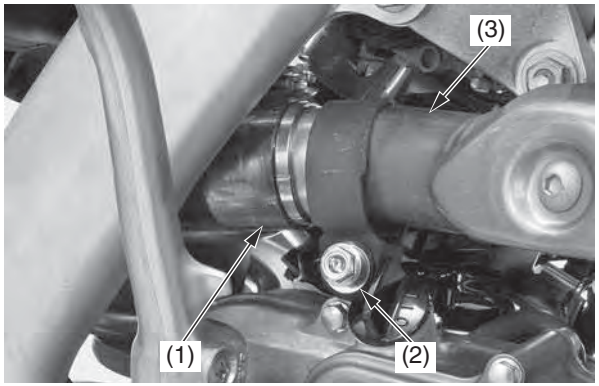
6. Remove the right muffler mounting A bolt (9), washer A (10), right muffler mounting B bolt (11), washer B (12) and right muffler (13).



(9) right muffler mounting A bolt
(10) washer A
(11) right muffler mounting B bolt
(12) washer B
(13) right muffler

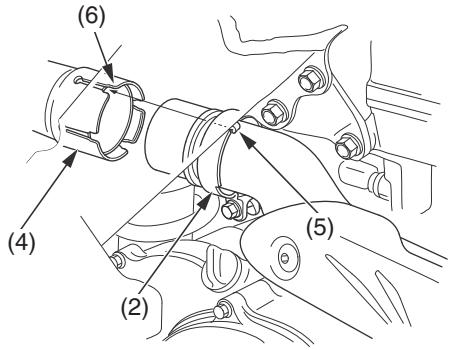
Muffler Installation

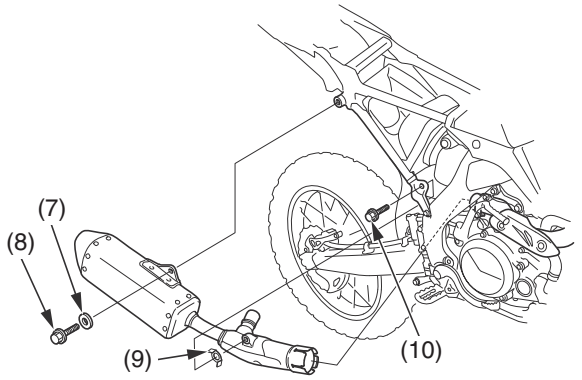
1. Remove the gasket (1).
2. Install the right muffler clamp (2) and a new gasket onto the exhaust pipe (3).



(1) gasket (new)
(2) right muffler clamp
(3) exhaust pipe

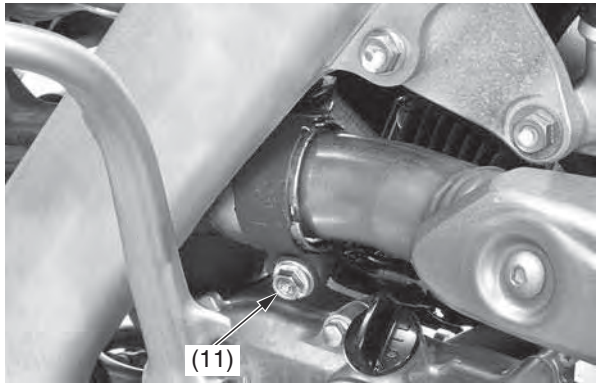
3. Install the right muffler (4).
4. Install the right muffler clamp (2) by aligning the tab (5) of the right muffler clamp with the cut-out (6) of the right muffler.
5. Install the washer B (7), right muffler mounting B bolt (8), washer A (9) with the tab side facing outside, and right muffler mounting A bolt (10).





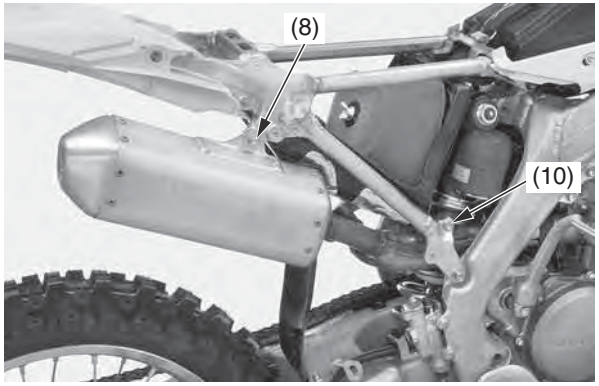
(2) right muffler clamp
(4) right muffler
(5) tab
(6) cut-out
(7) washer B
(8) right muffler mounting B bolt
(9) washer A
(10) right muffler mounting A bolt

6. Tighten the right muffler clamp bolt (11) to the specified torque:
   15 lbf·ft (20 N·m, 2.0 kgf·m)



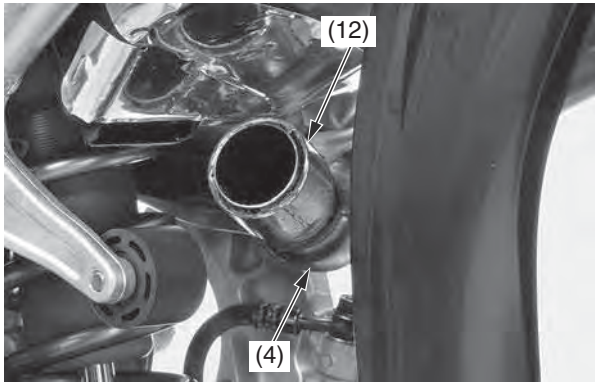
(11) right muffler clamp bolt

7. Tighten the right muffler mounting B bolt (8) and right muffler mounting A bolt (10) to the specified torque:
   19 lbf·ft (26 N·m, 2.7 kgf·m)



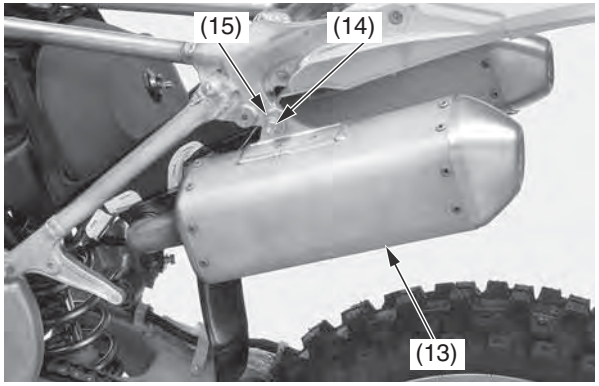
(8) right muffler mounting B bolt
(10) right muffler mounting A bolt

8. Remove the gasket (12).
9. Install a new gasket onto the right muffler (4).



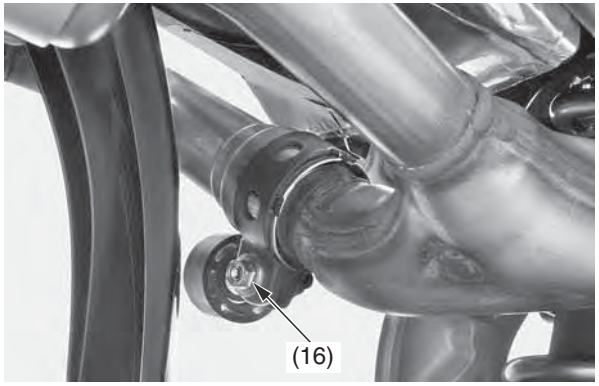
(4) right muffler
(12) gasket (new)

10. Install the left muffler (13).
11. Install the left muffler mounting bolt (14) and washer (15).
    Tighten the left muffler mounting bolt to the specified torque:
    19 lbf·ft (26 N·m, 2.7 kgf·m)



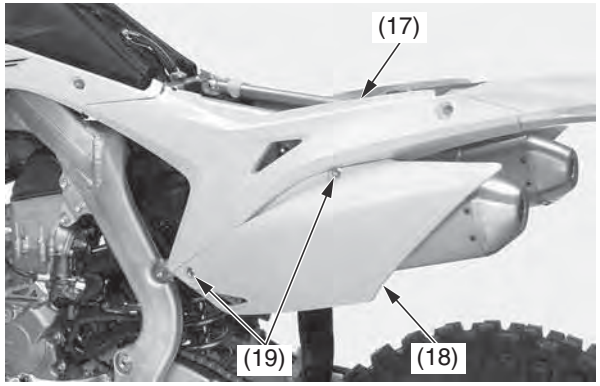
(13) left muffler
(14) left muffler mounting bolt
(15) washer

12. Tighten the left muffler clamp bolt (16) to the specified torque:
    15 lbf·ft (20 N·m, 2.0 kgf·m)



(16) left muffler clamp bolt

13. Install the air cleaner housing covers (17) and side covers (18), and then tighten the bolts (19) to the specified torque.
    7 lbf·ft (10 N·m, 1.0 kgf·m)



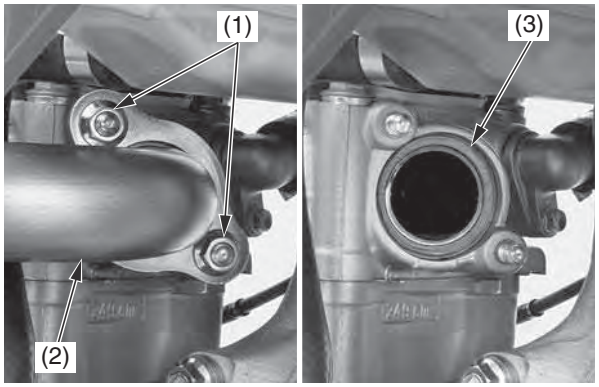
(17) air cleaner housing covers
(18) side covers
(19) bolts

14. Install the seat (page 34).

Exhaust Pipe/Muffler

Exhaust Pipe Removal

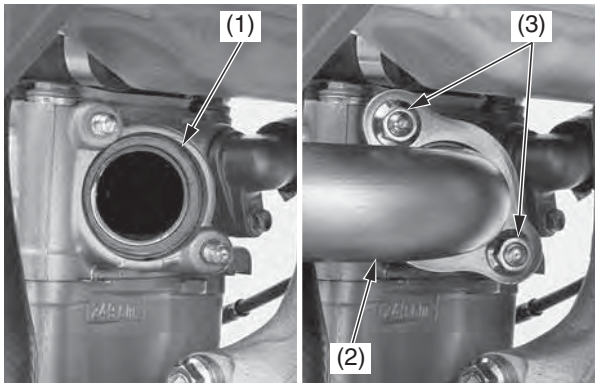
1. Remove the left and right mufflers (page 121).
2. Remove the exhaust pipe joint nuts (1), exhaust pipe (2) and gasket (3).



(1) exhaust pipe joint nuts
(2) exhaust pipe
(3) gasket

Exhaust Pipe Installation

1. Install a new exhaust pipe gasket (1) as shown.
2. Install the exhaust pipe (2) and exhaust pipe joint nuts (3) but do not tighten the nuts yet.



(1) exhaust pipe gasket (new)
(2) exhaust pipe
(3) exhaust pipe joint nuts

3. Install the right muffler (page 122) but do not tighten the bolts yet.
4. Tighten the exhaust pipe joint nuts to the specified torque:
   15 lbf·ft (21 N·m, 2.1 kgf·m)
5. Tighten the right muffler clamp bolt, right muffler mounting A bolt and B bolt (page 122).
6. Install the left muffler (page 123).

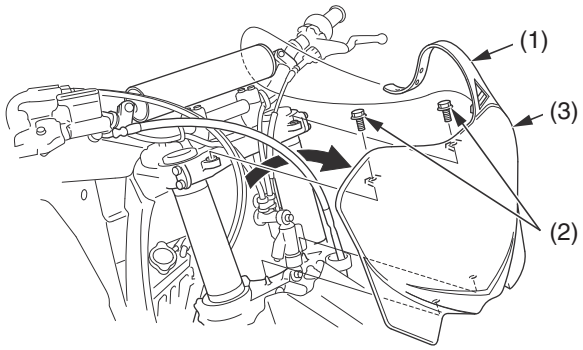
Refer to *Important Safety Precautions* on page 23.

Loose, worn or damaged steering damper components may adversely affect the handling and stability of your CRF. If any steering damper components appear worn or damaged, see your dealer for further inspection. Your dealer is qualified to determine whether or not replacement parts are needed.
Do not attempt to disassemble the steering damper; see your dealer.
The instructions found in this owner's manual are limited to adjustment and service of the steering damper assembly only.

Steering Damper Operation Inspection

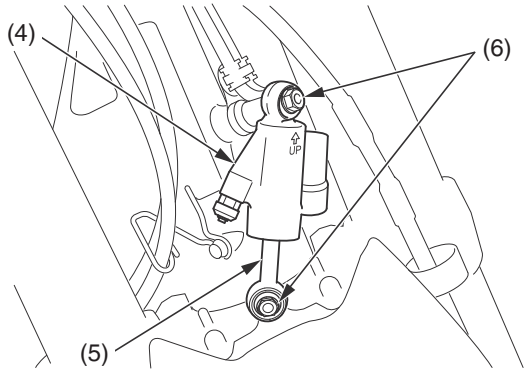
- When your CRF is new, break it in for approximately 1 hour to ensure that the steering damper has worked in (page 19).
- After break-in, test run your CRF with the steering damper at the standard setting before making any adjustments.
- Check the spherical bearings and dust seal for dust, dirt, and foreign materials.
- Make all damping adjustments in one-click increments. (Adjusting two or more clicks at a time may cause you to pass over the best adjustment.) Test ride after each adjustment.
- If you have a problem finding an acceptable adjustment, return to the standard position and begin again.

1. Unlock the number plate tab (1) from the handlebar pad.
   Remove the bolts (2) and number plate (3).



(1) number plate tab
(2) bolts
(3) number plate

2. Check the steering damper (4) for deformation or oil leaks.
   Check the damper rod (5) for bending or damage.
   Replace the damper case or damper rod if there is any abnormality.
   Refer to an official Honda Service Manual or see your dealer for steering damper disassembly.
   Check the torque of the steering damper mounting bolts (6):
   15 lbf·ft (20 N·m, 2.0 kgf·m)

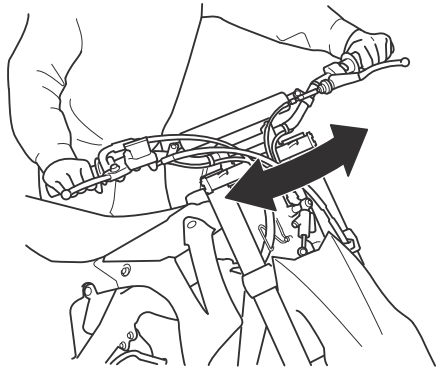


(4) steering damper
(5) damper rod
(6) steering damper mounting bolts

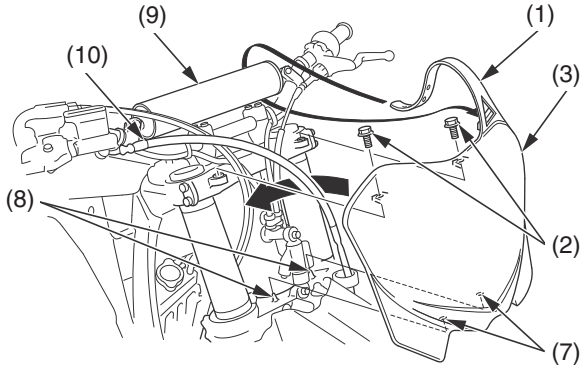
(cont'd)

Steering Damper

3. With your CRF on a box or an optional workstand (front wheel elevated), check that the steering moves smoothly from side-to-side.



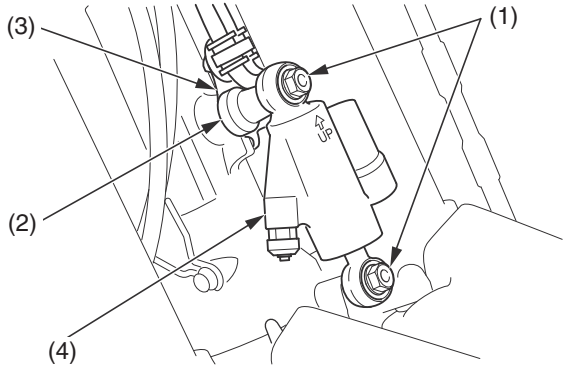
4. Install the number plate (3) by aligning its holes (7) with the tabs (8) on the steering stem. Install and tighten the bolts (2).
   Route the number plate tab (1) around the handlebar pad (9) as shown. Make sure that the brake hose (10) is routed properly in front of the number plate.



(1) number plate tab
(2) bolts
(3) number plate
(7) holes
(8) tabs
(9) handlebar pad
(10) brake hose

Removal

1. Remove the number plate (page 125).
2. Remove the steering damper mounting bolts (1), collar (2), connector stay (3) and steering damper (4).

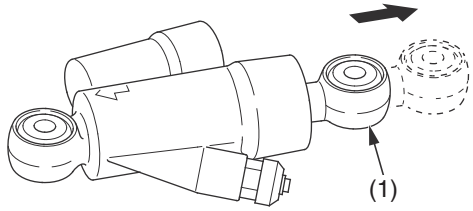


(1) steering damper mounting bolts
(2) collar
(3) connector stay
(4) steering damper

Inspection

1. Check the damper rod (1) operation.
   The damper rod is fully extended and compressed by hand. Release the damper rod, then check that it extends to its maximum length.

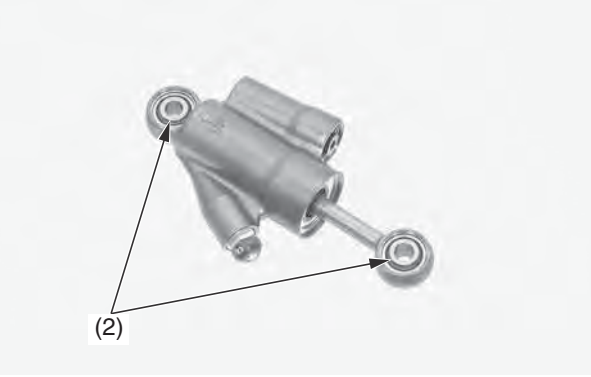
If the damper rod does not extend to its maximum length, refer to an official Honda Service Manual for disassembly and inspection instructions or see your dealer.



(1) damper rod

2. Check the condition of the spherical bearings (2).
   Move the spherical bearing with your finger. The spherical bearing should move smoothly and quietly.

Replace the spherical bearing if it does not move smoothly and quietly.
Refer to an official Honda Service Manual or see your dealer.

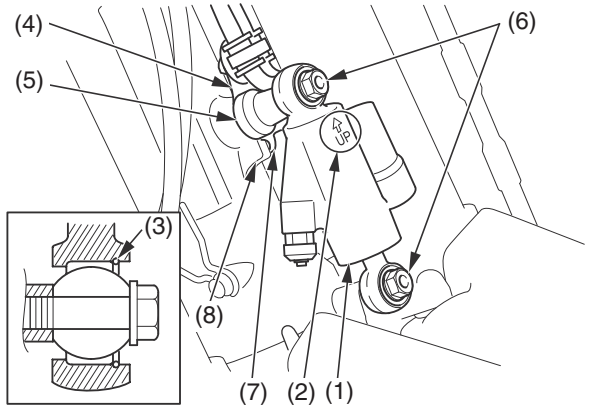


(2) spherical bearings

Installation

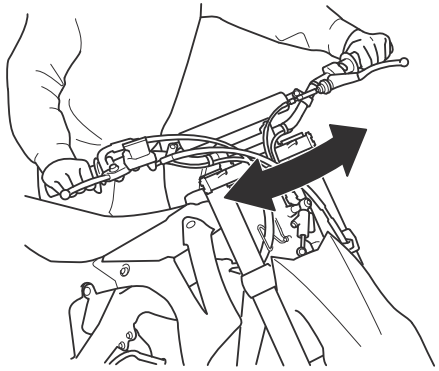
1. Clean and apply a locking agent to the steering damper mounting bolt threads.
2. Install the steering damper (1) with its "UP" mark (2) facing up and forward. Turn the damper rod and its stopper ring (3) facing toward the front side.
3. Install the connector stay (4), collar (5) and steering damper mounting bolts (6).
   - Be sure to install the collar with its wide flange side facing toward the steering head pipe side.
   - Align the connector stay tab (7) with the steering head pipe lug (8).

4. Tighten the steering damper mounting bolts to the specified torque:
   15 lbf·ft (20 N·m, 2.0 kgf·m)



(1) steering damper
(2) "UP" mark
(3) stopper ring
(4) connector stay
(5) collar
(6) steering damper mounting bolts
(7) connector stay tab
(8) steering head pipe lug

5. With your CRF on a box or an optional workstand (front wheel elevated), check that the steering moves smoothly from side to side.

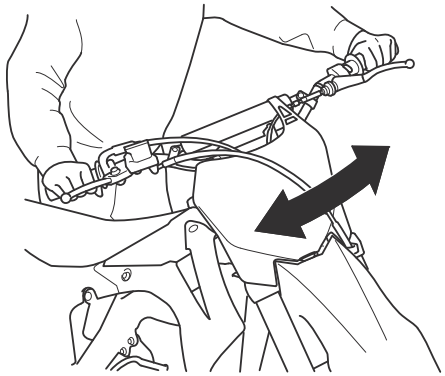


6. Install the number plate (page 126).

Refer to *Important Safety Precautions* on page 23.

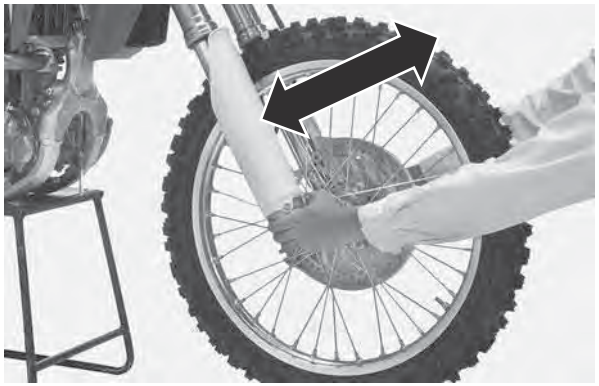
Steering Head Bearing Inspection

1. With your CRF on a box or optional workstand (front wheel elevated), turn the handlebar to the right and left to check for roughness in the steering head bearings.



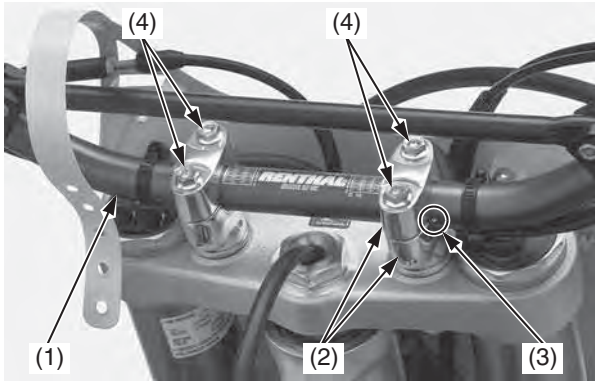
2. Stand in front of your CRF, grab the fork (at the axle), look at the steering head, and push the fork in and out (toward the engine) to check for play in the steering head bearings.

If any roughness or play is felt, but you do not see any movement in the steering head, the fork bushings may be worn.
Refer to an official Honda Service Manual for replacement or adjustment procedures, or see your dealer.



Handlebar Inspection

1. Check the handlebar (1) for bends or cracks.
2. Check that the handlebar has not moved from its original position where the end of the right handlebar holders (2) is aligned with the paint mark (3).
3. Check the torque of the handlebar upper holder bolts (4):
   16 lbf·ft (22 N·m, 2.2 kgf·m)
   Tighten the front bolts first.



(1) handlebar
(2) right handlebar holders
(3) paint mark
(4) handlebar upper holder bolts

Control Cables

Periodically, disconnect the throttle and clutch cables at their upper ends. Thoroughly lubricate the cable pivot points with a commercially available cable lubricant. If the clutch lever and throttle operation is not smooth, replace the cable. Be sure the throttle returns freely from fully open to fully closed automatically, in all steering positions.

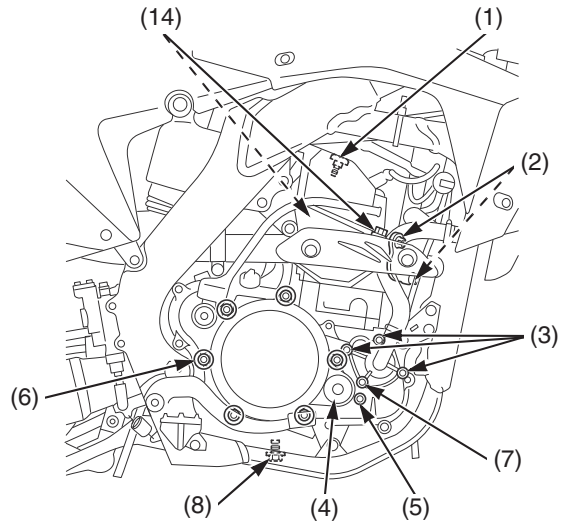
Nuts, Bolts, Fasteners

Check and tighten nuts, bolts, and fasteners before every outing.

ENGINE

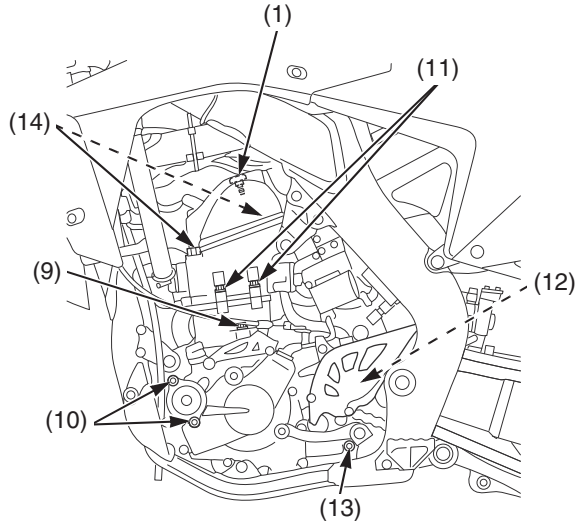
Item		Torque		
		lbf·ft	N·m	kgf·m
1	Cylinder head cover bolts	7	10	1.0
2	Exhaust pipe joint nuts	15	21	2.1
3	Water pump cover bolts	7	10	1.0
4	Crankshaft hole cap	11	15	1.5
5	Transmission oil check bolt	9	12	1.2
6	Clutch cover bolts	7	10	1.0
7	Coolant drain bolt	7	10	1.0
8	Engine oil drain bolt	12	16	1.6
9	Cylinder bolt	7	10	1.0
10	Oil filter cover bolts	9	12	1.2
11	Cylinder head A bolts	7	10	1.0
12	Drive sprocket bolt	23	31	3.2
13	Transmission oil drain bolt	12	16	1.6
14	Cylinder head B bolts	33	45	4.6

RIGHT SIDE



(1) cylinder head cover bolts
(2) exhaust pipe joint nuts
(3) water pump cover bolts
(4) crankshaft hole cap
(5) transmission oil check bolt
(6) clutch cover bolts
(7) coolant drain bolt
(8) engine oil drain bolt

LEFT SIDE



(9) cylinder bolt
(10) oil filter cover bolts
(11) cylinder head A bolts
(12) drive sprocket bolt
(13) transmission oil drain bolt
(14) cylinder head B bolts

Appearance Care

Refer to *Important Safety Precautions* on page 23.

Frequent cleaning and polishing will keep your CRF looking newer longer. Frequent cleaning also identifies you as an owner who values his motorcycle. A clean CRF is also easier to inspect and service.

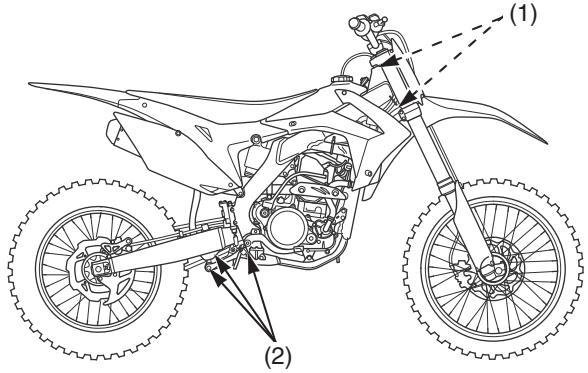
While you're cleaning, be sure to look for damage, wear, and gasoline or oil leaks.

General Recommendations

- To clean your CRF you may use:
  - water
  - Hondabrite
  - a mild, neutral detergent and water
  - a mild spray and wipe cleaner/polisher
  - a mild spray and rinse cleaner/degreaser and water
- Avoid products that contain harsh detergents or chemical solvents that could damage the metal, paint, and plastic on your CRF or discolor the seat and decals.
- If your CRF is still warm from recent operation, give the engine and exhaust system time to cool off.
- We recommend the use of a low pressure garden hose to wash your CRF. High pressure washers (like those at coin-operated car washes) can damage certain parts of your CRF. The force of water under extreme pressure can penetrate the dust seals of the suspension pivot points and steering head bearings-driving dirt inside and needed lubrication out.

If you use a high pressure washer, avoid spraying the following areas:

brake master cylinders
drive chain
electrical circuit
muffler outlet
steering head bearings
suspension pivot points
throttle body
under fuel tank
under seat



(1) steering head bearings
(2) suspension pivot points

NOTICE

High pressure water (or air) can damage certain parts of your CRF.

You may use Pro Honda Hondabrite, a multi-surface cleaner/degreaser, to remove both dirt and petroleum-based grime from paint, alloy, plastic, and rubber surfaces. Wet any heavy deposits with water first. Then spray on Pro Honda Hondabrite and rinse with a low pressure garden hose. Stubborn deposits may require a quick wipe with a sponge.

Washing Your Motorcycle with a Mild Detergent

Allow the engine, muffler, brakes, and other high-temperature parts to cool before washing.

1. Rinse your CRF thoroughly using a low pressure garden hose to remove loose dirt.
2. Fill a bucket with cool water. Mix in a mild, neutral detergent, such as dish washing liquid or a product made especially for washing motorcycles or automobiles.
3. Wash your CRF with a sponge or a soft towel. As you wash, check for heavy grime. If necessary, use a mild cleaner/degreaser to remove the grime.

NOTICE

Do not use steel wool to clean the frame as it could damage or discolor the frame surface.
Muffler stain remover (Scotch Brite Hand Pad #7447-maroon) is for removing stains on the non-coated aluminum frame only.

4. After washing, rinse your CRF thoroughly with plenty of clean water to remove any residue.
   Detergent residue can corrode alloy parts.
5. Dry your CRF with a chamois or a soft towel. Leaving water on the surface to air dry can cause dulling and water spots. As you dry, inspect for chips and scratches.
6. Lubricate the drive chain to prevent rusting.
7. Start the engine and let it idle for several minutes. The engine heat will help dry moist areas.
8. As a precaution, ride at a slow speed and apply the brakes several times. This will help dry the brakes and restore normal braking performance.

Condensation Control

Some condensation can form within the transmission cavity as well. This is natural and just one more reason you should change the engine and transmission oil often.

After Cleaning Lubrication

There are some things you should do just after washing your CRF to help prevent rust and corrosion.

Once your CRF is clean and dry, you should protect any bare steel from rusting by applying a light coating of a rust-inhibitor. Lubricate the drive chain and drive sprocket after removing and thoroughly cleaning in solvent. Be sure the chain is wiped clean and is dry before applying the chain lube.

Follow the suggestions given in the pages of this manual for lubricating items such as the brake and clutch lever pivot points and footpeg pivot pins.

Aluminum Frame Maintenance

Aluminum corrodes when it comes in contact with dust, mud and road salt.

To remove stains, use Scotch Brite Hand Pad #7447 (maroon) or an equivalent.
Wet the pad and polish the surface using strokes parallel to the length of the frame.

Clean the frame using a wet sponge and a mild detergent, then rinse well with clean water. Dry the frame with a soft clean cloth, using strokes parallel to the length of the frame.

NOTICE

Do not use steel wool to clean the frame as it could damage or discolor the frame surface.
Muffler stain remover (Scotch Brite Hand Pad #7447-maroon) is for removing stains on the non-coated aluminum frame only.

Exhaust Pipe and Muffler Maintenance

The exhaust pipe and muffler are stainless steel but may became stained by mud or dust.

To remove mud or dust, use a wet sponge and a liquid kitchen abrasive, then rinse well with clean water. Dry with chamois or a soft towel.

If necessary, remove heat stains by using a commercially available fine texture compound. Then rinse by the same manner as removing mud or dust.

BLANK PAGE

This section tells you how to fine tune your CRF for maximum competition performance.

Initial suspension adjustments should be performed after a minimum of 1 hour of easy break-in time.

Optional rear suspension springs are available in order to tailor your CRF specifically for your weight, riding style and course conditions.

Follow the instructions given in the rear suspension sag setting section of *Rear Suspension Adjustments* to determine if your combined rider and sprung machine weight (rider fully dressed for competition and machine filled coolant, oil and fuel levels ready for competition) requires an optional stiffer or softer rear spring. The need for either optional rear spring may need to be balanced by adjusting the left fork air pressure and oil capacity.

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- Current Mode 134
- Mode Selection 134

Front Suspension Adjustments 135
- Right Front Suspension Air Pressure 135
- Front Suspension Damping (Right Fork) 136
- Fork Springs (Left Fork) 136

Rear Suspension Adjustments 140
- Rear Suspension Spring Pre-Load 140
- Rear Suspension Damping 141
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Suspension Adjustment Guidelines 145

Tuning Tips 148
- Spark Plug Reading 148

Steering Damper Adjustment 149
- Steering Damper Damping 149

Steering Damper Adjustment Guidelines 150

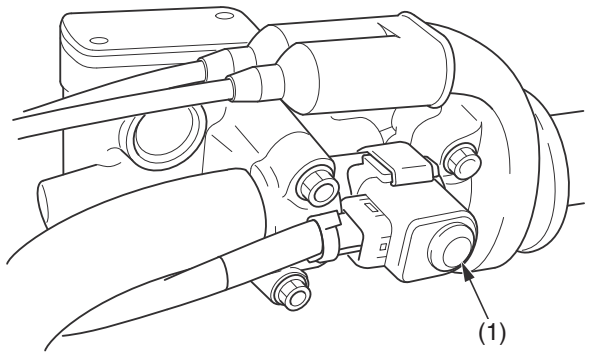
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Gearing 152

Tire Selection for Track Conditions 153

Personal Fit Adjustments 154
- Control Positioning 154
- Handlebar Position, Width & Shape 154

Engine Mode Select Button



(1) engine mode select button

You can change engine output characteristic depending on track conditions by using the engine mode select button (1).

- PGM-FI mode 1: standard setting
- PGM-FI mode 2: smooth setting (reduce throttle response from the standard setting)
- PGM-FI mode 3: aggressive setting (increase throttle response from the standard setting)

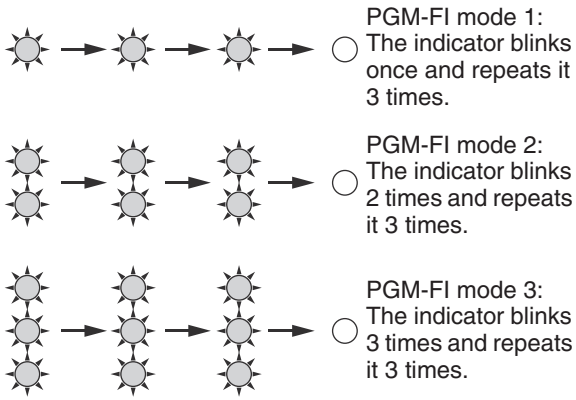
An optional PGM-FI setting tool can change the ignition timing and amount of the fuel injection and save the setting data on the PGM-FI mode 2 or 3 (page 171).

Current Mode

Start the engine and push the engine mode select button (1) with your CRF stopped. The mode indicator (2) in the engine mode select button indicate a selected mode by the number of times the indicator blinks.



(1) engine mode select button (2) mode indicator

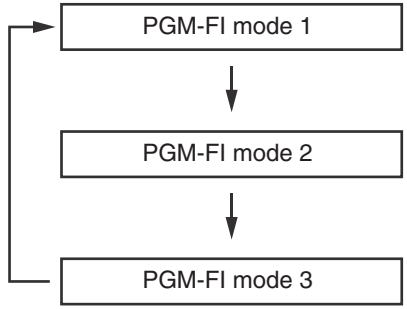


Mode Selection

1. Start the engine.
2. With your CRF stopped and the throttle closed, push and hold the engine mode select button for 1 or more second.

Make sure that the fast idle knob is pushed in (page 17). If the fast idle knob is pulled out, the engine mode will not change.

3. Release the engine mode select button. The mode indicator will indicate a selected mode by the number of times the indicator blinks.
4. Repeat steps 2 – 3 until the desired mode is indicated.



The front suspension can be adjusted for the rider's weight and riding conditions by using one or more of the following methods:

Left Fork

- **Inner chamber air pressure** — Adjusting the left fork inner chamber air pressure adjusts the spring rate of the entire range of fork travel.
- **Outer chamber air pressure** — Adjusting the left fork outer chamber air pressure adjusts the spring rate from the middle range to final range of fork travel.
- **Balance chamber air pressure** — Adjusting the left fork balance chamber air pressure adjusts the spring rate of the initial range of fork travel. Increasing the balance chamber air pressure reduces the rebound of initial range of fork travel. (softer)

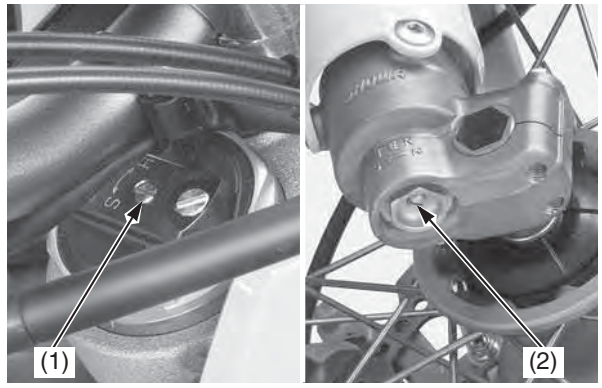
Right Fork

- **Compression damping** — Turning the compression damping adjuster (1) adjusts how quickly the fork compresses.
- **Rebound damping** — Turning the rebound damping adjuster (2) adjusts how quickly the fork extends.

The inverted fork on your CRF features sealed damper cartridges with dual (separate air and oil) chambers to prevent aeration. The design also isolates the oil in each fork/damper, which may contain air bubbles and/or metal particles, from the sealed cartridge to provide more consistent damping.

Do not dispose of the fork; see your dealer.

Right fork:



(1) compression damping adjuster
(2) rebound damping adjuster

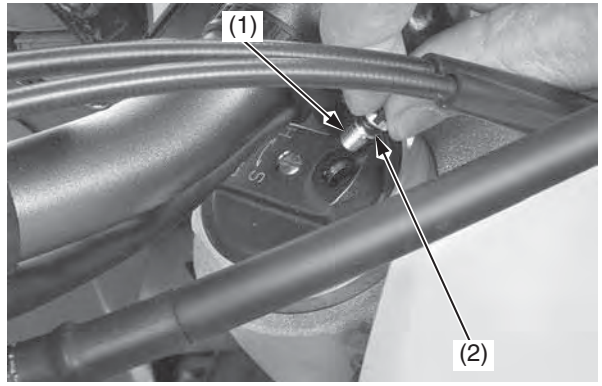
Right Front Suspension Air Pressure

Air is an unstable gas which builds up pressure as it is worked (such as in a fork). Air pressure acts as a progressive spring and affects the entire range of fork travel. This means the fork action on your CRF will get stiffer during a race. For this reason, release built-up air pressure in the right fork leg between motos. Be sure the fork is fully extended with the front tire off the ground when you release the pressure.

The standard air pressure is 0 psi (0 kPa, 0 kgf/cm^2). You may relieve accumulated air pressure in the right fork leg by using the pressure release screws. The front wheel should be off the ground before you release the pressure. The air pressure should be adjusted according to the altitude and outside temperature.

1. Place a workstand under the engine, so that the front wheel is off the ground.
   Do not adjust air pressure with the front wheel on the ground as this will give false pressure readings.
2. Remove the pressure release screw (1).
3. Check that the O-ring (2) are in good condition.
4. Install and tighten the pressure release screw to the specified torque:
   Right fork pressure release screw:
   1.0 lbf·ft (1.3 N·m, 0.1 kgf·m)

Right fork:



(1) pressure release screw (2) O-ring

Front Suspension Adjustments

Front Suspension Damping (Right Fork)

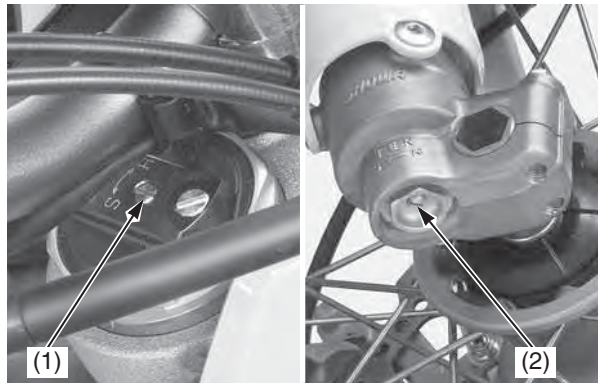
Compression Damping Adjustment
This adjustment affects how quickly the fork compresses. The fork compression damping adjuster has 32 positions or more. Turning the compression damping adjuster screw (1) one full turn changes the adjuster 8 positions. To adjust the adjuster to the standard position, proceed as follows:
Turn the adjuster clockwise (harder) until it will no longer turn (lightly seats). Turn the adjuster counterclockwise (softer) until it clicks. This click is position 1. The standard position is position 7 (7th click).

Rebound Damping Adjustment
The fork rebound damping adjuster has 32 positions or more. Turning the rebound damping adjuster screw (2) one full turn clockwise advances the adjuster 8 positions. To adjust the rebound damping to the standard setting, proceed as follows:
Turn the adjuster clockwise (harder) until it will no longer turn (lightly seats). Turn the adjuster counterclockwise (softer) until it clicks. This click is position 1. The standard position is position 29 (29th click).

Both compression and rebound damping can be increased by turning the adjuster clockwise.

NOTICE

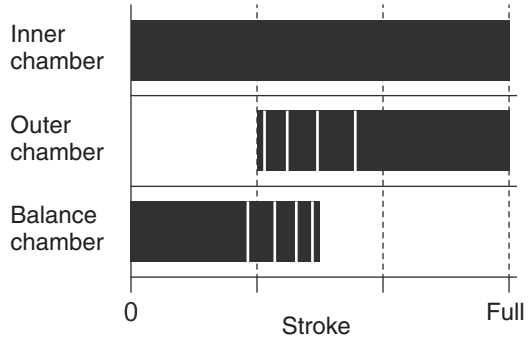
Always start with position 1 when adjusting damping.
Do not turn the adjuster screw more than the given positions or the adjuster may be damaged.
Be sure that the compression and rebound adjusters are firmly located in a detent, and not between positions.



(1) compression damping adjuster screw
(2) rebound damping adjuster screw

Fork Springs (Left Fork)

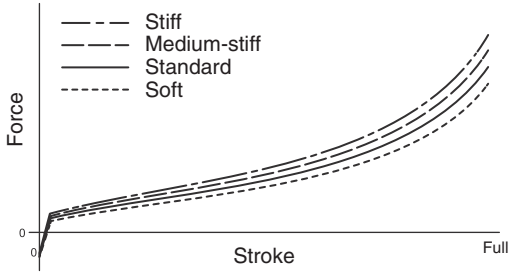
The CRF uses a pneumatic spring in the fork. The fork spring rate can be adjusted by changing the fork air pressure.
The forks on CRF's are about right for riders weighing between 170 lb (77 kg) and 200 lb (91kg) (without riding gear). So if you are a heavier rider, you have to go up on the air pressure.
Do not adjust the left fork air pressure to a level that is outside the minimum or maximum level (pages 137, 138, 139).
For the left fork, air pressure of the inner chamber, outer chamber, and balance chamber can be set. When adjusting the left fork air pressure, adjust the inner chamber air pressure first, then the outer chamber air pressure, and finally the balance chamber air pressure.
The chambers are responsible for their respective stroke range shown below.



Recommended Setting

Begin with the standard setting. If the suspension is too stiff/soft, adjust to the stiff/soft setting of the recommended setting.

When adjusting the left fork to the recommended setting, adjust the rebound and compression damping adjuster to the standard settings.



Standard:

Inner chamber air pressure	156 psi (1,075 kPa, 11.0 kgf/cm²)
Outer chamber air pressure	12 psi (80 kPa, 0.8 kgf/cm²)
Balance chamber air pressure	156 psi (1,075 kPa, 11.0 kgf/cm²)

Soft:

Inner chamber air pressure	149 psi (1,025 kPa, 10.5 kgf/cm²)
Outer chamber air pressure	10 psi (70 kPa, 0.7 kgf/cm²)
Balance chamber air pressure	149 psi (1,025 kPa, 10.5 kgf/cm²)

Medium-stiff:

Inner chamber air pressure	163 psi (1,125 kPa, 11.5 kgf/cm²)
Outer chamber air pressure	13 psi (90 kPa, 0.9 kgf/cm²)
Balance chamber air pressure	163 psi (1,125 kPa, 11.5 kgf/cm²)

Stiff:

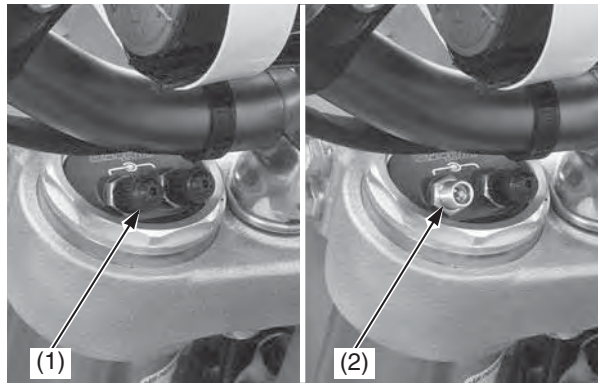
Inner chamber air pressure	170 psi (1,175 kPa, 12.0 kgf/cm²)
Outer chamber air pressure	15 psi (100 kPa, 1.0 kgf/cm²)
Balance chamber air pressure	170 psi (1,175 kPa, 12.0 kgf/cm²)

If the suspension is too stiff/soft, adjust according to the *Suspension Adjustment Guidelines* (page 145).

Inner Chamber Air Pressure

When adjusting the left fork air pressure, adjust the inner chamber air pressure first, then the outer chamber air pressure, and finally the balance chamber air pressure.

1. Place an optional workstand under the engine, so that the front wheel is off the ground.
2. Remove the valve cap (1) and clean the area around the inner chamber air valve (2).



(1) valve cap (2) inner chamber air valve

3. Adjust the inner chamber air pressure.

- Air fork pump 07AMJ-KRNA100 (USA only)
- Air fork pump adapter 07AMJ-KRNA110 (USA only)

When releasing air pressure from the inner chamber, the fork will be shortened.

When applying air pressure to the inner chamber, the fork will be extended.

Do not adjust the inner chamber air pressure to a level that is outside the minimum or maximum level.

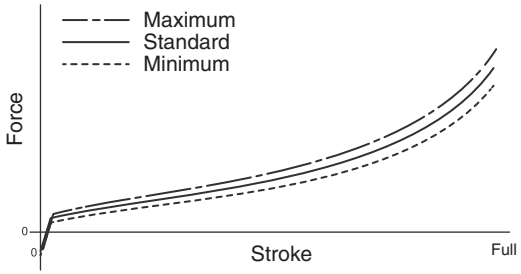
(cont'd)

Front Suspension Adjustments

The correct “cold” inner chamber air pressures are:
Standard: 156 psi (1,075 kPa, 11.0 kgf/cm²)

Minimum	141 psi (975 kPa, 9.9 kgf/cm²)
Standard	156 psi (1,075 kPa, 11.0 kgf/cm²)
Maximum	170 psi (1,175 kPa, 12.0 kgf/cm²)

with standard outer chamber air pressure, standard balance chamber air pressure and standard oil capacity:



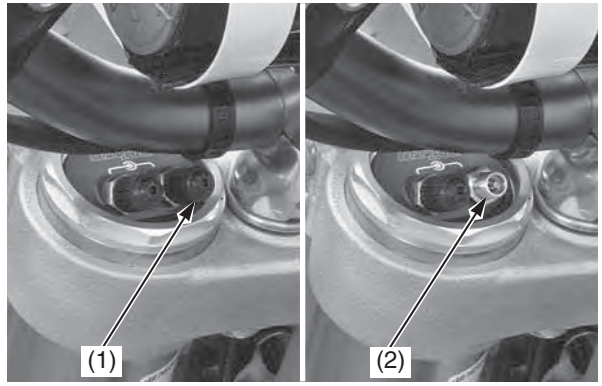
The higher or lower inner chamber air pressure affects the entire range of fork travel.

4. Check that there is no air leakage. If there is any air leakage, replace the air valve assembly.
5. Check that the valve cap is in good condition and replace it if necessary.
6. Install and tighten the valve cap securely.
7. Adjust the outer chamber air pressure (this page).

Outer Chamber Air Pressure

When adjusting the left fork air pressure, adjust the inner chamber air pressure first, then the outer chamber air pressure, and finally the balance chamber air pressure.

1. Place an optional workstand under the engine, so that the front wheel is off the ground.
2. Adjust the inner chamber air pressure (page 137).
3. Remove the valve cap (1) and clean the area around the outer chamber air valve (2).



(1) valve cap (2) outer chamber air valve

4. Adjust the outer chamber air pressure.

• Air fork pump	07AMJ-KRNA100 (USA only)
• Air fork pump adapter	07AMJ-KRNA110 (USA only)

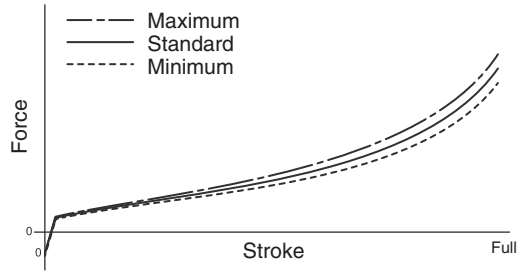
When releasing air pressure from the outer chamber, the fork will be shortened.
When applying air pressure to the outer chamber, the fork will be extended.

Do not adjust the outer chamber air pressure to a level that is outside the minimum or maximum level.

The correct “cold” outer chamber air pressures are:
Standard: 12 psi (80 kPa, 0.8 kgf/cm²)

Minimum	9 psi (60 kPa, 0.6 kgf/cm²)
Standard	12 psi (80 kPa, 0.8 kgf/cm²)
Maximum	15 psi (100 kPa, 1.0 kgf/cm²)

with standard inner chamber air pressure, standard balance chamber air pressure and standard oil capacity:



The higher or lower outer chamber air pressure affects the entire range of fork travel.

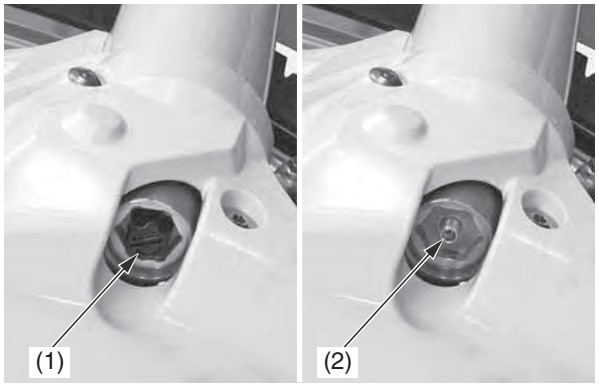
5. Check that there is no air leakage. If there is any air leakage, replace the air valve assembly.
6. Check that the valve cap is in good condition and replace it if necessary.
7. Install and tighten the valve cap securely.
8. Adjust the balance chamber air pressure (page 139).

Balance Chamber Air Pressure

When adjusting the left fork air pressure, adjust the inner chamber air pressure first, then the outer chamber air pressure, and finally the balance chamber air pressure.

1. Place an optional workstand under the engine, so that the front wheel is off the ground.
2. Adjust the inner chamber air pressure (page 137).
3. Adjust the outer chamber air pressure (page 138).
4. Remove the valve cap (1) and clean the area around the balance chamber air valve (2).
5. Place a shop towel over the balance chamber air valve.
6. Release the air pressure from the balance chamber by pressing the valve center.

When releasing air pressure from the balance chamber, the fork will be extended.
Spraying a small amount of fork oil from the balance chamber air valve is normal when releasing air pressure from the balance chamber. This will not affect the fork performance.



(1) valve cap
(2) balance chamber air valve

7. Adjust the balance chamber air pressure.

• Air fork pump	07AMJ-KRNA100 (USA only)
• Air fork pump adapter	07AMJ-KRNA110 (USA only)

When applying air pressure to the balance chamber, the fork will be shortened.

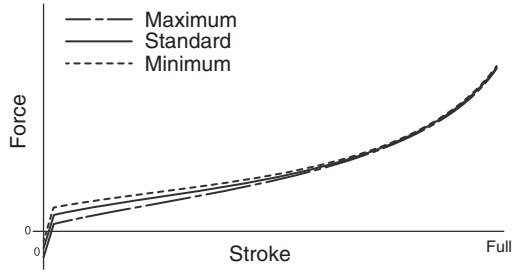
Do not adjust the balance chamber air pressure to a level that is outside the minimum or maximum level.

The correct “cold” balance chamber air pressures are:
Standard: 156 psi (1,075 kPa, 11.0 kgf/cm²)

Maximum	189 psi (1,300 kPa, 13.3 kgf/cm²)
Standard	156 psi (1,075 kPa, 11.0 kgf/cm²)
Minimum	131 psi (900 kPa, 9.2 kgf/cm²)

Increasing the balance chamber air pressure reduces the rebound of initial range of fork travel. (softer)

with standard inner chamber air pressure, standard outer chamber air pressure and standard oil capacity:



The higher or lower balance chamber air pressure affects the initial range of fork travel.

8. Check that there is no air leakage. If there is any air leakage, replace the air valve assembly.
9. Check that the valve cap is in good condition and replace it if necessary.
10. Install and tighten the valve cap to the specified torque:
    0.4 lbf·ft (0.5 N·m, 0.1 kgf·m)

Rear Suspension Adjustments

The rear suspension can be adjusted for the rider's weight and riding conditions by changing the spring pre-load and the rebound and compression damping.

The rear suspension assembly includes a damper unit that contains high pressure nitrogen gas. Do not attempt to disassemble, service, or dispose of the damper; see your dealer. The instructions found in this owner's manual are limited to adjustments of the shock assembly only.

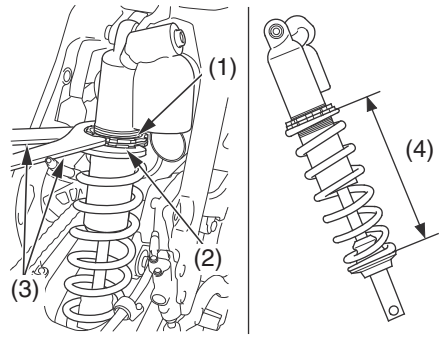
Puncture or exposure to flame may also result in an explosion, causing serious injury.
Service or disposal should only be done by your dealer or a qualified mechanic, equipped with the proper tools, safety equipment and an official Honda Service Manual.

If your CRF is new, put enough part-throttle break-in time (about 1 hour) on it to ensure that the suspension has worked in.

Rear Suspension Spring Pre-Load

Pre-load should be adjusted when the engine is cold because it is necessary to remove the muffler. An optional pin spanner is available for turning the shock spring lock nut and adjusting nut to adjust spring pre-load.

1. Place your CRF on an optional workstand or equivalent support with the rear wheel off the ground.
2. Remove the subframe (page 38).
3. Remove the air cleaner case along with the air cleaner connecting tube (page 78).
4. Check that the spring pre-load is adjusted to the standard length. Adjust as necessary by loosening the shock spring lock nut (1) and turning the adjusting nut (2).
   Each complete turn of the adjusting nut changes the spring length by 0.06 in (1.5 mm).
5. After adjustment, hold the adjusting nut and tighten the shock spring lock nut to the specified torque:
   32 lbf·ft (44 N·m, 4.5 kgf·m)



(1) shock spring lock nut
(2) adjusting nut
(3) pin spanners
(4) spring length

Refer to the following pages for the installation procedure of the removed parts:
- air cleaner case and air cleaner connecting tube: page 85 (Cylinder Head Installation)
- subframe: page 38

To increase spring pre-load
Loosen the shock spring lock nut with the optional pin spanners (3) and turn the adjusting nut to shorten the spring length (4). Do not shorten to less than:
Standard (Medium) spring (297 lbf/in (52 N/mm)):
8.90 in (226.0 mm)
Optional Soft spring (286 lbf/in (50 N/mm)):
8.78 in (223.0 mm)
Optional Stiff spring (308 lbf/in (54 N/mm)):
9.06 in (230.0 mm)

To decrease spring pre-load
Loosen the shock spring lock nut with the optional pin spanners (3) and turn the adjusting nut to increase the spring length (4). Do not increase to more than:
Standard (Medium) spring (297 lbf/in (52 N/mm)):
9.41 in (239.0 mm)
Optional Soft spring (286 lbf/in (50 N/mm)):
9.21 in (234.0 mm)
Optional Stiff spring (308 lbf/in (54 N/mm)):
9.41 in (239.0 mm)

Each turn of the adjusting nut changes spring length and spring pre-load. One turn equals: spring length/spring pre-load:
Standard: 0.06 in (1.5 mm)/18 lbf (78 N)

Pin spanners should be used for turning the shock spring lock nut and adjusting nut. See page 170 for optional pin spanners.

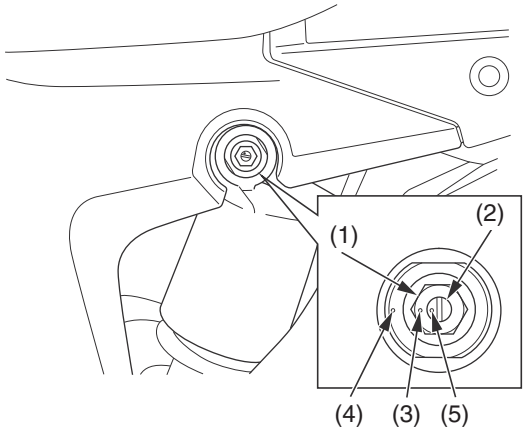
Spring pre-load length (Standard spring)
Standard: 9.39 in (238.5 mm)
Max. : 9.41 in (239.0 mm)
Min. : 8.90 in (226.0 mm)

Rear Suspension Damping

Compression Damping
Compression damping may be adjusted in two stages with separate adjusters.

The high speed damping adjuster (1) is effective when damping adjustment is desired for high speed operation. The low speed damping adjuster (2) should be used when damping adjustment is desired at relatively low speeds.

- When adjusting the compression damping adjusters, make sure to use the proper size tool to avoid damage.
- Both the high and low speed compression damping can be increased by turning the appropriate adjuster clockwise.
- Adjust the high speed compression adjuster in 1/4 turn increments.
- Be sure the low speed compression adjuster is firmly located in a detent, and not between positions.



(1) high speed damping adjuster
(2) low speed damping adjuster
(3) high speed damping adjuster punch mark
(4) adjuster body punch mark
(5) low speed damping adjuster punch mark

High Speed Damping:
The high speed damping can be adjusted by turning the hexagonal portion of the compression adjuster.

The high speed damping adjuster has 3 1/2 turn or more.

To adjust to the standard position:
1. Turn the adjuster clockwise (harder) until it will no longer turn (lightly seats).
2. Turn the adjuster counterclockwise (softer) 2 3/4 – 3 1/4 turns and adjust it until the punch mark (3) on the adjuster and the punch mark (4) on the adjuster body are aligned.

Low Speed Damping:
The low speed damping can be adjusted by turning the center screw of the compression adjuster.

The low speed compression adjuster has 13 positions or more.

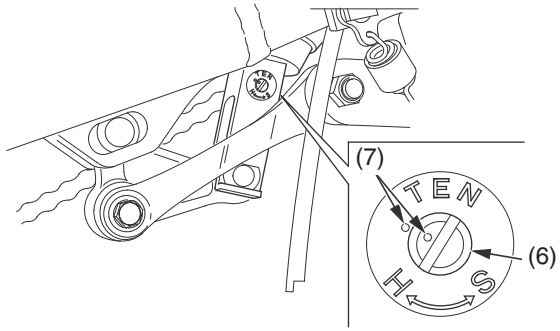
Turning the adjuster one full turn clockwise advances the adjuster 4 positions.

To adjust to the standard position:
1. Turn the adjuster clockwise (harder) until it will no longer turn (lightly seat). Turn the adjuster counterclockwise (softer) until it clicks. This click is position 1.
2. Set the adjuster position 10 (10th click) and adjust it until the punch mark (5) on the adjuster and the punch mark (4) on the adjuster body are aligned.

Rebound Damping
The rebound damping adjuster (6) is located at the lower end of the rear shock absorber.

It has 17 positions or more. Turning the adjuster one full turn advances the adjuster 6 positions.

- When adjusting the rebound damping adjuster, make sure to use the proper size tool to avoid damage.
- Rebound damping can be increased by turning the adjuster clockwise.
- Be sure that the rebound adjuster is firmly located in a detent, and not between positions.



(6) rebound damping adjuster (7) punch marks

To adjust to the standard position:
1. Turn the adjuster clockwise (harder) until it will no longer turn (lightly seat). Turn the adjuster counterclockwise (softer) until it clicks. This click is position 1.
2. Set the adjuster position 7 (7th click) and adjust it until the punch marks (7) on the adjuster and the rear shock absorber are aligned.

Rear Suspension Adjustments

Rear Suspension Race Sag

Setting the proper race sag (ride height) is very important for competition use.

Race sag refers to the amount of rear wheel travel used by your CRF at rest, ready to ride, with you on the seat. As a general rule of thumb, the race sag dimension should be about one-third of the maximum travel.

On your CRF, ride height is changed by adjusting the rear suspension spring pre-load.

Spring Pre-load & Race Sag Adjustment

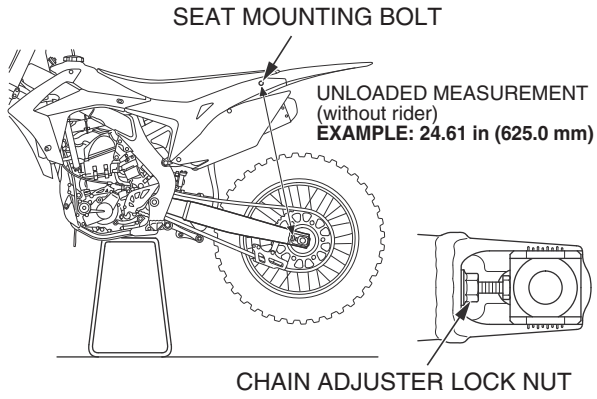
The following adjustment procedure establishes the correct starting point for any suspension tuning — the proper rear suspension spring preload adjustment for your specific needs.

Your CRF should be at normal racing weight, including fuel, oil and coolant. You should be wearing all your normal protective apparel. You will need two helpers.

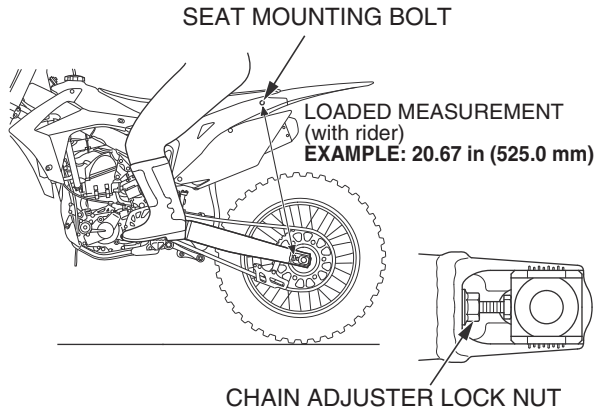
To calculate the proper adjustment, it is necessary to measure between two fixed points — from the center of the seat mounting bolt to the center of the chain adjuster lock nut as illustrated here — for two different situations:

unloaded: motorcycle on an optional workstand with rear suspension fully extended, no rider.
loaded with rider: motorcycle on ground, with rider.

1. Support your CRF on an optional workstand with the rear wheel off the ground.
2. Measure the *unloaded* dimension.



3. Measure the *loaded with rider* dimension.
   Remove the workstand. With two helpers available, sit as far forward as possible on your CRF's seat, wearing your riding apparel.
   Ask one helper to steady your CRF perfectly upright so you can put both feet on the pegs. Bounce your weight on the seat a couple of times to help the suspension overcome any situation and settle to a good reference point.
   Ask the other helper to measure the *loaded with rider* dimension.



Example:

Unloaded	= 24.61 in (625.0 mm)
– Loaded	= 20.67 in (525.0 mm)
Race Sag	= 3.94 in (100.0 mm)

4. Calculate the *race sag* dimension.
   To do this, subtract the *loaded with rider* dimension (step 3) from the *unloaded* dimension (step 2).
   Standard Race Sag: 4.13 in (105.0 mm)

   Adjust spring pre-load as necessary to obtain the desired handling results.
   Decreasing the race sag dimension (example: 3.74 in, 95.0 mm) improves turning ability for tight terrain at the cost of slightly reduced straight line stability.
   Increasing the race sag dimension (example: 4.53 in, 115.0 mm) may improve stability on faster terrain with less turns, but will reduce turning performance slightly and may upset the balance between the front and rear suspension, producing a harsher ride. This will happen if the adjustment shifts the effective wheel travel toward the more progressive end of its range.

Spring Rates

If you are lighter or heavier than the average rider and cannot set the proper ride height without altering the correct spring pre-load, consider an aftermarket rear shock spring.

A spring that is too soft for your weight forces you to add excessive spring pre-load to get the right race sag and, as a result, the rear end of the motorcycle is raised. This can cause the rear wheel to unload too much in the air and top out as travel rebounds. The rear end may top out from light braking, or kick sideways over lips and square-edged terrain. It may even top-out when you dismount your CRF.

Because of the great absorption quality of the shock bumper rubber, it may be difficult for you to notice when your CRF's suspension is bottoming. Some riders may think the damping or perhaps the leverage ratio is too harsh. In reality, the problem is most likely insufficient spring pre-load or a spring that is too soft. Either situation prevents utilizing the full travel.

Keep in mind that a properly adjusted suspension system may bottom slightly every few minutes at full speed. Adjusting the suspension to avoid this occasional bottoming may cost more in overall suspension performance than it is worth.

A spring that is too stiff for your weight will not allow the rear tire to hook up under acceleration and will pass more bumps on to you.

Suspension Adjustments for Track Conditions

Soft Surface

On soft ground, sand, and especially mud, consider adjusting to the stiffer setting of the front suspension and increasing compression damping of the rear suspension.

Sand often requires a bit more rebound damping to minimize rear end kick. Although sand bumps are usually larger, there's more distance between them, giving the shock more time to recover.

You may want a little bit stiffer front suspension for sand tracks to help keep the front end up and improve straight-line stability.

In a muddy event, stiffer front suspension setting and stiffer aftermarket rear shock spring may help, especially if you are heavier than the average rider. Your CRF may be under-sprung because of the added weight of the clinging mud. This additional weight may compress the suspension too much and affect traction.

Hard Surface

For a fast, hard track with no large jumps, you can probably run the same setting as normal, but run softer damping both ways-compression and rebound. If you run softer rebound damping, the wheel will follow the rough ground and small bumps much better, and you will hook up better. With a lot of rebound damping, the wheel returns very slowly and doesn't contact the ground quickly enough after each bump. The result is a loss of traction and slower lap times.

Suspension Adjustment Guidelines

Follow the procedures described below to accurately adjust your CRF, using the methods described on pages 135 – 143. Remember to make all adjustments in one-click or 1/4 turn increments. Test ride after each adjustment.

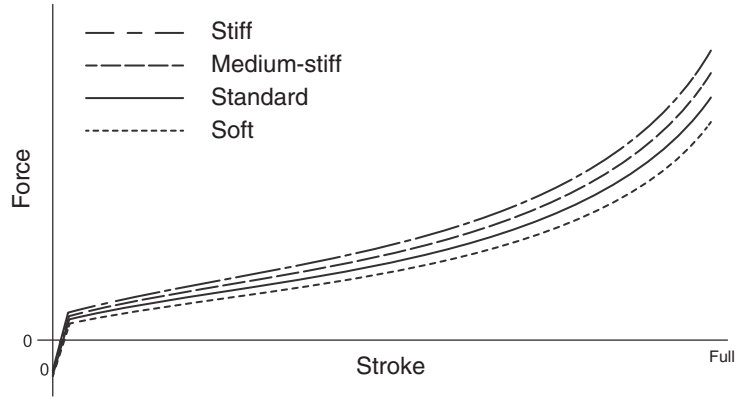
Front Suspension Adjustment
Adjustments for Type of Track

Hard-surfaced track	Begin with the standard setting. If the suspension is too stiff/soft, adjust to the softer/stiffer setting on the “Recommended Setting” chart below.
Sand track	Adjust to the stiffer setting.
Mud track	Adjust to the stiffer setting because mud build-up increases your CRF’s weight.

If the suspension is too stiff/soft on part of travel, adjust according to the “Adjustments for Too Soft/Stiff On Part Of Travel” chart on next page.

Recommended Setting

	Inner chamber air pressure	Outer chamber air pressure	Balance chamber air pressure	Compression damping adjuster	Rebound damping adjuster
Soft	149 psi (1,025 kPa, 10.5 kgf/cm²)	10 psi (70 kPa, 0.7 kgf/cm²)	149 psi (1,025 kPa, 11.0 kgf/cm²)	Position 7	Position 29
Standard	156 psi (1,075 kPa, 11.0 kgf/cm²)	12 psi (80 kPa, 0.8 kgf/cm²)	156 psi (1,075 kPa, 11.0 kgf/cm²)		
Medium - stiff	163 psi (1,125 kPa, 11.5 kgf/cm²)	13 psi (90 kPa, 0.9 kgf/cm²)	163 psi (1,125 kPa, 11.5 kgf/cm²)		
Stiff	170 psi (1,175 kPa, 12.0 kgf/cm²)	15 psi (100 kPa, 1.0 kgf/cm²)	170 psi (1,175 kPa, 12.0 kgf/cm²)		
Ref. Page	137	138	139	136	136



Suspension Adjustment Guidelines

Adjustments for Too Soft/Stiff On Part Of Travel

	Symptom	Action
Soft suspension	Initial travel too soft: • Steering is too quick. • Front end darts while cornering or riding in a straight line.	– Decrease the left fork balance chamber air pressure in increments of 3.6 psi (25 kPa, 0.3 kgf/cm^2) within minimum pressure. If initial travel is still soft after decreasing the balance chamber air pressure: – Test stiffer compression damping adjustments in one-click increments. – Increase rebound damping in one-click increments.
	Middle travel too soft: • Front end dives when cornering.	– Increase the left fork inner chamber air pressure in increments of 3.6 psi (25 kPa, 0.3 kgf/cm^2) within maximum pressure. If middle travel is still soft after adjusting the inner chamber air pressure: – Test stiffer compression damping adjustments in one-click increments. – Increase rebound damping in one-click increments. If other part of travel is too stiff, see “Initial travel too stiff” or “Final travel too stiff” on this chart.
	Final travel too soft: • Bottoms on landings. • Bottoms on large bumps, especially downhill bumps.	– Increase the left fork outer chamber air pressure in increments of 1.5 psi (10 kPa, 0.1 kgf/cm^2) within maximum pressure. If final travel is still soft after increasing the outer chamber air pressure: – Test stiffer compression damping adjustments in one-click increments. – Increase rebound damping in one-click increments.
Stiff suspension	Initial travel too stiff: • Stiff on small bumps while riding at full throttle in a straight line. • Stiff on small cornering bumps. • Front end wanders while riding at full throttle in a straight line.	– Increase the left fork balance chamber air pressure in increments of 3.6 psi (25 kPa, 0.3 kgf/cm^2) within maximum pressure. If initial travel is still stiff after increasing the balance chamber air pressure: – Test softer compression damping adjustments in one-click increments. – Reduce rebound damping in one-click increments.
	Middle travel too stiff: • Stiff on bumps when cornering. • Front end wanders when cornering. • Stiff suspension on bumps, especially downhill bumps. • While braking, front end dives during initial travel, then feels stiff.	– Decrease the left fork inner chamber air pressure in increments of 3.6 psi (25 kPa, 0.3 kgf/cm^2) within minimum pressure. If middle travel is still stiff after adjusting the inner chamber air pressure: – Test softer compression damping adjustments in one-click increments. – Reduce rebound damping in one-click increments. If other part of travel is too soft, see “Initial travel too soft” or “Final travel too soft” on this chart.
	Final travel too stiff: • Doesn’t bottom on landings, but feels stiff. • Stiff on large bumps, especially downhill bumps. • Stiff on large bumps when cornering.	– Decrease the outer chamber air pressure in increments of 1.5 psi (10 kPa, 0.1 kgf/cm^2) within minimum pressure. If final travel is still stiff after adjusting the outer chamber air pressure: – Test softer compression damping adjustments in one-click increments. – Reduce rebound damping in one-click increments.

Rear Suspension Adjustment
Adjustments for Type of Track

Hard-surfaced track	Begin with the standard settings. If the suspension is too stiff/soft, adjust according to the chart below.
Sand track	Lower the rear end (to improve front wheel stability) by increasing Race Sag (reduce spring pre-load). Example: – Turn the compression damping adjuster and, especially, rebound damping adjuster to a stiffer setting. – Increase standard Race Sag (+0.2 to 0.4 in/5 to 10 mm).
Mud track	Adjust to a stiffer position because mud build-up increases your CRF's weight. Example: – Adjust the compression and rebound damping adjusters to stiffer settings. – Install an optional stiff spring. – Reduce standard Race Sag (–0.2 to 0.4 in/5 to 10 mm).

Symptoms and Adjustment

- Always begin with the standard settings.
- Turn the low speed compression and rebound adjusters in one-click increments, and the high speed compression adjuster in 1/4 turn increments at a time. Adjusting two or more clicks or turns at a time may cause you to pass over the best adjustment. Test ride after each adjustment.
- If, after setting, the suspension feels unusual, find the corresponding symptom in the table and test stiffer or softer compression and/or rebound damping adjustments until the correct settings are obtained as described.

	Symptom	Action
Stiff suspension	Suspension feels stiff on small bumps	1. Test softer low speed compression adjustment. 2. If it still feels stiff, further test softer low and high speed compression adjustments simultaneously.
	Suspension feels stiff on large bumps	1. Test softer high speed compression adjustment. 2. If it still feels stiff, further test softer low and high speed compression adjustments simultaneously.
	Entire travel too stiff	1. Test softer high and low speed compression adjustments and rebound adjustment simultaneously. 2. If it still feels stiff, replace the spring with a softer spring (optional) and begin with the standard settings to softer settings.
Soft suspension	Entire travel too soft	1. Test stiffer high and low speed compression adjustments simultaneously. 2. If it still feels soft, replace the spring with a stiffer spring (optional) and begin with the standard settings to stiffer setting.
	Rear end sways	1. Test stiffer high and low speed compression adjustments and rebound adjustment to stiffer settings simultaneously.
Suspension bottoms	Suspension bottoms at landing after jumping	1. Test stiffer high speed compression adjustment. 2. If it still bottoms, test stiffer high and low speed compression adjustments, and replace the spring with a stiffer spring (optional) if necessary.
	Suspension bottoms after landing	1. Test stiffer low speed compression adjustment. 2. If it still bottoms, test stiffer high and low speed compression adjustments, and replace the spring with a stiffer spring (optional) if necessary.
	Suspension bottoms after end of continuous bumps	1. Test softer rebound dumping adjustment. 2. If it still bottoms, test stiffer high and low speed compression adjustments and softer rebound damping adjustment, and replace the spring with a stiffer spring (optional) if necessary.

An optional PGM-FI setting tool can change the ignition timing and amount of the fuel injection (page 171).
Be sure to observe the PGM-FI setting by checking the spark plug.

Spark Plug Reading

Refer to *Spark Plug* on page 67.

The following procedure is recommended.
You may not get an accurate reading if you simply turn off the engine and pull the plug for inspection.

Use a new spark plug. Inspect the plug before installing it.

NOTICE

Using spark plugs with an improper heat range or incorrect reach can cause engine damage.

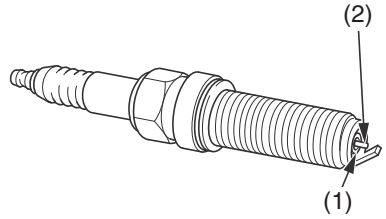
Ride for 10 – 15 minutes before taking a plug reading. A new plug will not color immediately.

Before removing the spark plug, clean the spark plug area thoroughly to prevent dirt from entering the cylinder.

To obtain an accurate reading of a new spark plug:
1. Accelerate at full throttle on a straight.
2. Depress and hold the engine stop button and pull the clutch lever in.
3. Coast to a stop.
4. Remove the spark plug.
5. Use a magnifying glass to inspect the spark plug. The porcelain insulator (1) around the center electrode (2) should appear clean and colorless with a gray ring around the center electrode where it exits the porcelain.
   Light gray or white color streaks the porcelain insulator and center electrode indicate lean air-fuel mixture. Wet or black sooty streaks on the porcelain indicate rich air-fuel mixture.

NOTICE

An improperly tightened spark plug can damage the engine. If a plug is too loose, the piston may be damaged. If a plug is too tight, the threads may be damaged.



(1) porcelain insulator (2) center electrode

Spark Plug Coloring Guidelines

Condition	Spark Plug Appearance	Mixture
Normal	Dark brown to light tan color with dry electrode	correct
Overheating (Lean)	Light gray or white color	lean
Wet (Rich)	Wet or sooty	rich

Remember that in addition to improper air-fuel mixture:
- A lean condition can be caused by air leaks in the inlet tract or exhaust system, the passage of too much air because of the use of the wrong air cleaner, or use of a less-restrictive aftermarket exhaust system.
- A rich condition can be caused by a plugged or dirty air cleaner, use of a more-restrictive aftermarket exhaust system, or excessive oil on the air cleaner.
  Excessive smoking will occur.

The steering damper can be adjusted for riding conditions by using following method:

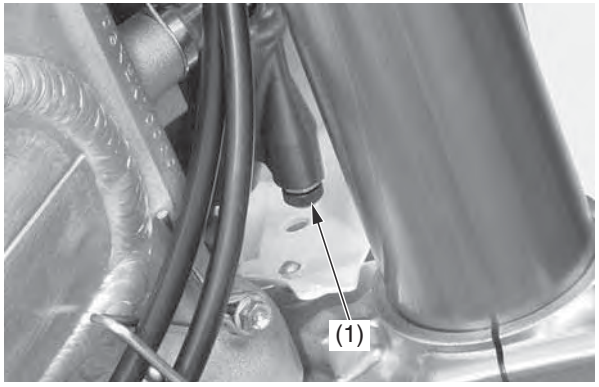
- **Damping** – Turning the steering damper adjuster adjusts how quickly the steering damper compresses or extends.

Steering Damper Damping

The steering damper adjuster (1) has 18 positions or more. Turning the adjuster one full turn clockwise advances the adjuster six positions. To adjust the adjuster to the standard setting, proceed as follows:
Turn the adjuster clockwise (harder) until it will no longer turn (lightly seats). Turn the adjuster counterclockwise (softer) until it clicks. This click is position 1. The standard position is position 9 – 12 (9 – 12th click).
Damping can be increased by turning the adjuster clockwise.

NOTICE

Always start with position 1 when adjusting damping.
Do not turn the adjuster more than the given positions or the adjuster may be damaged.
Be sure that the steering damper adjuster is firmly located in a detent, and not between positions.



(1) steering damper adjuster

Steering Damper Adjustment Guidelines

Follow the procedures described below to accurately adjust your CRF.

Symptoms and Adjustment

- Always begin with the standard settings.
- Turn the steering damper adjuster in one-click increments at a time. Adjusting two or more clicks at a time may cause you to pass over the best adjustment. Test ride after each adjustment.

Symptom	Action
Steering is wobbling on large bumps	Adjust the steering damper adjuster to a stiffer setting.
Steering is wobbling on a sand track	Adjust the steering damper adjuster to a stiffer setting.
Steering is heavy when cornering	Adjust the steering damper adjuster to a softer setting.

The following suggestions may improve a specific concern. Subtle changes in overall handling may also be noted.

Rear End

If you have a problem with rear wheel traction, raise the rear end of your CRF by increasing the rear suspension spring pre-load. Instead of running 4.13 in (105.0 mm) of sag, you can run 3.74 in (95.0 mm) so the rear of the motorcycle will sit a little higher. This should produce more traction because of the change to the swingarm and location of your CRF's center of gravity.

If you have a problem with the steering head shaking when you use the front brake hard or if your CRF wants to turn too quickly, lower the rear of the motorcycle by reducing the rear suspension spring pre-load. This will increase fork rake and trail and should improve stability in a straight line. The effective suspension travel will be transferred toward the firmer end of wheel travel.

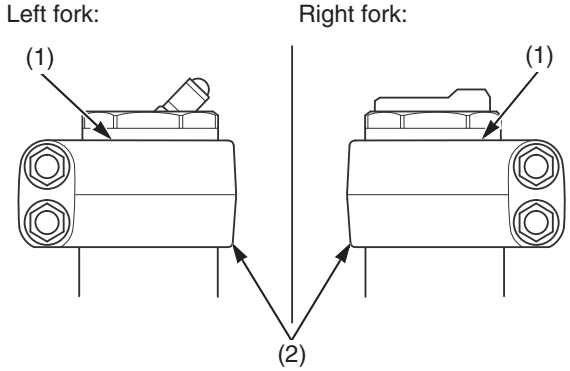
Keep the race sag adjustment (page 142) in the 3.74 – 4.53 in (95.0 – 115.0 mm) range.

Fork Height/Angle

The position of the fork in the clamp is not adjustable. Align the groove in the outer tube with the top surface with the top of the upper fork bridge.

Standard Position

The groove (1) in the outer tube is aligned with the top surface of the upper fork bridge (2).



(1) groove
(2) upper fork bridge

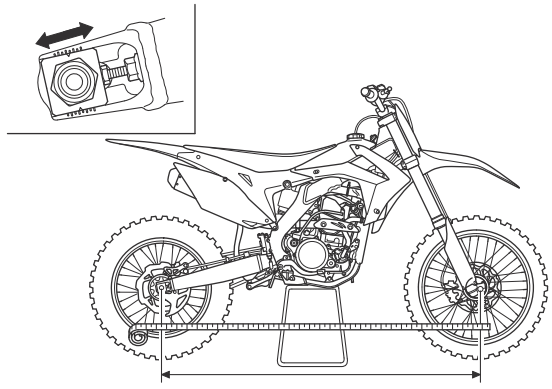
Wheelbase

Adjusting your CRF's wheelbase can offer subtle changes in overall handling. You may adjust wheelbase by adding or removing links on the drive chain. If you change the wheelbase, be sure to recheck race sag and adjust, if necessary.

In the past, a general rule was lengthen the wheelbase to add straight line stability, shorten the wheelbase to improve turning. However, we suggest you do not lengthen the wheelbase of your CRF unless you are racing on a track with more fast sections than normal.

As a general recommendation, keep the wheelbase as short as possible. This positions the wheels closer together, improves turning response, increases weighting (traction) on the rear wheel, and lightens weighting on the front wheel.

With your CRF, you will probably find that the standard setting or a shorter wheelbase will offer more overall benefits.



Gearing

You can “adjust” the power delivery of the standard engine to suit track conditions by changing gearing. This allows you to utilize a different portion of the engine’s power range at a given throttle setting. New gearing may provide the change you are looking for without the need to consider further modifications.

The portion of your engine’s power range you use can be adjusted by changing the final drive ratio with different sized driven sprockets. Gearing changes allow you to more closely match the type of terrain and the available traction.
Normally, a change of one tooth on the driven sprocket will be sufficient.

There is a choice of both higher and lower final drive ratios with two optional driven sprockets. Like the optional springs, these sprockets are listed in the Optional Parts List section of this manual (page 170).

Unless you have the required mechanical know-how, tools, and an official Honda Service Manual, sprocket changing should be done by your dealer.

Higher Gearing (less driven sprocket teeth)
- increases top speed in each gear (provided the engine will pull the higher gearing)
- reduces frequency of shifting (wider gear ratios)
- reduces engine rpm at a given throttle setting or ground speed (which may allow better rear wheel traction on slippery or loose terrain)

However:
- the engine may not pull the higher gearing
- the spacing between gears may be too wide
- engine rpm may be too low

Lower Gearing (more driven sprocket teeth)
- decreases top speed in each gear
- increases frequency of shifting (narrower gear ratios)
- increases engine rpm at a given throttle setting or ground speed (which may provide more power-to-the-ground on good traction surfaces)

However:
- spacing between gears may be too narrow
- engine rpm may be too high

Some tracks may be watered heavily prior to the first race, then lightly or not at all during the day. This results in a track surface that is slippery during the first few races, then changes from good to great and back to good and possibly ends the day with a slick rock-hard consistency.
Ideally, your gearing should be adjusted to suit all these conditions.

- Wet and slippery or sandy conditions: use a higher gear (less teeth) to keep engine rpm down, and avoid unwanted wheelspin. The engine may bog in certain corners so you’ll need to slip the clutch to compensate; downshifting may be too drastic a change in speed.
- Average conditions: use the standard sprocket.
- Hard (but not slippery) track conditions: use lower gearing (more teeth) to keep the engine rpm high where the engine produces the most power. This may require an extra upshift on certain sections or perhaps you can just rev it out a bit longer.

For tight tracks, consider lower gearing to avoid having to slip the clutch frequently. Repeated fanning or pulling of the clutch lever in a turn to raise engine rpm may eventually damage the clutch system.

A gearing change may help for riding in sand, where you want to keep the front end light so it can float from the peak of one sand whoop to the next. Generally, with higher gearing, it is easier to maintain that perfect attitude (maximum rear wheel traction and a light front end) because you remain in the powerband longer in each gear. The higher gearing allows you to steer more efficiently with throttle control and body English.

If you are riding a track with sections where you choose to over-rev the engine temporarily rather than shifting up, higher gearing might help.

Sometimes you have to sacrifice performance on one section of the track to gain a better overall time. Your goal is the fastest overall lap time, even if the cost is some sections where the gearing feels wrong.

If you decide to try a gearing change, have someone check your times with a stopwatch (before and after the change) to get an accurate appraisal of the change. “Seat-of-the-pants” feelings can’t be trusted. Eliminating wheelspin with a gearing change can make you feel like you’re going slower when, in reality, you’ve decreased your time by increasing your speed with better traction.

These gearing recommendations should be evaluated by considering your ability, your riding style, and the track.

Tire Selection for Track Conditions

Choosing the correct tire tread pattern and rubber compound can affect your placing in competition. The tires on your CRF offer a “happy medium” for the variety of soil conditions the majority of riders are likely to encounter.

Experienced competitors often switch to tires developed for specific terrain conditions. If you do switch, stay with the factory recommended sizes. Other tires may affect handling or acceleration.

Be aware that tire sizes (width and aspect ratio) do vary from manufacturer to manufacturer or even among tires made by the same manufacturer. Variations in tires, especially the sidewall profile, can change the attitude of your CRF and its handling. Tire variations that raise or lower the rear of your CRF have a more significant effect on handling than variations in front tires which, generally, don’t vary as much.
Often, you can see or feel the change in tire size. Another way to check is to measure the rolling circumference of the old and new tires. A higher profile tire will have a larger rolling circumference.

If you do switch to tires designed for special terrain use, remember they will be less acceptable in other circumstances. For example, an aggressive mud tire will give excellent grip on wet, loamy terrain, but less impressive grip on a hard surface.

If you choose a tire with a sticky compound for added traction, remember that it may transfer additional loads to the transmission because it grips so well, especially when riding in situations that normally place unusual demands on the transmission.

Complete consumer information can be obtained from the various tire manufacturer representatives and dealers.

Some general recommendations for specific terrain follow:

Hard, Slick Soil
Use tires with many relatively short knobs that are close together in order to obtain the largest possible contact patch on the surface. The rubber compound needs to be softer for hard ground in order to hook up, but not so soft that the knobs roll over easily and affect holding a straight line. These tires tend to wear more quickly than standard tires because of the combination of soft rubber and hard terrain.

Muddy Soil
Use a more open tread pattern to avoid clogging. For these conditions, the relatively long knobs will probably be made from a harder rubber compound to reduce any tendency to bend back under acceleration or wear quickly.

Loose, Sandy Soil
Use a tire that is similar in construction to those needed for tacky soil and mud, but with a few more knobs.

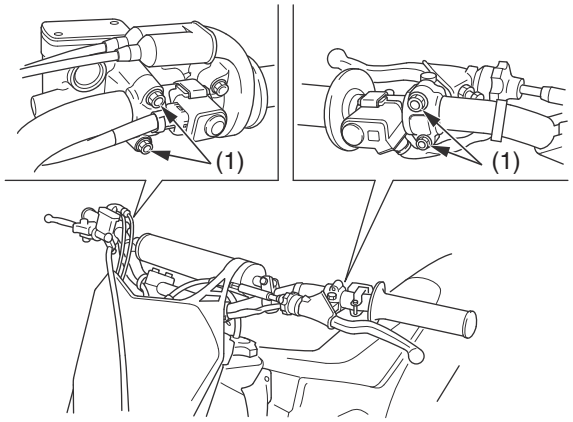
Personal Fit Adjustments

The following suggestions may make your ride both more comfortable and more responsive to your control input.

Control Positioning

- Position the control levers so that you can use them comfortably when seated and standing.
- Adjust the mounting bolt torque of the clutch and front brake lever assemblies so that they can rotate on the handlebar in a fall. If an assembly does not rotate, it may bend or break a control lever. Make sure that the bolts are torqued securely enough to prevent slippage during normal operation.

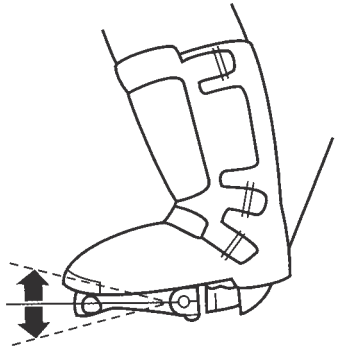
Apply Pro Honda Hondalock or an equivalent to the threads of these bolts prior to adjustment to help ensure the correct torque is retained. Tighten the top bolts first.



(1) control lever mounting bolts

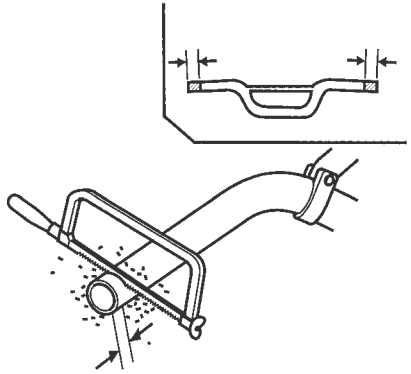
As an alternative, consider wrapping the handlebar area under the control assemblies with Teflon tape. Then tighten the assemblies to their normal torque. Upon impact, the fully-tightened assemblies should rotate on the Teflon tape.

- Position the shift lever and rear brake pedal so they are close to your boot for rapid access, but not so close that either is depressed when sitting or standing comfortably on your CRF.



Handlebar Position, Width & Shape

- Position the handlebar so that both gripping the bar and operating the controls are comfortable while both seated and standing, while riding straight ahead and turning.
  Tighten the forward handlebar upper holder bolts first.
- The handlebar position may be moved rearward either 0.1 in (3 mm) (using optional handlebar lower holders) or 0.2 in (6 mm) (by rotating the standard holders 180 degrees). Refer to an official Honda Service Manual for installation instructions. Be sure to check control cable and wiring harness routing after the adjustment.
- Handlebar width can be trimmed with a hacksaw to better suit your particular shoulder width and riding preference. Think this through carefully and cut off just a small amount at a time from both sides equally. It is obviously much easier to make the handlebar narrower than it is to add material.



- Chamfer the edges to remove burrs and other irregularities or roughness after sawing the handlebar.
- An alternate handlebar shape, through varying rise or rearward sweep dimensions, will provide further adjustment to riding position and may better suit your particular body size or riding style. Each of the ergonomic dimensions of the machine were determined to suit the greatest possible number of riders based on an average size rider.

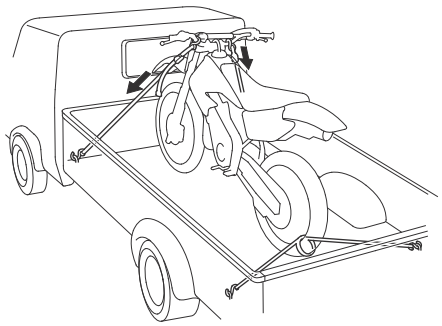
Here's helpful advice on how to transport and store your CRF, as well as three troubleshooting flow charts.

Transporting Your Motorcycle..... 156
Storing Your Honda 157
  Preparation for Storage..... 157
  Removal from Storage 157
You & the Environment 158
Troubleshooting..... 159

Transporting Your Motorcycle

If you use a truck or motorcycle trailer to transport your CRF, we recommend that you follow these guidelines:

- Use a loading ramp.
- Relieve the fuel pressure (page 41) and drain the fuel from the fuel tank into an approved gasoline container.
- Secure the motorcycle in an upright position, using motorcycle tie-down straps. Avoid using rope, which can loosen and allow the motorcycle to fall over.



To secure your CRF, brace the front wheel against the front of the truck bed or trailer rail.
Attach the lower ends of two straps to the tie-down hooks on truck bed or trailer rail. Attach the upper ends of the straps to the handlebar (one on the right side, the other on the left), close to the fork.

Check that the tie-down straps do not contact any control cables or electrical wiring.

Tighten both straps until the front suspension is compressed about half-way. Too much pressure is unnecessary and could damage the fork seals.

Use another tie-down strap to keep the rear of the motorcycle from moving.

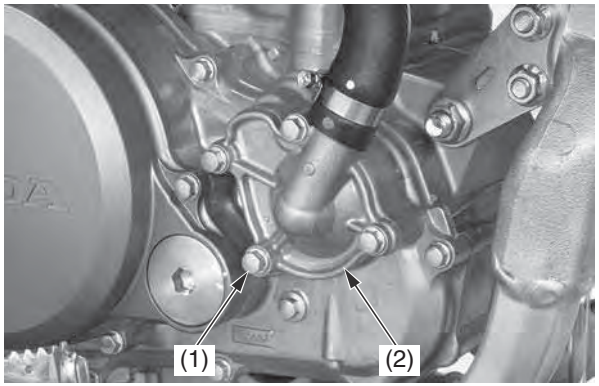
We recommend that you do not transport your CRF on its side. This can damage the motorcycle, and leaking gasoline could be a hazard.

If you won't be riding for an extended period, such as during the winter, thoroughly inspect your CRF and correct any problem before storing it. That way, needed repairs won't be forgotten and it will be easier to get your CRF running again.

To reduce or prevent deterioration that can occur during storage, also follow the following procedures.

Preparation for Storage

1. Completely clean all parts of your CRF. If your CRF has been exposed to sea air or salt water, wash it down with fresh water and wipe dry.
2. Change the engine oil and filter (page 50).
3. Change the transmission oil (page 53).
4. Remove the radiator cap and coolant drain bolt and sealing washer (1) at the water pump cover (2) to drain coolant.
   After the coolant has been completely drained, reinstall the drain bolt with a new sealing washer and radiator cap.
   Tighten the drain bolt to the specified torque:
   7 lbf·ft (10 N·m, 1.0 kgf·m)



(1) coolant drain bolt and sealing washer (new)
(2) water pump cover

5. Lubricate the drive chain.
6. Relieve the fuel pressure (page 41) and drain the fuel from the fuel tank into an approved gasoline container.
7. Inflate the tires to their recommended pressures.
8. Place your CRF on an optional workstand or equivalent to raise both tires off the ground.
9. Stuff a rag into the muffler outlet. Then tie a plastic bag over the end of the muffler to prevent moisture from entering.
10. Store your CRF in an unheated area, free of dampness, away from sunlight, with a minimum of daily temperature variation.
11. Cover your CRF with a porous material. Avoid using plastic or similar non-breathing, coated materials that restrict air flow and allow heat and moisture to accumulate.

Removal from Storage

1. Uncover and clean your CRF.
   Change the engine and transmission oil if more than 4 months have passed since the start of storage.
2. Uncover the end of the muffler and remove the rag from the muffler outlet.
3. Fill the fuel tank with the recommended fuel (page 40) and increase the fuel pressure (page 48).
4. Pour a fresh recommended coolant mixture slowly into the radiator fill hole up to the filler neck (page 54).
   Capacity:
   1.16 US qt (1.10 ℓ) after disassembly
   1.08 US qt (1.02 ℓ) after draining

   Lean your CRF slightly right and left several times to bleed trapped air in the cooling system.
   If the coolant level lowers, add coolant and repeat the above procedure.
   Install the radiator cap securely.

5. Perform all maintenance checks (page 13).

You & the Environment

Owning and riding a motorcycle can be enjoyable, but you must do your part to protect nature. When you show respect for the land, wildlife, and other people, you also help preserve the sport of off-road riding.

Following are tips on how you can be an environmentally responsible motorcycle owner.

- **Choose Sensible Cleaners.** Use a biodegradable detergent when you wash your CRF. Avoid aerosol spray cleaners that contain chlorofluorocarbons (CFCs) which damage the atmosphere's protective ozone layer. Don't throw cleaning solvents away; see the following guidelines for proper disposal.
- **Recycle Wastes.** It's illegal and thoughtless to put used engine oil in the trash, down a drain, or on the ground. Used oil, gasoline, coolant, and cleaning solvents contain poisons that can hurt refuse workers and contaminate our drinking water, lakes, rivers, and oceans.
  Before changing your oil, make sure you have the proper containers. Put oil and other toxic wastes in separate sealed containers and take them to a recycling center. Call your local or state office of public works or environmental services to find a recycling center in your area and get instructions on how to dispose of non recyclable wastes.

NOTICE

Improper disposal of drained fluids is harmful to the environment.

The items that are serviceable using this Manual are followed by the page number reference in parenthesis. The items that require use of an official Honda Service Manual are followed by an asterisk (*).

ENGINE DOES NOT START OR IS HARD TO START

CHECK		POSSIBLE CAUSES
1. Check the spark plug condition (P.67)	INCORRECT	• Incorrect spark plug heat range • Incorrect spark plug gap • Dirty air cleaner element
CORRECT		
2. Try spark test*	WEAK OR NO SPARK	• Faulty spark plug (P.67) • Fouled spark plug (P.67) • Faulty ECM* • Broken or shorted spark plug wire • Faulty alternator* • Faulty ignition coil* • Faulty engine stop button* • Loose or disconnected ignition system wires • Faulty CKP sensor* • Faulty regulator/rectifier* • Faulty condenser*
GOOD SPARK		
3. Check the PGM-FI system (P.7)	INCORRECT	• Faulty PGM-FI system (P.9)
CORRECT		
4. Check the fuel pump operation and inspect the fuel flow*	INCORRECT	• Faulty fuel pump* • Clogged fuel pump filter (P.45)
CORRECT		
5. Check the fuel injector operating sound	INCORRECT	• Faulty PGM-FI system (P.9) • Faulty fuel injector
CORRECT		
6. Test cylinder compression*	LOW	• Valve clearance too small • Valve stuck open • Worn cylinder and piston ring* • Damaged cylinder head gasket • Improper valve timing* • Seized valve
CORRECT		
7. Start by following normal starting procedure	ENGINE STARTS BUT SOON STOPS	• Insulator leaking • Improper ignition timing (Faulty ECM or CKP sensor)* • Fast idle knob stuck open or damaged • Fuel contaminated

ENGINE LACKS POWER

CHECK		POSSIBLE CAUSES
1. Check the wheel spin smoothness	INCORRECT	• Brake dragging • Worn or damaged wheel bearings • Bent axle shaft • Drive chain too tight
CORRECT		
2. Check the tire pressure (P.116)	INCORRECT	• Faulty valve core • Punctured tire
CORRECT		
3. Check the engine speed change accordingly when clutch is engaged*	NO GOOD	• Clutch slipping • Improperly adjusted clutch lever freeplay (P.62) • Worn clutch discs/plates (P.65) • Warped clutch discs/plates (P.65) • Weak clutch springs* • Sticking clutch lifter • Additive in transmission oil
GOOD		
4. Check the engine speed increase	NO GOOD	• Dirty air cleaner element • Clogged muffler • Fast idle knob stuck open or damaged • Restricted fuel fill cap breather tube • Restricted fuel flow
GOOD		
5. Check the engine knocking when accelerate or run the engine at high speed	YES	• Worn piston and cylinder* • Use of poor quality fuel • Excessive carbon buildup in combustion chamber • Ignition timing too advance (Faulty ECM)* • Lean fuel mixture
NO		
6. Check the ignition timing*	INCORRECT	• Faulty ECM* • Faulty CKP sensor*
CORRECT		
7. Test cylinder compression*	LOW	• Valve clearance too small • Valve stuck open • Worn cylinder and piston ring* • Damaged cylinder head gasket • Improper valve timing* • Faulty decompressor system*
CORRECT		
8. Check the PGM-FI system (P.7)	INCORRECT	• Faulty PGM-FI system (P.9)
CORRECT		
9. Check the fuel pump operation and inspect the fuel flow*	INCORRECT	• Faulty fuel pump unit* • Clogged fuel pump filter (P.45)
CORRECT		
10. Check the spark plug condition (P.67)	INCORRECT	• Incorrect spark plug • Incorrect spark plug gap • Dirty air cleaner element
CORRECT		
11. Check the engine oil level and condition (P.50)	INCORRECT	• Engine oil level too high • Engine oil level too low • Contaminated engine oil
CORRECT		
12. Remove the cylinder head cover and inspect lubrication	INCORRECT	• Faulty oil pump* • Faulty pressure relief valve* • Clogged oil passage* • Clogged oil strainer screen*

(cont'd)

POOR PERFORMANCE AT LOW AND IDLE SPEED

CHECK		POSSIBLE CAUSES
1. Check the spark plug condition (P.67)	INCORRECT	• Incorrect spark plug heat range • Incorrect spark plug gap • Plug not serviced frequently enough
CORRECT		
2. Check the ignition timing*	INCORRECT	• Faulty ECM* • Faulty CKP sensor*
CORRECT		
3. Check the PGM-FI system (P.7)	INCORRECT	• Faulty PGM-FI system (P.9)
CORRECT		
4. Check the fuel pump operation and inspect the fuel flow*	INCORRECT	• Faulty fuel pump unit* • Clogged fuel pump filter (P.45)
CORRECT		
5. Check the insulator for leaks	INCORRECT	• Loose insulator • Damaged insulator
CORRECT		
6. Check the valve clearance (P.68)	INCORRECT	• Faulty valve clearance • Faulty valve* • Faulty valve seat* • Faulty camshaft*
CORRECT		
7. Try spark test*	WEAK OR INTERMITTENT SPARK	• Faulty, carbon or wet fouled spark plug (P.67) • Faulty ECM* • Faulty alternator* • Faulty ignition coil* • Broken or shorted spark plug wire. • Faulty CKP sensor* • Loose or disconnected ignition system wires • Faulty engine stop button* • Faulty regulator/rectifier* • Faulty condenser*

POOR PERFORMANCE AT HIGH SPEED

CHECK		POSSIBLE CAUSES
1. Check the ignition timing*	INCORRECT	• Faulty ECM* • Faulty CKP sensor*
CORRECT		
2. Remove the air cleaner (P.56)	DIRTY	• Not cleaned frequently enough
AIR CLEANER NOT DIRTY		
3. Check the PGM-FI system (P.7)	INCORRECT	• Faulty PGM-FI system (P.9)
CORRECT		
4. Check the fuel pump operation and inspect the fuel flow*	INCORRECT	• Faulty fuel pump unit* • Clogged fuel pump filter (P.45)
CORRECT		
5. Check the valve timing	INCORRECT	• Camshaft not installed properly (P.73)
CORRECT		
6. Check the valve clearance (P.68)	INCORRECT	• Faulty valve clearance • Faulty valve* • Faulty valve seat* • Faulty camshaft*
CORRECT		
7. Check the valve springs*	WEAR	• Faulty valve springs*
GOOD		
8. Try spark test*	WEAK OR INTERMITTENT SPARK	• Faulty, carbon or wet fouled spark plug (P.67) • Faulty ECM* • Faulty alternator* • Faulty ignition coil* • Broken or shorted spark plug wire. • Faulty CKP sensor* • Loose or disconnected ignition system wires • Faulty engine stop button* • Faulty regulator/rectifier* • Faulty condenser*
GOOD SPARK		
9. Remove and inspect the cam lobe height*	WORN	• Faulty camshaft*
CORRECT		

POOR HANDLING

Steering is heavy
- Steering stem adjusting nut too tight*
- Damaged steering head bearings
- Faulty HPSD*

Either wheel is wobbling
- Excessive wheel bearing play
- Bent rim
- Improperly installed wheel hub
- Excessively worn swingarm pivot bearings
- Bent frame

The motorcycle pulls to one side
- Front and rear wheels not aligned
- Bent fork
- Bent swingarm
- Bent axle shaft
- Bent frame

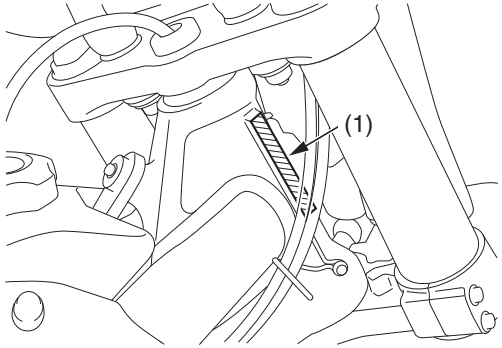
This section contains dimensions, capacities, and other technical data.

Vehicle Identification....162
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Serial Numbers

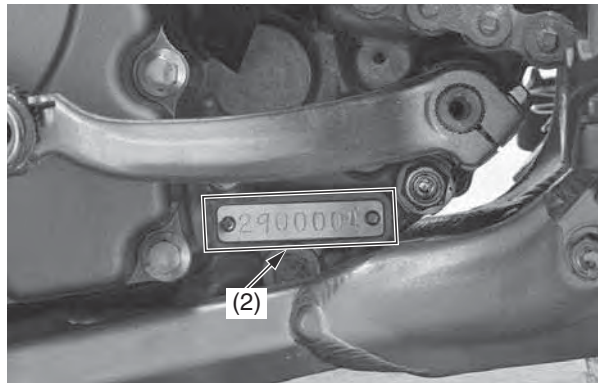
The VIN and engine serial number are required when you register your CRF. They may also be required when ordering replacement parts. You may record these numbers in the Quick Reference section at the rear of this manual.

The VIN (vehicle identification number) (1) is stamped on the right side of the steering head.



(1) VIN

The engine number (2) is stamped on the left crankcase.



(2) engine number

Item	English	Metric
Dimension		
Overall length	85.9 in	2,181 mm
Overall width	32.6 in	827 mm
Overall height	50.0 in	1,271 mm
Wheelbase	58.6 in	1,489 mm
Seat height	37.4 in	951 mm
Footpeg height	16.5 in	418 mm
Ground clearance	12.7 in	322 mm
Frame		
Type	Twin tube	
F. suspension	Telescopic fork, travel 10.6 in (269 mm) stroke 12.0 in (305 mm)	
R. suspension	Pro-link, travel 12.3 in (313 mm)	
Tire size, front	80/100 – 21 51M	
	DUNLOP	MX52F
Tire size, rear	100/90 – 19 57M	
	DUNLOP	MX52
Tire type	bias-ply, tube	
Tire pressure, front (cold)	15 psi (100 kPa, 1.0 kgf/cm^2)	
Tire pressure, rear (cold)	15 psi (100 kPa, 1.0 kgf/cm^2)	
F. brake, swept area	Single disc brake 56.0 in^2 (361.0 cm^2)	
R. brake, swept area	Single disc brake 60.5 in^2 (390.3 cm^2)	
Fuel	unleaded gasoline, pump octane number of 91 or higher	
Fuel tank capacity	1.66 US gal	6.3 ℓ
Caster angle	27°23'	
Trail length	4.6 in	118 mm
R. fork oil capacity		
except damper	11.7 US oz	347 cm^3
damper	10.2 US oz	303 cm^3
L. fork oil capacity		
outer tube	10.6 US oz	313 cm^3
inner chamber	3.0 US oz	90 cm^3

Item	English	Metric
Frame (cont'd)		
L. fork air pressure (standard)		
inner chamber	156 psi (1,075 kPa, 11.0 kgf/cm^2)	
outer chamber	12 psi (80 kPa, 0.8 kgf/cm^2)	
balance chamber	156 psi (1,075 kPa, 11.0 kgf/cm^2)	

Item	English	Metric
Engine		
Type	Liquid cooled, 4-stroke	
Cylinder arrangement	Single 5° inclined from vertical	
Bore and stroke	3.02 x 2.12 in	76.8 x 53.8 mm
Displacement	15.21 cu-in	249.4 cm^3
Compression ratio	13.8: 1	
Valve clearance (cold)	Intake: 0.005 ± 0.001 in (0.12 ± 0.03 mm) Exhaust: 0.008 ± 0.001 in (0.21 ± 0.03 mm)	
Engine oil capacity		
after draining	0.71 US qt	0.67 ℓ
after draining and oil filter change	0.73 US qt	0.69 ℓ
after disassembly	0.90 US qt	0.85 ℓ
Transmission oil capacity		
after draining	0.72 US qt	0.68 ℓ
after disassembly	0.80 US qt	0.75 ℓ
Throttle body		
Identification number	GQ2FA	
Idle speed	2,000 ± 100 rpm	
Cooling system		
Cooling capacity		
after draining	1.08 US qt	1.02 ℓ
after disassembly	1.16 US qt	1.10 ℓ

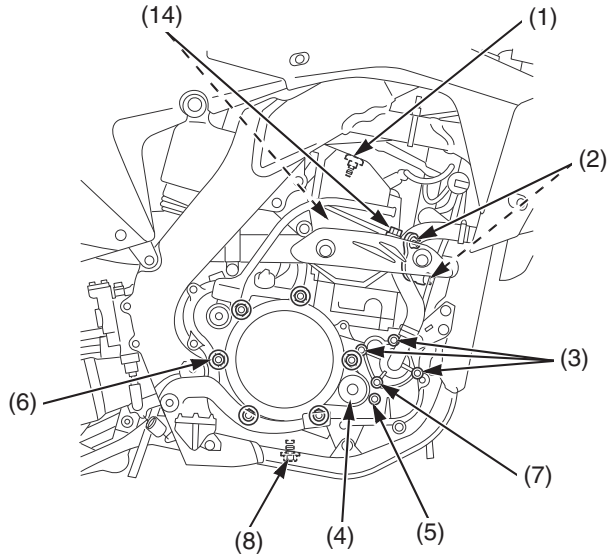
Item	English	Metric
Drive train		
Clutch type	Wet, multi-plate type	
Transmission	5-speed, constant mesh	
Primary reduction	3.166	
Gear ratio I	2.357	
Gear ratio II	1.888	
Gear ratio III	1.555	
Gear ratio IV	1.333	
Gear ratio V	1.136	
Final reduction	3.769	
Gear shift pattern	Left foot-operated return system 1-N-2-3-4-5	
Electrical		
Ignition	ECM	
Starting system	Kickstarter	
Spark plug: Standard	NGK R0451B-8	
Spark plug gap	0.024 – 0.028 in (0.60 – 0.70 mm)	

Torque Specifications

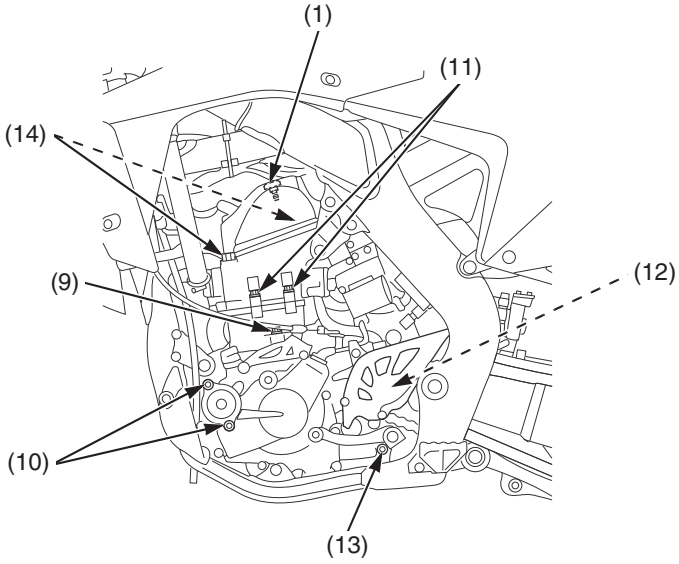
Nuts, Bolts, Fasteners

Check and tighten nuts, bolts, and fasteners before every outing.

RIGHT SIDE



LEFT SIDE

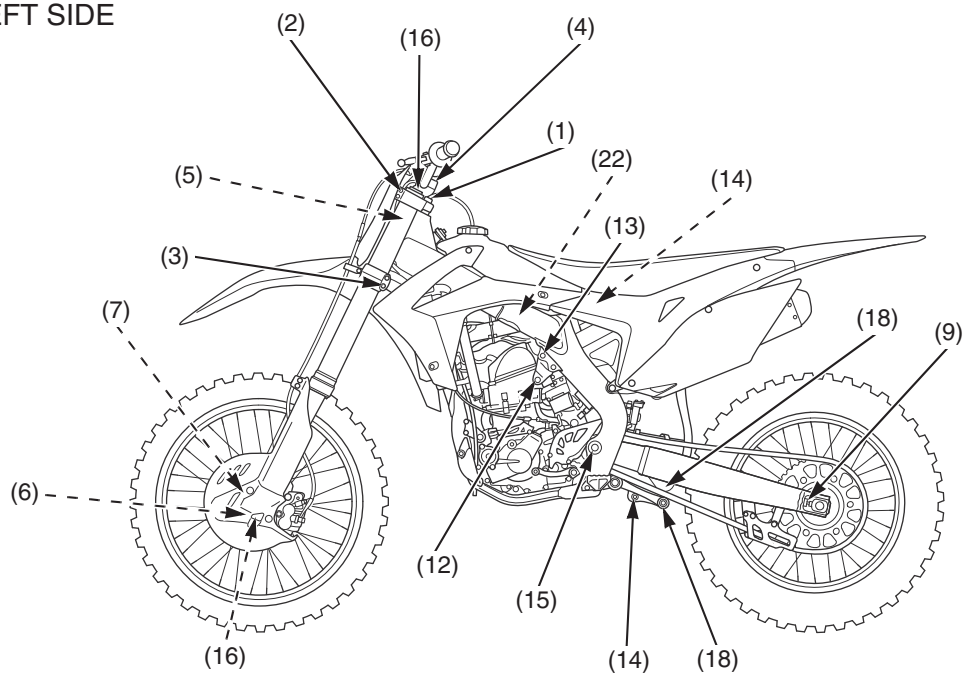


ENGINE

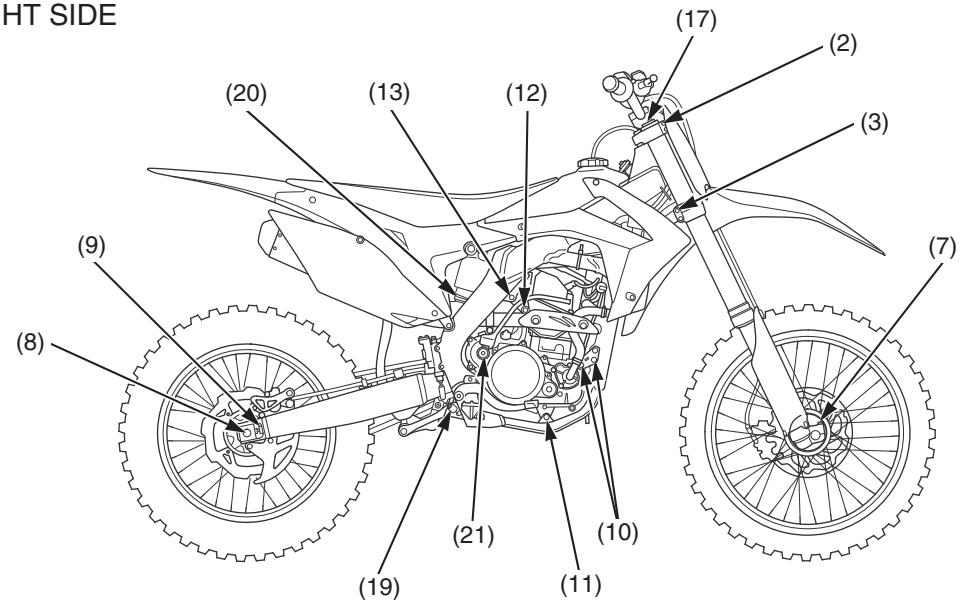
Item		Torque			Remarks
		lbf·ft	N·m	kgf·m	
1	Cylinder head cover bolts	7	10	1.0	
2	Exhaust pipe joint nuts	15	21	2.1	
3	Water pump cover bolts	7	10	1.0	
4	Crankshaft hole cap	11	15	1.5	NOTE 1
5	Transmission oil check bolt	9	12	1.2	
6	Clutch cover bolts	7	10	1.0	
7	Coolant drain bolt	7	10	1.0	
8	Engine oil drain bolt	12	16	1.6	NOTE 2
9	Cylinder bolt	7	10	1.0	
10	Oil filter cover bolts	9	12	1.2	
11	Cylinder head A bolts	7	10	1.0	
12	Drive sprocket bolt	23	31	3.2	
13	Transmission oil drain bolt	12	16	1.6	NOTE 2
14	Cylinder head B bolts	33	45	4.6	NOTE 2

NOTES: 1. Apply grease to the threads.
2. Apply engine oil to the threads.

LEFT SIDE



RIGHT SIDE



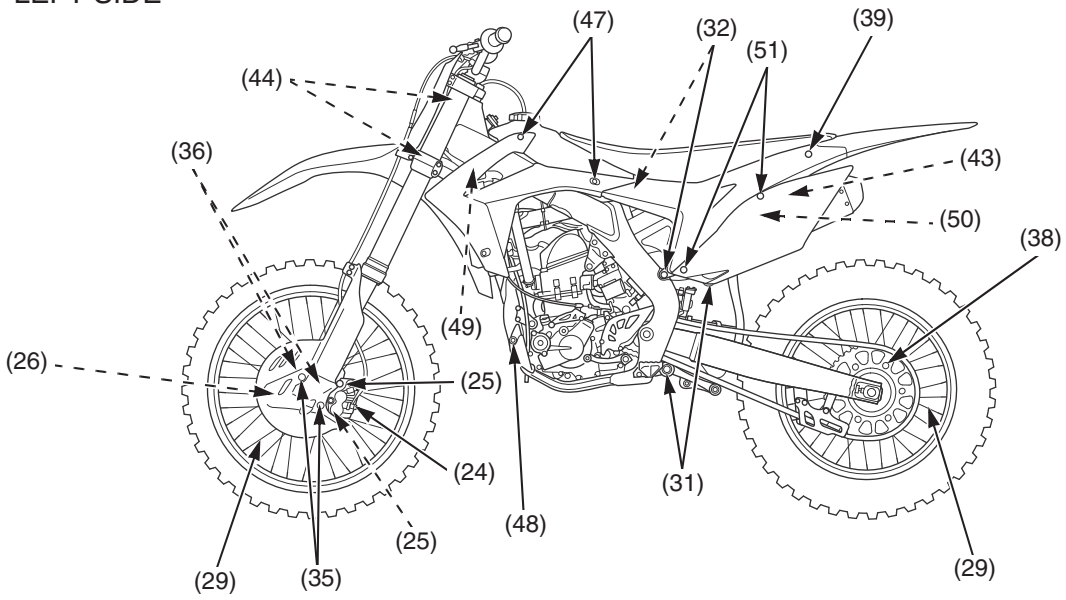
FRAME

Item		Torque			Remarks
		lbf·ft	N·m	kgf·m	
1	Steering stem nut	80	108	11.0	
2	Fork bridge upper pinch bolts	16	22	2.2	
3	Fork bridge lower pinch bolts	15	20	2.0	
4	Handlebar upper holder bolts	16	22	2.2	
5	Handlebar lower holder nuts	32	44	4.5	NOTE 1
6	Front axle nut	65	88	9.0	
7	Axle pinch bolts	15	20	2.0	
8	Rear axle nut	94	128	13.1	NOTE 1
9	Chain adjuster lock nuts	20	27	2.8	NOTE 2
10	Front engine hanger nuts	40	54	5.5	
	Front engine hanger plate nuts	19	26	2.7	
11	Lower engine hanger nut	40	54	5.5	
12	Cylinder head hanger bolts	40	54	5.5	
13	Cylinder head hanger plate bolts	24	32	3.3	
14	Rear suspension (upper)	32	44	4.5	NOTE 1
	(lower)	32	44	4.5	NOTE 1
15	Swingarm pivot nut	65	88	9.0	NOTE 1
16	Left fork (air cylinder unit)	56	76	7.7	
	(balance chamber valve cap)	0.4	0.5	0.1	
17	Right fork (fork cap assembly)	22	30	3.1	
	(fork damper)	56	76	7.7	
18	Rear shock arm nuts (swingarm side: nut width 17 mm)	39	53	5.4	NOTE 1, 6
	(shock link side: nut width 19 mm)	39	53	5.4	NOTE 1, 6
19	Rear shock link nut	39	53	5.4	NOTE 1, 6
20	Rear shock spring lock nut	32	44	4.5	
21	Kickstarter arm bolt	28	38	3.9	NOTE 5
22	Fuel pump mounting bolts	8	11	1.1	

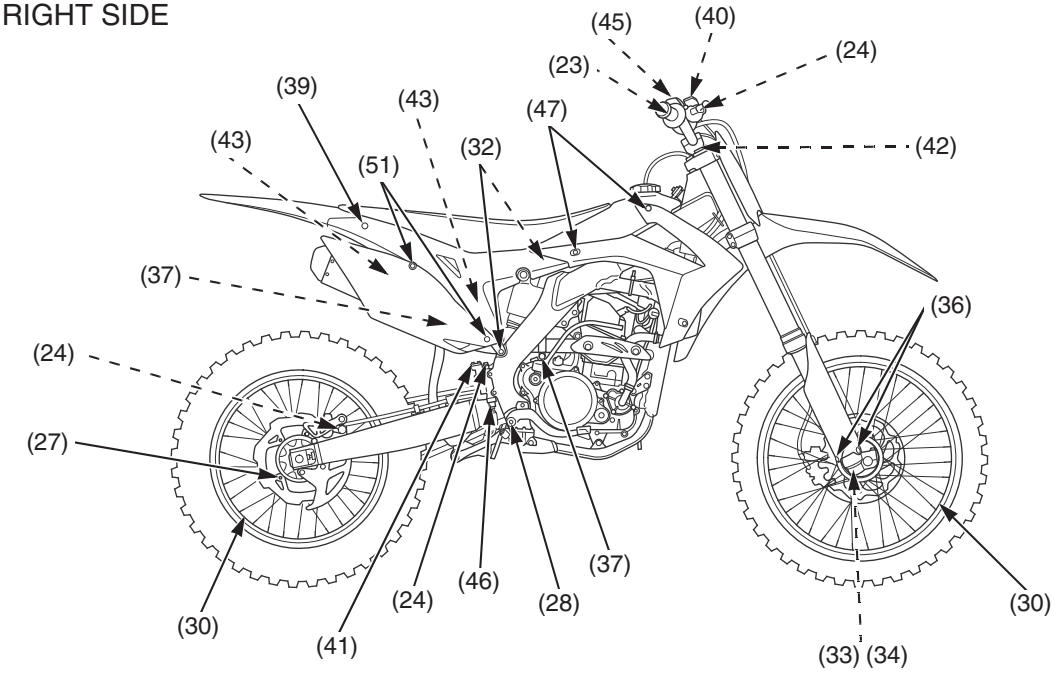
NOTES: 1. U-nut
2. UBS nut
5. Alock bolt: replace with a new one.
6. Apply molybdenum oil to the threads and flange surface.

Torque Specifications

LEFT SIDE



RIGHT SIDE



FRAME

Item			Torque lbf·ft	Torque N·m	Torque kgf·m	Remarks
23	Front brake master cylinder holder bolts		7.3	9.9	1.0	
24	Brake hose oil bolts		25	34	3.5	
25	Front brake caliper mounting bolts		22	30	3.1	NOTE 5
26	Front brake disc nuts		12	16	1.6	NOTE 1
27	Rear brake disc nuts		12	16	1.6	NOTE 1
28	Brake pedal pivot bolt		27	36	3.7	NOTE 5
29	Spokes	(front)	2.7	3.7	0.4	
		(rear)	2.7	3.7	0.4	
30	Rim locks		9	12	1.2	
31	Drive chain roller	(upper)	9	12	1.2	NOTE 4, 5
		(lower)	9	12	1.2	NOTE 1
32	Subframe bolts	(upper)	24	32	3.3	
		(lower)	36	49	5.0	
33	Fork center bolt		51	69	7.0	NOTE 3
34	Fork center bolt lock nut		21	28	2.9	
35	Disc cover socket bolts		10	13	1.3	
36	Fork protector socket bolts		5.2	7	0.7	NOTE 5
37	Left / right muffler clamp bolt		15	20	2.0	
38	Driven sprocket nuts		24	32	3.3	NOTE 1
39	Seat mounting bolts		19	26	2.7	
40	Front brake reservoir cap screws		0.7	1.0	0.1	
41	Rear brake reservoir cap bolts		0.7	1.0	0.1	
42	Right fork air pressure release screw		1.0	1.3	0.1	
43	Right/left muffler mounting B bolt (rear)		19	26	2.7	
	Right muffler mounting A bolt (front)		19	26	2.7	
44	Steering damper mounting bolts		15	20	2.0	NOTE 5
45	Throttle cable adjuster lock nuts		3.0	4.0	0.4	
46	Rear master cylinder push rod lock nut		4.4	5.9	0.6	
47	Shroud B bolts (upper)		3.8	5.2	0.5	
48	Left engine guard bolt/ washer		7	10	1.0	
49	Air bleed bolt		1.2	1.6	0.2	
50	Mud guard screws		1.1	1.5	0.2	
51	Side cover bolts		7	10	1.0	

NOTES: 1. U-nut
3. Apply a locking agent to the threads.
4. SH bolt
5. Alock bolt: replace with a new one.

Some conventional gasolines are being blended with alcohol or an ether compound. These gasolines are collectively referred to as oxygenated fuels. To meet clean air standards, some areas of the United States and Canada use oxygenated fuels to help reduce emissions.
If you use an oxygenated fuel, be sure it is unleaded and meets the minimum octane rating requirement.

Before using an oxygenated fuel, try to confirm the fuel's contents. Some states/province require this information to be posted on the pump.

The following fuel blends are EPA-approved and have been approved for use in your motorcycle:

ETHANOL (ethyl or grain alcohol) up to 10% by Volume
You may use gasoline containing up to 10% ethanol by volume. Gasoline containing ethanol may be marketed under the name "Gasohol".

METHANOL (methyl or wood alcohol) up to 5% by Volume
You may use gasoline containing up to 5% methanol by volume as long as it also contains cosolvents and corrosion inhibitors to protect the fuel system. Gasoline containing more than 5% methanol by volume may cause starting and/or performance problems.
It may also damage metal, rubber, and plastic parts of your fuel system.

If you notice any undesirable operating symptoms, try another service station or switch to another brand of gasoline.

Fuel system damage or performance problems resulting from the use of an oxygenated fuel containing more than the percentages of oxygenates mentioned above are not covered under warranty.

Oxygenated fuels can damage paint and plastic. Be careful not to spill fuel when filling the fuel tank. Wipe up any spills immediately.

NOTICE

Oxygenated fuels can damage paint and plastic.

Competition Logbook

Any serious competition effort relies heavily on the knowledge gained and compiled from previous racing events. The best way to organize the many bits of information is to record them in a logbook.

Your logbook can include such information as suspension adjustments, steering damper adjustments, gearing, and tire selection. This detailed information, along with your comments, can prove valuable when you compete at the same track or on similar terrain.

Your logbook can also tell you when maintenance was performed and when it will be necessary again. Your logbook also lets you record any repairs and lets you keep track of the running time on the engine and suspension components.

If you choose to sell your CRF, the accurate maintenance records in your logbook might be the deciding deal-maker for a potential buyer.

Consider using different color pens or pencils to record important information on specific subjects. For example, record results in black, steering damper setting in red, suspension/chassis settings in blue, and gearing selections in green. Color codes will help you identify the information you want with a glance.

Tuning & Adjustment Records
Keep track of the settings and adjustments that worked best at a particular location. These items include:

- PGM-FI mode
- basic track conditions, altitude, and temperature
- suspension settings
- steering damper settings
- chassis adjustments tested and selected
- gearing
- tire selection
- air pressure

Competition Records

- your placings
- thoughts to improve performance next time: both yours and your CRF's
- strategy notes

Maintenance Records

- regular interval maintenance
- repairs
- running time on engine
- running time on suspension components

Timekeeping
This Manual lists maintenance intervals for every-so-many races or every-so-many hours of running.

Because all races are not the same, the most effective way to schedule maintenance is by the hours you have run your CRF.

An official "guesstimate" is close enough for our timekeeping purposes. You may choose to record your time the same way aircraft operators do (but without the benefit of an electrical hourmeter). All running time is broken down into hours and tenths of an hour (each 6 minutes represents one tenth of an hour).

Racing Records
Information worth recording for this section of your logbook may include:

- Your placing in each moto and overall finishing position.
- Thoughts on what you could do to improve your performance next time.
- Notes on any patterns noted in choice of starting gate positions or in riding portions of the course as the day progressed that may prove helpful in future events.
- Any places on the course where you chose the wrong line and were passed too easily.
- Notes on strategy used by your competition or by riders in another event that are worth remembering.

Maintenance Records
Regular maintenance items you'll want to record in your logbook should include:

- Dates and results of cylinder, piston and ring examinations
- Patterns for frequency of need for decarbonization with a particular oil
- When you last performed shock linkage and swingarm pivot bearing maintenance
- Engine, transmission, and suspension oil changes
- Chain, sprocket, chain roller and slider replacements
- Coolant changes and related component replacements
- Spark plug, brake pad and control cable replacements

In addition, you should record any irregularities noted in component wear so you'll remember to keep a close eye on these areas in the future.

Date	Running Time	Location/Event	Comments (Suspension Settings, Steering Damper Settings, Gearing, Chassis Adjustments, Maintenance Performed, etc.)

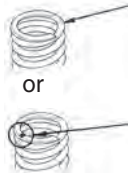
(Make several photocopies of this page for future use)

Optional Parts List

These parts and tools may be ordered from your authorized dealer.

FRAME	Remarks
Driven sprocket Standard	< >: Drive chain links 49 Teeth, Aluminum. <116>
Optional	48 Teeth, Aluminum
	50 Teeth, Aluminum
Drive chain size/link	D.I.D 520 DMA4/120RB RK520TXZ/120RJ
Handlebar lower holder	
Standard	0.1 in (3 mm) offset
Optional	no offset

TOOLS	Remarks
Pin spanner A 	To adjust spring preload. (two spanners required)
Workstand 	For maintenance
Air gauge	For checking tire air pressure

FRAME	Remarks
Shock spring Standard	297 lbf/in (52 N/mm) 
Optional Softer	286 lbf/in (50 N/mm) 
Stiffer	308 lbf/in (54 N/mm) 

The standard shock spring mounted on the motorcycle when it leaves the factory are not marked. Before replacing the springs, be sure to mark them so they can be distinguished other optional springs.

There are numerous spare parts you can take to an event to help ensure you get in a full day of riding. In addition to the usual nuts and bolts, consider the following:

Spare Parts

spark plugs
air cleaner (clean & oiled, sealed in a plastic bag)
chain & masterlinks
chain guide slider
chain slider
chain rollers
tire tubes (front & rear)
fenders
footpegs
fuel feed hose and retainers
fuel pump filter
number plate & side covers
handlebar
grips
levers (brake & clutch)
clutch lever handlebar mount
clutch cable
throttle assembly
throttle cable
shift lever
brake pedal
spokes (front & rear, each side)
sprockets (larger & smaller than standard)
assorted nuts, bolts, washers, screws, cotter pins

Additional Spares
fuel pump
front brake master cylinder
rear brake assembly
wheels & tires (front & rear, mounted)
clutch discs and plates
engine & transmission oil
seat
ignition components
radiator hoses
radiator shrouds (L & R)
brake hoses (front & rear)

General Tools

sockets (3/8 in drive)
screwdrivers: blade & Phillips No. 1, 2, 3
wrench, large adjustable
wrenches: open end & box
wrenches: hex (Allen)
wrench, spoke
torque wrench (metric scale, click-stop style)
pliers: standard, needle-nose, channel-lock set
hammer, plastic head
syringe with adjustable stop
air pressure gauge
tire irons
tire pump or air tank
feeler gauge set
Vernier caliper (metric)
pressure/vacuum testing equipment

Honda Special Tools

Any special tools for your CRF purchased from your dealer.

- Tensioner Stopper 070MG-0010100
  07AMG-001A100 (USA only)
- Lock Nut Wrench 07WMA-KZ30100
- Air fork pump 07AMJ-KRNA100 (USA only)
- Air fork pump adapter 07AMJ-KRNA110 (USA only)
- Spoke Wrench 07JMA-MR60100
- Spoke Wrench 070MA-KZ30100
- Battery Harness 070MZ-MEN0100
- Battery Harness Adapter 070MZ-KRN0100

You can purchase the PGM-FI setting tools [1] and [2] from your CRF dealer.

[1] Serial-USB unit assy 38880-N1C-770
[2] Data Setting Tool Application CD-ROM 38772-NX7-030

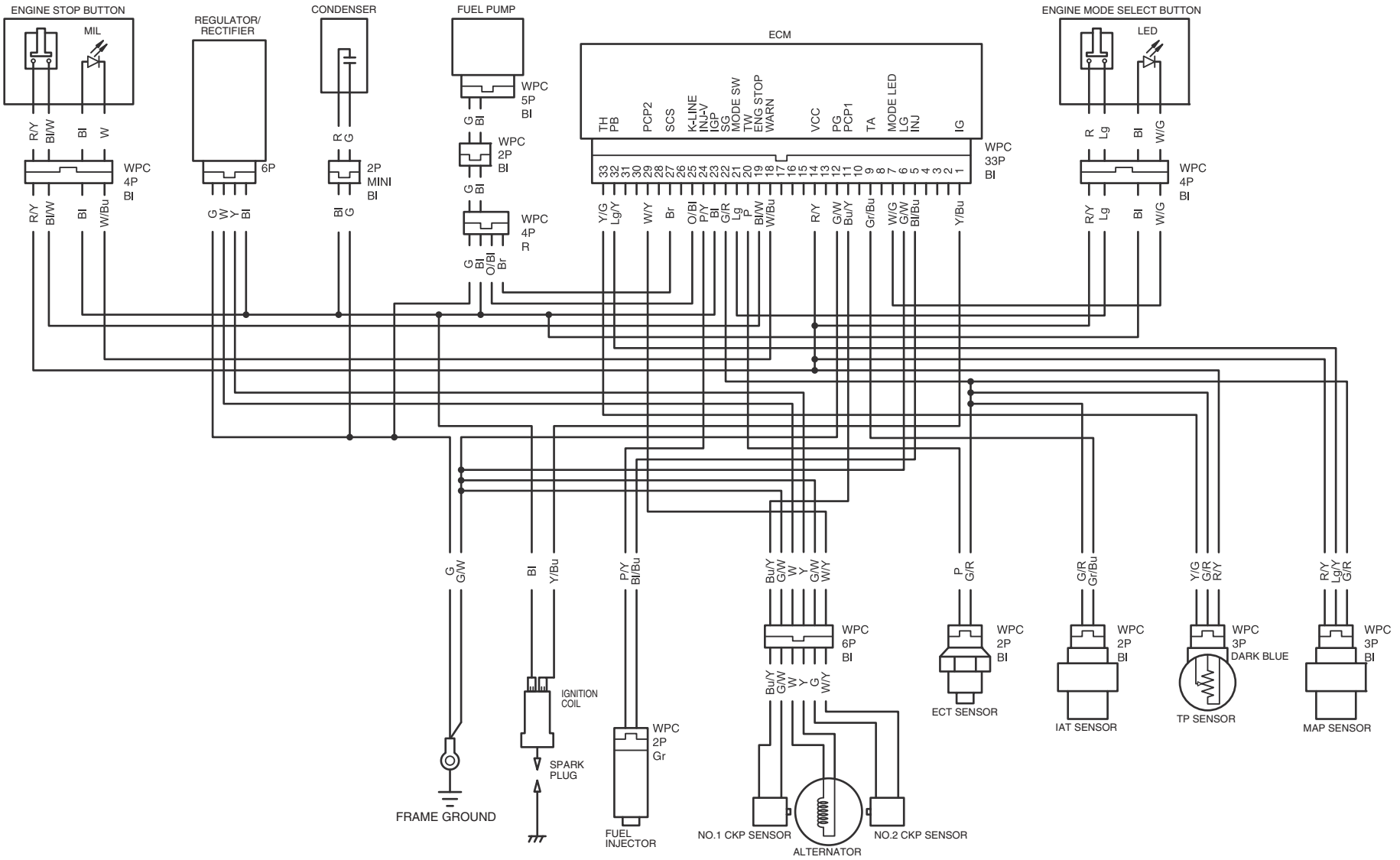
Chemical Products

Pro Honda GN4 4-stroke Oil (Engine and Transmission Oil)
HP Fork Oil, SS-19
Pro Honda DOT 4 Brake Fluid
Pro Honda HP Chain Lube
Pro Honda Foam Filter Oil
Pro Honda Hondabrite
Pro Honda Dielectric Grease
Pro Honda Handgrip Cement
Pro Honda Hondalock
Molybdenum disulfide grease (containing more than 3% molybdenum disulfide additive)
Pro Honda White Lithium Grease
Multi-Purpose Grease
Rust-inhibiting oil
Cable lubricant
Pro Honda HP Coolant
Urea based multi-purpose grease designed for high temperature, high pressure performance (example: EXCELITE EP2 manufactured by KYODO YUSHI, Japan)

Other Products

pliers-safety wire
safety wire
mechanic's wire
duct tape
plastic tie-wraps
hose clamps
drop light
electrical tape
Scotch-Brite Hand Pad #7447 (maroon)
Teflon tape

Wiring Diagram



ENGINE STOP BUTTON		
	E	IG
PUSH	○	○
FREE		
COLOR	Bl/W	R/Y

ENGINE MODE SELECT BUTTON		
	E	IG
PUSH	○	○
FREE		
COLOR	Lg	R

Bl	Black	Br	Brown
Y	Yellow	O	Orange
Bu	Blue	Lb	Light blue
G	Green	Lg	Light green
R	Red	P	Pink
W	White	Gr	Gray

This section contains information about contacting Honda and how to get an official Honda Service Manual.

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Authorized Manuals

The Service Manual used by your authorized dealer is available from your Honda dealer or Helm, Inc. (USA only, Canada: See your dealer to order authorized manuals.)

Also available but not necessary to service your model is the Honda Common Service Manual which explains theory of operation and basic service information for various systems on Honda motorcycles, scooters, ATVs, SxSs, and PWCs.

The *Winter Storage Guide* in conjunction with the *Owner's Manual* and *Service Manual* can help you prepare your Honda motorcycle, scooter, ATV, and SxS for winter storage.

These Honda manuals are written for the professional technician, but most mechanically-capable owners should find them helpful if they have the proper tools and skills. Special Honda tools are necessary for some procedures.

Publication Item No.	Description
61KRN63	2017 CRF250R Service Manual
61CSM00	Common Service Manual
S9507	Winter Storage Guide
31KRN730	2017 CRF250R Owner's Manual

Order On-Line: www.helminc.com
Order Toll Free: 1-888-CYCLE93 (1-888-292-5393)
(NOTE: For Credit Card Orders Only)
Monday - Friday 8:00 AM - 6:00 PM EST

Your owner's manual was written to cover most of the questions you might ask about your CRF. Any questions not answered in the owner's manual can be answered by your dealer. If your dealer doesn't have the answer right away, they will get it for you.

If you have a difference of opinion with your dealer, please remember that each dealership is independently owned and operated. That's why it's important to work to resolve any differences at the dealership level.

If you wish to comment on your experiences with your CRF or with your dealer, please send your comments to the following address:

Motorcycle Division, American Honda Motor Co., Inc., P.O. Box 2200, Torrance CA 90509- 2200, Mailstop: 100-4C-7B,
Telephone: (866) 784-1870.

Canada: Honda Canada Inc., Customer Relations Dept, 180 Honda Boulevard, Markham, Ontario L6C 0H9, telephone: (888) 946 – 6329, facsimile: (877) 939 – 0909.
E-mail: honda_cr@ch.honda.com

Please include the following information in your letter:

- name, address, and telephone number
- product model, year, and VIN
- date of purchase
- dealer name and address

We will likely ask your dealer to respond, or possibly acknowledge your comments directly.

Your Honda Dealer

Once you purchase your new Honda, get familiar with the organization of your Honda dealer so you can utilize the full range of services available.

The service department is there to perform regular maintenance and unexpected repairs. It has the latest available service information from Honda.

The parts department offers Honda Genuine Parts, Pro Honda products, Honda Genuine Accessories (USA only), and Honda accessories and products (Canada only). The same quality that went into your Honda can be found in Honda Genuine replacement parts. You'll also find comparable quality in the accessories and products available from the parts department.

Your Honda dealer can inform you about competition events in your area. You'll also find that your dealer is a source of information on the Honda Rider's Club of America (USA only).

We're sure you'll be as pleased with the service your Honda dealer continues to provide after the sale as you are with the quality and dependability of your Honda.

The Honda Rider's Club (USA only)

The Honda Rider's Club of America (HRCA) sponsors local riding chapters at Authorized Honda Dealerships across the country.

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Quick Reference

The following is a brief, but important collection of information you need to know about your CRF. You'll also find space to record important notes.

How To Avoid Costly Repairs

The engine of your CRF can be the most expensive component to repair. Proper maintenance, especially the use of the recommended fluids and filters, prevents premature wear and damage.

Frequent causes of costly engine repairs are:

- Transmission oil & engine oil: insufficient quantity, improper oil.
- Air cleaner: dirty, leaking because of improper installation (poor seal)

Record important information here:

VIN	
Engine No.	
Owner's:	
Name	
Address	
City/State	
Phone	
Dealer's:	
Name	
Address	
City/State	
Phone	
Service Mgr.	

Maintenance	The maintenance schedule (page 25) lists service frequencies for: each race or about 2.5 hours, every 3 races or about 7.5 hours, every 6 races or about 15.0 hours, every 9 races or about 22.5 hours and every 12 races or about 30.0 hours					
Pre-ride Inspection	Check the items listed on the Pre-ride Inspection checklist each time before you ride (page 13):					
Fuel/Tank Capacity	unleaded gasoline, pump octane number of 91 or higher tank: 1.66 US gal (6.3 ℓ)					
Engine oil	Pro Honda GN4 4-stroke Oil or an equivalent motorcycle oil.					
Transmission oil	Pro Honda GN4 4-stroke Oil or an equivalent motorcycle oil.					
Tires	Front	80/100 – 21 51M		Rear	100/90 – 19 57M	
		DUNLOP	MX52F		DUNLOP	MX52
	Type	bias-ply, tube				
Tire Pressure (cold)	Front: 15 psi (100 kPa, 1.0 kgf/cm^2) Rear: 15 psi (100 kPa, 1.0 kgf/cm^2)					
Spark Plug	standard: R0451B-8 (NGK)					
Coolant	ethylene glycol antifreeze (silicate-free) for aluminum engines in 50/50 solution with Pro Honda HP Coolant or an equivalent distilled water.					
Drive Chain Size/Link	D.I.D 520DMA4/116RB					
	RK 520TXZ/116RJ					