

Suspension

Rear Suspension Inspection

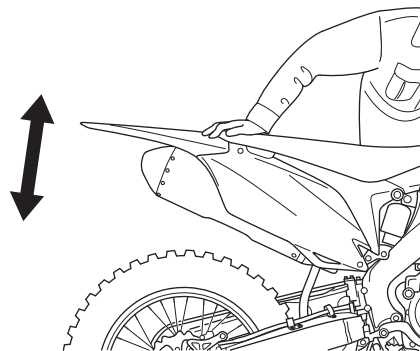
The swingarm is controlled by one hydraulic shock absorber with an aluminum reservoir for oil and nitrogen gas pressure. The gas pressure in the reservoir is contained within a rubber bladder.

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 132, 137).

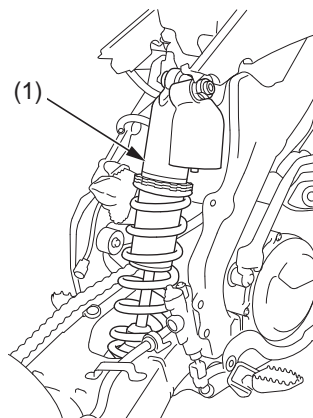
Do not attempt to disassemble, service, or dispose of the damper; see your Honda dealer. The instructions found in this owner's manual are limited to adjustments of the shock assembly only.

- 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 Information* (page 137) for making all rebound and compression damping adjustments in one click or 1/12 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 131. 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 1/12 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 muffler (page 105) and subframe (page 40).
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 Honda dealer.