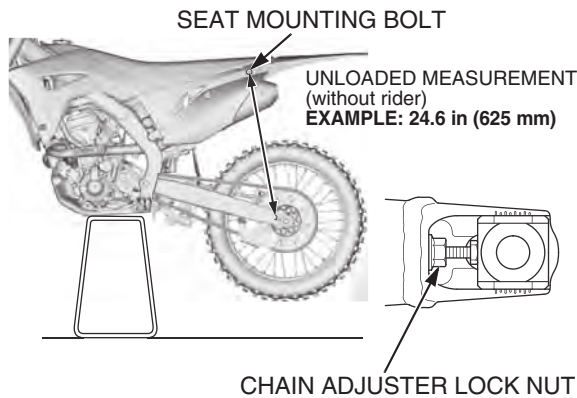


# Rear Suspension Adjustments

*unloaded*: motorcycle on an optional workstand with rear suspension fully extended, no rider.

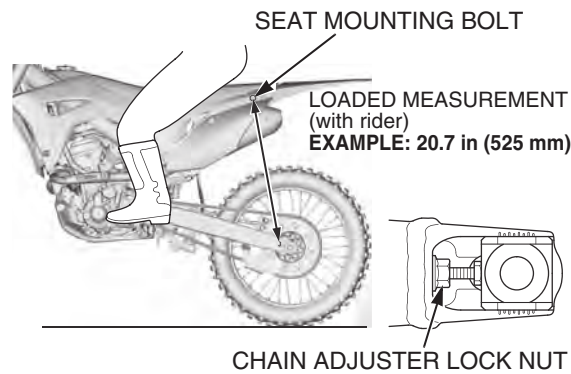
*loaded with rider*: motorcycle on ground, with rider.

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       | = 24.6 in (625 mm)      |
| - Loaded       | = 20.7 in (525 mm)      |
| <hr/> Race Sag | <hr/> = 3.9 in (100 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: 4.1 in (105 mm)

Adjust spring pre-load as necessary to obtain the desired handling results.

Decreasing the race sag dimension (example: 3.7 in, 95 mm) improves turning ability for tight terrain at the cost of slightly reduced straight line stability.

Increasing the race sag dimension (example: 4.5 in, 115 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.