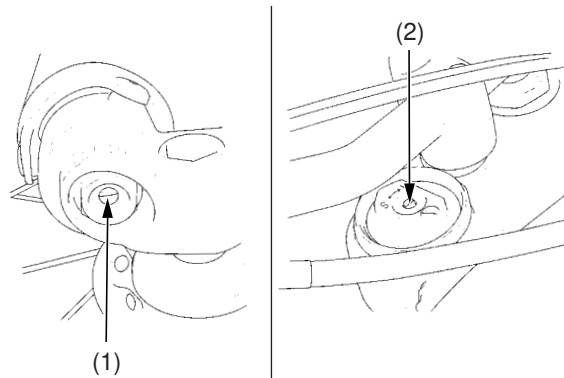


## Front Suspension Adjustments

Both compression and rebound damping can be increased by turning the adjuster clockwise.

### NOTICE

*Always start with full hard when adjusting damping.  
Do not turn the adjuster screw more than the given positions or the adjuster may be damaged.  
Be sure that the rebound and compression adjusters are firmly located in a detent, and not between positions.*



(1) rebound damping adjuster

(2) compression damping adjuster

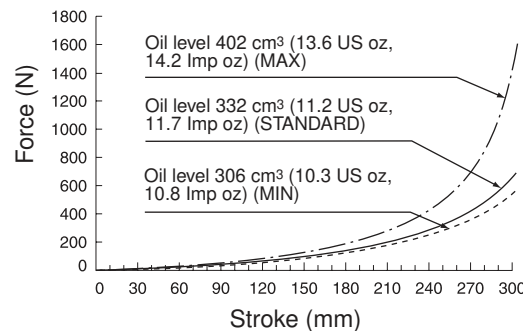
### Fork Springs

The fork springs in CRF's are about right for riders weighing between 68 and 73 kg (150 and 160 lbs) (less riding gear). So if you're a heavier rider, you have to go up on the oil level or get a stiffer spring. Do not use less oil than the minimum specified for each spring or there will be a loss of rebound damping control near full extension. If the fork is too hard on big bumps, turn the damping adjuster counterclockwise 1-turn and lower the oil level in increments of 5 cm<sup>3</sup> (0.2 oz) in both fork legs until the desired performance is obtained. Do not, however, lower the oil level below the minimum oil level.

Minimum oil level:

- Standard spring: 306 cm<sup>3</sup> (10.3 US oz, 10.8 Imp oz)
- Softer spring: 311 cm<sup>3</sup> (10.5 US oz, 10.9 Imp oz)
- Stiffer spring: 309 cm<sup>3</sup> (10.5 US oz, 10.9 Imp oz)

When adjusting oil levels, bear in mind that the air in the fork will increase in pressure while riding; therefore, the higher the oil level, the higher the eventual pressure of any air in the fork.



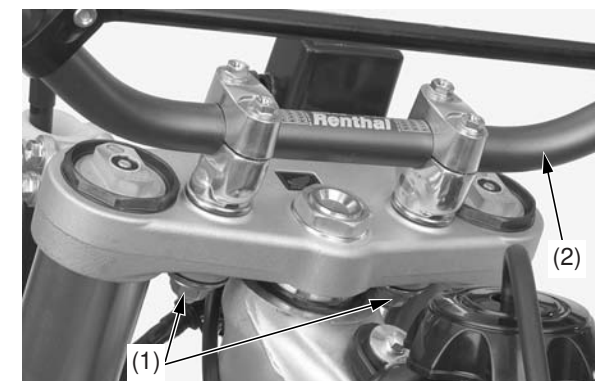
### Front Suspension Disassembly

- If your CRF is brand-new, put enough part-throttle break-in time (about one hour) on it to ensure that the suspension has worked in.
- For optimum performance, and extended fork life, the fork should be completely disassembled and cleaned after the first three hours of riding. See the Shop Manual or your Honda dealer for this service.

1. Place your CRF on an optional workstand or equivalent support with the front wheel off the ground.
2. Remove the front visor (page 103).
3. Remove the handlebar pad.  
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/mounting rubbers  
(2) handlebar

(cont'd)