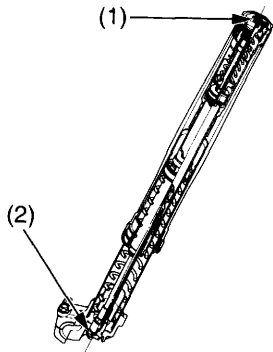


Front Suspension Adjustments

The front suspension can be adjusted for the rider's weight and riding conditions by using one or more of the following methods:

- **Oil volume** — The effects of higher or lower fork oil capacity are only felt during the final 100 mm (3.9 in) of fork travel.
- **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.
- **Fork springs** — Optional springs are available in softer and stiffer types than the standard rate. (pages 155, 156)

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 tube/slider, which may contain air bubbles and/or metal particles, from the sealed cartridge to provide more consistent damping.



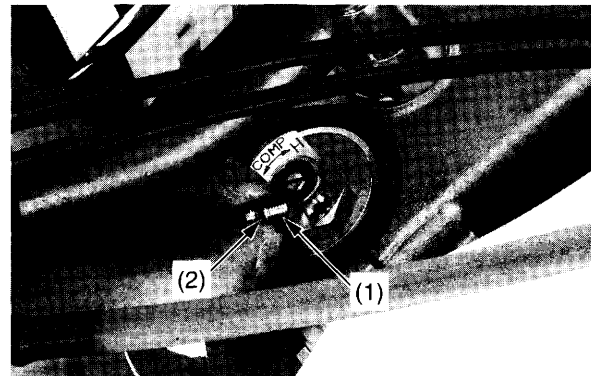
(1) compression damping adjuster
(2) rebound damping adjuster

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 fork legs between motos. Be sure the fork is fully extended with the front tyre off the ground when you release the pressure.

The standard air pressure is 0 kPa (0 kgf/cm², 0 psi). You may relieve accumulated air pressure in the fork legs 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) is in good condition.
4. Install and tighten the pressure release screw to the specified torque:
1.2 N·m (0.1 kgf·m, 0.9 lbf·ft)



(1) pressure release screw

(2) O-ring

Front Suspension Damping

Rebound Damping Adjustment

The fork rebound damping adjuster has 16 positions or more. Turning the rebound damping adjuster screw (1) one full turn clockwise advances the adjuster 4 positions. To adjust the rebound damping to the standard setting, proceed as follows:

Turn the adjuster clockwise until it will no longer turn (lightly seats). This is the full hard position. The adjuster is set in the standard position when the adjuster is turned counterclockwise 9 clicks. Make sure that both fork legs are adjusted to the same position.

Compression Damping Adjustment

This adjustment affects how quickly the fork compresses. The fork compression damping adjuster has 16 positions or more. Turning the compression damping adjuster screw (2) one full turn changes the adjuster 4 positions. To adjust the adjuster to the standard position, proceed as follows:

Turn the adjuster clockwise until it will no longer turn (lightly seats). This is the full hard position. The adjuster is set in the standard position when the adjuster is turned counterclockwise 7 (ED, U, CM, IICM, type), 8 (DE type) clicks. Make sure that both fork legs are adjusted to the same position.