

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 shock absorber's spring pre-load and damping adjustments (compression and rebound) should be adjusted for the rider's weight and track conditions ([page 129](#)).

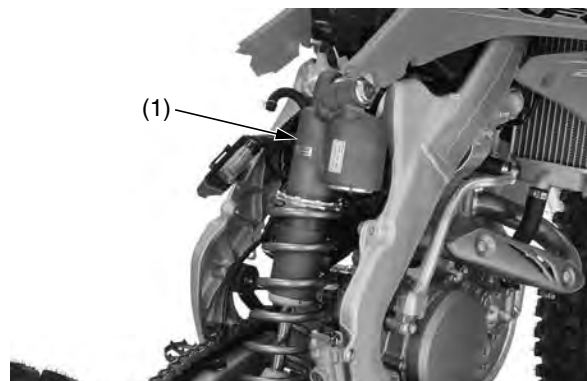
Do not attempt to disassemble, service, or dispose of the damper; see your dealer. The instructions found in this owner's manual are limited to adjustments of the shock assembly only.

- When your CRF is new, break it in for approximately one hour with the standard suspension settings before attempting to adjust the rear suspension.
- Make all compression and rebound damping adjustments in the specified increment or turns described in [page 126](#). 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 126](#). 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.
(Adjusting two or more increments or turns at a time may cause you to pass over the best adjustment.)
- 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 subframe ([page 36](#)).
3. Check for a broken or collapsed spring.
4. Check the rear shock absorber (1) for a bent shaft 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.