

 **HONDA**

CRF250R



**OWNER'S MANUAL & COMPETITION HANDBOOK
MANUEL DU CONDUCTEUR ET DE COMPETITION
FAHRER-HANDBUCH und WETTBEWERBSANLEITUNG**

**INSTRUCTIEBOEKJE & WEDSTRIJDHANDBOEK
MANUAL DEL PROPIETARIO Y GUÍA DE COMPETICIONES
MANUALE D'USO E DEGLI ASSETTI DA COMPETIZIONE**

HONDA

CRF250R

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IMPORTANT NOTICES

THIS MOTORCYCLE IS DESIGNED AND MANUFACTURED FOR COMPETITION USE ONLY AND IS SOLD "AS IS" WITH NO WARRANTY. IT DOES NOT CONFORM TO FEDERAL MOTOR VEHICLE SAFETY STANDARDS AND OPERATION ON PUBLIC STREETS, ROADS, OR HIGHWAYS IS ILLEGAL.

STATE LAWS PROHIBIT OPERATION OF THIS MOTORCYCLE EXCEPT IN AN ORGANIZED RACING OR COMPETITIVE EVENT UPON A CLOSED COURSE WHICH IS CONDUCTED UNDER THE AUSPICES OF A RECOGNIZED SANCTIONING BODY OR BY PERMIT ISSUED BY THE LOCAL GOVERNMENTAL AUTHORITY HAVING JURISDICTION.

FIRST DETERMINE THAT OPERATION IS LEGAL.

OPERATOR ONLY, NO PASSENGERS.

This motorcycle is designed and constructed as an operator-only model.
The motorcycle load limit and seating configuration do not safely permit the carrying of a passenger.

READ THIS MANUAL CAREFULLY.

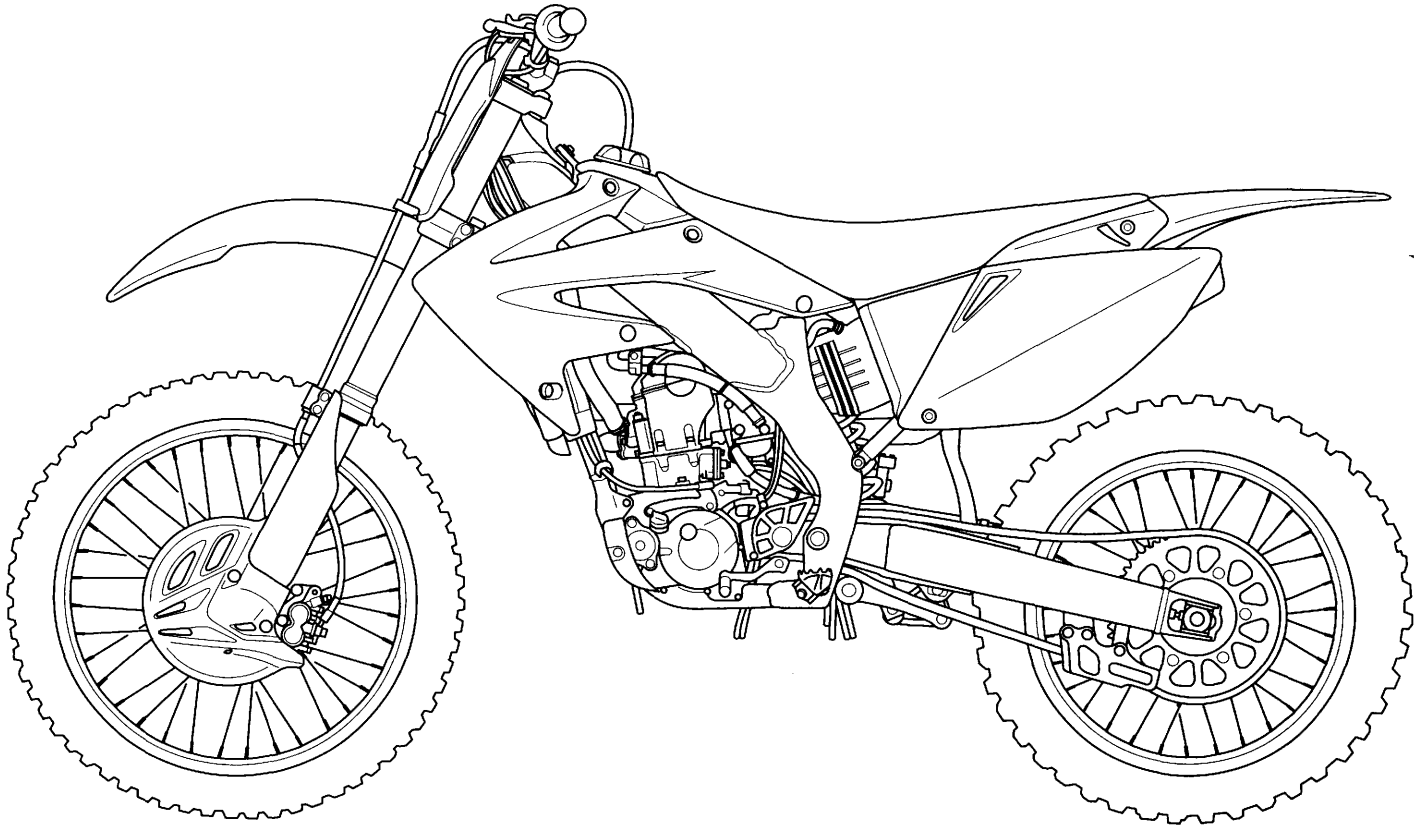
This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when it is resold.

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Honda CRF250R
OWNER'S MANUAL & COMPETITION HANDBOOK



Introduction

Congratulations on choosing your Honda CRF motocross motorcycle.

When you own a Honda, you're part of a worldwide family of satisfied customers-people who appreciate Honda's reputation for building quality into every product.

Your CRF is a high performance racing motorcycle that utilizes the latest motocross technology and is intended for competition use in sanctioned, closed-course events by experienced riders only.

Be aware that motocross is a physically demanding sport that requires more than just a fine motorcycle. To do well, you must be in excellent physical condition and be a skillful rider. For the best results, work diligently on your physical conditioning and practice frequently.

Before riding, take time to get acquainted with your CRF and how it works. To protect your investment, we urge you to take responsibility for keeping your CRF well maintained. Scheduled service is a must, of course. But it's just as important to observe the break-in guidelines, and perform all the pre-ride and other periodic checks detailed in this manual.

You should also read the owner's manual before you ride. It's full of facts, instructions, safety information, and helpful tips. To make it easy to use, the manual contains a table of contents, a detailed list of topics at the beginning of each section, and an index at the back of the book.

As you read this manual, you will find information that is preceded by a **NOTICE** symbol. This information is intended to help you avoid damage to your Honda, other property, or the environment.

Unless you are mechanically qualified and have the proper tools, you should see your Honda dealer for the service and adjustment procedures discussed in this manual.

If you have any questions, or if you ever need a special service or repairs, remember that your Honda dealer knows your CRF best and is dedicated to your complete satisfaction.

Happy riding!

- The following codes in this manual indicate each country.

ED	European direct sales
DE	Denmark
U	Australia, New Zealand
CM	Canada
IICM	Canada (Type II)

A Few Words About Safety

Your safety, and the safety of others, is very important. And operating this motorcycle safely is an important responsibility.

To help you make informed decisions about safety, this manual contains a section devoted to *Motorcycle Safety*, as well as a number of Safety Messages throughout the manual.

Safety Messages are preceded by a safety alert symbol ▲ and one of three signal words: **DANGER**, **WARNING**, or **CAUTION**.

These signal words mean:

▲ DANGER

You **WILL** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

▲ WARNING

You **CAN** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

▲ CAUTION

You **CAN** be **HURT** if you don't follow instructions.

Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgement.

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This section presents some of the most important information and recommendations to help you ride your CRF safely. Please take a few moments to read these pages. This section also includes information about the location of safety labels on your CRF.

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Important Safety Information

Important Safety Precautions

Your CRF can provide many years of pleasure, if you take responsibility for your own safety and understand the challenges you can meet in competitive racing.

As an experienced rider, you know there is much you can do to protect yourself when you ride. The following are a few precautions we consider most important.

Never Carry a Passenger.

Your CRF is designed for one operator only. Carrying a passenger can cause an accident in which you and others can be hurt.

Wear Protective Gear.

Whether you're practicing to improve your skills, or riding in competition, always wear an approved helmet, eye protection, and proper protective gear.

Take Time to Get to Know Your CRF.

Because every motorcycle is unique, take time to become thoroughly familiar with how this one operates and responds to your commands before placing your machine, and yourself, in competition.

Learn and Respect Your Limits.

Never ride beyond your personal abilities or faster than conditions warrant. Remember that alcohol, drugs, illness and fatigue can reduce your ability to perform well and ride safely.

Don't Drink and Ride.

Alcohol and riding don't mix. Even one drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. So don't drink and ride, and don't let your friends drink and ride either.

Keep your Honda in Safe Condition.

Maintaining your CRF properly is critical to your safety. A loose bolt, for example, can cause a breakdown in which you can be seriously injured.

Accessories & Modifications

Installing non-Honda accessories, removing original equipment, or modifying your CRF in any way that would change its design or operation, could seriously impair your CRF's handling, stability, and braking, making it unsafe to ride.

⚠ WARNING

Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding modifications and accessories.

Safety Labels

Read this label carefully and don't remove it.

If the label comes off or becomes hard to read, contact your Honda dealer for replacement.

(CM, ICM type)

IMPORTANT INFORMATION

Operator only. No passengers. This Honda Motorcycle is sold as is without warranty, and the entire risk as to quality and performance is with the buyer. Read owner's manual.

This vehicle is designed, manufactured and sold for competition use only. It does not conform to Federal Motor Vehicle Safety Standards or U.S. EPA Noise and Emissions Standards. Operation on public streets, roads, highways or for off-road recreation is illegal.

State and Federal laws prohibit operation of this vehicle except in an organized racing or competitive event on a closed course. Or by permit issued by the local governmental agency having jurisdiction.

(ED, U, DE type)

IMPORTANT INFORMATION

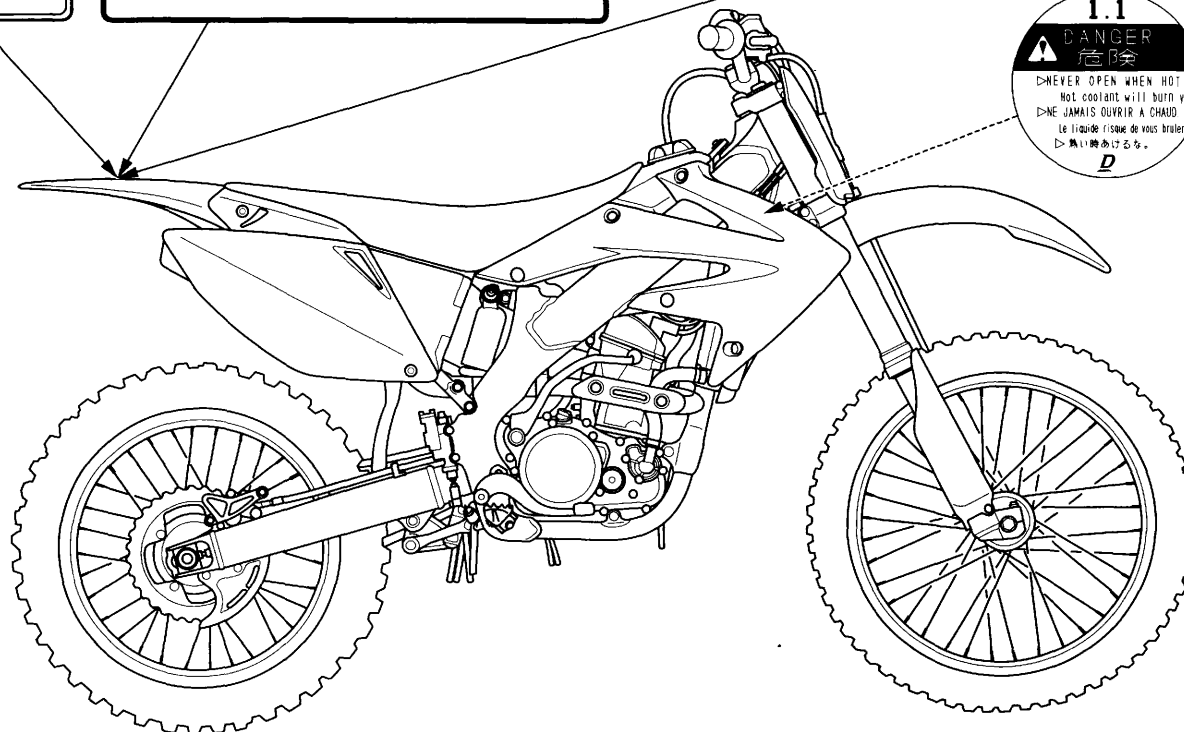
OPERATOR ONLY. NO PASSENGERS. THIS HONDA MOTORCYCLE IS SOLD AS IS WITHOUT WARRANTY, AND THE ENTIRE RISK AS TO QUALITY AND PERFORMANCE IS WITH THE BUYER. READ OWNER'S MANUAL.

THIS VEHICLE IS DESIGNED AND MANUFACTURED FOR COMPETITION USE ONLY. IT DOES NOT CONFORM TO FEDERAL MOTOR VEHICLE SAFETY STANDARDS AND OPERATION ON PUBLIC STREETS, ROADS, OR HIGHWAYS IS ILLEGAL. STATE LAWS PROHIBIT OPERATION OF THIS VEHICLE EXCEPT IN AN ORGANIZED RACING OR COMPETITIVE EVENT UPON A CLOSED COURSE WHICH IS CONDUCTED UNDER THE AUSPICES OF A RECOGNIZED SANCTIONING BODY OR BY PERMIT ISSUED BY THE LOCAL GOVERNMENTAL AUTHORITY HAVING JURISDICTION.

FIRST DETERMINE THAT OPERATION IS LEGAL.

(CM, ICM type)

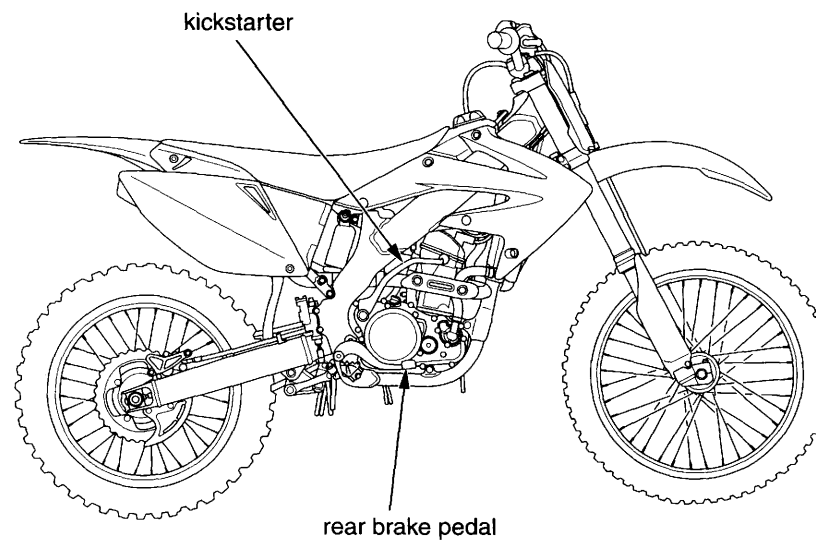
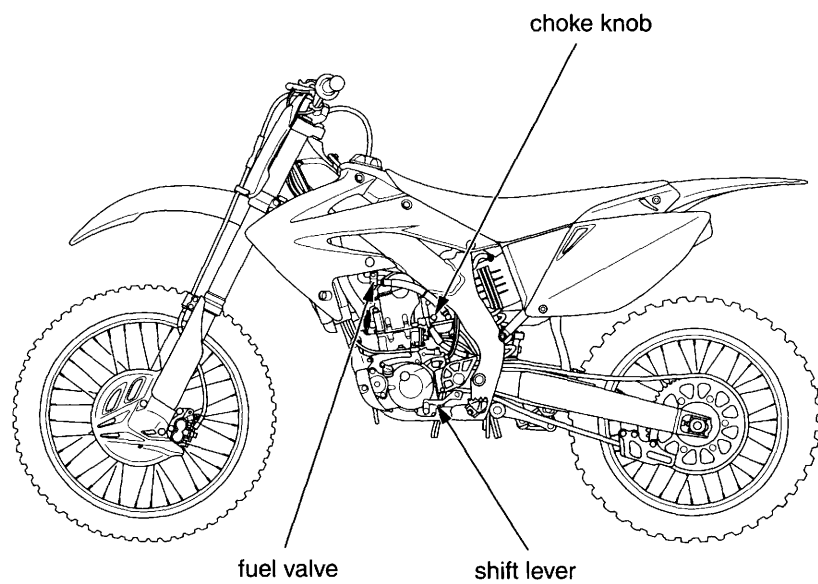
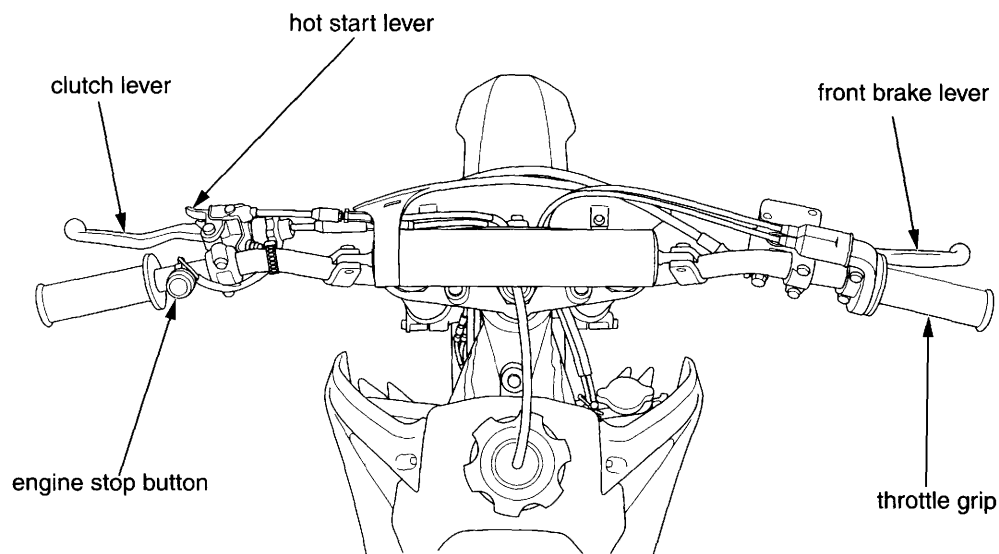
THIS COMPETITION VEHICLE IS FOR USE EXCLUSIVELY IN CLOSED-COURSE COMPETITION AND IS NOT INTENDED FOR USE ON PUBLIC HIGHWAYS.
CE VÉHICULE DE COMPÉTITION EST DESTINÉ À ÊTRE UTILISÉ EXCLUSIVEMENT DANS LES COURSES EN CIRCUIT FERMÉ ET N'EST PAS DESTINÉ AUX VOIES PUBLIQUES.



Read this section carefully before you ride. It presents the location of the basic controls on your CRF.

Operation Component Locations6

Operation Component Locations



Before each ride, you need to make sure you and your Honda are both ready to ride. To help get you prepared, this section discusses how to evaluate your riding readiness, and what items you should check on your CRF.

For information about suspension, carburetor, and other adjustment for competition, see page 97.

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Are You Ready to Ride?

Before riding your CRF for the first time, we strongly recommend that you read this owner's manual, make sure you understand the safety messages, and know how to operate the controls.

Before each ride, it's also important to make sure you and your CRF are both ready to ride.

For information about suspension, carburetor, and other adjustments, see page 97.

Whether you're preparing for competition or for practice, always make sure you are.

- In good physical and mental condition
- Free of alcohol and drugs
- Wearing an approved helmet, eye protection, and other appropriate riding gear

Although complete protection is not possible, wearing the proper gear can reduce the chance or severity of injury when you ride.

WARNING

Not wearing a helmet increases the chance of serious injury or death in a crash.

Be sure you always wear a helmet, eye protection and other protective apparel when you ride.

Competitive riding can be tough on a motorcycle, so it's important to inspect your CRF and correct any problems you find before each ride. Check the following items (page numbers are at the right):

▲ WARNING

Improperly maintaining this motorcycle or failing to correct a problem before riding can cause a crash in which you can be seriously hurt or killed.

Always perform a pre-ride inspection before every ride and correct any problems.

Pre-ride Inspection

Check the following before each ride:

- Engine oil level37
- Transmission oil level40
- Coolant for proper level41
- Cooling system and hoses for condition42
- Spark plug for proper heat range, carbon fouling and high tension cord terminal for looseness55
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- Steering head bearing and related parts for condition91
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- Every possible part for looseness (such as cylinder head nuts, engine mounting bolts/nuts, axle nuts, handlebar holder bolts, fork bridge pinch bolts, drive chain adjuster, drive chain guide, wire harness connectors, kickstarter mounting bolt)149 – 151

This section gives basic information on how to start and stop your engine as well as break-in guidelines.

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Basic Operating Instructions

Safe Riding Precautions

Before riding your CRF for the first time, please review the *Important Safety Precaution* beginning on page 2 and the previous section, titled *Before Riding*.

For your safety, avoid starting or operating the engine in an enclosed area such as a garage. Your CRF's exhaust contains poisonous carbon monoxide gas which can collect rapidly in an enclosed area and cause illness or death.

Starting & Stopping the Engine

Always follow the proper starting procedure described below.

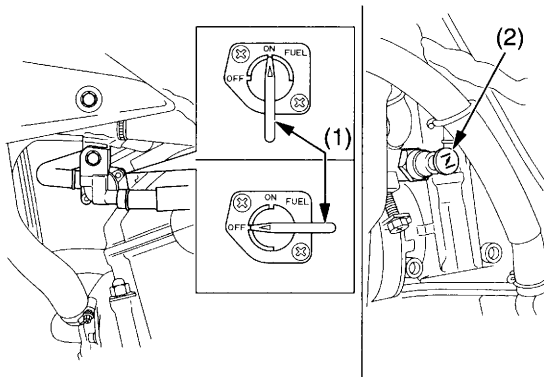
Your CRF can be kickstarted with the transmission in gear by pulling in the clutch lever before operating the kickstarter.

Preparation

Make sure that the transmission is in neutral. Turn the fuel valve ON.

Starting Procedure

Always follow the proper starting procedure described as follow.



(1) fuel valve

(2) choke knob

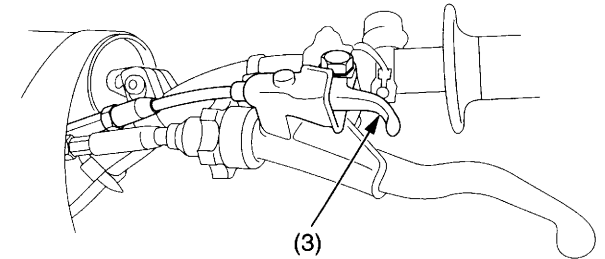
Check the engine oil, transmission oil and coolant levels before starting the engine (pages 37, 40, 41).

Cold Engine Starting

1. Turn the fuel valve (1) ON.
2. Shift the transmission into neutral.
3. If the temperature is 35°C (95°F) or below, pull the choke knob (2) fully out.
4. If the temperature is below 0°C (32°F), open the throttle two or three times. (The engine requires a richer mixture for starting in cold weather. When the throttle is so opened, the accelerator pump will feed extra fuel to the cylinder, thereby facilitating starting in cold weather.)
5. With the throttle closed, operate the kickstarter starting from the top of the kickstarter stroke, kick through to the bottom with a rapid, continuous motion. (Do not open the throttle, As the carburetor is equipped with an accelerator pump, excessive fuel will be charged into the engine, and the spark plug will be fouled if the throttle is opened and closed repeatedly. Excessive fuel in the engine makes kickstarting difficult.)
6. About a minute after the engine starts, push the choke knob all the way to fully OFF. If idling is unstable, open the throttle slightly.

Warm Engine Starting

1. Turn the fuel valve ON.
2. Shift the transmission into neutral.
3. Pull the hot start lever (3) and kick-start the engine. (Do not open the throttle.)
4. As soon as the engine starts, release the hot start lever.



(3) hot start lever

Starting the engine after a stall during riding or after a fall

1. Shift the transmission into neutral.
2. Pull the hot start lever and kick-start the engine. (Do not open the throttle.)
3. As soon as the engine starts, release the hot start lever.

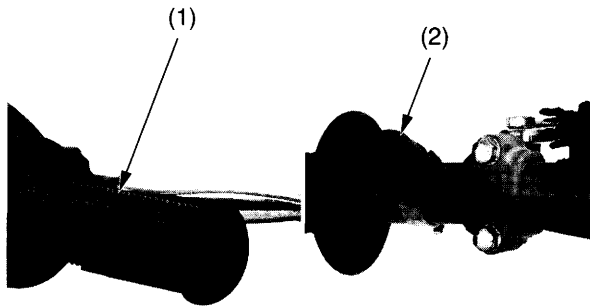
Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine:

1. Shift the transmission into neutral.
2. With the throttle fully opened, repeat kickstarter operation approximately ten times very slowly to discharge excessive fuel from the engine.
3. Pull the hot start lever and kick-start the engine. (Do not open the throttle.)
4. As soon as the engine starts, release the hot start lever.

Starting & Stopping the Engine

How to Stop the Engine



(1) throttle grip

(2) engine stop button

Normal Engine Stop

1. Shift the transmission into neutral.
2. Turn the fuel valve OFF.
3. Lightly open the throttle grip (1) two or three times, and then close it.
4. Depress and hold the engine stop button (2) until the engine stops completely.

Failure to close the fuel valve may cause the carburetor to overflow, result in hard starting.

Emergency Engine Stop

To stop the engine in an emergency, depress the engine stop button.

Help assure your CRF's future reliability and performance by paying extra attention to how you ride during the first operating day or 25 km (15 miles).

During this period, avoid full-throttle starts and rapid acceleration.

This same procedure should be followed each time when:

- piston is replaced
- piston rings are replaced
- cylinder is replaced
- crankshaft or crank bearings are replaced

Keeping your CRF well maintained is absolutely essential to your safety. It's also a good way to protect your investment, get maximum performance, avoid breakdowns, and have more fun.

To help keep your CRF in good shape, this section includes a Maintenance Schedule for required servicing and step-by-step instructions for specific maintenance tasks. You'll also find important safety precautions, information on oils, and tips for keeping your Honda looking good.

An ICM (Ignition Control Module) system is used on this motorcycle; consequently, routine ignition timing adjustment is unnecessary. If you want to check the ignition timing, refer to the Honda Shop Manual.

An optional tool kit may be available. Check with your Honda dealer's parts department.

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The Importance of Maintenance

Keeping your CRF well-maintained is absolutely essential to your safety. It's also a good way to get maximum performance during each moto. Careful pre-ride inspections and good maintenance are especially important because your CRF is designed to be ridden in off-road competition.

Remember, proper maintenance is your responsibility. Be sure to inspect your CRF before each ride and follow the Maintenance Schedule in this section.

WARNING

Improperly maintaining this motorcycle or failing to correct a problem before you ride can cause a crash in which you can be seriously hurt or killed.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

This section includes instructions on how to perform some important maintenance tasks. Some of the most important safety precautions follow. However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

WARNING

Failure to properly follow maintenance instructions and precautions can cause you to be seriously hurt or killed.

Always follow the procedures and precautions in this owner's manual.

Important Safety Precautions

- Make sure the engine is off before you begin any maintenance or repairs. This will help eliminate several potential hazards:

Carbon monoxide poisoning from engine exhaust. Be sure there is adequate ventilation whenever you operate the engine.

Burns from hot motorcycle parts. Let the engine and exhaust system cool before touching.

Injury from moving parts. Do not run the engine unless instructed to do so.

- Read the instructions before you begin, and make sure you have the tools and skills required.
- To help prevent the motorcycle from falling over, park it on a firm, level surface, using an optional workstand or a maintenance stand to provide support.
- To reduce the possibility of a fire or explosion, be careful when working around petrol. Use only a non-flammable (high flash point) solvent such as kerosene —not petrol— to clean parts. Keep cigarettes, sparks, and flames away from all fuel-related parts.

Maintenance Schedule

To maintain the safety and reliability of your CRF, regular inspection and service is required as shown in the Maintenance Schedule that follows.

The Maintenance Schedule lists items that can be performed with basic mechanical skills and hand tools. Procedures for these items are provided in this manual.

The Maintenance Schedule also includes items that involve more extensive procedures and may require special training, tools, and equipment. Therefore, we recommend that you have your Honda dealer perform these tasks unless you have advanced mechanical skills and the required tools. Procedures for items in this schedule are provided in a shop manual available for purchase.

Service intervals in the maintenance schedule are expressed in terms of races and riding hours. To avoid overlooking required service, we urge you to develop a convenient way to record the number of races and/or hours you ride.

If you do not feel capable of performing a given task or need assistance, remember that your Honda dealer knows your CRF best and is fully equipped to maintain and repair it. If you decide to do your own maintenance, use only Honda Genuine Parts or their equivalents for repair or replacement to ensure the best quality and reliability.

Perform the pre-ride inspection (page 9) at each scheduled maintenance period.

Summary of Maintenance Schedule Notes and Procedures:

Notes:

1. Clean after every heat for dusty riding conditions.
2. Replace every 2 years. Replacement requires mechanical skill.
3. Replace after the first break-in ride.
4. Inspect after the first break-in ride.
5. Replace the transmission oil, if the clutch discs and plates are replaced.

Maintenance Procedures:

I : inspect and clean, adjust, lubricate, or replace, if necessary

C : clean

L : lubricate

R : replace

Maintenance Schedule

Perform the Pre-ride Inspection at each scheduled maintenance period.

I: Inspect and Clean, Adjust, Lubricate or Replace if necessary. C: Clean. L: Lubricate. R: Replace.

FREQUENCY		NOTE	Each race or about 2.5 hours	Every 3 races or about 7.5 hours	Every 6 races or about 15.0 hours	Every 9 races or about 22.5 hours	Every 12 races or about 30.0 hours	Ref. Page
ITEMS								
THROTTLE OPERATION			I					46
HOT START SYSTEM			I					54
AIR FILTER		(NOTE 1)	C					43
CRANKCASE BREATHER			I					45
SPARK PLUG			I					55
RADIATOR COOLANT		(NOTE 2)	I					41
VALVE CLEARANCE/DECOMPRESSOR SYSTEM		(NOTE 4)			I			57
ENGINE OIL		(NOTE 3)	I		R			36
ENGINE OIL FILTER		(NOTE 3)			R			37
ENGINE IDLE SPEED			I					48
PISTON AND PISTON RINGS					R			66
PISTON PIN					R			66
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COOLING SYSTEM			I					41
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DRIVE CHAIN SLIDER			I					84
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DRIVEN SPROCKET			I					86
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This maintenance schedule is based upon average riding condition. Machines subjected to severe use require more frequent servicing.

- NOTE:
1. Clean after every heat for dusty riding conditions.
 2. Replace every 2 years. Replacement requires mechanical skill.
 3. Replace after the first break-in ride.
 4. Inspect after the first break-in ride.
 5. Replace the transmission oil, if the clutch discs and plates are replaced.

General Competition Maintenance

Perform maintenance on firm, level ground using the optional workstand, or equivalent support.

When tightening bolts, nuts or screws, start with the larger diameter or inner fasteners, and tighten them to the specified torque using a crisscross pattern.

Use Honda Genuine Parts or their equivalent when servicing your CRF.

Clean parts in non-flammable (high flash point) cleaning solvent (such as kerosene) when disassembling. Lubricate any sliding surface, O-rings, and seals before reassembling. Grease parts by coating or filling where specified.

After any engine disassembly, always install new gaskets, O-rings, cotter pins, piston pin clips, snap rings, etc. when reassembling. After reassembly, check all parts for proper installation and operation.

All Pre-ride Inspection Items

Refer to *Pre-ride Inspection* page 9.

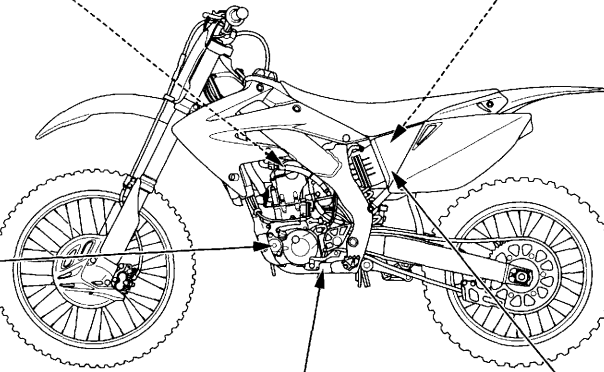
General Competition Maintenance

Spark Plug

Some non-resistor plugs may cause ignition problems. Refer to the recommendations elsewhere in this manual for specific types so you will be sure to use the proper reach and heat range. Replace periodically as specified in the Maintenance Schedule (page 20).

Engine Oil and Filter

Drain and replace engine oil often to ensure the greatest service life of the piston, cylinder and crankshaft. Also replace engine oil filter often to ensure the greatest service life. Frequent changes will also assure consistent performance of power and response (page 37).



Transmission Oil

Drain and replace transmission oil often to ensure the greatest service life of the transmission and clutch. Frequent changes will also assure consistent performance of both shifting and clutch action (page 40).

Air Cleaner

Clean and oil your air cleaner regularly because the volume of air able to pass through it has a great effect on performance. Both engine performance and long term durability may be affected by an air cleaner that has deteriorated and allows dirt to pass. Inspect the air cleaner closely each time it's serviced for evidence of small tears or seam separation. Keep a spare air cleaner oiled and ready to install, sealed in a plastic bag. Riding in dusty conditions may require servicing the air cleaner or replacing it with a pre-serviced air cleaner between motos. Be careful not to over oil the air cleaner. While it is important to oil the air cleaner thoroughly, over oiling will cause an overall rich running condition, probably more noticeable off idle and in low min^{-1} (rpm) performance. Follow the servicing instructions in the Maintenance section. Use Honda Foam Air Filter Oil or an equivalent. Be sure to grease the air cleaner flange where it contacts the air cleaner housing. Honda White Lithium Grease, or an equivalent, is handy for this because any dirt that penetrates this sealing area will show up clearly (page 43).

Use the Honda Genuine air cleaner or an equivalent air cleaner specified for your model.

Using the wrong Honda air cleaner or a non-Honda air cleaner which is not of equivalent quality may cause premature engine wear or performance problems.

Air cleaner Housing Sealing

Remove and reseal the air cleaner housing boot where it connects to the air cleaner housing with Hand Grip Cement or an equivalent if there is any doubt to its sealing integrity. Inspect the air cleaner and air intake tract regularly for signs of deterioration or dirt penetration.

General Competition Maintenance

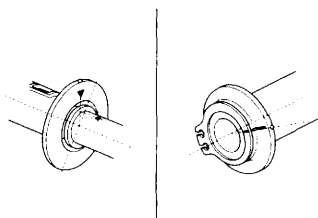
Handgrips

Always use Hand Grip Cement when replacing handgrips.

Throttle Grip

Align the index mark on the throttle grip with the edge of the throttle cable guide. Left handlebar grip: Align the "Δ" mark on the left handlebar grip with the paint mark on the handlebar.

Refer to the Shop Manual for installation instructions.



For added security, you may choose to bind the hand grips to the handlebar and throttle pipe with safety wires to prevent the possibility of them loosening. Position the twisted wire ends away from your palms and be sure to bend the wire ends well into the handgrip rubber so they will not snag your glove.



Throttle Control

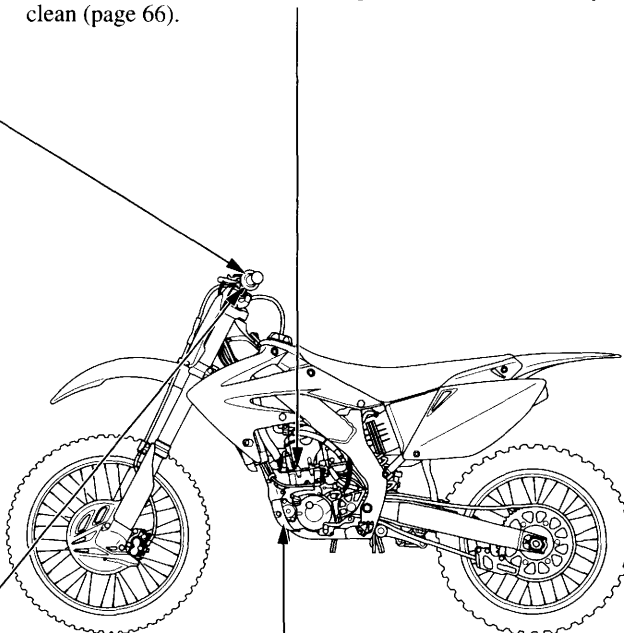
Remove the throttle control every few rides, clean the inside of the throttle pipe and the handlebar thoroughly, and apply a light coating of oil. Inspect the cable carefully for kinks or other damage that may restrict throttle control in any way. Move the handlebar from lock to lock to be sure there is no cable interference. Make certain the throttle operation is perfect after servicing and inspecting.

Gaskets

Always use new gaskets when reassembling components.

Cylinder Removal

Put a little grease on the cylinder mounting dowels to prevent corrosion from dissimilar metals. The tolerances are quite tight, so it's important to keep these dowels absolutely clean (page 66).



Engine Mounting Bolts and Nuts

Make sure the engine mounting bolts and nuts are tightened to the proper torque specification. For added peace of mind, remove the nuts, clean the threads, and apply Honda Thread Lock or an equivalent prior to torquing the nuts.

Fuel Filter

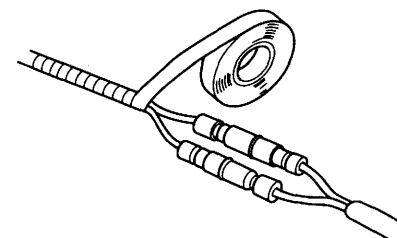
Periodically drain the fuel from the fuel tank, remove and clean the fuel valve/filter. Replace the fuel valve O-ring if there are any signs of damage or deterioration (page 35).

Fuel Contamination

Refer to *Fuel System* in your Owner's Manual, page 34. Check the fuel lines for deterioration, damage, or leakage. Replace the fuel lines, if necessary. Periodically drain the fuel from the fuel tank, remove and clean the fuel valve and fuel filter. Replace the fuel valve O-ring if there are any signs of damage or deterioration (page 35). Loosen the drain screw and examine the fuel that flows out of the float bowl. If you notice anything in the fuel, such as water or dirt, remove the float bowl and inspect its contents (page 124). For maximum efficiency, drain and replace fuel that has remained in your fuel tank for more than a month.

Electrical Connectors

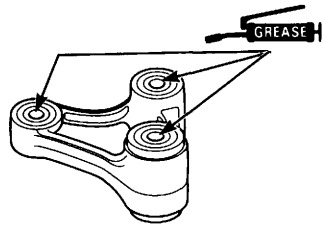
Clean electrical connectors and wrap them with electrical tape to reduce the possibility of unwanted disconnections, water shorts or corrosion. Additional corrosion protection is offered by using Honda Dielectric Grease on all electrical connections.



General Competition Maintenance

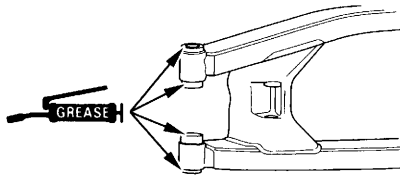
Suspension Linkage Lubrication

Disassemble, clean, inspect and lubricate all suspension linkage pivot bearings with grease after each 7.5 hours of running time in order to maintain proper suspension performance and minimize component wear.



Swingarm Pivot Lubrication

Clean, inspect and lubricate swingarm and suspension linkage pivots with grease. Be sure all of the dust seals are in good condition.

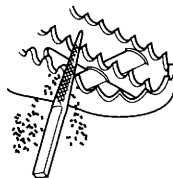


Swingarm

Do not attempt to weld or otherwise repair a damaged swingarm. Welding will weaken the swingarm.

Footpegs

Worn footpeg teeth can be repaired by filing the grooves between the teeth with a triangular shaped file. Be aware that filing them too sharp will reduce boot sole lifespan. Sharpen only the points of the teeth. Filing the grooves deeper will weaken the footpegs. Be sure the pegs are free to pivot freely and that the pivot pin retaining cotter pins are in good condition.



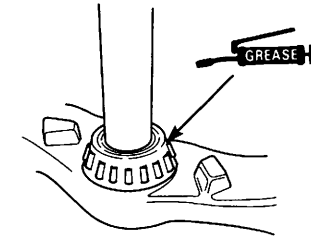
Brake Fluid Replacement

Refer to *Brake Pad Wear* in your Owner's Manual, page 80. **Brake Caliper Inspection:** Be sure both the front and rear calipers are able to move freely on the caliper bracket pins. Check pad thickness periodically and replace the pads when minimum thickness is reached. If the brakes fade when they are hot, inspect the pads for glazing or damage, and replace if necessary.

Brake Fluid Replacement: Replace the hydraulic fluid in the brake system every 2 years. Replace the fluid more frequently if you subject your brakes to severe use. Heavy braking heats the brake fluid and it may deteriorate sooner than expected. Any type of riding, that requires frequent use of the brakes, such as in tight woods, can shorten the service life of brake fluid.

Steering Head Bearings

Periodically clean, inspect and regrease the steering head bearings — especially if wet, muddy or extremely dusty courses are encountered often. Use urea based multi-purpose grease designed for high temperature, high pressure performance (example: EXCELITE EP2 manufactured by KYODO YUSHI, Japan or Shell stamina EP2 or equivalent).



Fork Oil/Performance

Disassemble, clean and inspect the front fork and replace oil regularly. Contamination due to the tiny metal particles produced from the normal action of the fork, as well as normal oil breakdown, will deteriorate the performance of the suspension. Refer to the Honda Shop Manual. Use only Honda ULTRA CUSHION OIL SPECIAL 5W or equivalent which contains special additives to assure maximum performance of your CRF's front suspension.

Frame

Because your CRF is a high-performance machine, the frame should not be overlooked as part of your overall competition maintenance program. Periodically inspect the frame closely for possible cracking or other damage. It makes good racing sense.

Spokes

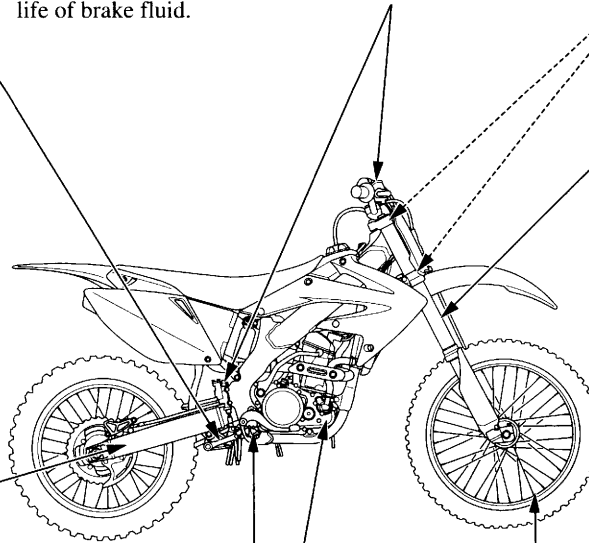
Check spoke tension frequently between the first few rides. As the spokes, spoke nuts and rim contact points seat-in, the spokes may need to be retightened. Once past this initial seating-in period, the spokes should hold their tension. Still, be sure your race maintenance program includes checking spoke tension and overall wheel condition on a regular basis (page 81).

Nuts, Bolts, Etc

Application of a thread locking agent to essential fasteners offers added assurance and security. Remove the nuts, clean the threads of both the nuts and bolts, apply Honda Thread Lock or an equivalent and tighten to the specified torque.

Water Leakage Check Hole

After every race, check the leakage check hole, located just below the water pump cover on the right crankcase cover. Clean away any clogged dirt or sand, if necessary. Look for coolant or oil leakage. Leaking coolant indicates a worn or damaged water seal. Leaking oil indicates a bad transmission oil seal. If replacement is necessary, both seals should be replaced.

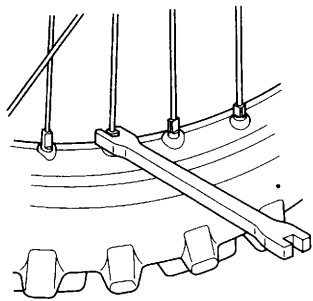


Before & After Competition Maintenance

Between Motos & Practice Maintenance

After practice or between motos you have a chance to make additional checks and adjustments.

- Clean accumulated dirt from under the fenders and off the wheels, suspension components, handgrips, controls, and footpegs. A stiff, nylon parts cleaning brush works well.
- Check tyre air pressure.
- Check spoke tension, and make sure the rim locks are secure.

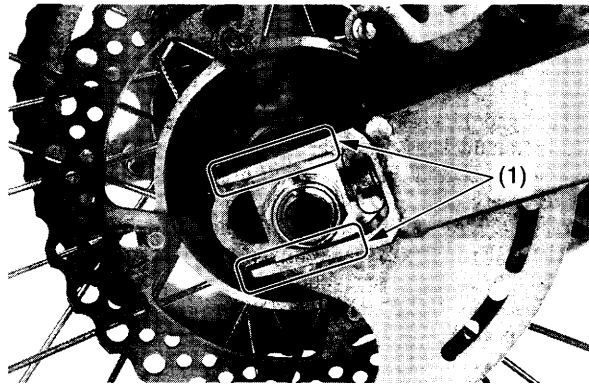


- Check to make sure the sprocket bolts and nuts are secure.
- Clean the sides of the drive chain with a stiff, nylon parts-cleaning brush. Lubricate and adjust the chain as necessary.

Do not perform maintenance while engine is running.

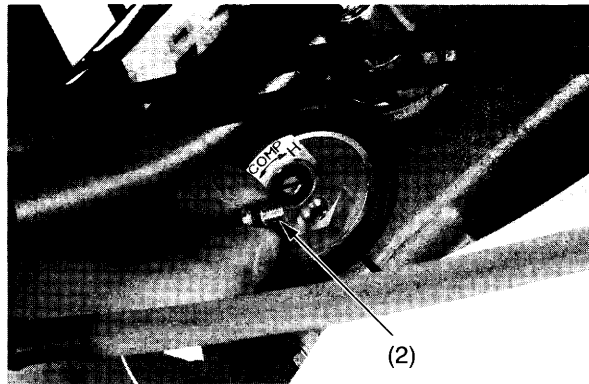
Injury to your fingers or hands may result.

- After adjustment, check that the chain adjuster index marks (1) are in the same position on each side. This will ensure that the rear wheel is in proper alignment and allow maximum performance from the rear disc brake. Maintaining proper wheel alignment will also extend brake pad wear.



(1) chain adjuster index marks

- Suspend the front wheel above the ground and use the pressure release screws (2) to release the built-up pressure (in excess of normal atmospheric pressure: 0 kPa (0 kgf/cm², 0 psi)) in the fork tubes. This pressure is caused by normal fork action while riding. (If you are riding at altitude, remember that fork pressure of 0 at sea level will increase as elevation increases.)



(2) pressure release screw

After Competition Maintenance

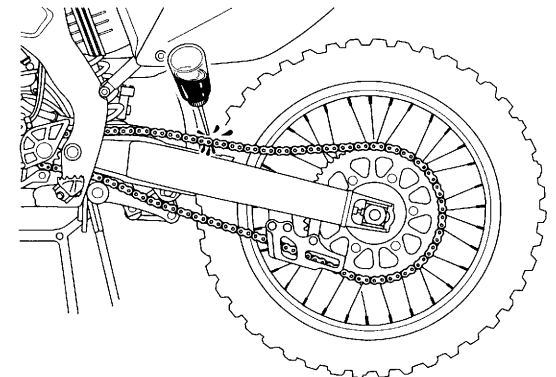
It is important to the long term performance of your CRF to practice a consistent maintenance program. Right after the event is a good time to begin your next maintenance cycle.

After Race Lubrication

Apply a light coating of rust-inhibiting oil to the drive sprocket and any steel portions of the chassis or engine where the paint has worn away. This will prevent rusting of the exposed metal. Apply rust-inhibiting oil more heavily if the event was particularly wet or muddy. Take care to avoid spraying any oil near the brake pads or brake disc.

Take care to prevent catching your fingers between the chain and sprocket.

Remove the drive chain, clean and lubricate it. Be sure the chain is wiped clean and is dry before lubricating the chain.



Routine Cleaning

If your CRF is only slightly dirty, it is best to clean it by hand with the aid of a stiff bristled nylon brush and some clean rags.

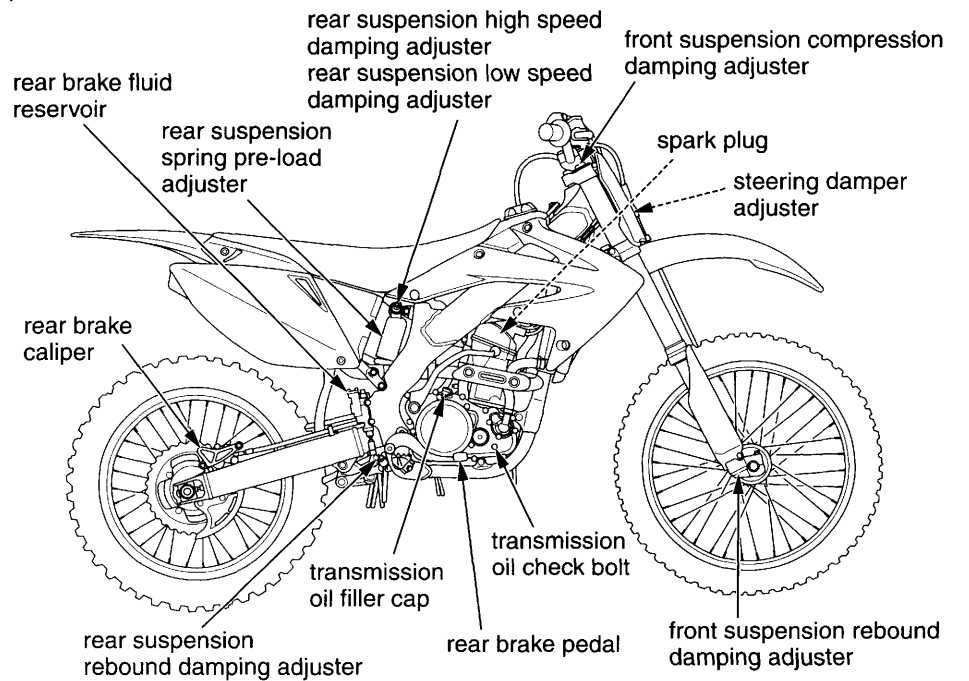
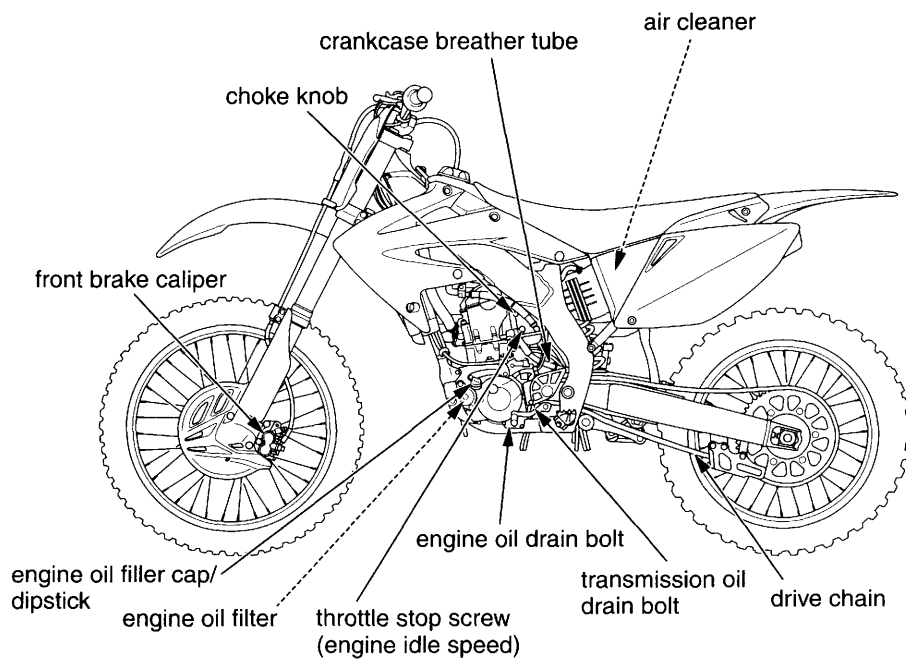
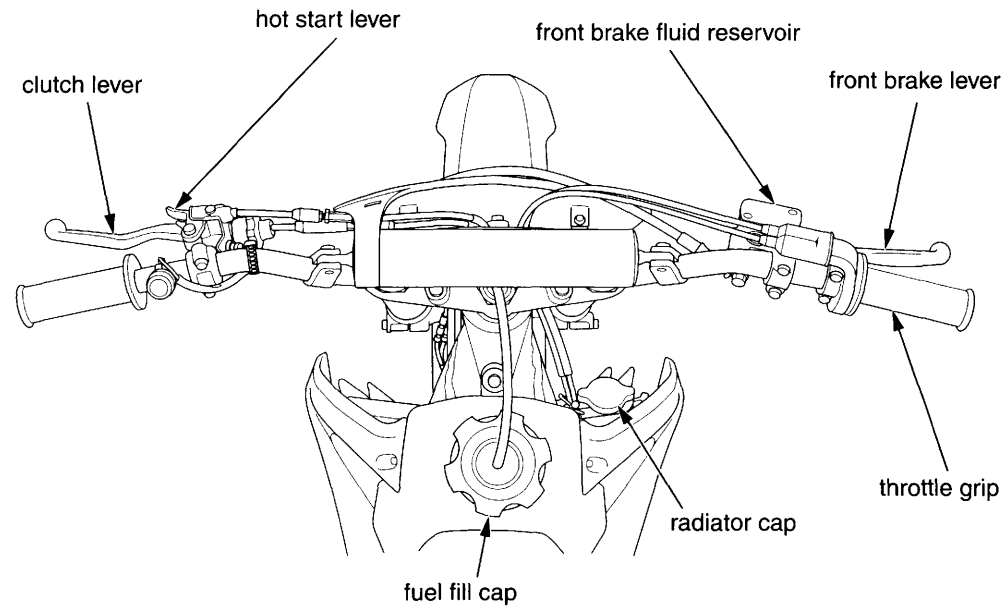
Take care to prevent catching your fingers between the chain and sprocket.

A variety of reasonably priced cleaning brushes are available from variety, drug, food, and hardware stores. Some of these brushes are extremely useful in removing dirt from the many tight contours of the metal pieces of your CRF. Avoid using stiff, abrasive brushes on the plastic or rubber parts.

If your CRF was exposed to sea air or salt water, rinse it as soon as possible after the event, dry it, and apply a spray lubricant to all metal parts.

If you decide to wash your CRF or use cleaners, refer to *Appearance Care* (page 95).

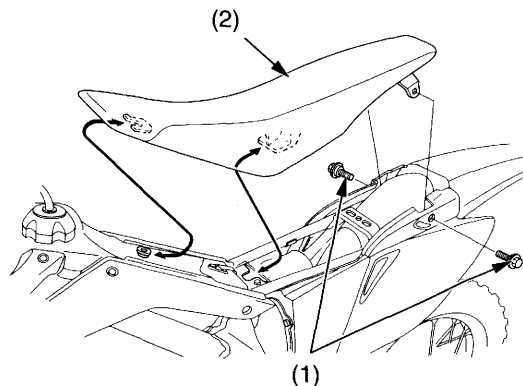
Maintenance Component Locations



Refer to *Safety Precautions* on page 19.

Removal

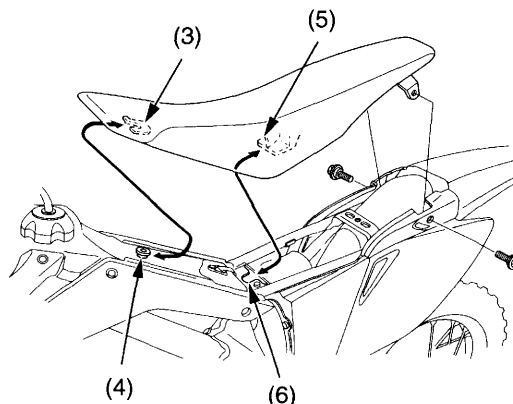
1. Remove the seat mounting bolts (1).
2. Remove the seat (2) by sliding it backward.



(1) seat mounting bolts (2) seat

Installation

1. Install the seat while aligning the front prong (3) with the seat bracket (4) and rear prong (5) with the tab (6) of the subframe.
2. Install and tighten the seat mounting bolts to the specified torque:
26 N·m (2.7 kgf·m, 19 lbf·ft)



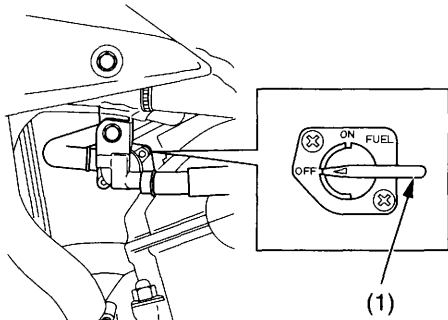
(3) front prong
(4) seat bracket
(5) rear prong
(6) tab

Fuel Tank Removal

Refer to *Safety Precautions* on page 19.

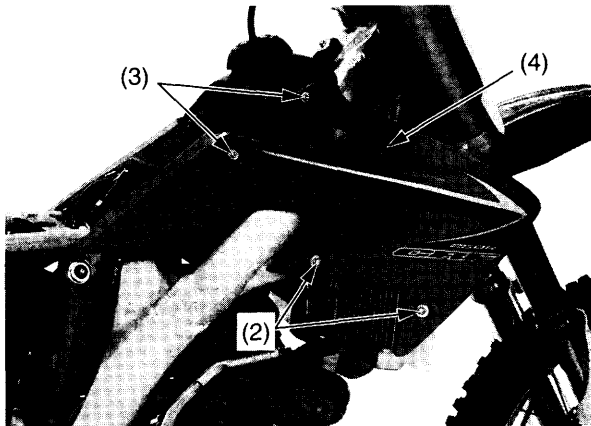
Removal

1. Turn the fuel valve (1) OFF.



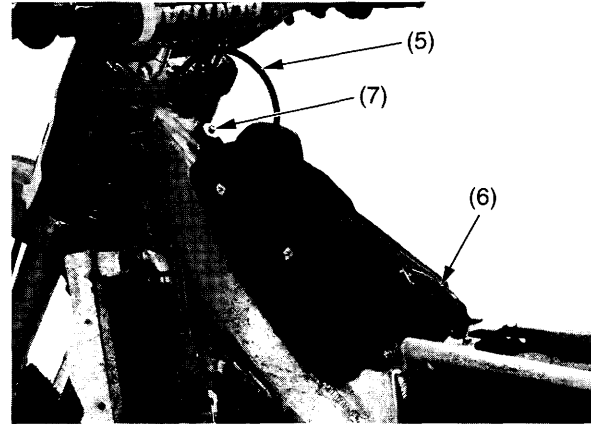
(1) fuel valve

2. Remove the seat (page 29).
3. Remove the shroud A bolts/collars (2).
4. Remove the shroud B bolts (3) and shrouds (4).



(2) shroud A bolts/collars
(3) shroud B bolts
(4) shroud

5. Pull the breather tube (5) out of steering stem nut.
6. Unhook the fuel tank band (6).
7. Remove the fuel tank bolt/collar (7).



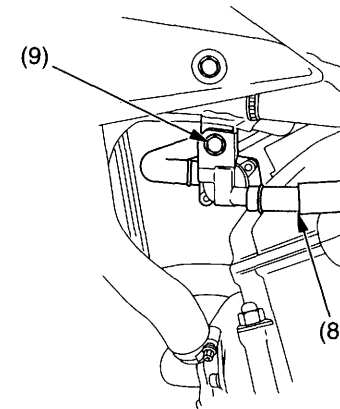
(5) breather tube
(6) fuel tank band
(7) fuel tank bolt/collar

8. Disconnect the fuel line (8) from the fuel valve. The fuel line leading to the carburetor must be disconnected, not the fuel line leading to the fuel tank.
9. Remove the fuel valve bolt (9) and fuel valve.
10. Remove the fuel tank.

⚠ WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

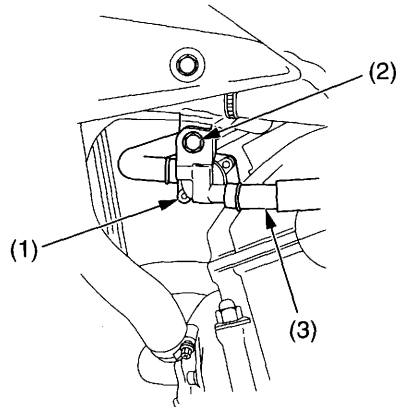


(8) fuel line

(9) fuel valve bolt

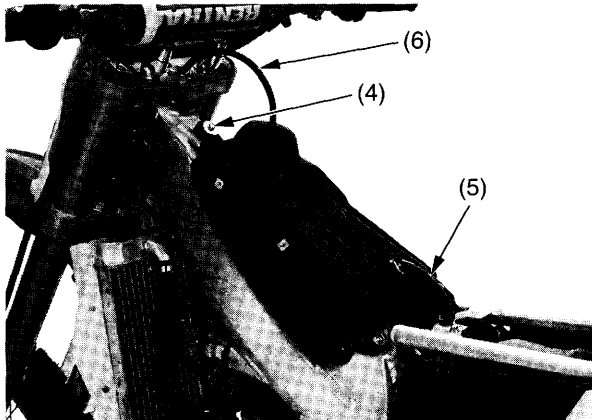
Installation

1. Install the fuel tank on the frame.
2. Install the fuel valve (1) and tighten the fuel valve bolt (2).
3. Connect the fuel line (3) to the fuel valve.



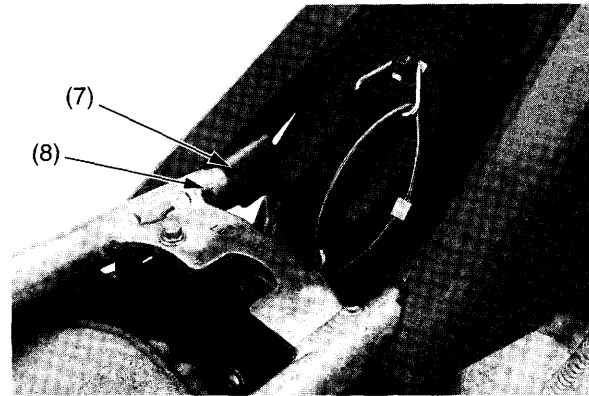
- (1) fuel valve
 (2) fuel valve bolt
 (3) fuel line

4. Install the fuel tank bolt/collar (4).
5. Hook the fuel tank band (5).
6. Put the breather tube (6) in the steering stem nut.



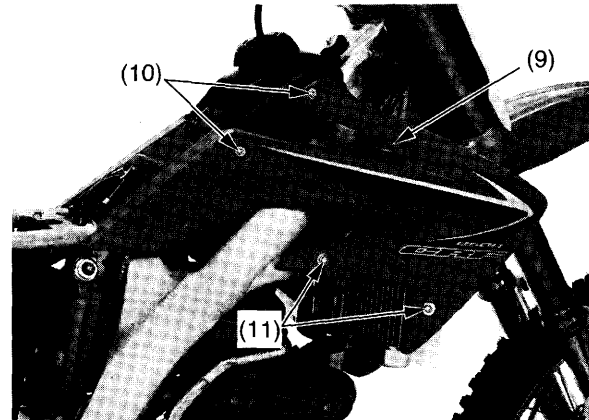
- (4) fuel tank bolt/collar
 (5) fuel tank band
 (6) breather tube

7. Install the shroud tab (7) onto the subframe (8).



- (7) shroud tab
 (8) subframe

8. Install the shrouds (9) and shroud B bolts (10).
9. Install and tighten the shroud A bolts/collars (11).
10. Tighten the shroud B bolts to the specified torque:
 5 N·m (0.5 kgf-m, 3.7 lbf-ft)



- (9) shroud
 (10) shroud B bolts
 (11) shrouds A bolts/collars

11. Install the seat (page 29).

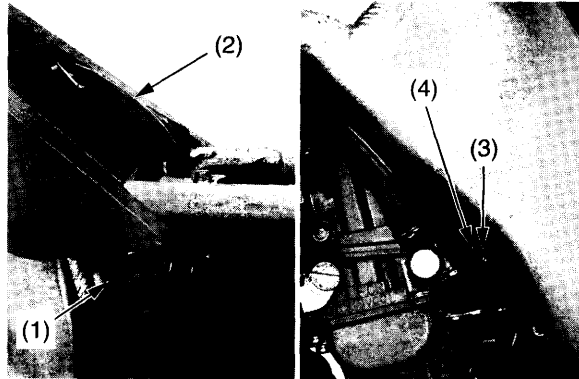
Subframe Removal

Refer to *Safety Precautions* on page 19.

Removal

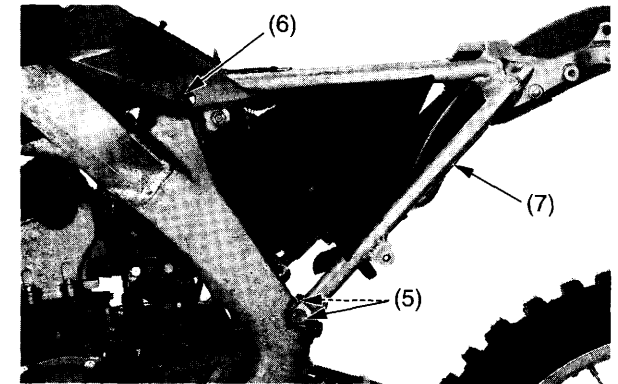
1. Remove the muffler (page 87).
2. Remove the exhaust joint pipe (page 89).
3. Remove the seat (page 29).

4. Disconnect the crankcase breather tube (1).
5. Unhook the fuel tank band (2).
6. Loosen the screw (3) on the air cleaner connecting tube clamp (4).



- (1) crankcase breather tube
- (2) fuel tank band
- (3) screw
- (4) air cleaner connecting tube clamp

7. Remove the subframe lower mounting bolts (5) and subframe upper mounting bolt (6). Then remove the subframe (7) by pulling it straight backward.



- (5) subframe lower mounting bolts
- (6) subframe upper mounting bolt
- (7) subframe

Installation

1. Loosely attach the upper and lower ends of the subframe (1) to the mainframe while connecting the air cleaner connecting tube to the carburetor.

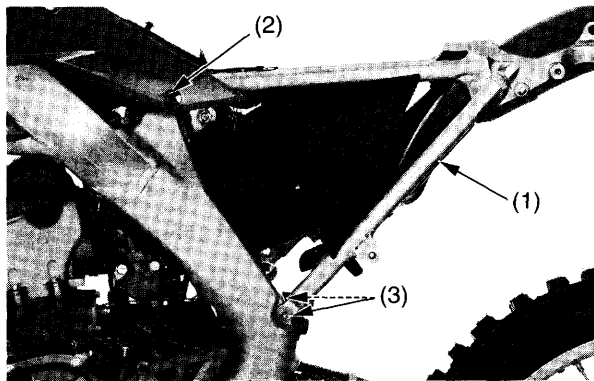
Be careful not to bend the subframe.

Install the subframe upper mounting bolt (2) and subframe lower mounting bolts (3).

Tighten the upper mounting bolt and lower mounting bolts to each specified torque:

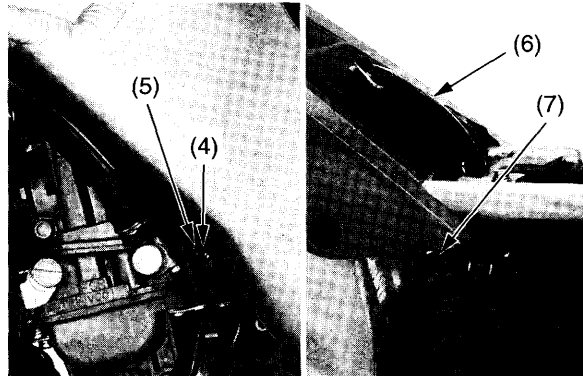
upper bolt: 30 N·m (3.1 kgf·m, 22 lbf·ft)

lower bolt: 49 N·m (5.0 kgf·m, 36 lbf·ft)



- (1) subframe
- (2) subframe upper mounting bolt
- (3) subframe lower mounting bolts

2. Tighten the screw (4) on the air cleaner connecting tube clamp (5).
3. Hook the fuel tank band (6).
4. Connect the crankcase breather tube (7).



- (4) screw
- (5) air cleaner connecting tube clamp
- (6) fuel tank band
- (7) crankcase breather tube

5. Install the seat (page 29).
6. Install and tighten the exhaust joint pipe and muffler (pages 88 – 89).

Fuel System

Refer to *Safety Precautions* on page 19.

Fuel Recommendation

Type	Unleaded
Research Octane Number	95 (or higher)

We recommend that you use unleaded fuel because it produces fewer engine deposits and extends the life of exhaust system components.

Your engine is designed to use any petrol that has a pump octane number $(R + M)/2$ of 91 or higher, or a research octane number of 95 or higher. Petrol pumps at service stations normally display the pump octane number. For information on the use of *Petrol Containing Alcohol*, see page 148.

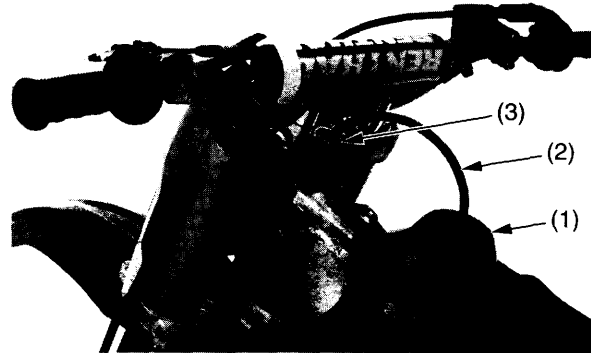
Use of lower octane petrol can cause persistent “pinging” or “spark knock” (a louder rapping noise) which, if severe, can lead to engine damage. (Light pinging experienced while operating under a heavy load, such as climbing a hill, is no cause for concern.)

If pinging or spark knock occurs at a steady engine speed under normal load, change brands of petrol. If pinging or spark knock persists, consult your Honda dealer.

Never use stale or contaminated petrol. Avoid getting dirt, dust or water in the fuel tank.

Refueling Procedure

Fuel Tank Capacity: 7.3 ℓ (1.9 US gal, 1.61 Imp gal)



(1) fuel fill cap (3) steering stem nut
(2) breather tube

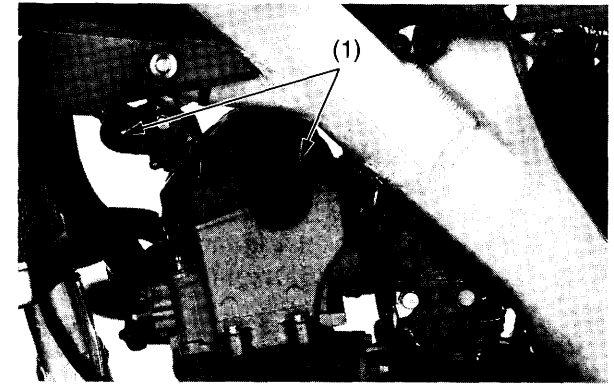
1. To open the fuel fill cap (1), pull the breather tube (2) out of the steering stem nut (3). Turn the fuel fill cap counterclockwise and remove it.
2. Add fuel until the level reaches the bottom of the filler neck. Avoid overfilling the tank. There should be no fuel in the filler neck.
3. Close the fuel fill cap and insert the breather tube in the steering stem nut.

⚠ WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

Fuel Line



(1) fuel line

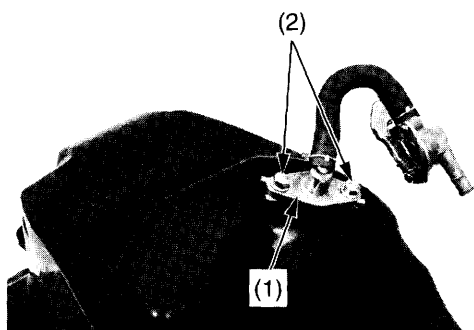
1. Check for leaks.
2. Check the fuel line (1) for cracks, deterioration, damage or leakage. Replace the fuel line, if necessary.
3. Check for interference between the frame and fuel tank and adjust if necessary.

Fuel Filter

The fuel filter is mounted on the bottom left side of the fuel tank. Dirt accumulated in the filter will restrict the flow of the fuel to the carburetor. Therefore, the fuel filter should be serviced frequently.

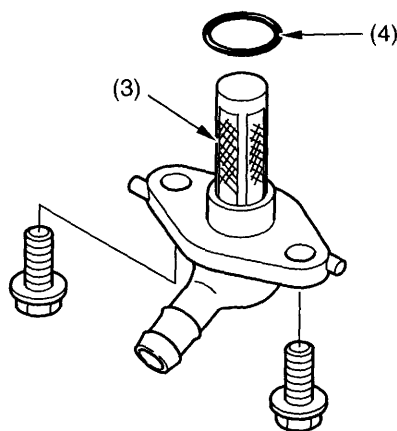
To service the fuel filter:

1. Drain the fuel from the fuel tank into an approved petrol container.
2. Remove the fuel tank (page 30).
3. Remove the fuel joint (1) from the fuel tank by removing the bolts (2).



(1) fuel joint
(2) bolts

4. Wash the fuel filter (3) in high flash-point cleaning solvent.
5. Reassemble the fuel filter in the reverse order of removal. Make sure the O-ring (4) is in good condition and install it onto the fuel joint.
6. Install the fuel joint in the fuel tank by tightening the bolts to the specified torque: 10 N·m (1.0 kgf·m, 7 lbf·ft)
7. Install the fuel tank (page 31) and refill the fuel.
Turn the fuel valve to ON; check for fuel leaks.



(3) fuel filter
(4) O-ring

Engine Oil

Refer to *Safety Precautions* on page 19.

Using the proper oil, and regularly checking, adding, and changing oil will help extend the service life of the engine. Even the best oil wears out. Changing oil helps get rid of dirt and deposits. Operating the engine with old or dirty oil can damage your engine. Running the engine with insufficient oil can cause serious damage to the engine.

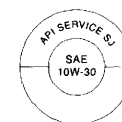
Oil Recommendation

API classification	SG or higher except oils labeled as energy conserving on the circular API service label
viscosity (weight)	SAE 10W-30
JASO T 903	MA
suggested oil	Honda "4-STROKE MOTORCYCLE OIL" or equivalent

- Your CRF does not need oil additives. Use the recommended oil.
- Do not use API SH or higher 4-stroke engine oils displaying a circular API "energy conserving" service label on the container. They may affect lubrication.

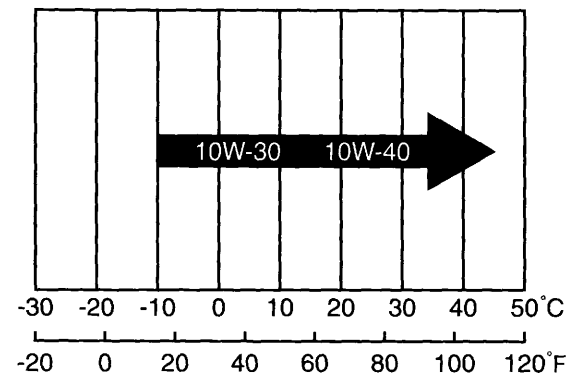


NOT RECOMMENDED



OK

Other viscosities shown in the following chart may be used when the average temperature in your riding area is within the indicated range.

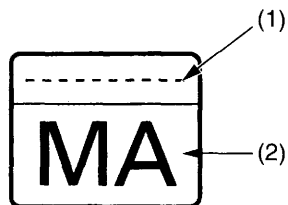


JASO T 903 standard

The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines.

There are two classes: MA and MB.

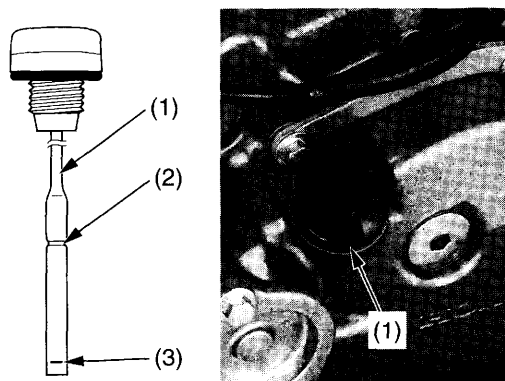
Oil conforming to the standard is labeled on the oil container. For example, the following label shows the MA classification.



PRODUCT MEETING JASO T 903
COMPANY GUARANTEEING THIS MA PERFORMANCE:

(1) code number of the sales company of the oil
(2) oil classification

Checking & Adding Oil



(1) engine oil filler cap/dipstick (3) lower level mark
(2) upper level mark

1. Run the engine at idle for 3 minutes, then shut it off.
2. Wait 3 minutes after shutting off the engine to allow the oil to properly distribute itself in the engine.
3. Support the CRF in an upright position on a level surface.
4. Remove the engine oil filler cap/dipstick (1), wipe it clean, and insert the engine oil filler cap/dipstick without screwing it in. Remove the engine oil filler cap/dipstick.
5. Check that the oil level is between the upper (2) and lower (3) level marks on the engine oil filler cap/dipstick.
 - If the oil is at or near the upper level mark, you do not have to add oil.
 - Before race or if the oil level is below or near the lower level mark, add the recommended oil until the upper level mark is reached. (Do not overfill.)
 Reinstall the engine oil filler cap/dipstick. Repeat steps 1 – 5.
6. Reinsert the engine oil filler cap/dipstick.
7. Check for oil leaks.

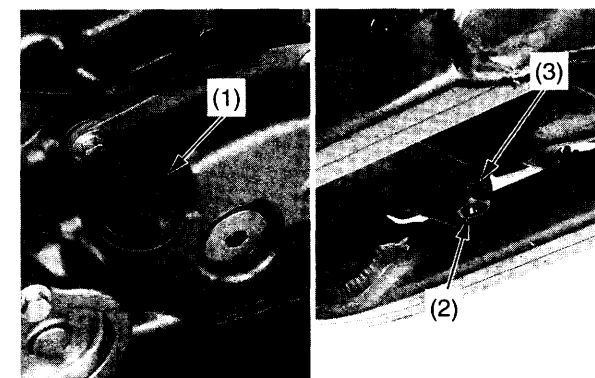
Changing Engine Oil & Filter

1. Run the engine at idle for 3 minutes, then shut it off.
2. Support the CRF in an upright position on a level surface.
3. Remove the engine oil filler cap/dipstick (1) from the left crankcase cover.
4. Place an oil drain pan under the engine to catch the oil. Then remove the engine oil drain bolt (2) and sealing washer (3).
5. With the engine stop button pushed, repeat kickstarter operation approximately 5 times to drain the engine oil completely.
6. After the oil has drained, apply fresh engine oil to the engine oil drain bolt threads.
7. Install and tighten the engine oil drain bolt with a new sealing washer to the specified torque:
16 N·m (1.6 kgf·m, 12 lbf·ft)

Pour the drained oil into a suitable container and dispose of it in an approved manner (page 142).

NOTICE

Improperly disposal of drained fluids is harmful to the environment.

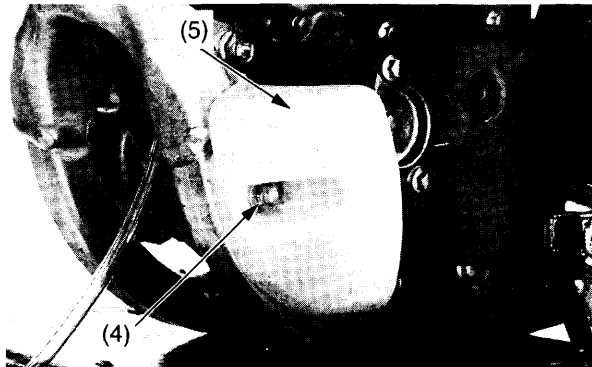


(1) engine oil filler cap/dipstick
(2) engine oil drain bolt
(3) sealing washer

(cont'd)

Engine Oil

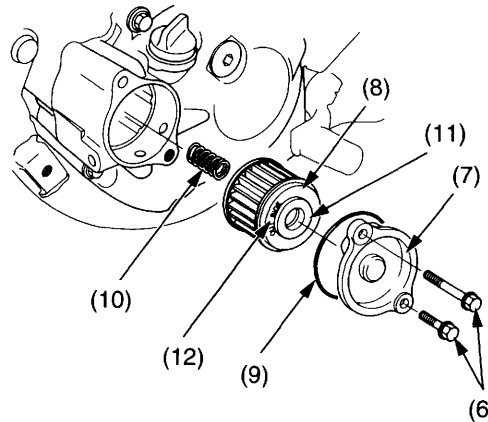
- It is recommended to replace the oil and filter every 6 races or about every 15.0 hours. However, if you replace only the oil before the recommended interval, see page 21.
- Remove the left engine guard bolt (4) and left engine guard (5).



(4) left engine guard bolt
(5) left engine guard

- Remove the oil filter cover bolts (6) and oil filter cover (7).
- Remove the oil filter (8) from the oil filter cover.

- Check that the oil filter cover O-ring (9) is in good condition.



(6) oil filter cover bolts
(7) oil filter cover
(8) oil filter
(9) oil filter cover O-ring
(10) spring
(11) rubber seal
(12) "OUT-SIDE" mark

NOTICE

Using the wrong oil filter may result in leaks or premature engine damage.

- Apply grease to the filter side of the spring end, then install the spring (10) into a new oil filter.
- Position the spring against the engine crankcase and install a new oil filter with the rubber seal (11) facing out, away from the engine. You should see the "OUT-SIDE" mark (12) on the filter body, near the rubber seal. Use a new Honda Genuine oil filter or a filter of equal quality specified for your model.

NOTICE

If the oil filter is not installed properly, it will cause serious engine damage.

- Apply engine oil to a new O-ring and install it to the oil filter cover.
- Install the oil filter cover being careful not to damage the O-ring, then tighten the oil filter cover bolts to the specified torque:
12 N·m (1.2 kgf·m, 9 lbf·ft)
- Install the left engine guard and bolt, then tighten it.
- Fill the crankcase with the recommended oil.
Capacity: 0.69 ℓ (0.73 US qt, 0.61 Imp qt) after draining and oil filter change
0.66 ℓ (0.70 US qt, 0.58 Imp qt) after draining
- Install the engine oil filler cap/dipstick.
- Check the engine oil level by following the steps in *Checking & Adding Oil* (page 37).

Pour the drained oil into a suitable container and dispose of it in an approved manner (page 142).

NOTICE

Improper disposal of drained fluids is harmful to the environment.

Refer to *Safety Precautions* on page 19.

Using the proper oil, and regularly checking, adding, and changing oil will help extend the service life of the transmission and clutch. Even the best oil wears out. Changing oil helps get rid of dirt and deposits. Operating the engine with old or dirty oil can damage your engine. Running the engine with insufficient oil can cause serious damage to the engine and transmission.

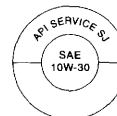
Oil Recommendation

API classification (4-stroke engine oil only)	SG or higher except oils labeled as energy conserving on the circular API service label
Viscosity (weight)	SAE 10W-30
JASO T903 standard	MA
others	without friction modifiers as molybdenum additives
suggested oil	Honda "4-STROKE MOTORCYCLE OIL" or equivalent

- Your CRF does not need oil additives. Use the recommended oil.
- Do not use oils with graphite or molybdenum additives. They may adversely affect clutch operation.
- Do not use API SH or higher 4-stroke engine oils displaying a circular API "energy conserving" service label on the container. They may affect lubrication and clutch performance.

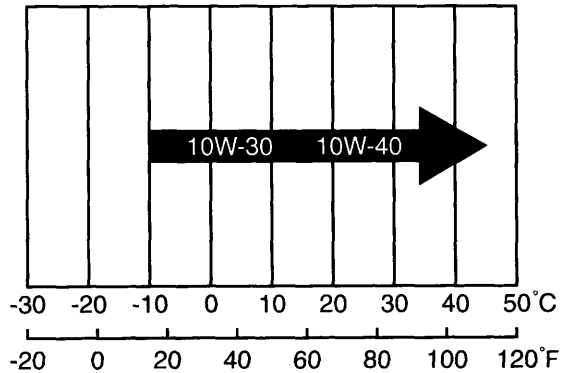


NOT RECOMMENDED



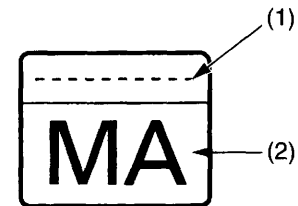
OK

Other viscosities shown in the following chart may be used when the average temperature in your riding area is within the indicated range.



JASO T 903 standard

The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines. There are two classes: MA and MB. Oil conforming to the standard is labeled on the oil container. For example, the following label shows the MA classification.

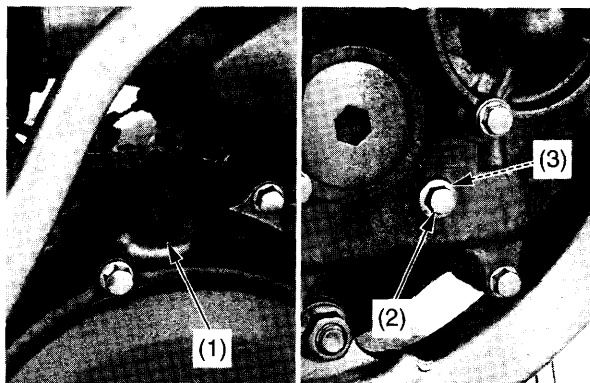


PRODUCT MEETING JASO T 903
COMPANY GUARANTEEING THIS MA PERFORMANCE:

- (1) code number of the sales company of the oil
- (2) oil classification

Transmission Oil

Checking & Adding Oil

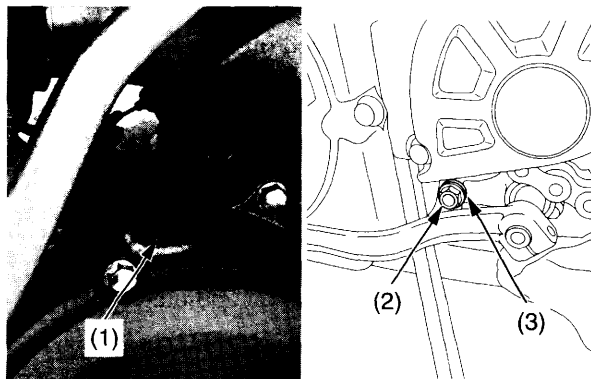


(1) transmission oil filler cap (3) sealing washer
(2) oil check bolt

1. Run the engine at idle for 3 minutes, then shut it off.
2. Wait 3 minutes after shutting off the engine to allow the oil to properly distribute itself in the clutch and transmission.
3. Support the CRF in an upright position on a level surface.
4. Remove the transmission oil filler cap (1), oil check bolt (2) and sealing washer (3) from the right crankcase cover. A small amount of oil should flow out of the oil check bolt hole. Allow any excess oil to flow out of the oil check bolt hole.
If no oil flows out of the oil check bolt hole, add oil slowly through the transmission oil filler hole until oil starts to flow out of the oil check bolt hole.
Install the oil check bolt with a new sealing washer and transmission oil filler cap. Repeat step 1 – 4.
5. After inspecting the oil level or adding oil, tighten the oil check bolt to the specified torque:
Oil Check Bolt:
12 N·m (1.2 kgf·m, 9 lbf·ft)
6. Install the transmission oil filler cap securely.

Replacing Transmission Oil

1. Run the engine at idle for 3 minutes, then shut it off.
2. Support the CRF in an upright position on a level surface.
3. Remove the transmission oil filler cap (1) from the right crankcase cover.
4. Place an oil drain pan under the engine to catch the oil. Then remove the transmission oil drain bolt (2) and sealing washer (3).
5. After the oil has drained, apply fresh engine oil to the transmission oil drain bolt threads.
6. Install and tighten the transmission oil drain bolt with a new sealing washer to the specified torque:
16 N·m (1.6 kgf·m, 12 lbf·ft)



(1) transmission oil filler cap
(2) transmission oil drain bolt
(3) sealing washer

7. Fill the crankcase with recommended oil.
Capacity: 0.60 l (0.63 US qt, 0.53 Imp qt)
after draining
8. Check the transmission oil level by following the steps in *Checking & Adding Oil* (this page).

Pour the drained oil into a suitable container and dispose of it in an approved manner (page 142).

NOTICE

Improper disposal of drained fluids is harmful to the environment.

Your CRF's liquid cooling system dissipates engine heat through the coolant jacket that surrounds the cylinder and cylinder head.

Maintaining the coolant will allow the cooling system to work properly and prevent freezing, overheating, and corrosion.

Coolant Recommendation

Use high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines.

Check the antifreeze container label.

Use only distilled water as a part of the coolant solution. Water that is high in mineral content or salt may be harmful to the aluminum engine.

NOTICE

Using coolant with silicate inhibitors may cause premature wear of water seals or blockage of radiator passages. Using tap water may cause engine damage.

The factory provides a 50/50 solution of antifreeze and water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection.

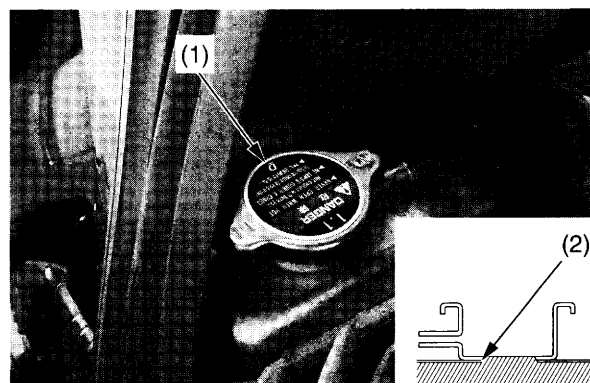
Decreasing the concentration of antifreeze to less than 40% will not provide proper corrosion protection.

Increasing the concentration of antifreeze is not recommended because it decreases cooling system performance. Higher concentrations of antifreeze (up to 60%) should only be used to provide additional protection against freezing. Check the cooling system frequently during freezing weather.

Checking & Adding Coolant

Refer to *Safety Precautions* on page 19.

1. With the engine cold, remove the radiator cap (1) and check coolant level. The coolant level is correct when it is at the bottom of the radiator filler neck (2).



- (1) radiator cap
(2) radiator filler neck

⚠ WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, seriously scalding you.

Always let the engine and radiator cool down before removing the radiator cap.

2. Add coolant up to the filler neck if the level is low.
Inspect the coolant level before each outing. A coolant loss of 20 – 60 cm³ (0.7 – 2.0 US oz, 0.7 – 2.1 Imp oz) through the overflow tube is normal. If coolant loss is more than this, inspect the cooling system.
Capacity:
1.00 l (1.06 US qt, 0.88 Imp qt) after disassembly
0.93 l (0.98 US qt, 0.82 Imp qt) after draining
3. Install the radiator cap securely.

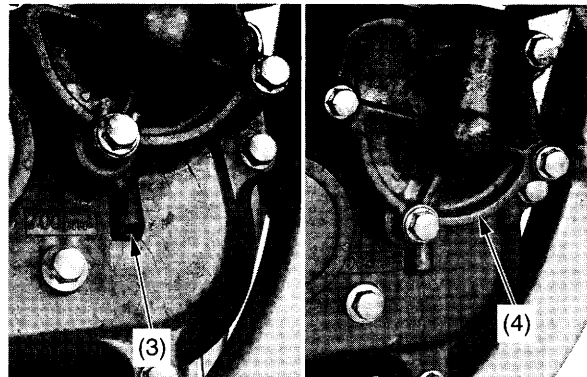
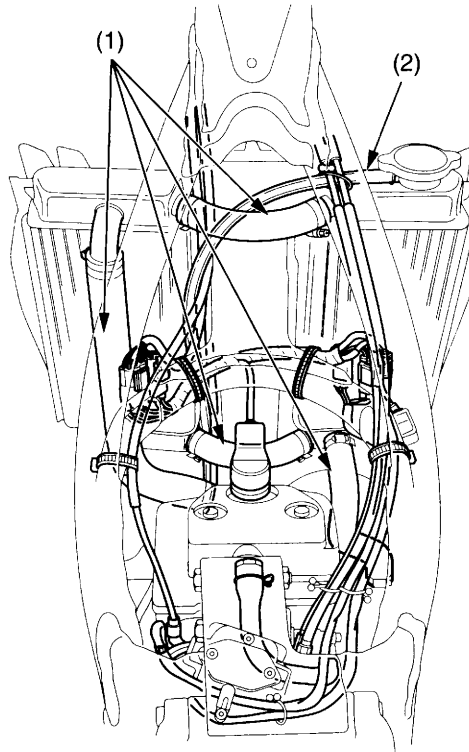
NOTICE

If the radiator cap is not installed properly, it will cause excessive coolant loss and may result in overheating and engine damage.

Coolant

Cooling System Inspection

1. Check the cooling system for leaks (see the Honda Shop Manual for troubleshooting of leaks).
2. Check the water hoses (1) for cracks, deterioration, and hose clamp for looseness.
3. Check the radiator mount for looseness.
4. Make sure the overflow tube (2) is connected and not clogged.
5. Check the radiator fins for clogging.
6. Check the water leakage check hole (3) below the water pump cover (4) for leakage. Make sure the hole remains open. If water leaks through the check hole, the water seal is damaged. If oil leaks through the check hole, the oil seal is damaged. See the Honda Shop Manual or consult your Honda dealer for replacing the water seal or the oil seal. Both seals should be replaced at the same time.



- (1) water hoses
- (2) overflow tube
- (3) water leakage check hole
- (4) water pump cover

Coolant Replacement

Refer to *Safety Precautions* on page 19.

Coolant should be replaced by your Honda dealer, unless you have the proper tools and service data and are mechanically qualified. Refer to the Honda Shop Manual.

⚠ WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, seriously scalding you.

Always let the engine and radiator cool down before removing the radiator cap.

To properly dispose of drained coolant, refer to *You & the Environment*, page 142.

NOTICE

Improper disposal of drained fluids is harmful to the environment.

Refer to *Safety Precautions* on page 19.

The air cleaner uses polyurethane inner and outer pieces which can't be separated.

A dirty air cleaner will reduce engine power.

Proper air cleaner maintenance is very important for off-road vehicles. A dirty, water-soaked, worn-out, or defective air cleaner will allow dirt, dust, mud, and other impurities to pass into the engine.

Service the air cleaner more frequently if you ride in unusually wet or dusty areas. Your Honda dealer can help you determine the correct service interval for your riding conditions.

Your CRF's air cleaner has very specific performance requirements. Use a new Honda Genuine air cleaner specified for your model or an air cleaner of equal quality.

NOTICE

Using the wrong air cleaner may result in premature engine damage.

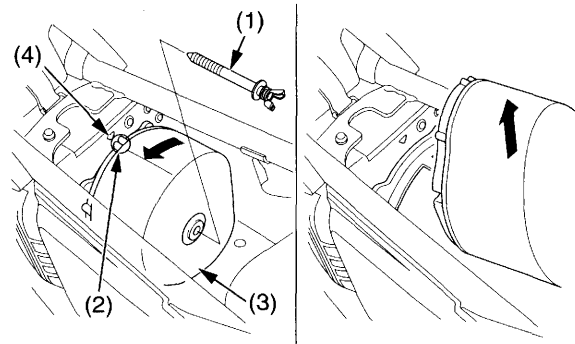
Proper air cleaner maintenance can prevent premature engine wear or damage, expensive repairs, low engine power, poor gas mileage, and spark plug fouling.

NOTICE

Improper or lack of proper air cleaner maintenance can cause poor performance and premature engine wear.

Cleaning

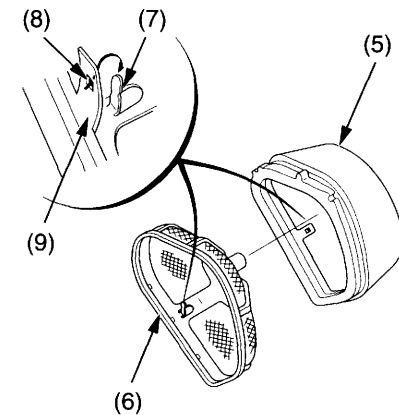
1. Remove the seat (page 29).
2. Remove the air cleaner retaining bolt (1).
3. Align the two access top tabs (2) of the air cleaner assembly (3) and "Δ" mark (4) of the air cleaner housing by rotating the air cleaner assembly counterclockwise.



- (1) air cleaner retaining bolt
 (2) two access top tabs
 (3) air cleaner assembly
 (4) "Δ" mark

4. Remove the air cleaner keeping the two access top tabs up.

5. Remove the air cleaner element (5) from the air cleaner holder (6).



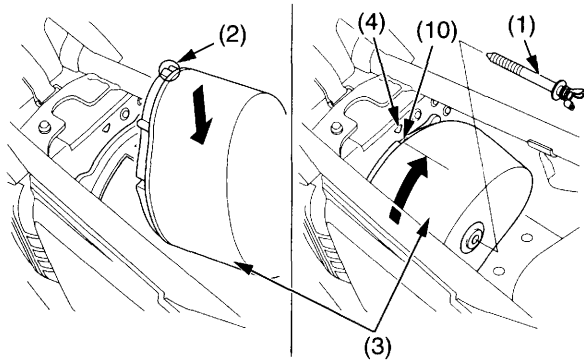
- (5) air cleaner element (8) hole
 (6) air cleaner holder (9) air cleaner tab
 (7) holder tab

6. Wash the air cleaner element in clean non-flammable cleaning solvent. Then wash in hot, soapy water, rinse well, and allow to dry thoroughly.
 The air cleaner element is made in two pieces: inner and outer, which cannot be separated.
7. Clean the inside of the air cleaner housing.
8. Allow the air cleaner element to dry thoroughly. After drying, soak the air cleaner element in clean Honda Foam Air Filter Oil or an equivalent air cleaner oil.
 Apply air cleaner oil to the entire surface, inner and outer, and rub it with both hands to saturate the air cleaner element with oil.
 Squeeze out excess oil.
9. Apply a thin coat of Honda White Lithium Grease or equivalent to the sealing surface between the air cleaner element and air cleaner element holder.
10. Assemble the air cleaner element and holder. Install the holder tab (7) of the holder in the hole (8) of the air cleaner tab (9).

(cont'd)

Air Cleaner

11. Install the air cleaner assembly (3) into the air cleaner housing keeping the two access top tabs (2) up.
12. Carefully position the sealing flange of the element to prevent dirt intrusion.
13. Align the groove (10) of the air cleaner assembly with the "Δ" mark (4) of the air cleaner housing by rotating the air cleaner assembly clockwise. Install and tighten the air cleaner retaining bolt (1) securely.



- (1) air cleaner retaining bolt
- (2) two access top tabs
- (3) air cleaner assembly
- (4) "Δ" mark
- (10) groove

NOTICE

Improper installation of the air cleaner assembly may allow dirt and dust to enter the engine and cause rapid wear of the piston rings and cylinder.

14. Reinstall the seat (page 29), making sure it is securely attached.

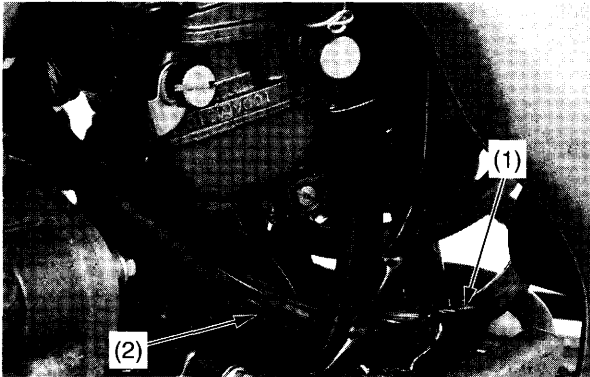
Refer to *Safety Precautions* on page 19.

Service more frequently if your CRF is ridden in the rain or often at full throttle.

Service the breather if you can see deposits in the transparent section of the drain tube.

Draining

1. Remove the crankcase breather tube plug (1) from the tube (2) and drain deposits into a suitable container.
2. Reinstall the crankcase breather tube plug.

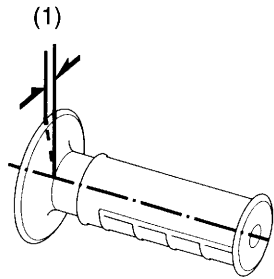


- (1) crankcase breather tube plug
(2) tube

Throttle

Refer to *Safety Precautions* on page 19.

Throttle Freeplay



(1) freeplay

Inspection

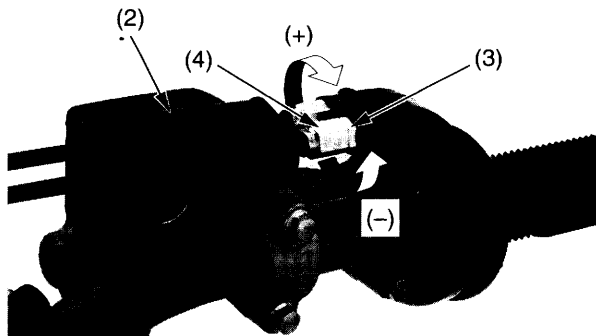
Check freeplay (1).

Freeplay: 3 – 5 mm (0.1 – 0.2 in)

If necessary, adjust to the specified range.

Upper Adjustment

Minor adjustments are generally made with the upper adjuster.



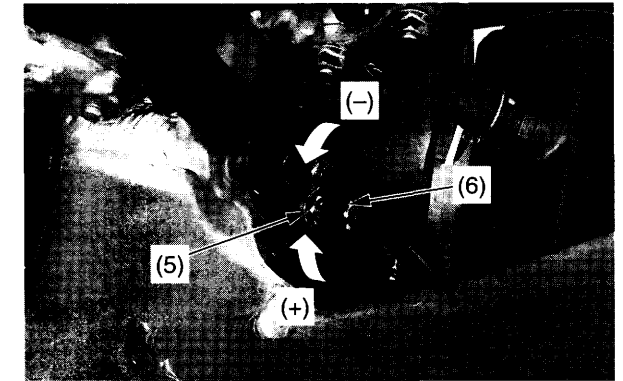
(2) dust cover
(3) lock nut
(4) upper adjuster

(+) increase
(-) decrease

1. Pull the dust cover (2) back.
2. Loosen the lock nut (3).
3. Turn the upper adjuster (4).
Turning the adjuster in direction (-) will decrease freeplay and turning it in direction (+) will increase freeplay.
4. Tighten the lock nut to the specified torque:
4 N·m (0.4 kgf·m, 3.0 lbf·ft)
Return the dust cover to its normal position.
5. After adjustment, check for smooth rotation of the throttle grip from fully closed to fully open in all steering positions.
If the adjuster is threaded out near its limit or the correct freeplay cannot be reached, turn the adjuster all the way in and back out one turn. Tighten the lock nut, install the dust cover and make the adjustment with the lower adjuster.

Lower Adjustment

The lower adjuster is used for major freeplay adjustment, such as after replacing the throttle cables or removing the carburetor. It is also used if you can not get the proper adjustment with the upper adjuster.



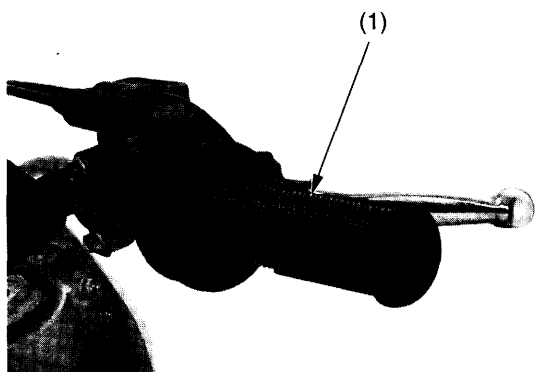
(5) lock nut
(6) lower adjuster

(+) increase
(-) decrease

1. Remove the fuel tank (page 30).
2. Loosen the lock nut (5).
3. Turn the lower adjuster (6) in direction (-) to decrease freeplay, and in direction (+) to increase freeplay.
4. Tighten the lock nut to the specified torque:
4 N·m (0.4 kgf·m, 3.0 lbf·ft)
5. Operate the throttle grip to ensure that it functions smoothly and returns completely.
6. Install the fuel tank (page 31).

If you can't get the freeplay within the specified range, contact your Honda dealer.

Throttle Inspection



(1) throttle

1. Check that the throttle assembly is positioned properly and the securing bolts are tight.
2. Check for smooth rotation of the throttle (1) from fully open to fully closed in all steering positions. If there is a problem, see your Honda dealer.
3. Inspect the condition of the throttle cables from the throttle grip down to the carburetor. If the cable is kinked or chafed, have it replaced.
4. Check the cables for tension or stress in all steering positions.
5. Lubricate the cables with a commercially-available cable lubricant to prevent premature rust and corrosion.

Engine Idle Speed

Refer to *Safety Precautions* on page 19.

The best way to assure proper carburetion is to see your Honda dealer for regularly scheduled servicing, including carburetor adjustment.

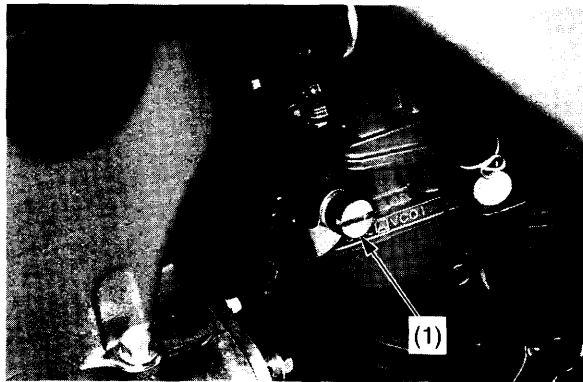
Remember, idle speed adjustment is not a “cure-all” for other problems in your engine’s fuel-delivery system. Adjusting the idle will not compensate for a fault elsewhere.

The engine must be at normal operating temperature for accurate idle speed adjustment.

Idle Speed Adjustment

1. If the engine is cold, start it and warm it up 3 minutes and then shut it off.
2. Connect a tachometer to the engine.
3. Shift into neutral and start the engine.
4. Keep the motorcycle in an upright position.
5. Adjust idle speed with the throttle stop screw (1).

Idle speed:
 $1,700 \pm 100 \text{ min}^{-1} \text{ (rpm)}$



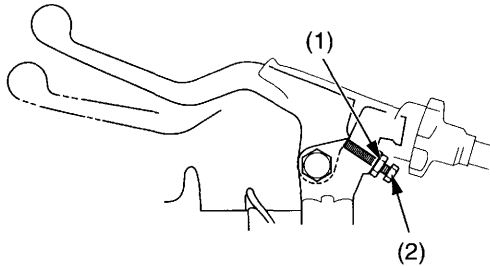
(1) throttle stop screw

Refer to *Safety Precautions* on page 19.

Clutch Lever Adjustment

The distance between the tip of the clutch lever and grip may be adjusted.

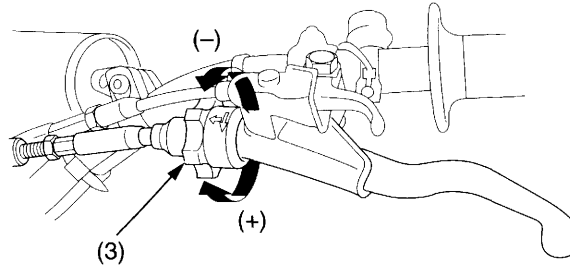
Make sure to adjust the clutch lever freeplay after the clutch lever position adjustment or clutch cable disconnected.



(1) lock nut (2) adjuster

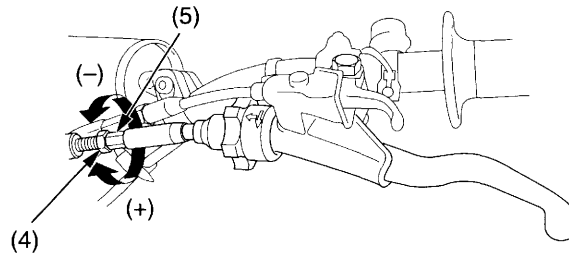
1. Loosen the lock nut (1).
2. To position the clutch lever farther away from the handgrip, turn the adjuster (2) counterclockwise. To position the brake lever closer to the handgrip, turn the adjuster clockwise.
3. Tighten the lock nut.

4. Turn the cable end adjuster (3) in direction (+) until it seats lightly and then turn it out 5 . turns.



(3) cable end adjuster
(+) increase freeplay
(-) decrease freeplay

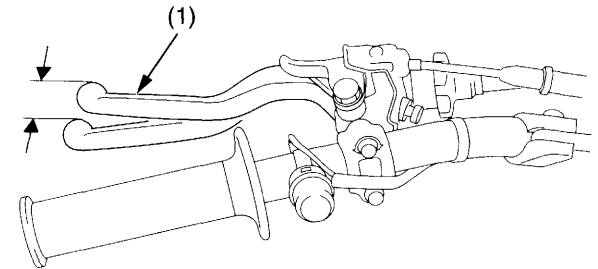
5. Loosen the lock nut (4) and turn the integral cable adjuster (5) to adjust the clutch lever freeplay 10 – 20 mm (0.4 – 0.8 in) at the tip of lever. Tighten the lock nut.



(4) lock nut
(5) integral cable adjuster
(+) increase freeplay
(-) decrease freeplay

6. Adjust the cable end adjuster for minor adjustment.

Clutch Lever Freeplay



(1) clutch lever

Inspection

Check freeplay.

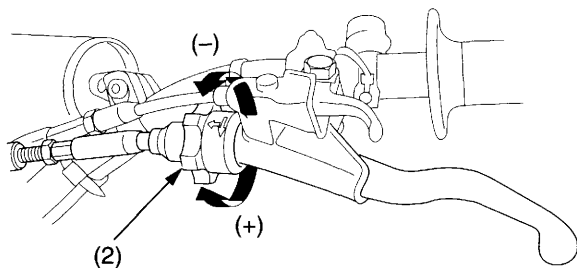
Freeplay: 10 – 20 mm (0.4 – 0.8 in)

If necessary, adjust to the specified range. Improper freeplay adjustment can cause premature clutch wear.

Clutch System

Cable End Adjustment

Minor adjustments are generally made with the clutch cable end adjuster.



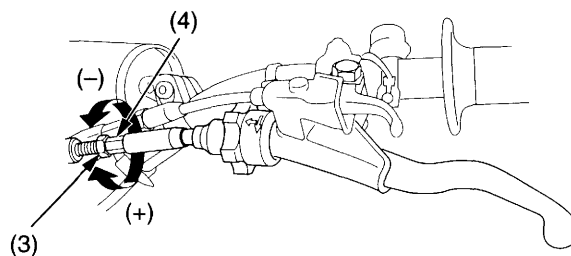
(2) cable end adjuster
(+) increase freeplay
(-) decrease freeplay

Turning the cable end adjuster (2) in direction (+) will increase freeplay and turning it in direction (-) will decrease freeplay.

If the adjuster is threaded out near its limit or the correct freeplay cannot be reached, turn the adjuster all the way in direction (+) and back out one turn in direction (-) and make the adjustment with the integral cable adjuster.

Integral Cable Adjustment

The integral cable adjuster is used if the cable end adjuster is threaded out near its limit — or the correct freeplay cannot be obtained.



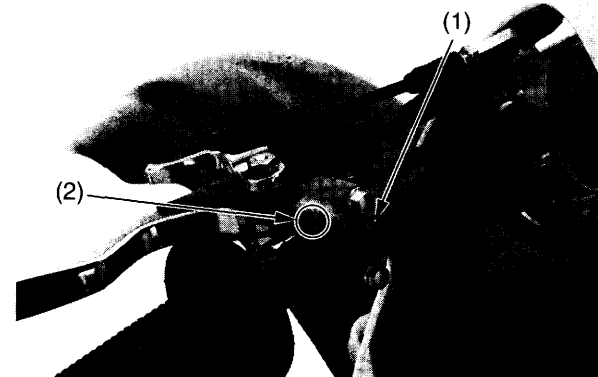
(3) lock nut
(4) integral cable adjuster
(+) increase
(-) decrease

1. Turn the cable end adjuster in direction (+) until it seats lightly and then turn it out 5 turns.
2. Loosen the lock nut (3).
3. Turn the integral cable adjuster (4) to obtain the specified freeplay.
4. Tighten the lock nut. Check the adjustment.
5. Start the engine, pull the clutch lever in, and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. Your CRF should move smoothly and accelerate gradually.

If you can't get proper adjustment, or the clutch does not work properly, the cable may be kinked or worn, or the clutch discs may be worn. See your Honda dealer or refer to the Honda Shop Manual.

Other Inspections & Lubrication

- Check that the clutch lever assembly is positioned properly (the end of the holder (1) aligned with the paint mark (2) on the handlebar) and the securing bolts are tight.



(1) holder
(2) paint mark

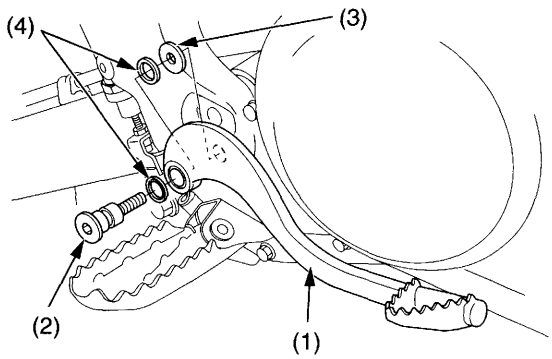
- Check the clutch cable for kinks or signs of wear. If necessary, have it replaced.
- Lubricate the clutch cable with a commercially-available cable lubricant to prevent premature wear and corrosion.

Clutch Operation

1. Check for smooth clutch lever operation. If necessary, lubricate the clutch lever pivot or clutch cable.
2. Check the clutch cable for deterioration, kinks, or damage.

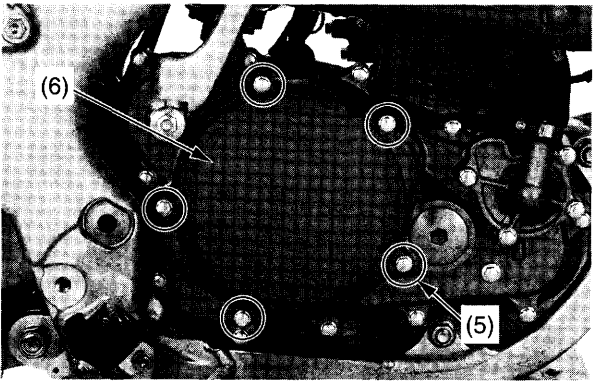
Clutch Cover/Disc/Plate Removal

1. Drain the transmission oil (page 40).
2. Remove the rear brake pedal (1) by removing its pivot bolt (2), washer (3) and dust seals (4).



(1) rear brake pedal
(2) pivot bolt
(3) washer
(4) dust seals

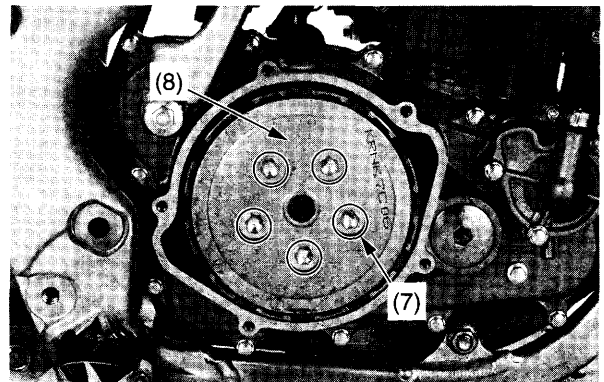
3. Remove the five clutch cover bolts (5) and clutch cover (6).



(5) clutch cover bolts
(6) clutch cover

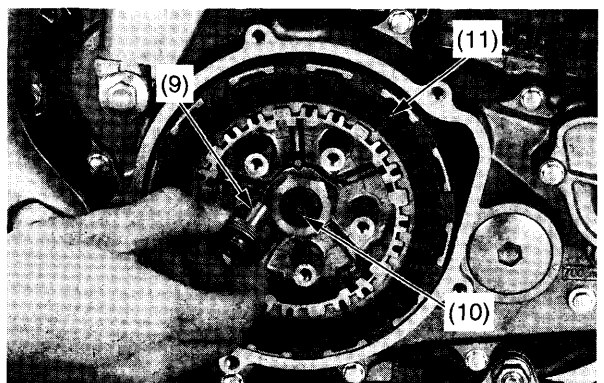
4. Remove the five clutch spring bolts and clutch springs (7).
Loosen the bolts in a crisscross pattern in two or three progressive steps.

5. Remove the clutch pressure plate (8).



(7) clutch spring bolts/clutch springs
(8) clutch pressure plate

6. Remove the clutch lifter (9) and clutch lifter rod (10).
7. Remove the eight clutch discs, seven clutch plates, judder spring and spring seat (11).
Turn the lifter bearing plate of the clutch lifter bearing with your finger. The bearing plate should turn smoothly and quietly. Discard the clutch lifter if the bearing plate does not turn smoothly.

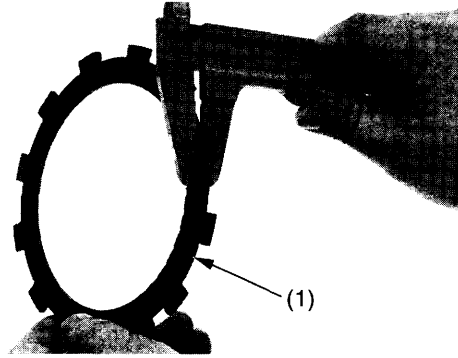


(9) clutch lifter
(10) clutch lifter rod
(11) clutch discs, clutch plates, judder spring and spring seat

Clutch Disc/Plate Inspection

Replace the clutch discs (1) if they show signs of scoring or discolouration. Measure the thickness of each clutch disc. Service Limit: 2.85 mm (0.112 in)

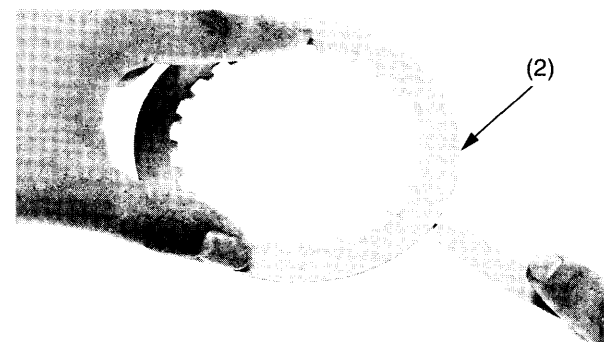
Replace the clutch discs and clutch plates as an assembly.



(1) clutch disc

Check the clutch plate (2) for excessive warpage or discolouration. Check the plate warpage on a surface plate using a feeler gauge. Measure the thickness of the clutch plates. Service Limit: 0.10 mm (0.004 in)

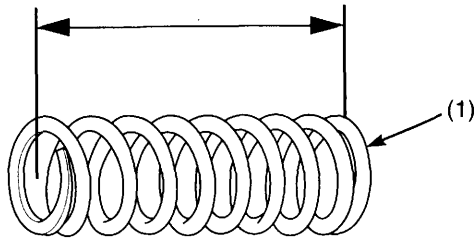
Replace the clutch discs and plates as a set.



(2) clutch plate

Clutch System

Clutch Spring Inspection



(1) clutch spring

Measure the free length of each spring.
Service Limit: 37.7 mm (1.48 in)

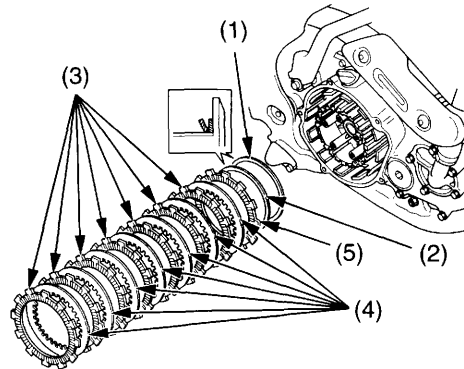
If one or more springs are beyond the service limit, replace the springs as a set.

Replace the clutch discs, clutch plates and clutch springs as a set if the clutch plates have been burnt/heat discolour.

Clutch Disc/Plate Installation

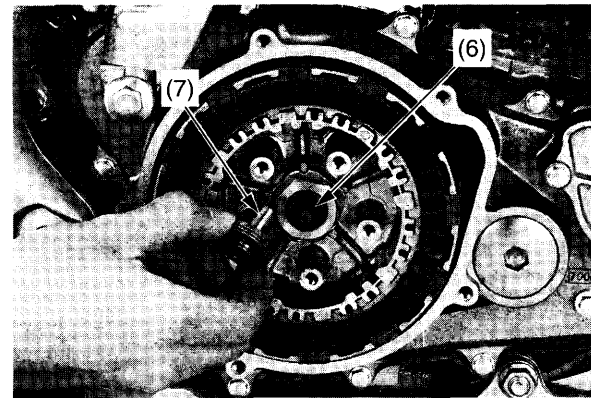
1. Install the spring seat (1) and judder spring (2) onto the clutch center as shown. Coat the clutch discs (3) and plates (4) with clean engine oil.

2. Install the clutch disc A (larger I.D. disc) (5) onto the clutch outer. Stack the seven clutch plates and seven clutch discs alternately.



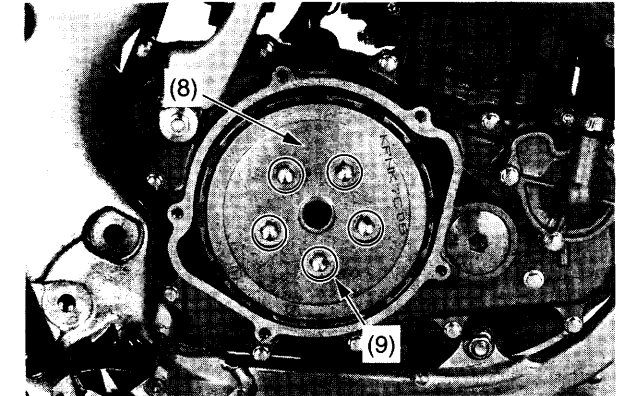
(1) spring seat
(2) judder spring
(3) clutch discs
(4) clutch plates
(5) clutch disc A

3. Apply grease to the clutch lifter rod (6) ends.
4. Insert the clutch lifter rod into the mainshaft.
5. Apply engine oil to the needle bearing of the clutch lifter.
6. Install the clutch lifter (7) onto the clutch lifter rod.



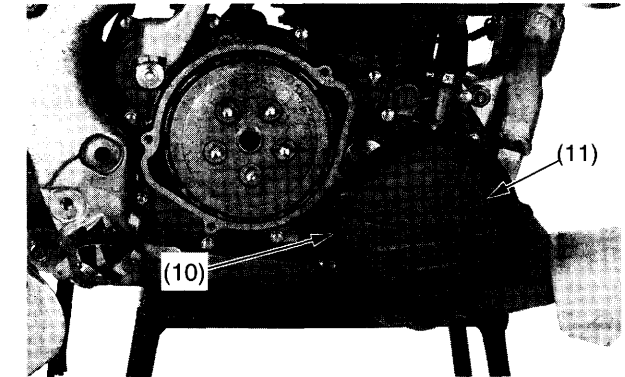
(6) clutch lifter rod
(7) clutch lifter

7. Install the clutch pressure plate (8).
8. Install the five clutch springs and clutch spring bolts (9).
9. Tighten the bolts in a crisscross pattern in two or three steps, to the specified torque:
12 N·m (1.2 kgf·m, 9 lbf·ft)



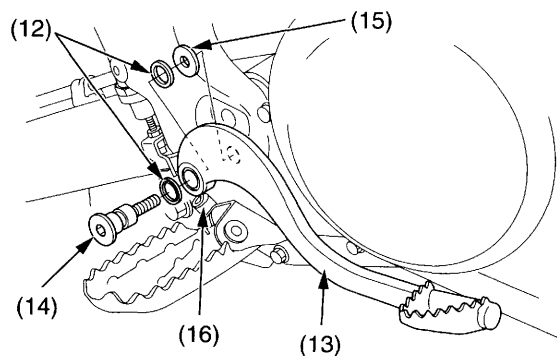
(8) clutch pressure plate
(9) clutch spring bolts/clutch springs

10. Apply oil to a new O-ring (10) and install in the groove of the clutch cover (11).
11. Install the cover by tightening the five cover bolts to the specified torque:
10 N·m (1.0 kgf·m, 7 lbf·ft)



(10) O-ring
(11) clutch cover

12. Lubricate the dust seals (12), rear brake pedal (13) pivot and rear brake pedal pivot bolt (14) with Honda Lithium Grease or equivalent.
13. Apply locking agent to the brake pedal pivot bolt threads.
14. Install the dust seals into the rear brake pedal.
15. Install the pivot bolt with the washer (15) and tighten the pivot bolt to the specified torque:
36 N·m (3.7 kgf·m, 27 lbf·ft)
Connect the brake pedal return spring (16) if it was removed.



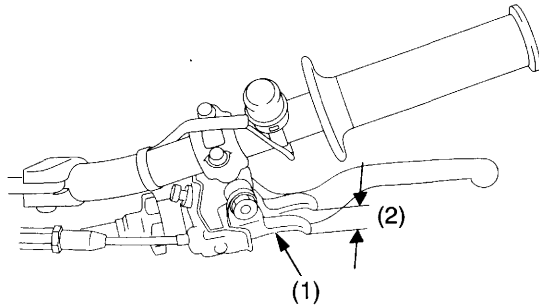
- (12) dust seals (15) washer
(13) rear brake pedal (16) brake pedal return spring
(14) brake pedal pivot bolt

16. Fill the crankcase with transmission oil (page 40).

Hot Start Lever

Refer to *Safety Precautions* on page 19.

Hot Start Lever Freeplay



- (1) hot start lever
- (2) hot start lever freeplay

Inspection

Check freeplay:

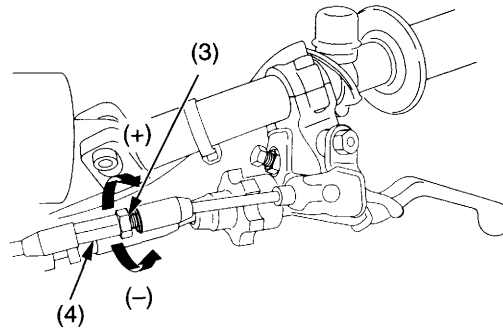
2 – 3 mm (0.08 – 0.12 in)

If necessary, adjust to the specified range.

Adjustment

Adjustments can be made with the cable adjuster.

Loosen the lock nut (3) and turn the adjuster (4). Turning the adjuster clockwise (+) will increase freeplay and turning it counterclockwise (-) will decrease freeplay. After adjustment, tighten the lock nut.



- (3) lock nut
- (4) adjuster
- (+) increase
- (-) decrease

Refer to *Safety Precautions* on page 19.

Spark Plug Recommendation

The recommended standard spark plug is satisfactory for most racing conditions.

Standard	R0409B-8 (NGK)
Optional	R0409B-9 (NGK)

Use only the recommended type of spark plugs in the recommended heat range.

NOTICE

Using a spark plug with an improper heat range or incorrect reach can cause engine damage. Using a non-resistor spark plug may cause ignition problems.

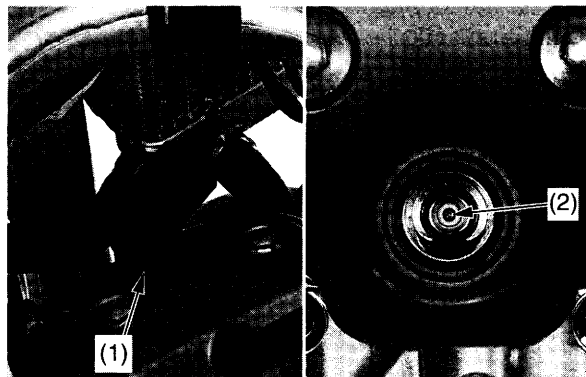
This motorcycle uses a spark plug that has an iridium tip in the centre electrode and a platinum tip in the side the electrode.

Be sure to observe the following when servicing the spark plug.

- Do not clean the spark plug. If an electrode is contaminated with accumulated objects or dirt, replace the spark plug with a new one.
- To check the spark plug gap, use only a “wire-type feeler gauge.” To prevent damaging the iridium tip of the centre electrode and platinum tip of the side electrode, never use a “leaf-type feeler gauge.”
- Do not adjust the spark plug gap. If the gap is out of specification, replace the spark plug with a new one.

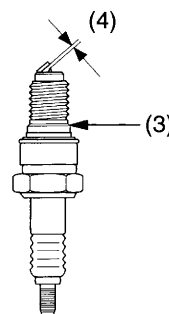
Spark Plug Inspection & Replacement

1. Remove the seat and fuel tank (pages 29, 30).
2. Disconnect the direct ignition coil (1).
3. Clean any dirt from around the spark plug bases.
4. Remove the spark plug (2).



- (1) direct ignition coil
(2) spark plug

5. Check the electrode for wear or deposits, the sealing gasket (3) for damage, and the insulator for cracks. Replace if you detect them.
6. Check the spark plug gap (4), using a wire-type feeler gauge. If the gap is out of specifications, replace the plug with a new one.
The recommended spark plug gap is:
0.6 – 0.7 mm (0.024 – 0.028 in)



- (3) sealing gasket
(4) spark plug gap

7. To obtain accurate spark plug readings, accelerate up to speed on a straightaway. Push the engine stop button and disengage the clutch by pulling the lever in.
Coast to a stop, then remove and inspect the spark plug. The porcelain insulator around the centre electrode should appear tan or medium gray.

If you're using a new plug, ride for at least 10 minutes before taking a plug reading; a brand-new plug will not appear colour initially.

If the electrodes appear burnt, or the insulator is white or light gray (lean) or the electrodes and insulator are black or fouled (rich), there is a problem elsewhere (page 132).

Check the carburetor, fuel system and ignition timing.

8. With the sealing gasket attached. Thread the spark plug in by hand to prevent cross-threading.
9. Tighten the spark plug:
 - If the old plug is good:
1/8 turn after it seats.
 - If installing a new plug, tighten it twice to prevent loosening:
 - a) First, tighten the plug:
NGK: 1/2 turn after it seats.
 - b) Then loosen the plug.
 - c) Next, tighten the plug again:
1/8 turn after it seats.

NOTICE

An improperly tightened spark plug can damage the engine. If a plug is too loose, a piston may be damaged. If a plug is too tight, the threads may be damaged.

10. Connect the direct ignition coil. Take care to avoid pinching any cables or wires.
11. Install the fuel tank and seat (pages 29, 31).

Valve Clearance

Refer to *Safety Precautions* on page 19.

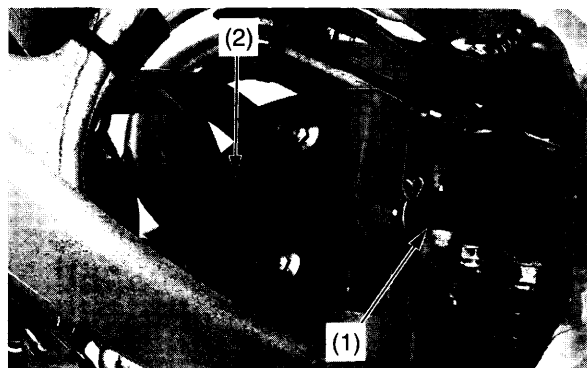
Excessive valve clearance will cause noise and eventual engine damage. Little or no clearance will prevent the valve from closing and cause valve damage and power loss. Check the valve clearance when the engine is cold at the intervals specified in the Maintenance Schedule (page 21).

The checking or adjusting of the clearance should be performed while the engine is cold. The valve clearance will change as engine temperature rises.

Cylinder Head Cover Removal

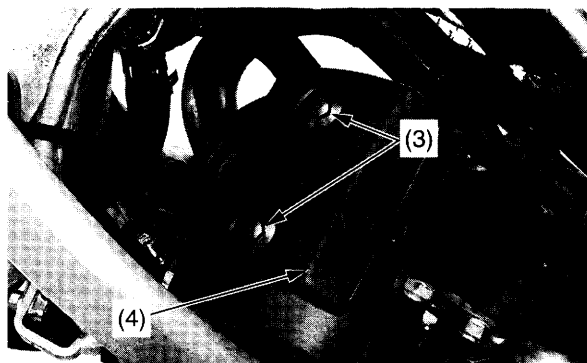
Before inspection, clean the engine thoroughly to keep dirt from entering the engine.

1. Remove the seat and fuel tank (pages 29, 30).
2. Disconnect the breather tube (1) and direct ignition coil (2).



(1) breather tube (2) direct ignition coil

3. Remove the cylinder head cover bolts/rubber seals (3) and cylinder head cover (4).

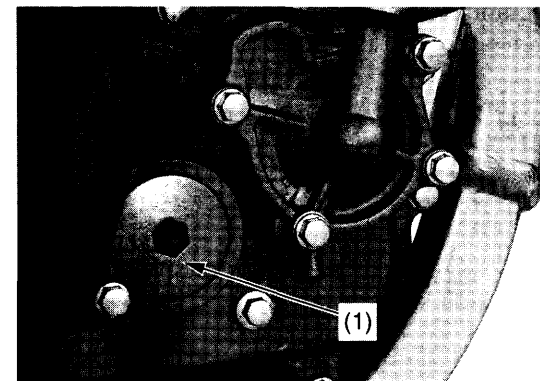


(3) cylinder head cover bolts/rubber seals
(4) cylinder head cover

4. Remove the spark plug hole packing.

Positioning At Top Dead Centre On The Compression Stroke

1. Remove the crankshaft hole cap (1).

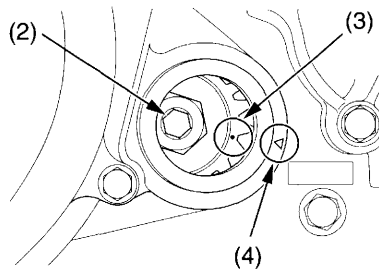


(1) crankshaft hole cap

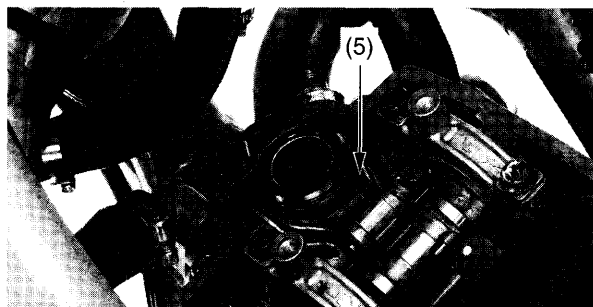
2. Remove the spark plug (page 55).

3. Rotate the crankshaft by turning the primary drive gear bolt (2) (crankshaft) clockwise until aligning the punch mark (3) on the primary drive gear with the "Δ" mark (4) on the right crankcase cover. In this position, the piston may either be on the compression or exhaust stroke. If the crankshaft passed the punch mark, rotate the primary drive gear bolt clockwise again and align the punch mark with the "Δ" mark.

The inspection must be made when the piston is at the top of the compression stroke when both the intake and exhaust valves are closed. This condition can be determined by moving the exhaust rocker arm (5). If it is free, it is an indication that the valves are closed and that the piston is on the compression stroke. If it is tight and the valves are open, rotate the primary drive gear bolt 360° and realign the punch mark to the "Δ" mark.



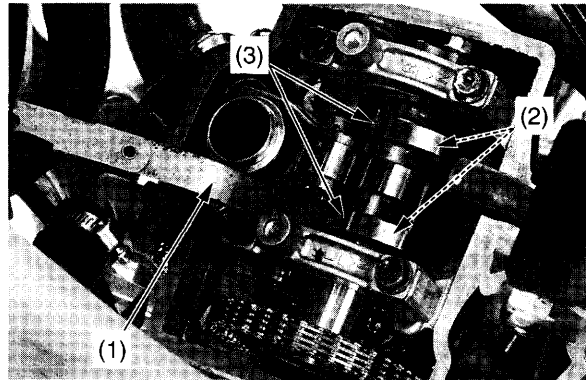
- (2) primary drive gear bolt
 (3) punch mark
 (4) "Δ" mark



- (5) exhaust rocker arm

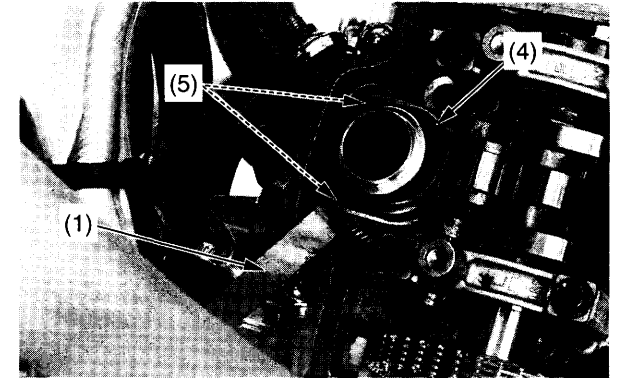
Valve Clearance Inspection

1. Measure the intake valve clearance by inserting a feeler gauge (1) between the valve lifters (2) and intake cam lobes (3).



- (1) feeler gauge
 (2) valve lifters
 (3) intake cam lobes

2. Measure the exhaust valve clearance by inserting a feeler gauge (1) between the exhaust rocker arm (4) and exhaust valve shims (5).



- (1) feeler gauge
 (4) exhaust rocker arm
 (5) exhaust valve shims

Valve Clearances:

IN: 0.12 ± 0.03 mm (0.005 ± 0.001 in)
 EX: 0.28 ± 0.03 mm (0.011 ± 0.001 in)

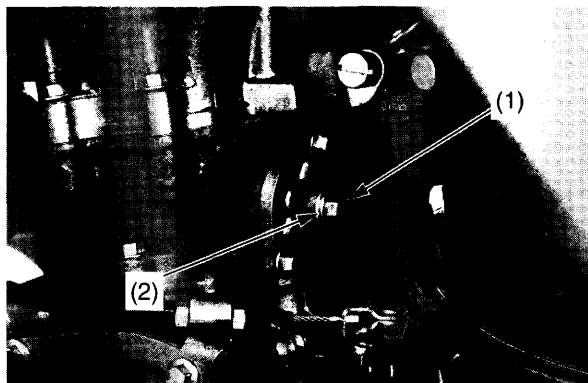
If intake valve clearance and exhaust valve clearance need adjustment, see *Camshaft Removal* (page 58) and select the correct shim for each valve.

Valve Clearance

Camshaft Removal

1. Record the intake valve clearance and exhaust valve clearance.

2. Remove the cam chain tensioner lifter cover bolt (1) and sealing washer (2).

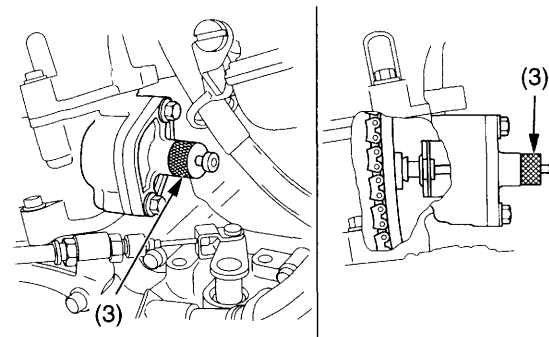


- (1) cam chain tensioner lifter cover bolt
(2) sealing washer

Use the tensioner stopper tool.

- Tensioner stopper 070MG-0010100

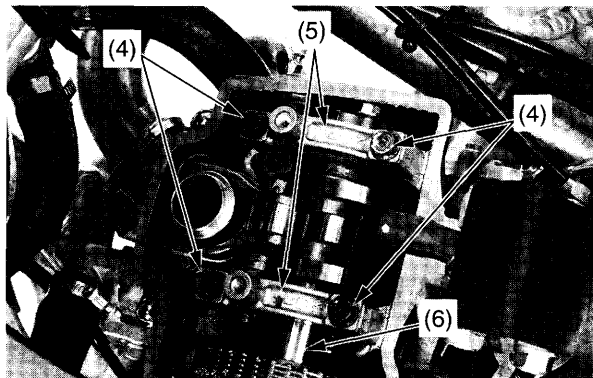
3. Turn the tensioner shaft clockwise with the tensioner stopper (3) until it stops, in order to retract the tensioner fully.
Then insert the tensioner stopper fully to hold the stopper in the fully retracted position.



- (3) tensioner stopper

- Remove the camshaft holder bolts (4) and camshaft holders (5).
Loosen the camshaft holder bolts in a crisscross pattern in two or three steps.
- Remove the camshaft (6), and then attach a piece of wire to the cam chain to prevent it from falling into the crankcase.

Be careful to not let the set rings of the camshaft holders fall into the crankcase.



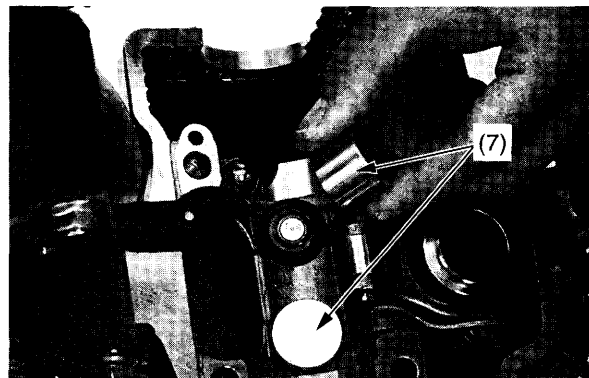
(4) camshaft holder bolts
(5) camshaft holders
(6) camshaft

- Remove the valve lifters (7).

Position the removed intake valve lifters and shims to indicate their location such as intake or exhaust, right or left.

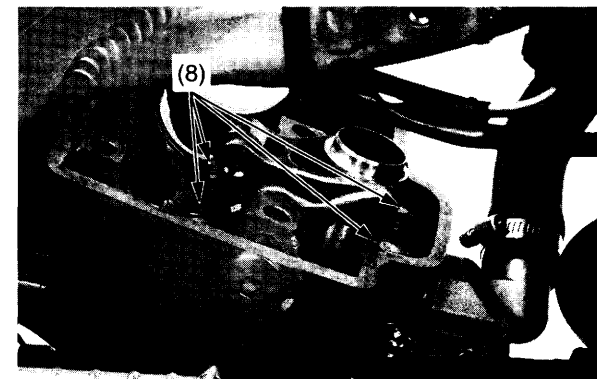
NOTICE

Do not let the valve lifters or shims fall into the crankcase.



(7) valve lifters

- Remove the shims (8).

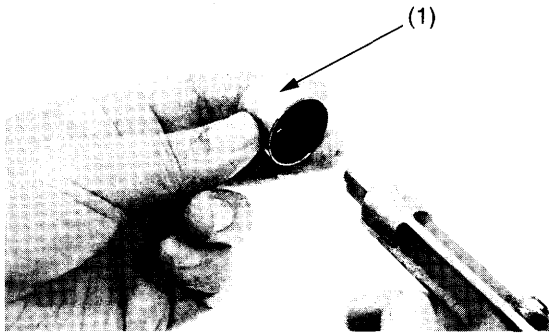


(8) shims

Valve Clearance

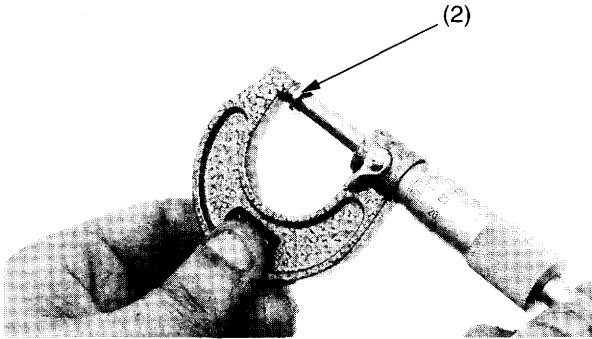
Shim Selection

1. Clean the valve shim contact area in the valve lifter (1) with compressed air.



(1) valve lifter

2. Measure the shim thickness with a micrometer and record it.
Sixty-nine different thickness shims (2) are available from the thinnest (1.200 mm thickness) shim to the thickest (2.900 mm thickness) in intervals of 0.025 mm.



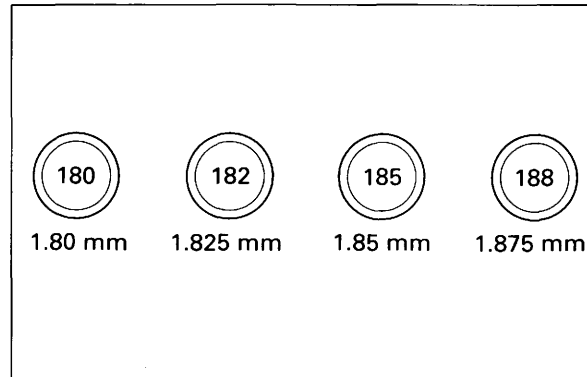
(2) shim

3. Calculate the new shim thickness using the equation below.

$$A = (B - C) + D$$

- A: New shim thickness
B: Recorded valve clearance
C: Specified valve clearance
D: Old shim thickness

- Make sure of the correct shim thickness by measuring the shim with a micrometer.
- Reface the intake valve seat if carbon deposits result in a calculated dimension of over 2.450 mm.
Reface the exhaust valve seat if carbon deposits result in a calculated dimension of over 2.900 mm.

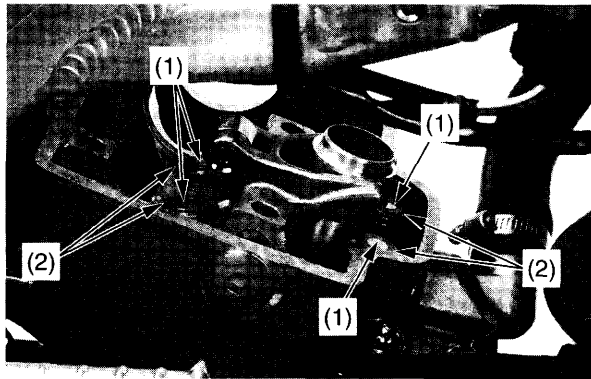


Camshaft Installation

1. Install the newly selected shims (1) on the valve retainers (2).

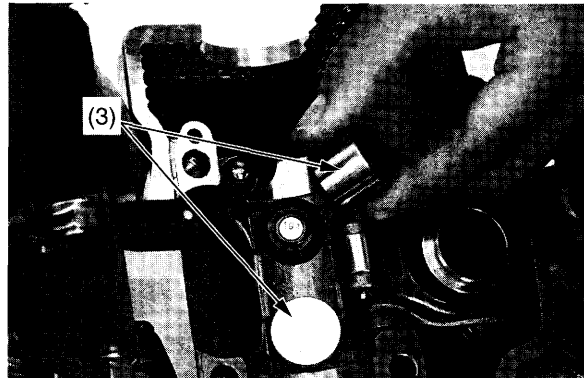
NOTICE

Do not let the shims fall into the crankcase.



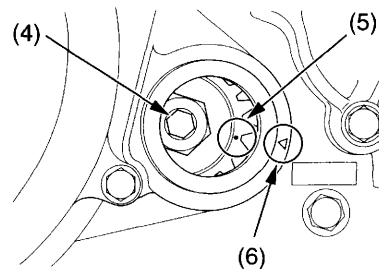
(1) shims (2) valve retainers

2. Apply molybdenum disulfide oil (a mixture of 1/2 engine oil and 1/2 molybdenum disulfide grease containing more than 3% molybdenum disulfide additive) to the outer surface of the each the valve lifters (3).
Install the valve lifters to the proper position.



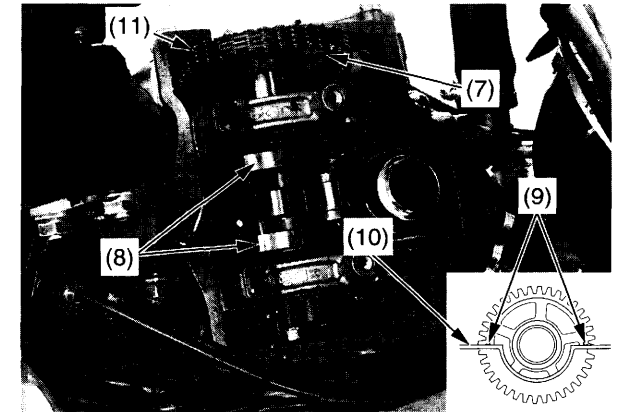
(3) valve lifters

3. Rotate the primary drive gear bolt (4) (crankshaft) clockwise and align the punch mark (5) with the "Δ" mark (6).



(4) primary drive gear bolt
(5) punch mark
(6) "Δ" mark

4. Apply molybdenum oil solution to the camshaft journals and cam lobes.
Place the cam sprocket (7) with the intake cam lobes (8) facing up and align the timing mark (9) on the cam sprocket with the surface of the cylinder head (10).
Install the cam chain (11) over the sprocket without rotating the sprocket.

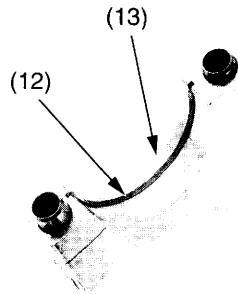


(7) cam sprocket
(8) intake cam lobes
(9) timing mark
(10) surface of the cylinder head
(11) cam chain

(cont'd)

Valve Clearance

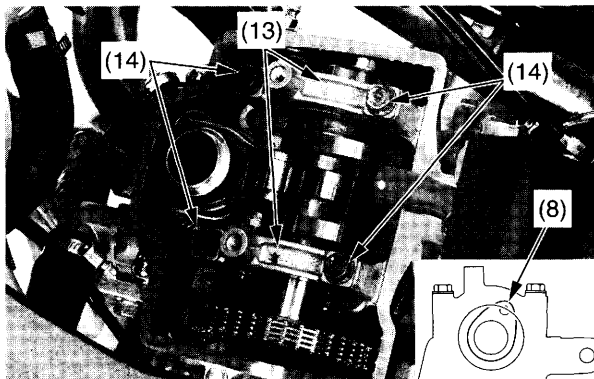
5. Apply grease to the set rings (12) and install it onto the camshaft holders (13).



(12) set ring
(13) camshaft holder

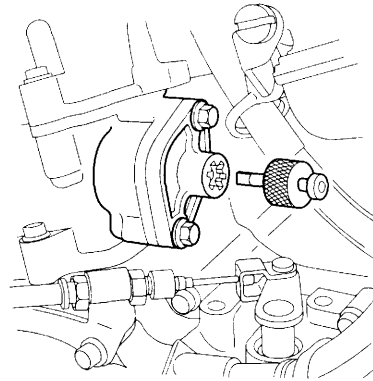
6. Install the camshaft holders (13) onto the cylinder head with the intake cam lobes (8) facing up as illustrated below. Apply oil to the camshaft holder bolt threads and seating surface. Tighten the camshaft holder bolts (14) to the specified torque:
16 N·m (1.6 kgf·m, 12 lbf·ft)

Tighten the camshaft holder bolts in a criss-cross pattern in two or three steps.



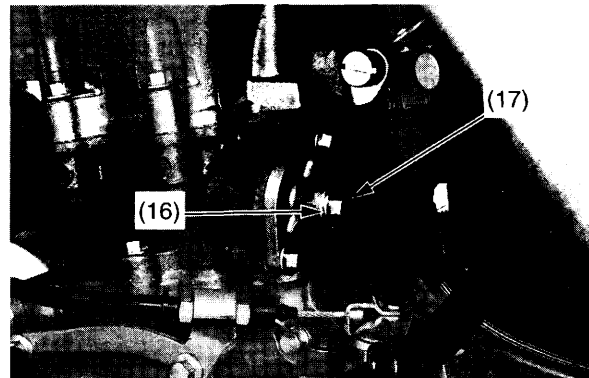
(8) intake cam lobes
(13) camshaft holders
(14) camshaft holder bolts

7. Remove the tensioner stopper (15) from the cam chain tensioner lifter.



(15) tensioner stopper

8. Install a new sealing washer (16) and tighten the cam chain tensioner lifter cover bolt (17).



(16) sealing washer
(17) cam chain tensioner lifter cover bolt

9. Rotate the camshaft by rotating the crankshaft clockwise several times.

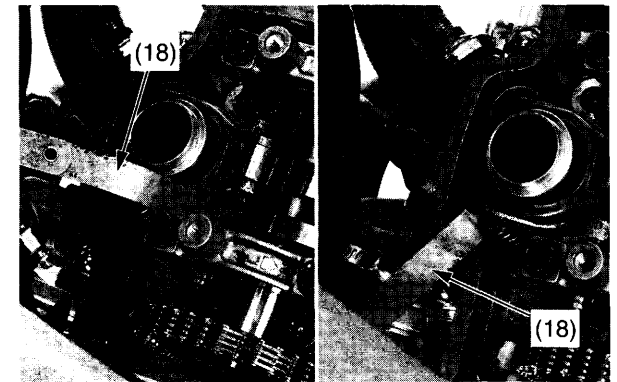
10. Insert the feeler gauge (18) between the intake valve lifter and cam lobe.

If the feeler gauge cannot be inserted, the shim is caught between the valve lifter and the valve retainer. Remove the camshaft holders, place the shim correctly, and reinstall the camshaft holders.

Valve Clearances:

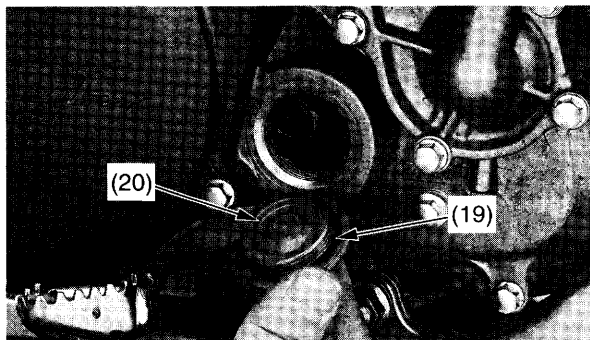
IN: 0.12 ± 0.03 mm (0.005 ± 0.001 in)

EX: 0.28 ± 0.03 mm (0.011 ± 0.001 in)



(18) feeler gauge

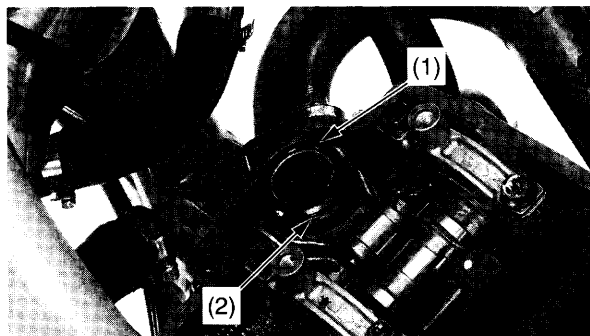
11. Install the spark plug (page 55).
12. Coat a new O-ring (19) with oil and install it onto the crankshaft hole cap (20).
Apply grease to the crankshaft hole cap threads.
Install and tighten the crankshaft hole cap to the specified torque:
15 N·m (1.5 kgf·m, 11 lbf·ft)



(19) O-ring
(20) crankshaft hole cap

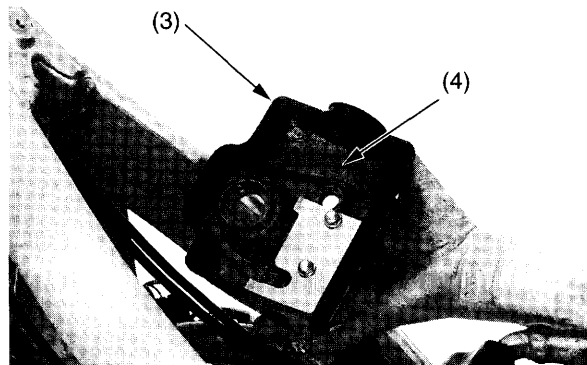
Cylinder Head Cover Installation

1. Check the spark plug hole packing (1) is in good condition, replace it if necessary.
Install the spark plug hole packing to the spark plug hole (2).



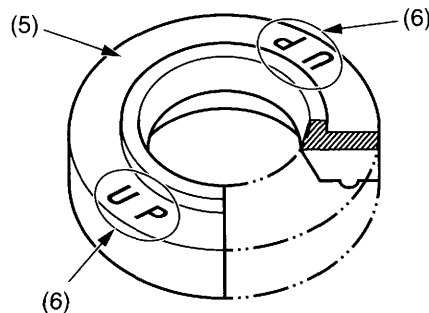
(1) spark plug hole packing
(2) spark plug hole

2. Inspect the cylinder head cover packing (3) for damage or deterioration, replace it if necessary.
Install the cylinder head cover packing into the groove of the cylinder head cover (4).



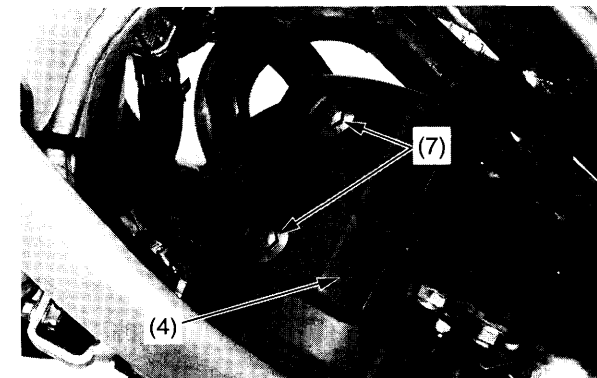
(3) cylinder head cover packing
(4) cylinder head cover

3. Check the rubber seals (5) are in good condition, replace them if necessary.
Install the rubber seals onto the cylinder head cover with the "UP" marks (6) facing up.



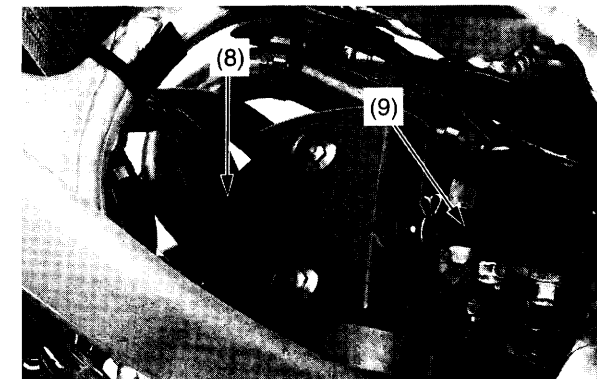
(5) rubber seal
(6) "UP" marks

4. Install the cylinder head cover (4) and tighten the cylinder head cover bolts (7) to the specified torque:
10 N·m (1.0 kgf·m, 7 lbf·ft)



(4) cylinder head cover
(7) cylinder head cover bolts

5. Connect the direct ignition coil (8) and breather tube (9).



(8) direct ignition coil
(9) breather tube

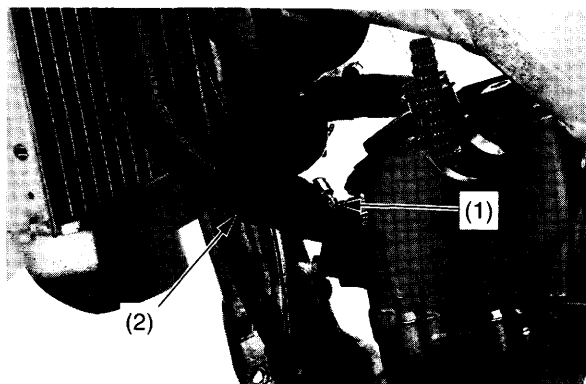
6. Install the fuel tank and the seat (pages 29, 31).

Piston/Piston Rings/Piston Pin

Cylinder Head Removal

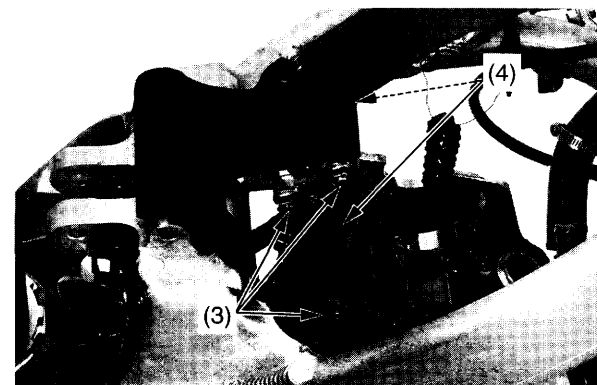
1. Clean the area above the engine before disassembly to prevent dirt falling into the engine.
2. Drain the radiator coolant after cooling the motorcycle (page 42).
3. Remove the seat and fuel tank (pages 29, 30).
4. Remove the subframe (page 32).
5. Remove the carburetor (page 122).
6. Remove the exhaust pipe (page 90).

7. Remove the spark plug (page 55).
8. Remove the cylinder head cover (page 56).
9. Position the piston at top dead centre on the compression stroke (page 56).
Remove the camshaft (page 58).
10. Loosen the water hose clamp (1) and disconnect the water hose (2).



- (1) water hose clamp
(2) water hose

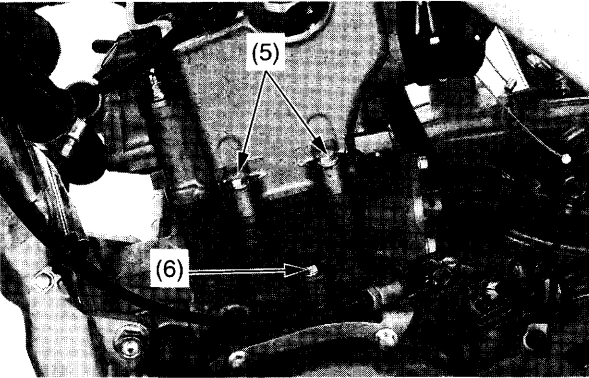
11. Remove the engine hanger nuts/bolts (3) and engine hanger plates (4).



- (3) engine hanger nuts/bolts
(4) engine hanger plates

Piston/Piston Rings/Piston Pin

- 12. Remove the cylinder head bolts (5).
- 13. Loosen the cylinder bolt (6).

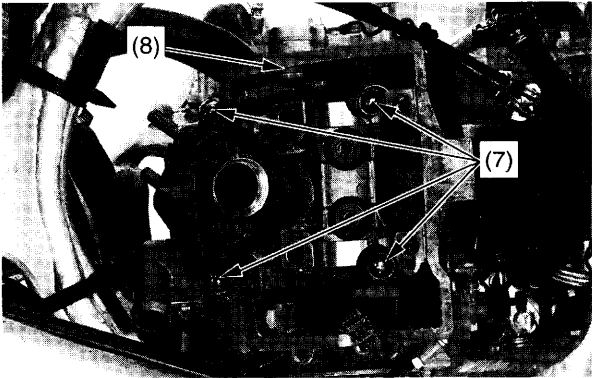


(5) cylinder head bolts
(6) cylinder bolt

- 14. Remove the cylinder head nuts/washers (7) and cylinder head (8).
Loosen the nuts in a crisscross pattern in two or three steps.

NOTICE

Do not let the nuts, washers, valve lifters, shims, and cam chain fall into the crankcase.

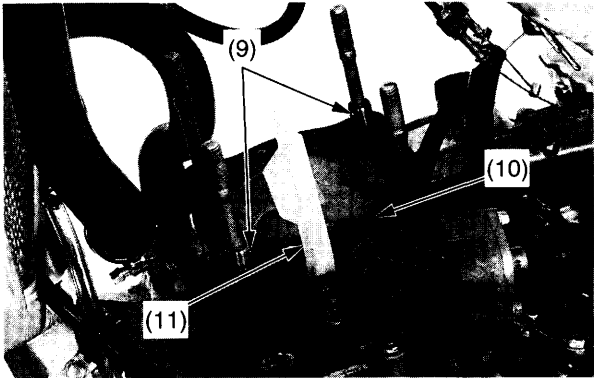


(7) cylinder head nuts/washers
(8) cylinder head

- 15. Remove the dowel pins (9), cylinder head gasket (10) and cam chain guide (11).

NOTICE

Do not let the dowel pins and cam chain fall into the crankcase.



(9) dowel pins
(10) cylinder head gasket
(11) cam chain guide

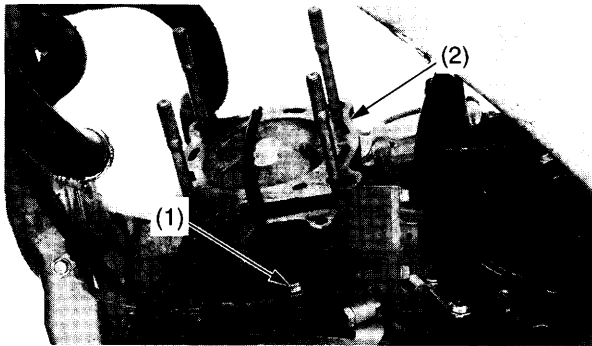
Piston/Piston Rings/Piston Pin

Cylinder Removal

1. Remove the cylinder bolt (1) and cylinder (2).

NOTICE

*Do not let the cam chain fall into the crankcase.
Do not pry on or strike the cylinder.*

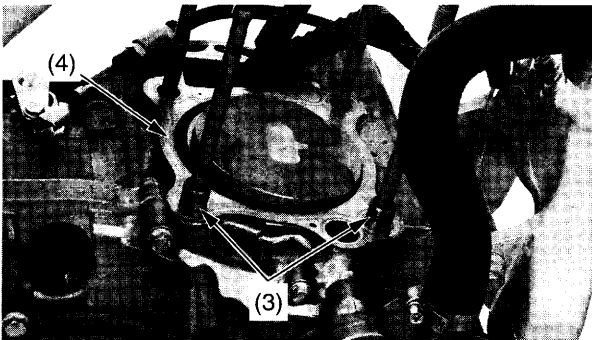


- (1) cylinder bolt
(2) cylinder

2. Remove the dowel pins (3) and cylinder gasket (4).

NOTICE

Do not let the dowel pins fall into the crankcase.

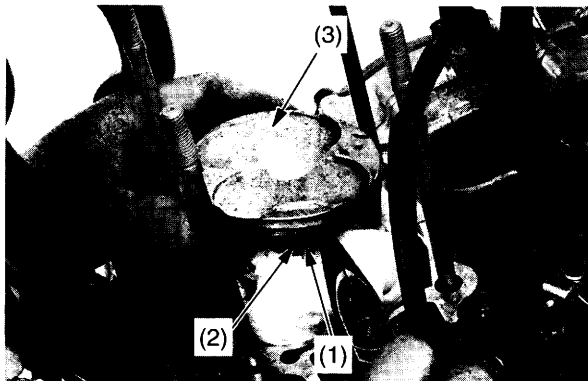


- (3) dowel pins
(4) cylinder gasket

Piston Removal

1. Place clean shop towels in the crankcase to keep the piston pin clips or other parts from falling into the crankcase.
2. Remove the piston pin clips (1) using a pair of needle-nose pliers.
3. Press the piston pin (2) out of the piston (3), and remove the piston.

Under racing conditions, the piston and rings should be replaced after 15.0 hours of running.
Replace the piston pin after 15.0 hours of running.



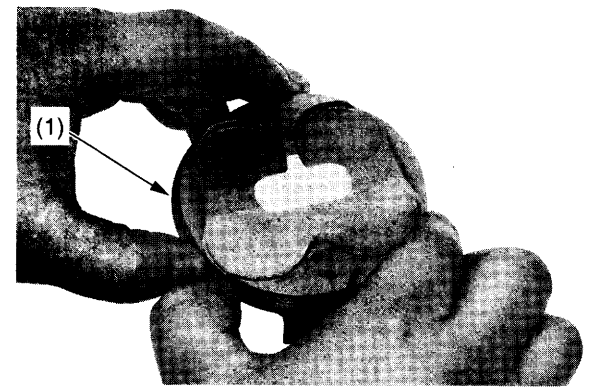
- (1) piston pin clip
(2) piston pin
(3) piston

Piston Ring Removal

Spread each piston ring (1) and remove by lifting it up at a point just opposite the gap.

NOTICE

Do not damage the piston ring by spreading the ends too far.



- (1) piston ring

Piston/Piston Pin/Piston Ring Inspection

We recommend you consult the Shop Manual or your Honda dealer for correct Service Limit measurements.

Piston Ring Installation

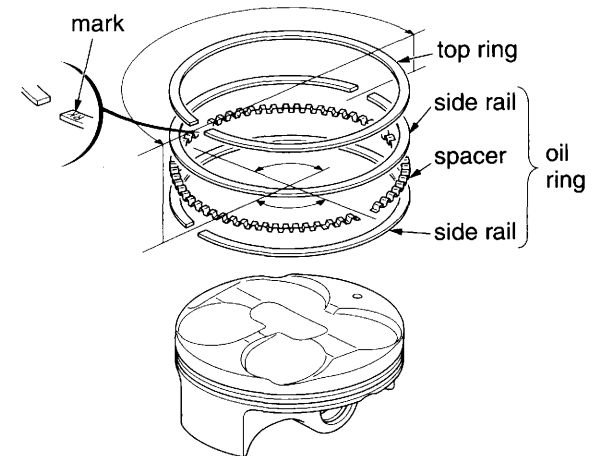
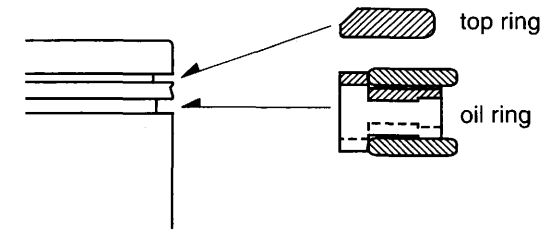
1. Clean the piston ring thoroughly.
2. Apply engine oil to piston rings and install them.

NOTICE

Do not damage the piston ring by spreading the ends too far.

Do not damage the piston during piston ring installation.

- To install the oil ring, install the spacer first, then install the side rails.
 - Install the top ring on the piston with the marking side facing up.
3. After installing the rings they should rotate freely, without sticking.
Space the ring end gaps 180 degrees apart between top ring and upper side rail.
Space the ring end gaps 90 degrees apart between upper side rail, spacer and lower side rail.



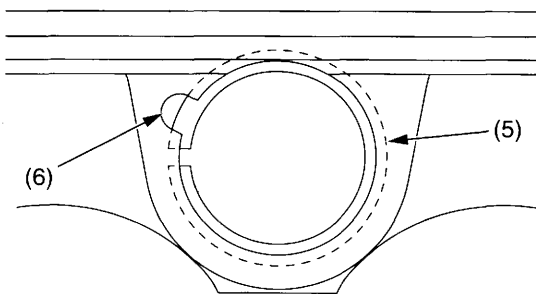
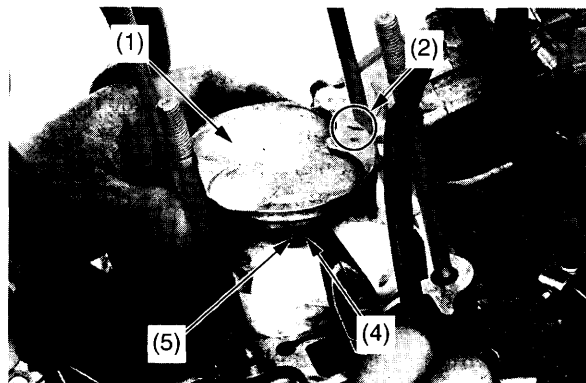
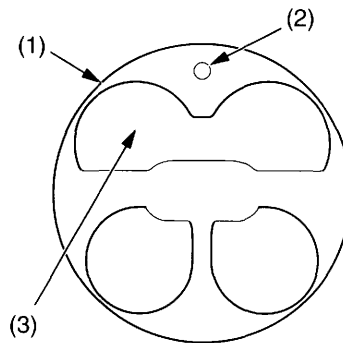
Piston/Piston Rings/Piston Pin

Piston Installation

1. Place clean shop towels over the crankcase opening to keep the piston pin clips from falling into the crankcase.
2. Apply molybdenum disulfide grease (a mixture of 1/2 engine oil and 1/2 molybdenum disulfide grease containing more than 3% molybdenum disulfide additive) to the inner surface of the connecting rod small end.
3. Install the piston (1) with the "O" mark (2) and/or the large valve recess (3) facing the intake side of the engine.
4. Apply engine oil to the piston pin (4) and inner surface of the piston pin hole. Install the piston pin and new piston pin clips (5).

NOTICE

Use new piston pin clips. Never reuse old piston pin clips.
Do not let the piston pin clips fall into the crankcase.
Do not align the piston pin clip end gap with the piston cut-out (6).



- | | |
|------------------------|---------------------|
| (1) piston | (4) piston pin |
| (2) "O" mark | (5) piston pin clip |
| (3) large valve recess | (6) piston cut-out |

Cylinder Installation

1. Place clean shop towels over the crankcase opening to prevent dust or dirt from entering the engine.
2. Clean off any gasket material from the gasket surface of the crankcase.
3. Remove the shop towel. Do not let any gasket debris fall into the crankcase.
4. Install the dowel pins (1) and a new cylinder gasket (2).

NOTICE

Do not let the dowel pins fall into the crankcase.



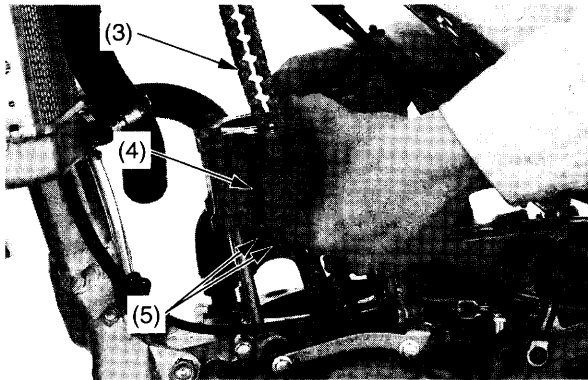
- (1) dowel pins
(2) cylinder gasket

5. Clean any gasket material off the cylinder.

6. Apply clean engine oil to the cylinder wall, piston outer surface and piston rings. Route the cam chain (3) through the cylinder (4). Install the cylinder over the piston rings by hand while compressing the piston rings (5).

NOTICE

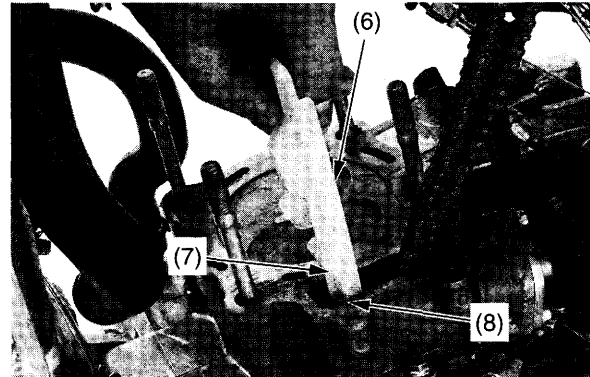
Do not damage the piston rings and cylinder walls.



(3) cam chain
(4) cylinder

(5) piston rings

7. Install the cam chain guide (6) and fit the cam chain guide tabs (7) in the cylinder cut-outs (8). Push the guide until it bottoms in the crankcase guide hole.



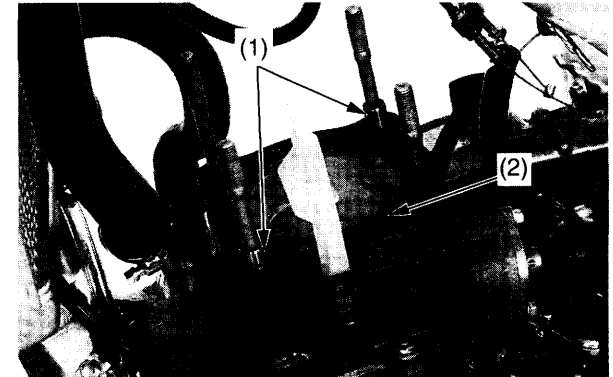
(6) cam chain guide
(7) cam chain guide tabs
(8) cylinder cut-outs

Cylinder Head Installation

1. Install the dowel pins (1) and a new cylinder head gasket (2).

NOTICE

Do not let the dowel pins fall into the crankcase.



(1) dowel pins
(2) cylinder head gasket

(cont'd)

Piston/Piston Rings/Piston Pin

- Route the cam chain through the cylinder head (3).
Install the cylinder head.

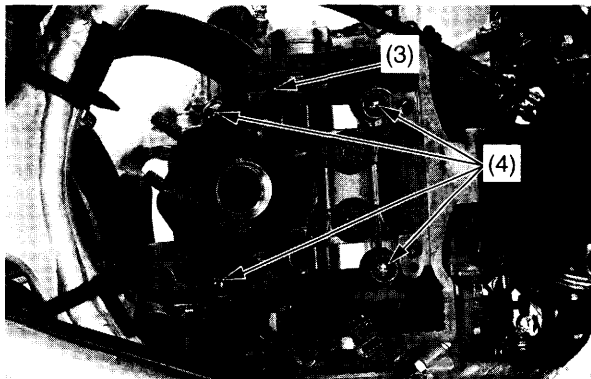
NOTICE

Do not damage mating surfaces when installing the cylinder head.

- Apply engine oil to the cylinder head nut threads.
Install the washers and cylinder head nuts (4).
Tighten the cylinder head nuts in a crisscross pattern in two or three steps, to the specified torque:
39 N·m (4.0 kgf·m, 29 lbf·ft)

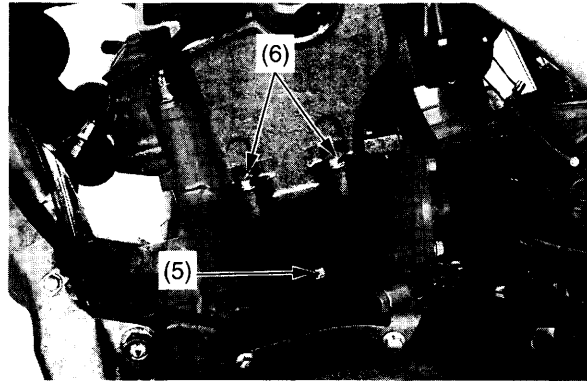
NOTICE

Do not let the washers and nuts fall into the crankcase.



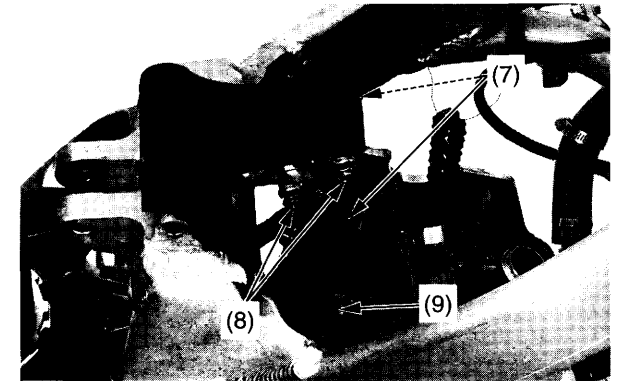
(3) cylinder head
(4) cylinder head nuts/washers

- Install the cylinder bolt (5) and cylinder head bolts (6) and tighten them to the specified torque:
10 N·m (1.0 kgf·m, 7 lbf·ft)



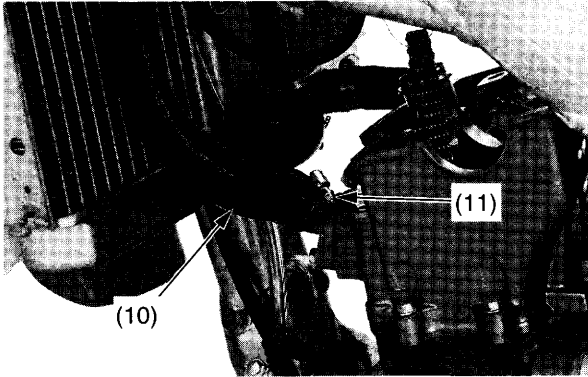
(5) cylinder bolt
(6) cylinder head bolts

- Install the engine hanger plates (7), engine hanger nuts/bolts of the frame side (8) and engine hanger nut/bolt of the engine side (9).
Tighten the engine hanger nut to the specified torque:
frame side: 34 N·m (3.5 kgf·m, 25 lbf·ft)
engine side: 54 N·m (5.5 kgf·m, 40 lbf·ft)



(7) engine hanger plates
(8) engine hanger nuts/bolts of the frame side
(9) engine hanger nut/bolt of the engine side

6. Connect the radiator hose (10) to the cylinder head and tighten the radiator hose clamp (11) securely.



(10) radiator hose
(11) radiator hose clamp

7. Install the shims, valve lifters and camshaft (page 61).
8. Install the spark plug (page 55).

9. Install the crankshaft hole cap (page 63).
10. Install the cylinder head cover (page 63).
11. Install the exhaust pipe (page 90).
12. Install the carburetor (page 126).
13. Install the subframe (page 33).
14. Install the fuel tank and the seat (pages 29, 31).

15. Pour a fresh recommended coolant mixture (page 41).

Check for the following:

- compression leaks
- abnormal engine noise
- secondary air leaks
- coolant leaks

Suspension

Refer to *Safety Precautions* on page 19.

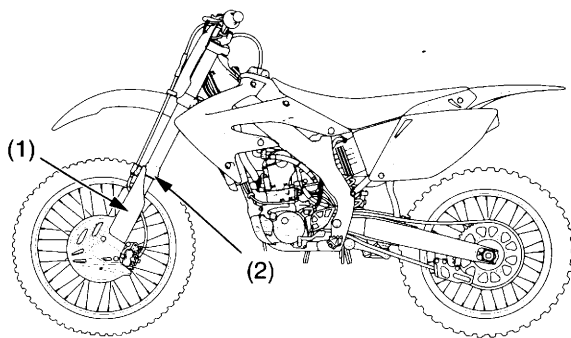
Loose, worn, or damaged suspension components may adversely affect the handling and stability of your CRF. If any suspension components appear worn or damaged, see your Honda dealer for further inspection. Your dealer is qualified to determine whether or not replacement parts or repairs are needed.

Front Suspension Inspection

- When your CRF is new, break it in for approximately 1 hour to ensure that the suspension has worked in (page 15).
- After break-in, test run your CRF with the front suspension at the standard setting before attempting any adjustments.
- For optimum fork performance, we recommend that you disassemble and clean the fork after riding your CRF for 3 hours. See page 99 for fork disassembly.
- Replace the fork oil every 3 races or 7.5 hours of running. See page 74 for oil capacity adjustment after changing the fork oil.
- Replace the damper fork oil every 9 races or 22.5 hours of running. See page 102 for damper fork oil level adjustment after changing the fork oil.
- Use Honda ULTRA CUSHION OIL SPECIAL 5W or an equivalent which contains special additives to assure maximum performance of your CRF's front suspension.
- Periodically check and clean all front suspension parts to assure top performance. Check the dust seals for dust, dirt, and foreign materials. Check the oil for any contamination.

- Refer to *Suspension Adjustment Guidelines* (page 117). Make all rebound and compression damping adjustments in one-click increments. (Adjusting two or more clicks at a time may cause you to pass over the best adjustment.) Test ride after each adjustment.
- If you become confused about adjustment settings, return to the standard position and start over.
- If the fork is still too stiff/soft after adjusting compression damping, determine which portion of the travel is still too stiff/soft. This is an important step that will help you solve suspension problems.

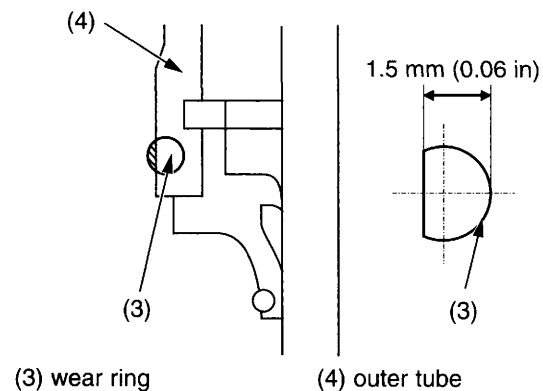
1. Make sure that the fork protectors (1) and dust seals (2) are clean and not packed with mud and dirt.
2. Check for signs of oil leakage. Damaged or leaking fork seals should be replaced before your CRF is ridden.



(1) fork protector

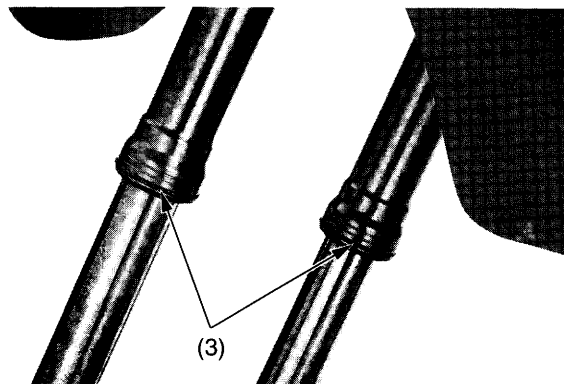
(2) dust seal

3. Inspect the wear rings (3) for wear or damage. Replace the wear ring if it is 1.5 mm (0.06 in) or flat with the outer tube (4). When replacing the wear ring, remove the fork leg (page 99). Install the wear ring with its end gap facing rearward.



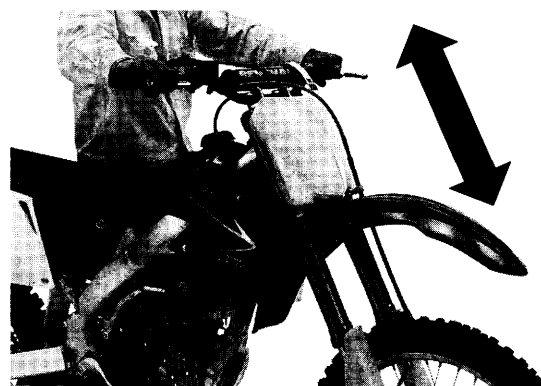
(3) wear ring

(4) outer tube



(3) wear rings

4. Make a quick check of fork operation by locking the front brake and pushing down on the handlebar several times.



Rear Suspension Inspection

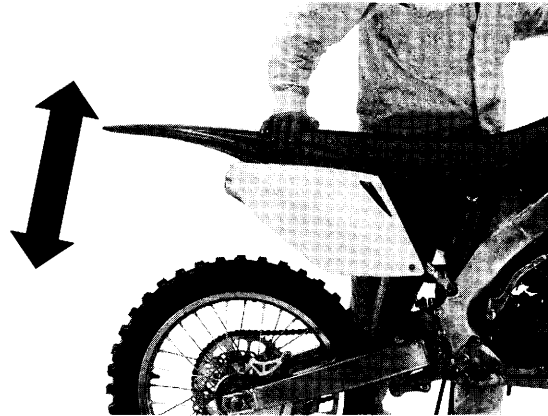
The swingarm is controlled by one hydraulic shock absorber with an aluminum reservoir for oil and nitrogen gas pressure. The gas pressure in the reservoir is contained within a rubber bladder.

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 116).

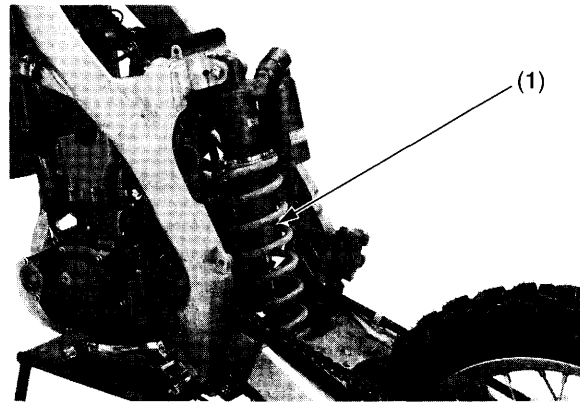
Do not attempt to disassemble, service, or dispose of the damper; see your Honda dealer. The instructions found in this owner's manual are limited to adjustments of the shock assembly only.

- When your CRF is new, break it in for approximately 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 113. (Adjusting two or more increments 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 113. 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 subframe (page 32).
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 Honda dealer.

Suspension

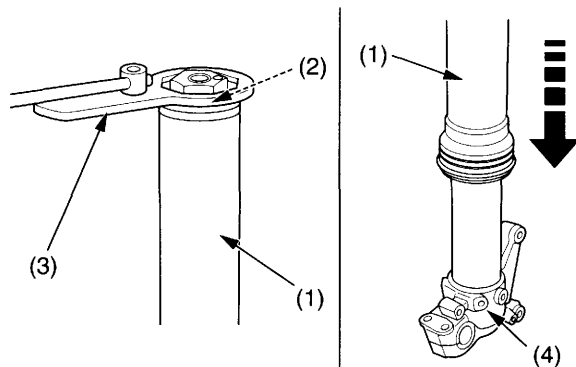
Recommended Fork Oil

viscosity (weight)	5 W
suggested oil	Honda ULTRA CUSHION OIL SPECIAL

Fork Oil Change

Refer to *Front Suspension Disassembly* on page 99.

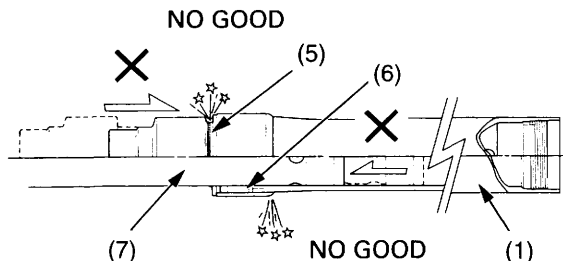
1. Record the rebound damping adjuster position and turn the adjuster counterclockwise until it stops.
2. Hold the outer tube (1), then remove the fork damper (2) from the outer tube using a lock nut wrench (3). Gently slide the outer tube down onto the axle holder (4).



(1) outer tube
(2) fork damper
(3) lock nut wrench
(4) axle holder

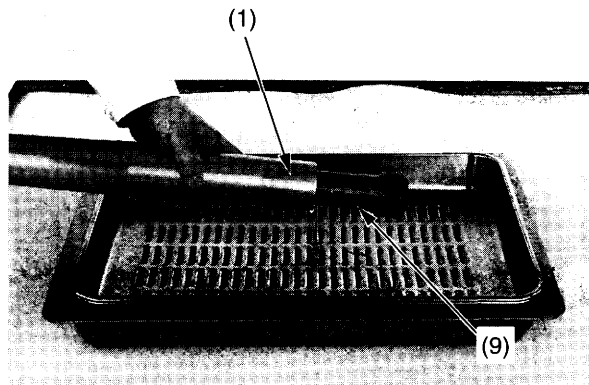
NOTICE

The outer tube (1) can drop on the slider and damage the fork dust seal (5) and guide bushing (6) when the fork damper is removed. To avoid damage, hold both the outer tube and slider (7) when removing the fork damper.



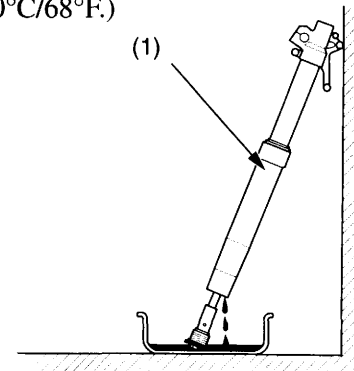
(1) outer tube
(5) fork dust seal
(6) guide bushing
(7) slider

3. Drain the fork oil from the outer tube (1). Drain the fork oil from the oil hole (9) of the fork damper.



(1) outer tube
(9) oil hole

4. Drain the fork oil by turning the outer tube (1) upside down. (About 12 cm³ (0.4 US oz) of fork oil will be left in the outer tube when it is left inverted for about 20 minutes at 20°C/68°F.)



(1) outer tube

Pour the drained oil into a suitable container and dispose of it in an approved manner (page 142).

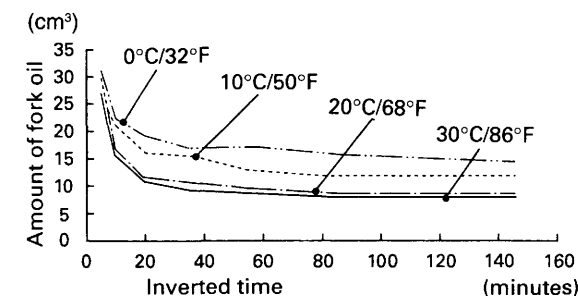
NOTICE

Improper disposal of drained oil is harmful to the environment.

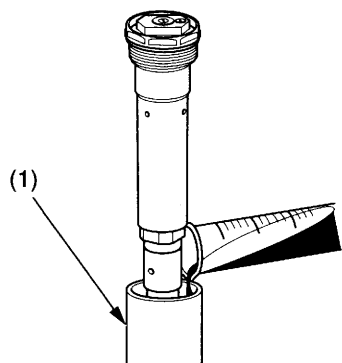
Amount of fork oil left in the fork (within damper and spring)

unit: cm³

minute	5	10	20	35	55	85	145
30/86	27	15.3	10.6	9.4	8.3	7.9	7.9
20/68	29.4	16.5	11.8	10.6	9.4	8.2	8.2
10/50	28.2	21.2	16.5	15.3	12.9	11.8	11.8
0/32	30.6	22.4	18.8	16.5	16.5	15.3	14.1



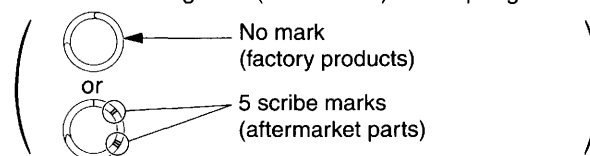
5. Pour the recommended fork oil into the outer tube (1).



(1) outer tube

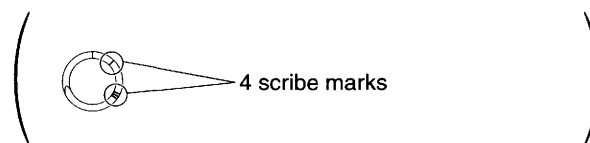
Fork Oil Capacity (ED, U, CM, IICM type):

Standard 0.46 kgf/mm (25.76 lbf/in) Fork Spring



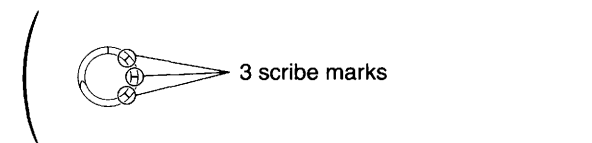
Standard oil capacity	408 cm ³ (13.8 US oz.) (14.4 Imp oz)	
Maximum oil capacity	416 cm ³ (14.1 US oz.) (14.6 Imp oz)	Slightly stiffer as it nears full compression.
Minimum oil capacity	320 cm ³ (10.8 US oz.) (11.3 Imp oz)	Slightly softer as it nears full compression.

Optional Softer 0.44 kgf/mm (24.64 lbf/in) Fork Spring



Standard oil capacity	413 cm ³ (14.0 US oz.) (14.5 Imp oz)	
Maximum oil capacity	421 cm ³ (14.2 US oz.) (14.8 Imp oz)	Slightly stiffer as it nears full compression.
Minimum oil capacity	325 cm ³ (11.0 US oz.) (11.4 Imp oz)	Slightly softer as it nears full compression.

Optional Stiffer 0.48 kgf/mm (26.88 lbf/in) Fork Spring



Standard oil capacity	402 cm ³ (13.6 US oz.) (14.2 Imp oz)	
Maximum oil capacity	410 cm ³ (13.9 US oz.) (14.4 Imp oz)	Slightly stiffer as it nears full compression.
Minimum oil capacity	314 cm ³ (10.6 US oz.) (11.1 Imp oz)	Slightly softer as it nears full compression.

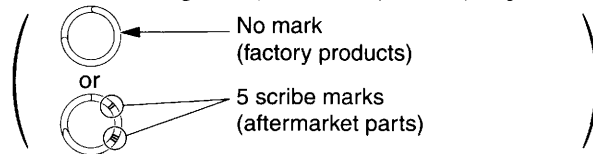
Be sure the oil capacity is the same in both fork legs.

(cont'd)

Suspension

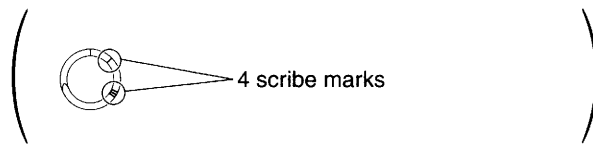
Fork Oil Capacity (DE type):

Standard 0.46 kgf/mm (25.76 lbf/in) Fork Spring



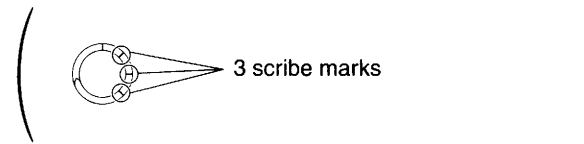
Standard oil capacity	400 cm ³ (13.5 US oz, 14.1 Imp oz)	
Maximum oil capacity	419 cm ³ (14.2 US oz, 14.7 Imp oz)	Slightly stiffer as it nears full compression.
Minimum oil capacity	323 cm ³ (10.9 US oz, 11.4 Imp oz)	Slightly softer as it nears full compression.

Optional Softer 0.44 kgf/mm (24.64 lbf/in) Fork Spring



Standard oil capacity	405 cm ³ (13.7 US oz, 14.3 Imp oz)	
Maximum oil capacity	424 cm ³ (14.3 US oz, 14.9 Imp oz)	Slightly stiffer as it nears full compression.
Minimum oil capacity	328 cm ³ (11.1 US oz, 11.5 Imp oz)	Slightly softer as it nears full compression.

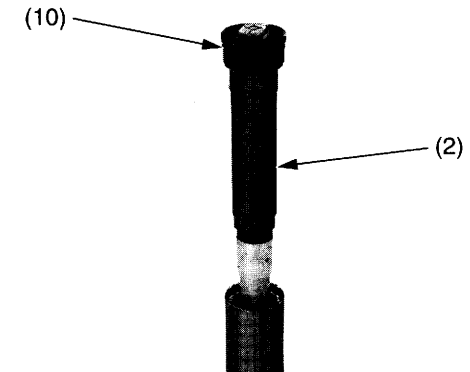
Optional Stiffer 0.48 kgf/mm (26.88 lbf/in) Fork Spring



Standard oil capacity	394 cm ³ (13.3 US oz, 13.9 Imp oz)	
Maximum oil capacity	413 cm ³ (14.0 US oz, 14.5 Imp oz)	Slightly stiffer as it nears full compression.
Minimum oil capacity	317 cm ³ (10.7 US oz, 11.2 Imp oz)	Slightly softer as it nears full compression.

Be sure the oil capacity is the same in both fork legs.

- Check that the O-ring (10) on the fork damper (2) is in good condition. Apply the recommended fork oil to the O-ring.



(2) fork damper
(10) O-ring

- Temporarily install the fork damper to the outer tube.
After installing the fork leg (page 109) tighten the fork damper to the specified torque:
Actual:
34 N·m (3.5 kgf·m, 25 lbf·ft)
Torque wrench scale reading:
31 N·m (3.2 kgf·m, 23 lbf·ft) using a 500 mm (20 in) long torque wrench.

When using the lock nut wrench, use a 500 mm (20 in) long deflecting beam type torque wrench. The lock nut wrench increases the torque wrench's leverage, so the torque wrench reading will be less than the torque actually applied to the fork damper.

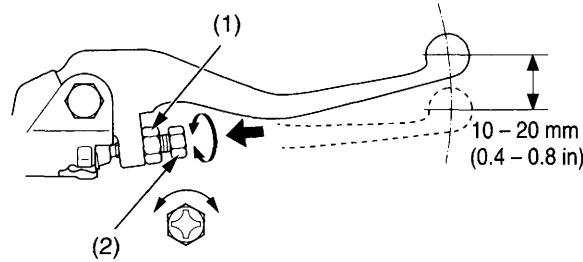
Refer to *Safety Precautions* on page 19.

Both the front and rear brakes are the hydraulic disc type. As the brake pads wear, the brake fluid level will drop. A leak in the system will also cause the level to drop.

Frequently inspect the system to ensure there are no fluid leaks. Periodically inspect the brake fluid level and the brake pads for wear.

If the front brake lever or rear brake pedal freeplay does not feel within the normal range while riding, check the brake pads. If they are not worn beyond the recommended limit (page 80), there is probably air in the brake system. Refer to the Honda Shop Manual or see your Honda dealer to have the air bled from the system.

Front Brake Lever Adjustment



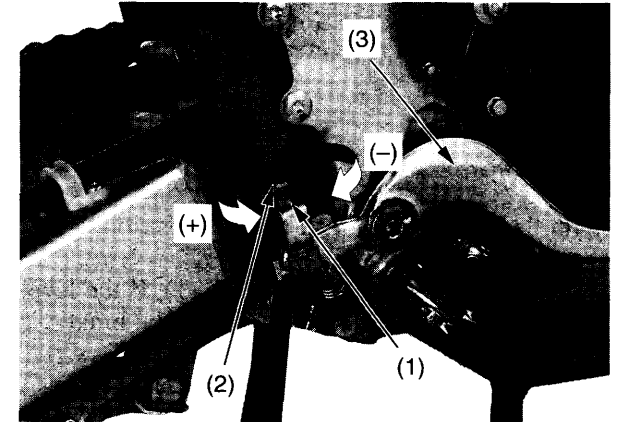
- (1) lock nut
- (2) adjuster

1. Loosen the lock nut (1).
2. To position the brake lever farther away from the handgrip, turn the adjuster (2) clockwise. To position the brake lever closer to the handgrip, turn the adjuster counterclockwise.
3. While holding the adjuster, tighten the lock nut to the specified torque:
5.9 N·m (0.6 kgf·m, 4.4 lbf·ft)
4. Apply the brake, release it, then spin the wheel and check that it rotates freely. Repeat this procedure several times.
5. Check freeplay by pulling in slowly on the front brake lever until the brake starts to engage.
Freeplay: 10 – 20 mm (0.4 – 0.8 in)
6. Apply silicone grease to the contacting faces of the adjuster.

Rear Brake Pedal Height

The brake pedal height should be approximately level with the right footpeg.

1. Loosen the lock nut (1) and turn the adjusting bolt (2) in direction (+) to raise the rear brake pedal (3) or in direction (–) to lower it.
2. Tighten the lock nut to the specified torque at the desired pedal height.
5.9 N·m (0.6 kgf·m, 4.4 lbf·ft)

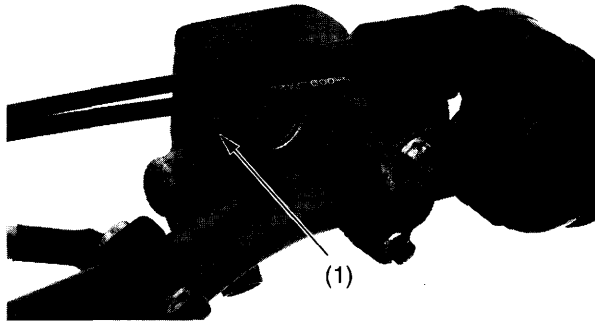


- (1) lock nut
- (2) adjusting bolt
- (3) rear brake pedal
- (+) raise the pedal height
- (-) lower the pedal height

Brakes

Fluid Level Inspection

Front Brake Fluid Level Check



(1) LWR mark

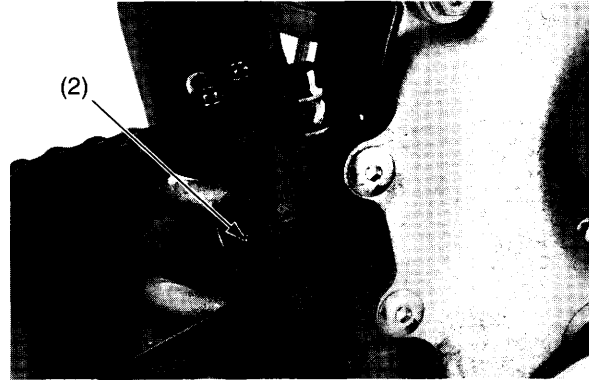
With the motorcycle in an upright position, check the fluid level.

It should be above the LWR mark (1). If the level is at or below the LWR mark, check the brake pads for wear (page 80).

Worn brake pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

If the brake lever freeplay exceeds 20 mm (0.8 in), there is probably air in the brake system and it must be bled. Refer to the Honda Shop Manual or see your Honda dealer for brake bleeding.

Rear Brake Fluid Level Check



(2) LOWER level mark

With the motorcycle in an upright position, check the fluid level.

It should be above the LOWER level mark (2). If the level is at or below the LOWER level mark, check the brake pads for wear (page 80).

Worn brake pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

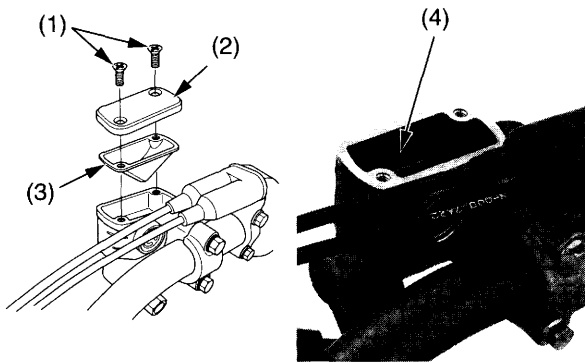
If the brake pedal freeplay exceeds 20 mm (0.8 in), there is probably air in the brake system and it must be bled. Refer to the Honda Shop Manual or see your Honda dealer for brake bleeding.

Adding Front Brake Fluid

NOTICE

Spilled brake fluid will severely damage the painted surfaces. It is also harmful to some rubber parts. Be careful whenever you remove the reservoir cap; make sure the reservoir is horizontal first.

- Always use fresh DOT4 brake fluid from a sealed container when servicing the system. Do not mix different types of fluid, they may not be compatible.
- The recommended brake fluid is DOT 4 brake fluid or an equivalent.



- (1) screws
 (2) reservoir cap
 (3) diaphragm
 (4) upper level mark

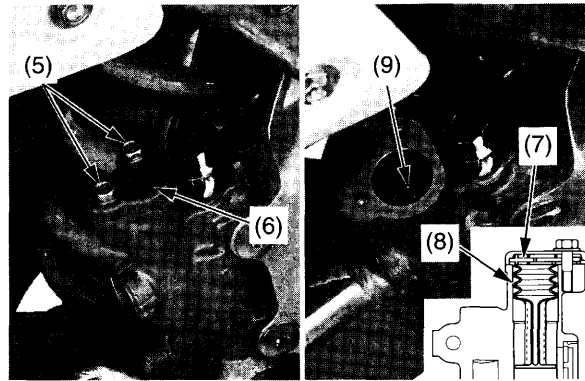
1. Remove the screws (1), reservoir cap (2) and diaphragm (3).
2. Fill the reservoir with DOT 4 brake fluid to the upper level mark (4). Do not overfill.
3. Reinstall the diaphragm and reservoir cap.
4. Tighten the screws to the specified torque:
 1.0 N·m (0.1 kgf·m, 0.7 lbf·ft)

Adding Rear Brake Fluid

NOTICE

Spilled brake fluid will severely damage the painted surfaces. It is also harmful to some rubber parts. Be careful whenever you remove the reservoir cap; make sure the reservoir is horizontal first.

- Always use fresh DOT4 brake fluid from a sealed container when servicing the system. Do not mix different types of fluid, they may not be compatible.
- The recommended brake fluid is DOT 4 brake fluid or an equivalent.



- (5) bolts
 (6) reservoir cap
 (7) set plate
 (8) diaphragm
 (9) upper level mark

1. Remove the bolts (5) reservoir cap (6), set plate (7) and diaphragm (8).
2. Fill the reservoir with DOT 4 brake fluid to the upper level mark (9). Do not overfill.
3. Set the diaphragm as shown.
4. Reinstall the set plate and reservoir cap.
5. Tighten the bolts to the specified torque:
 1.0 N·m (0.1 kgf·m, 0.7 lbf·ft)

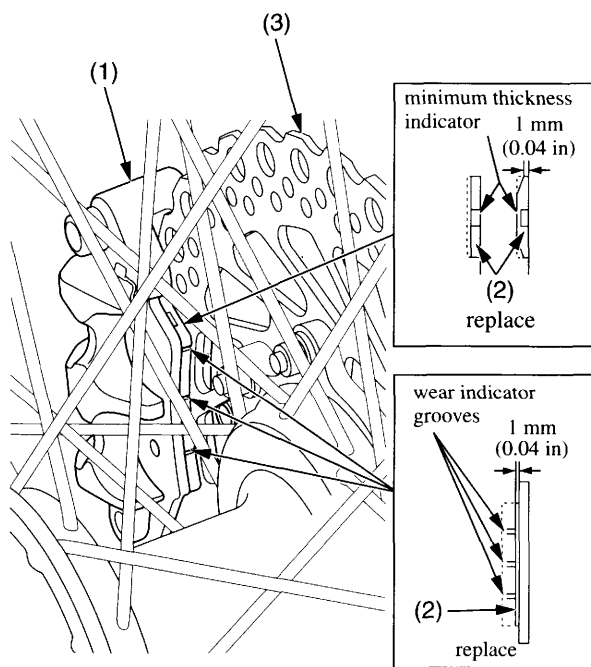
Brakes

Brake Pad Wear

Brake pad wear depends on the severity of usage and track conditions. (Generally, the pads will wear faster on wet and dirty tracks) Inspect the pads at each regular maintenance interval (page 21).

Front Brake Pads

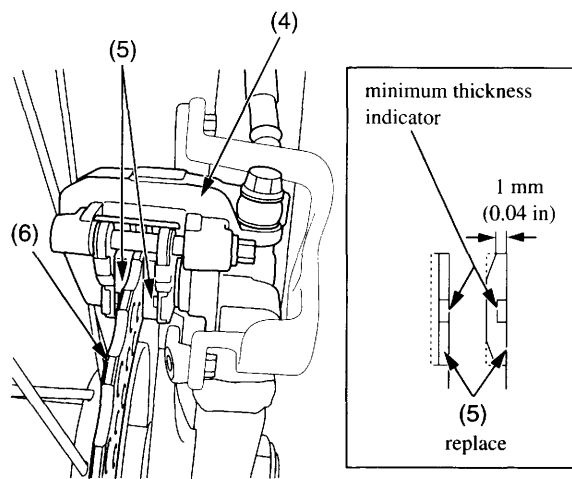
Inspect the brake pads (2) through the front wheel to determine the pad wear. If either pad is worn anywhere to a thickness of 1 mm (0.04 in), both pads must be replaced.



(1) front brake caliper
(2) brake pads
(3) brake disc

Rear Brake Pads

Inspect the brake pads (5) from the rear side of the caliper to determine the pad wear. If either pad is worn anywhere to a thickness of 1 mm (0.04 in), both pads must be replaced.



(4) rear brake caliper
(5) brake pads
(6) brake disc

Other Inspections

Check that the brake lever and pedal assemblies are positioned properly and the securing bolts are tight.

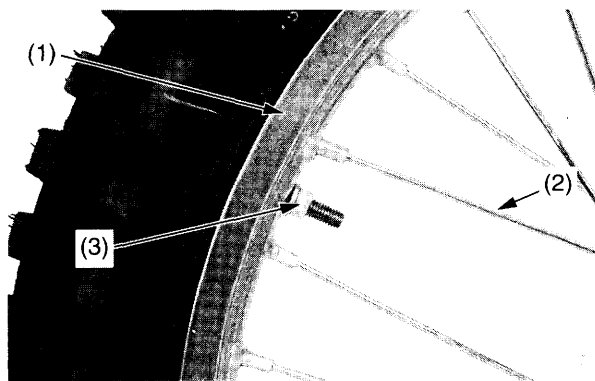
Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

Refer to *Safety Precautions* on page 19.

Maintenance of spoke tension and wheel trueness (roundness) is critical to safe motorcycle operation. During the first few rides, spokes will loosen more rapidly due to the initial seating of the parts. Excessively loose spokes may result in instability at high speeds and the possible loss of control. It's also important that the rim locks are secure to prevent tyre slippage.

It is not necessary to remove the wheels to perform the recommended service in the Maintenance Schedule (page 21). However, information for wheel removal is provided for emergency situations.

Wheel Rims & Spokes



(1) wheel rim
(2) spoke
(3) rim lock

1. Inspect the wheel rims (1) and spokes (2) for damage.

2. Tighten, any loose spokes and rim locks (3) to the specified torque:
Front Spoke :
3.68 N·m (0.4 kgf·m, 2.7 lbf·ft)
Rear Spoke :
3.7 N·m (0.4 kgf·m, 2.7 lbf·ft)
Rim Lock : 12 N·m (1.2 kgf·m, 9 lbf·ft)
3. Check wheel rim runout. If runout is noticeable, see the Honda Shop Manual for inspection instructions.

Axles & Wheel Bearings

See the Honda Shop Manual for inspection information:

1. Check the axle shaft for runout.
2. Check the condition of the wheel bearings.

Tyres & Tubes

Refer to *Safety Precautions* on page 19.

To safely operate your CRF the tyres must be the proper type (off-road) and size, in good condition with adequate tread, and correctly inflated.

⚠ WARNING

Using tyres that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding tyre inflation and maintenance.

The following pages give detailed information on how and when to check your air pressure, how to inspect your tyres for wear and damage, and our recommendations on tyre repair and replacement.

Air Pressure

Properly inflated tyres provide the best combination of handling, tread life, and riding comfort. Generally, underinflated tyres wear unevenly, adversely affect handling, and are more likely to fail from being overheated. Underinflated tyres can also cause wheel damage on hard terrain. Overinflated tyres make your CRF ride harshly, are more prone to damage from surface hazards, and wear unevenly.

Make sure the valve stem caps are secure. If necessary, install a new cap.

Always check air pressure when your tyres are “cold.” If you check air pressure when your tyres are “warm” — even if your CRF has only been ridden for a few kilometers — the readings will be higher. If you let air out of warm tyres to match the recommended cold pressures, the tyres will be underinflated.

The correct “cold” tyre pressures are:

Front	100 kPa (1.0 kgf/cm ² , 15 psi)
Rear	100 kPa (1.0 kgf/cm ² , 15 psi)

If you decide to adjust tyre pressures for a particular riding condition, make changes a little at a time.

Inspection

Take time to inspect your tyres and wheels before you ride.

- Inspect carefully for bumps or bulges in the side of the tyre or the tread. Replace any tyre that has a bump or bulge.
- Look closely for cuts, slits, or cracks in the tyres. Replace a tyre if you can see fabric or cord.
- Check for rocks or other objects embedded in the tyre or tread. Remove any objects.
- Check the position of both valve stems. A tilted valve stem indicates the tube is slipping inside the tyre or the tyre is slipping on the rim.

Tube Replacement

If a tube is punctured or damaged, you should replace it as soon as possible. A repaired tube may not have the same reliability as a new one, and it may fail while you are riding.

Use a replacement tube equivalent to the original.

Tyre Replacement

The tyres that came on your CRF were designed to provide a good combination of handling, braking, durability, and comfort across a broad range of riding conditions.

▲ WARNING

Installing improper tyres on your motorcycle can affect handling and stability. This can cause a crash in which you can be seriously hurt or killed.

Always use the size and type of tyres recommended in this owner's manual.

U, CM, IICM type:

Front	80/100 – 21 51M	
	DUNLOP	D742FA
Rear	100/90 – 19 57M	
	DUNLOP	D756
Type	bias-ply, tube	

ED, DE type:

Front	80/100 – 21 M/C 51R MST	
	PIRELLI	MT32A
Rear	100/90 – 19 NHS	
	PIRELLI	MT32
Type	bias-ply, tube	

- When replacing, use the original equipment tyre of the same size, construction, speed rating, and load range as the originals.
- Replace the tube any time you replace a tyre. The old tube will probably be stretched and, if installed in a new tyre, could fail.

Drive Chain

Refer to *Safety Precautions* on page 19.

The service life of the chain depends on proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain or sprockets.

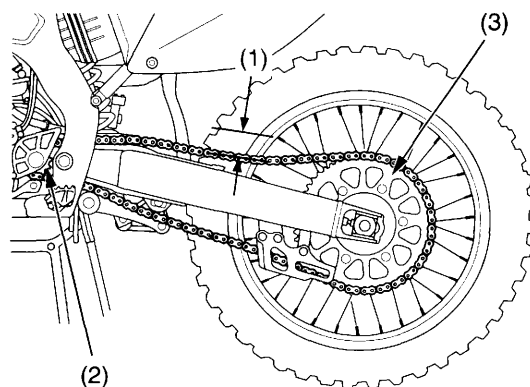
When the motorcycle is ridden on unusually dusty or muddy tracks, more frequent maintenance will be necessary.

Before servicing your drive chain, turn the engine OFF, raise the rear wheel off the ground by placing the optional workstand or equivalent support under the engine and check that your transmission is in neutral.

It is not necessary to remove or replace the drive chain to perform the recommended service in the Maintenance Schedule.

Drive Chain Inspection

1. Turn the engine off, raise the rear wheel off the ground by placing the optional workstand or equivalent support under the engine and shift the transmission into neutral.
2. Check slack (1) in the upper drive chain run midway between the sprockets (2)(3). Drive chain slack should allow the following vertical movement by hand:
25 – 35 mm (1.0 – 1.4 in)



(1) drive chain slack (2) drive sprocket (3) driven sprocket

3. Check drive chain slack at several points along the chain. The slack should remain constant. If it isn't, some links may be kinked and binding. Lubricating the chain will often eliminate binding and kinking.

NOTICE

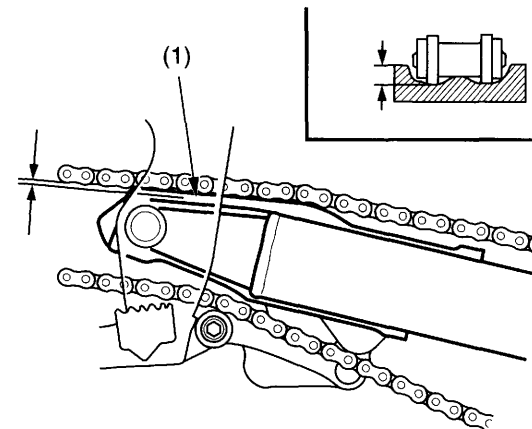
Excessive chain slack may allow the drive chain to damage the engine cases.

4. Inspect the drive chain for:
 - damaged rollers
 - loose pins
 - dry or rusted links
 - kinked or binding links
 - excessive wear

Replace the drive chain (page 86) if it has damaged rollers, loose pins, or kinks that cannot be free. Lubricate the drive chain (page 85) if it appears dry or shows signs of rust. Lubricate any kinked or binding links and work them free. Adjust chain slack if needed.

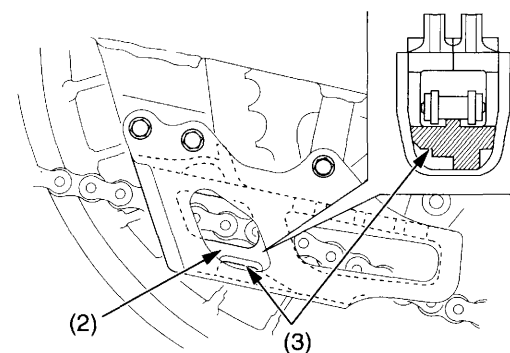
Drive Chain Sliders

1. Check the chain slider (1) for wear. If the wear is 5 mm (0.2 in) or more, replace it.



(1) chain slider

2. Check the chain guide slider (2) for wear. Replace the chain guide slider if it is worn to the bottom of the wear limit (3).



(2) chain guide slider (3) wear limit

Drive Chain Rollers

1. Check the upper drive chain roller (1) and lower drive chain roller (2) for wear or damage.
2. Measure the diameter of the drive chain rollers and replace them if below the service limit.

Service Limit:

Upper roller: 39 mm (1.5 in)

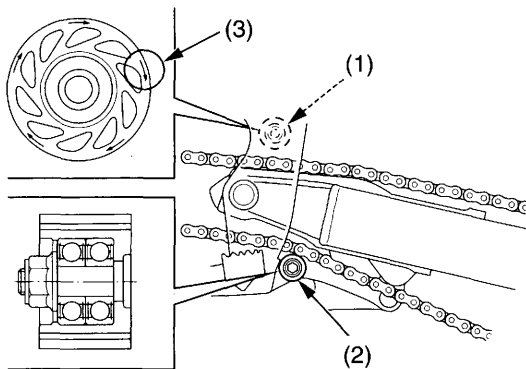
Lower roller: 31 mm (1.2 in)

Replace the roller if necessary as follows.

Install the upper drive chain roller (Green) with the “→” mark (3) facing toward the frame and lower drive chain roller (Black) as shown. Tighten the drive chain roller bolt and nut to the specified torque:

Upper roller bolt: 12 N·m (1.2 kgf·m, 9 lbf·ft)

Lower roller nut: 12 N·m (1.2 kgf·m, 9 lbf·ft)

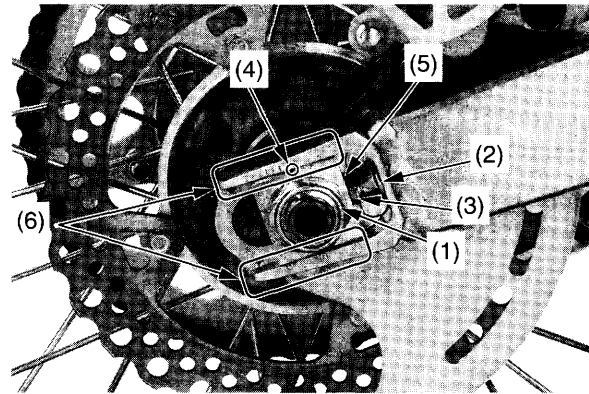


(1) upper drive chain roller
(2) lower drive chain roller

(3) “→” mark

Adjustment

1. Loosen the rear axle nut (1).
2. Loosen both lock nuts (2) and turn the adjusting bolts (3) counterclockwise to decrease slack or clockwise to increase slack. Align the index marks (4) of the axle plates (5) with the same reference marks (6) on both sides of the swingarm.



(1) rear axle nut
(2) lock nut
(3) adjusting bolt

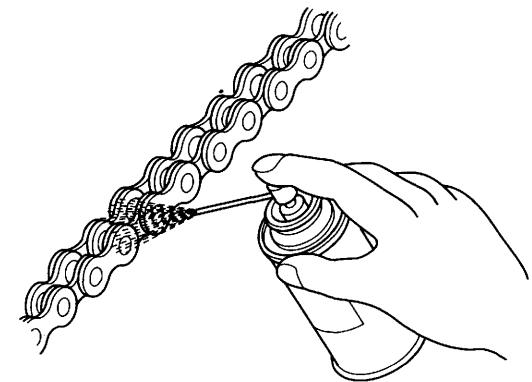
(4) index mark
(5) axle plate
(6) reference mark

3. Tighten the rear axle nut to the specified torque:
128 N·m (13.1 kgf·m, 94 lbf·ft)
4. Recheck chain slack and adjust as necessary.
5. Loosen the adjusting bolt counterclockwise lightly until it touches the axle plate. Then, while holding the adjusting bolt with a wrench, tighten the lock nut to the specified torque:
27 N·m (2.8 kgf·m, 20 lbf·ft)

Lubrication

Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil. Chain Lube or an equivalent, or SAE 80 or 90 gear oil is recommended.

Saturate each chain joint so that the lubricant penetrates the space between adjacent surfaces of the link plates and rollers.

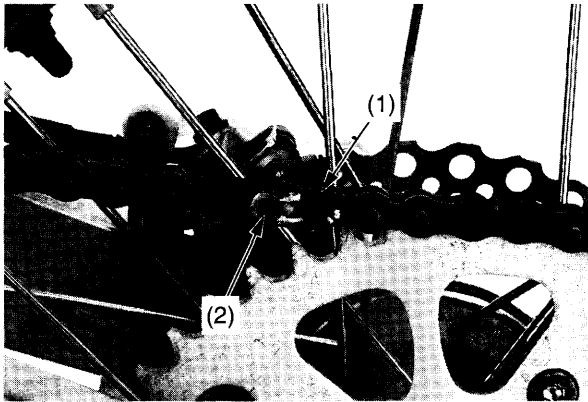


Drive Chain

Removal, Cleaning & Replacement

For maximum service life, the drive chain should be cleaned, lubricated, and adjusted before each outing.

1. Remove the master link retaining clip (1) with pliers. Do not bend or twist the clip. Remove the master link (2). Remove the drive chain.



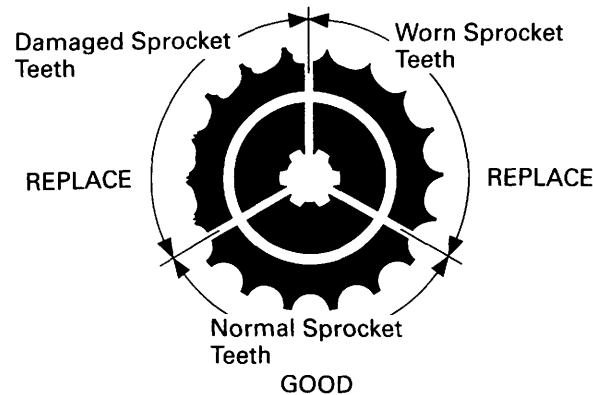
(1) retaining clip (2) master link

2. Clean the drive chain in high flash-point solvent and allow it to dry.
3. Inspect the drive chain for possible wear or damage. Replace the drive chain if it has damaged rollers, loose fitting links, or otherwise appears unserviceable.

Replacement chain:

Size/link: DID 520 DMA2-114RB
RK 520 TXZ-114RJ

4. Inspect the sprocket teeth for wear or damage. We recommend replacing the sprocket whenever a new chain is installed. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket(s) will wear rapidly. Excessively worn sprocket teeth have a hooked, worn appearance. Replace any sprocket which is damaged or excessively worn.

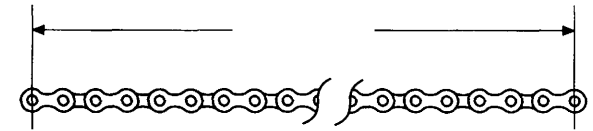


NOTICE

Use of a new chain with worn sprockets will cause rapid chain wear.

5. Measure a section of the drive chain to determine whether the chain is worn beyond its service limit. Put the transmission in gear, and then turn the rear wheel forward until the lower section of the chain is pulled taut. With the chain held taut and any kinked joints straightened, measure the distance between a span of 17 pins, from pin centre to pin centre. If the measurement exceeds the service limit, replace the chain. After the chain is measured, shift the transmission into neutral again before proceeding with inspection and service.

Service limit: 259.0 mm (10.20 in)



MEASURE A SPAN OF 17 PINS (16 PITCHES)

6. Lubricate the drive chain.
7. Pass the chain over the sprockets and join the ends of the chain with the master link. For ease of assembly, hold the chain ends against adjacent rear sprocket teeth while inserting the master link. Install the master link retaining clip so that the closed end of the clip will face the direction of forward wheel rotation.
8. Recheck chain slack and adjust as necessary.

More About Drive Chain

- The master link is the most critical element of drive chain security. Master links are reusable, as long as they remain in excellent condition. We recommend installing a new master link retaining clip when the drive chain is reassembled.
- You may find it easier to install a new chain by connecting it to the old chain with a master link and pulling the old chain to position the new chain on the sprockets.

Exhaust Pipe/Muffler Inspection

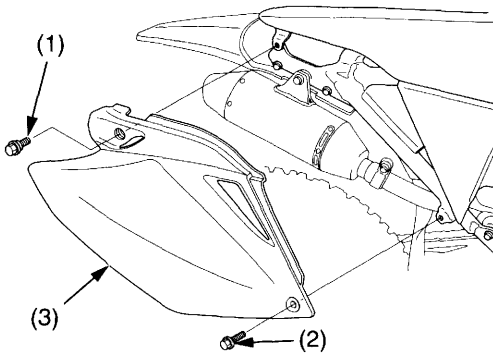
Check the mounting bolts and joint nuts for tightness.

Check the exhaust pipe, exhaust joint pipe and mufflers for cracks or deformation.

A damaged exhaust pipe, exhaust joint pipe and mufflers may reduce engine performance.

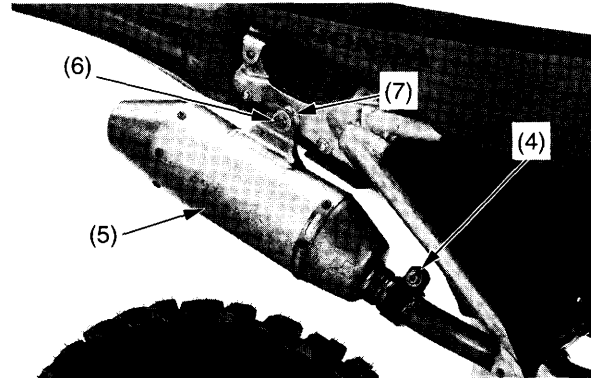
Muffler Removal

1. Remove the seat mounting bolts (1), side cover bolts (2) and side covers (3).



- (1) seat mounting bolt
(2) side cover bolt
(3) side cover

2. Loosen the muffler clamp bolts (4).
3. Remove the mufflers (5) by removing the muffler mounting bolts (6) and washers (7).

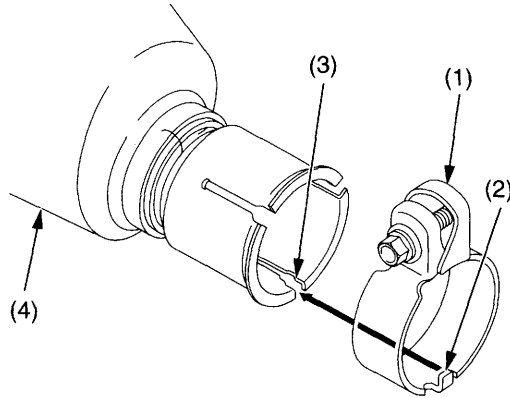


- (4) muffler clamp bolt
(5) muffler
(6) muffler mounting bolt
(7) washer

Exhaust Pipe/Muffler

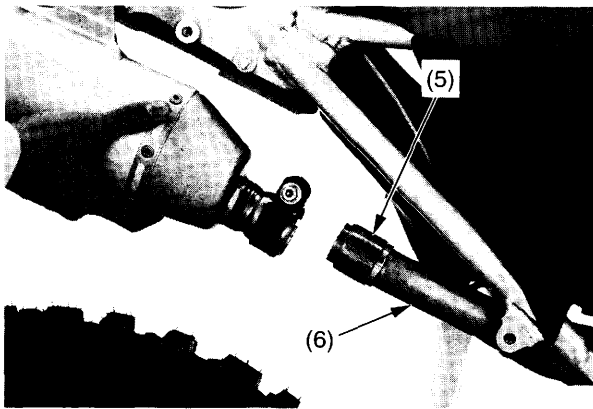
Muffler Installation

1. Remove the old gasket.
2. Install the muffler clamp (1) by aligning the tab (2) of the muffler clamp with the cut-out (3) of each muffler (4).



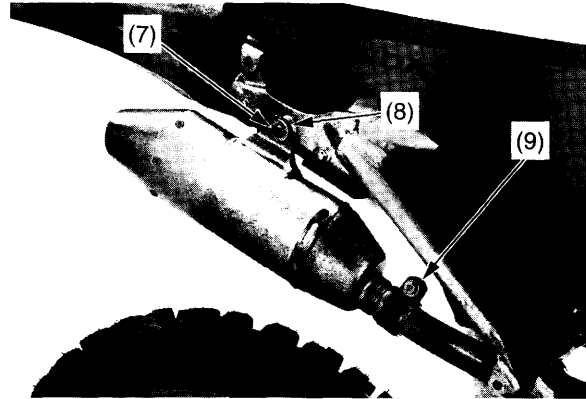
- (1) muffler clamp
(2) tab
(3) cut-out
(4) muffler

3. Install a new gaskets (5) to the exhaust joint pipe (6).
4. Install each muffler to the exhaust joint pipe.



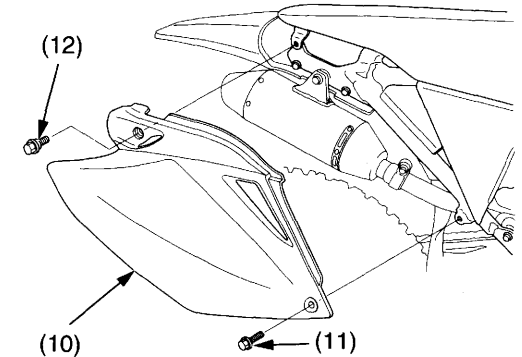
- (5) gasket
(6) exhaust joint pipe

5. Install each muffler mounting bolt (7) and washer (8).
6. Tighten each muffler clamp bolt (9) to the specified torque:
21 N·m (2.1 kgf·m, 15 lbf·ft)
7. Tighten each muffler mounting bolt to the specified torque:
26 N·m (2.7 kgf·m, 19 lbf·ft)



- (7) muffler mounting bolt
(8) washer
(9) muffler clamp bolt

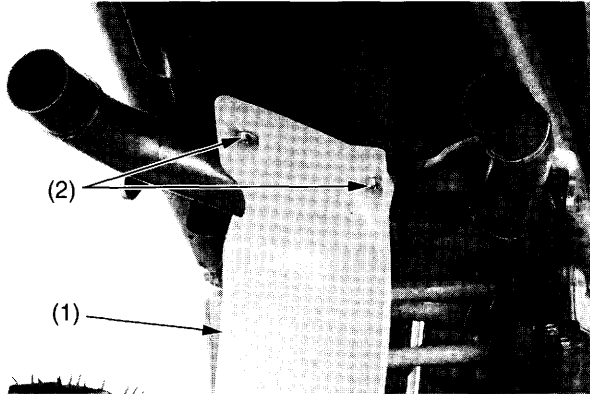
8. Install and tighten the side covers (10) and side cover bolts (11).
9. Install the seat mounting bolts (12) and tighten them to the specified torque:
26 N·m (2.7 kgf·m, 19 lbf·ft)



- (10) side cover
(11) side cover bolt
(12) seat mounting bolt

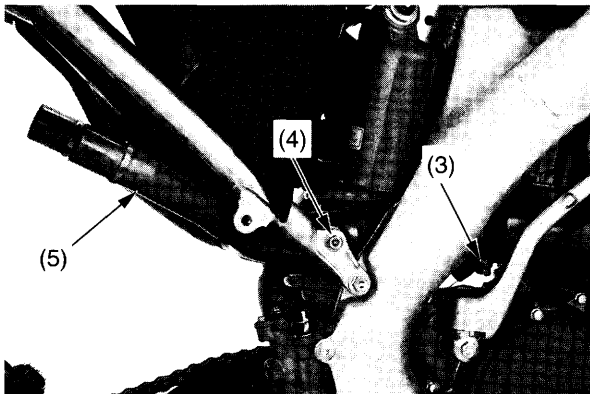
Exhaust Joint Pipe Removal

1. Remove the muffler (page 87).
2. Remove the mud guard (1) by removing the screws (2).



(1) mud guard (2) screws

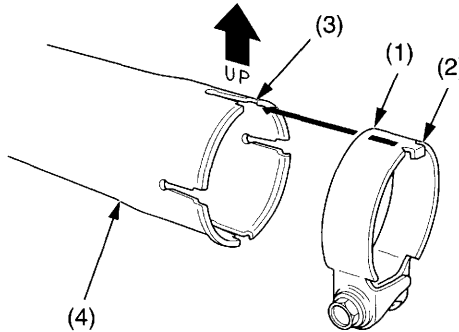
3. Loosen the joint pipe clamp bolt (3).
4. Remove the exhaust joint pipe mounting bolt (4) and exhaust joint pipe (5).



(3) joint pipe clamp bolt
(4) exhaust joint pipe mounting bolt
(5) exhaust joint pipe

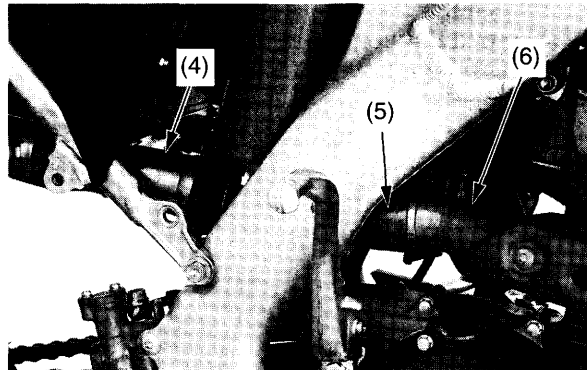
Exhaust Joint Pipe Installation

1. Remove the old gasket.
2. Install the joint pipe clamp (1) by aligning the tab (2) of the joint clamp with the cut-out (3) of the exhaust joint pipe (4).



(1) joint pipe clamp (3) cut-out
(2) tab (4) exhaust joint pipe

3. Install a new gasket (5) to the exhaust pipe (6).
4. Install the exhaust joint pipe (4) to the exhaust pipe, and temporarily install the joint pipe clamp bolt and exhaust joint pipe mounting bolt.



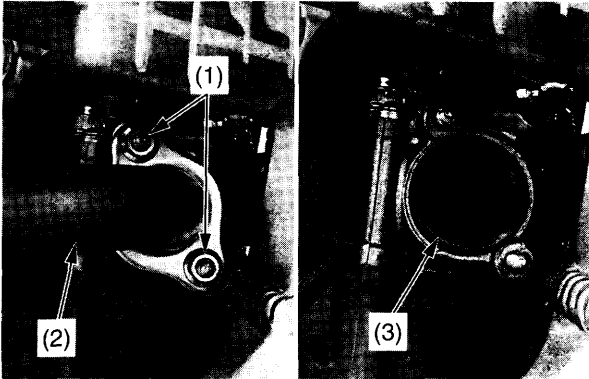
(4) exhaust joint pipe
(5) gasket
(6) exhaust pipe

5. Install the exhaust joint pipe mounting bolt.
6. Install the muffler (page 88), but do not tighten the bolt yet.
7. Tighten the joint pipe clamp bolt to the specified torque:
21 N·m (2.1 kgf·m, 15 lbf·ft)
8. Tighten the exhaust joint pipe mounting bolt to the specified torque:
26 N·m (2.7 kgf·m, 19 lbf·ft)
9. Tighten the muffler clamp bolts and muffler mounting bolts (page 88).
10. Installation can be done in the reverse order of removal.

Exhaust Pipe/Muffler

Exhaust Pipe Removal

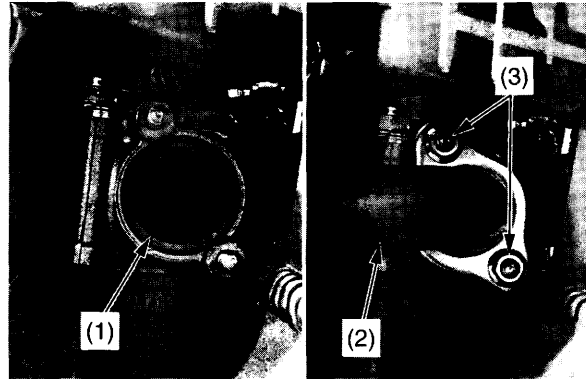
1. Remove the muffler (page 87).
2. Remove the exhaust joint pipe (page 89).
3. Remove the exhaust pipe joint nuts (1), exhaust pipe (2) and old gasket (3).



- (1) exhaust pipe joint nuts
(2) exhaust pipe
(3) gasket (old)

Exhaust Pipe Installation

1. Install a new exhaust pipe gasket (1) as shown.
2. Install the exhaust pipe (2) and exhaust pipe joint nuts (3)



- (1) exhaust pipe gasket (new)
(2) exhaust pipe
(3) exhaust pipe joint nuts

3. Install the exhaust joint pipe (page 89) but do not tighten the bolt yet.
4. Install the muffler (page 88) but do not tighten the bolt yet.
5. Tighten the exhaust pipe joint nuts to the specified torque:
21 N·m (2.1 kgf·m, 15 lbf·ft)
6. Tighten the joint pipe clamp bolt and exhaust joint pipe mounting bolt (page 89).
7. Tighten the muffler clamp bolts and muffler mounting bolts (page 88).
8. Installation can be done in the reverse order of removal.

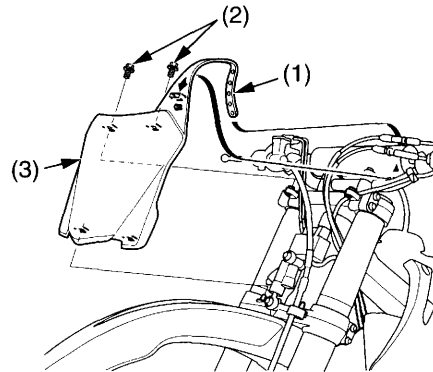
Refer to *Safety Precautions* on page 19.

Loose, worn or damaged steering damper components may adversely affect the handling and stability of your CRF. If any steering damper components appear worn or damaged, see your Honda dealer for further inspection. Your dealer is qualified to determine whether or not replacement parts are needed. Do not attempt to disassemble the steering damper; see your Honda dealer. The instructions found in this owner's manual are limited to adjustment and service of the steering damper assembly only.

Steering Damper Operation Inspection

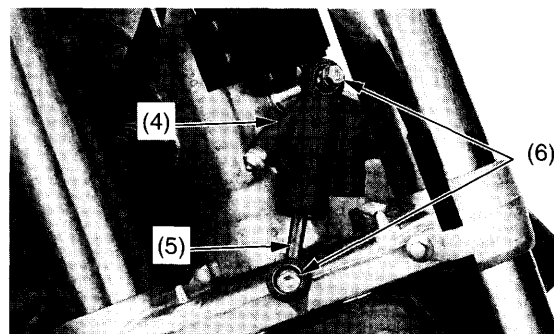
- When your CRF is new, break it in for approximately 1 hour to ensure that the steering damper is broken (page 15).
- After break-in, test run your CRF with the steering damper at the standard setting before making any adjustments.
- Check the spherical bearings and dust seal for dust, dirt, and foreign materials.
- Make all damping adjustments in one-click increments. (Adjusting two or more clicks at a time may cause you to pass over the best adjustment.) Test ride after each adjustment.
- If you have a problem finding an acceptable adjustment, return to the standard position and begin again.

1. Unlock the number plate tab (1) from the handlebar pad. Remove the bolts (2) and number plate (3).



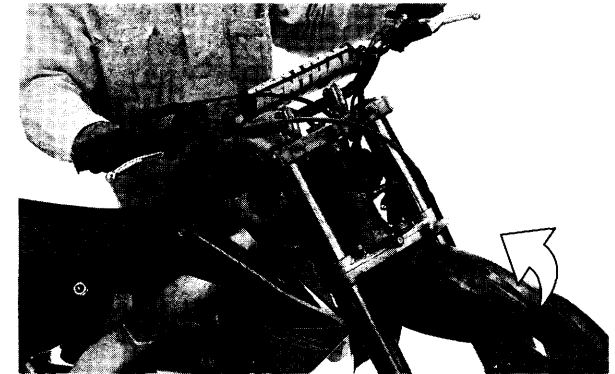
(1) number plate tab
(2) bolts
(3) number plate

2. Check the steering damper (4) for deformation or oil leaks. Check the damper rod (5) for bending or damage. Replace the damper case or damper rod if there is any abnormality. Refer to the Honda Shop Manual or see your Honda dealer for steering damper disassembly. Check the torque of the steering damper mounting bolts (6):
20 N·m (2.0 kgf·m, 15 lbf·ft)

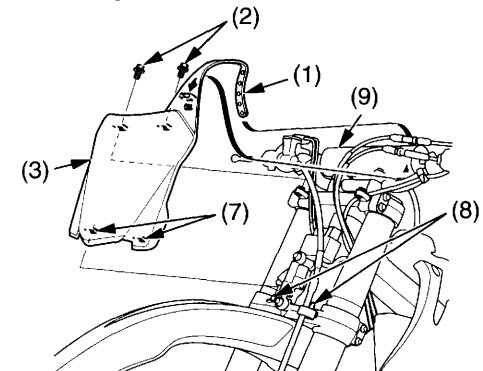


(4) steering damper
(5) damper rod
(6) steering damper mounting bolts

3. Place your CRF on the workstand or equivalent support with the front wheel off the ground. Check that the steering moves smoothly from side-to-side.



4. Install the number plate (3) by aligning its holes (7) with the tabs (8) on the steering stem. Install and tighten the bolts (2) securely. Route the number plate tab (1) around the handlebar pad (9) as shown.

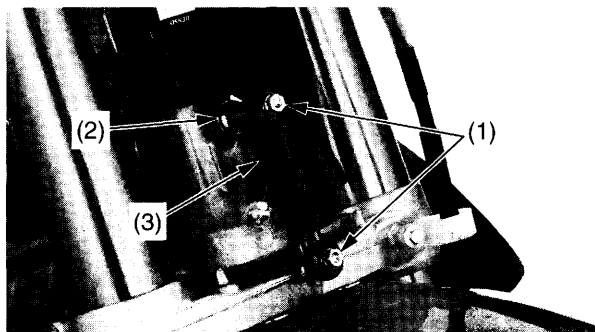


(1) number plate tab
(2) bolts
(3) number plate
(7) holes
(8) tabs
(9) handlebar pad

Steering Damper

Removal

1. Remove the number plate (page 91).
2. Remove the steering damper mounting bolts (1), collar (2) and steering damper (3).



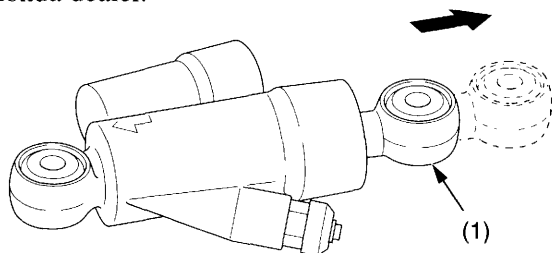
- (1) steering damper mounting bolts
(2) collar
(3) steering damper

Inspection

1. Check the damper rod (1) operation.
The damper rod is fully extended and compressed by hand. Release the damper rod, then check that it extends to its maximum length.

If the damper rod does not extend its maximum length, disassemble and inspect for steering damper.

Refer to the Honda Shop Manual or see your Honda dealer.



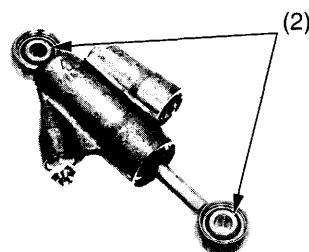
- (1) damper rod

2. Check the condition of the spherical bearings (2).

Move the spherical bearing with your finger. The spherical bearing should move smoothly and quietly.

Replace the spherical bearing if it does not move smoothly and quietly.

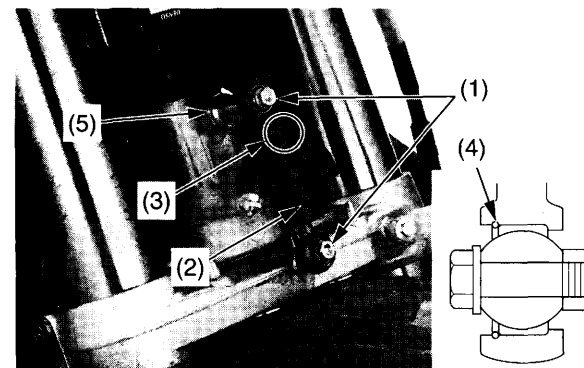
Refer to the Honda Shop Manual or see your Honda dealer.



- (2) spherical bearings

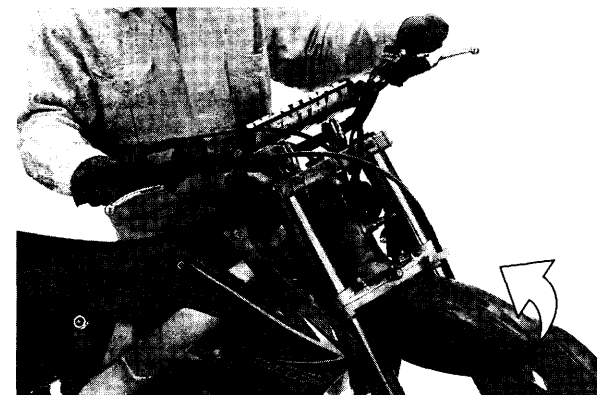
Installation

1. Clean and apply a locking agent to the steering damper mounting bolt threads.
2. Install the steering damper (2) with its "UP" mark (3) facing up and forward. Turn the damper rod and its stopper ring (4) facing toward the front side.
3. Install the collar (5) and steering damper mounting bolts (1).
Be sure to install the collar with its wide flange side facing toward the steering head pipe side.
4. Tighten the steering damper mounting bolts to the specified torque:
20 N·m (2.0 kgf·m, 15 lbf·ft)



- (1) steering damper mounting bolts
(2) steering damper
(3) "UP" mark
(4) stopper ring
(5) collar

5. Place your CRF on the workstand or equivalent support with the front wheel off the ground. Check that the steering moves smoothly from side-to-side.

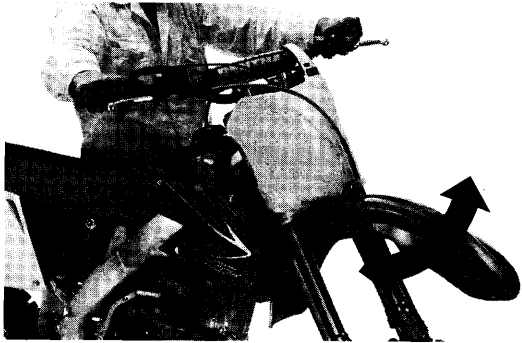


6. Install the number plate (page 91).

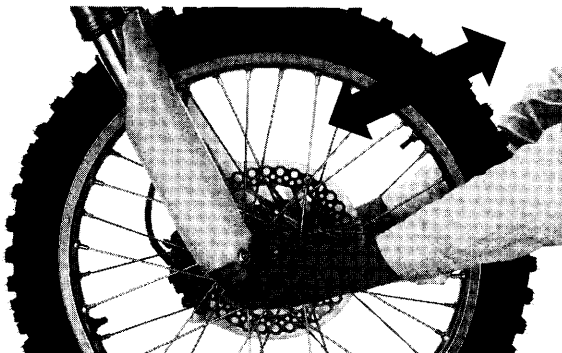
Refer to *Safety Precautions* on page 19.

Steering Head Bearings Inspection

1. With your CRF on a box or workstand (front wheel elevated), turn the handlebar to the right and left to check for roughness in the steering head bearings.

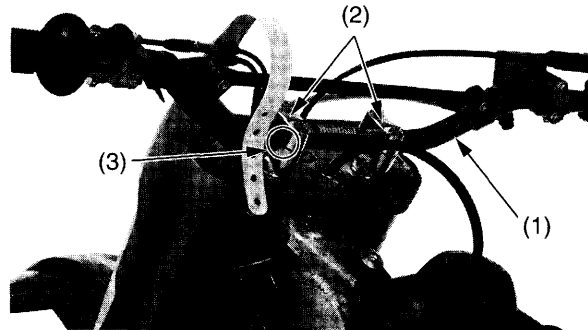


2. Stand in front of your CRF, grab the fork (at the axle), look at the steering head, and push the fork in and out (toward the engine) to check for play in the steering head bearings. If any roughness or play is felt, but you do not see any movement in the steering head, the fork bushings may be worn. Refer to the Honda Shop Manual for replacement or adjustment procedures, or see your Honda dealer.



Handlebar Inspection

1. Remove the handlebar pad.
2. Check the handlebar (1) for bends or cracks.
3. Check that the handlebar has not moved from its proper position (by inspecting the paint mark (3)).
4. Check the torque of the upper holder (2) bolts: 22 N·m (2.2 kgf·m, 16 lbf·ft)
Tighten the front bolts first.



(1) handlebar
(2) handlebar upper holders
(3) paint mark

Control Cables

Periodically, disconnect the throttle, clutch and hot start cables at their upper ends. Thoroughly lubricate the cable pivot points with a commercially-available cable lubricant. If the clutch lever, hot start lever and throttle operation is not smooth, replace the cable. Be sure the throttle returns freely from fully open to fully closed automatically, in all steering positions.

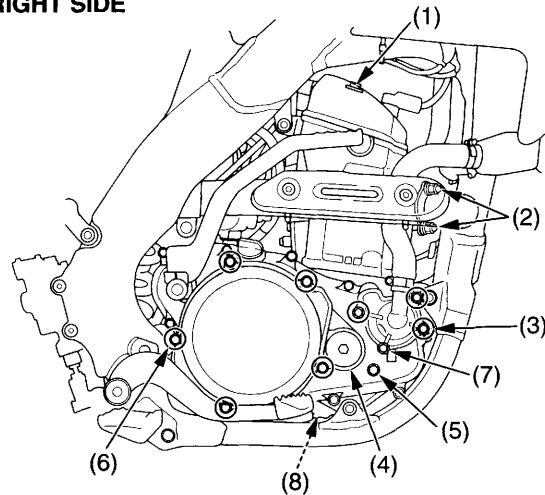
Additional Maintenance Procedures

Nuts, Bolts, Fasteners

Check and tighten nuts, bolts, and fasteners before every outing.

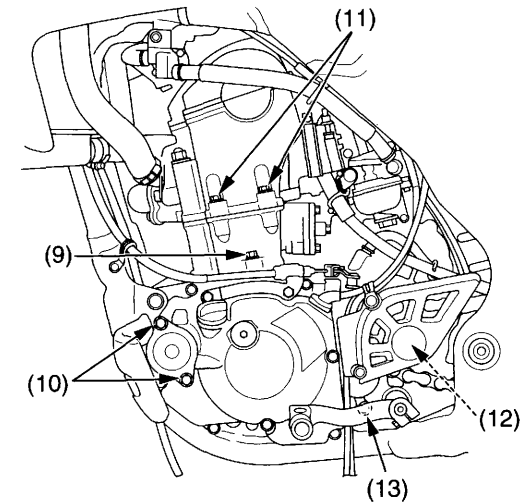
	Item	Torque		
		N•m	kgf•m	lbf•ft
	ENGINE			
1	Cylinder head cover bolts	10	1.0	7
2	Exhaust pipe joint nuts	21	2.1	15
3	Water pump cover bolts	10	1.0	7
4	Crankshaft hole cap	15	1.5	11
5	Transmission oil check bolt	12	1.2	9
6	Clutch cover bolts	10	1.0	7
7	Coolant drain bolt	10	1.0	7
8	Engine oil drain bolt	16	1.6	12
9	Cylinder bolt	10	1.0	7
10	Oil filter cover bolts	12	1.2	9
11	Cylinder head bolts	10	1.0	7
12	Drive sprocket bolt	31	3.2	23
13	Transmission oil drain bolt	16	1.6	12

RIGHT SIDE



- (1) cylinder head cover bolts
- (2) exhaust pipe joint nuts
- (3) water pump cover bolts
- (4) crankshaft hole cap
- (5) transmission oil check bolt
- (6) clutch cover bolts
- (7) coolant drain bolt
- (8) engine oil drain bolt

LEFT SIDE



- (9) cylinder bolt
- (10) oil filter cover bolts
- (11) cylinder head bolts
- (12) drive sprocket bolt
- (13) transmission oil drain bolt

Refer to *Safety Precautions* on page 19.

Frequent cleaning and polishing will keep your Honda looking newer longer. Frequent cleaning also identifies you as an owner who values his motorcycle. A clean CRF is also easier to inspect and service.

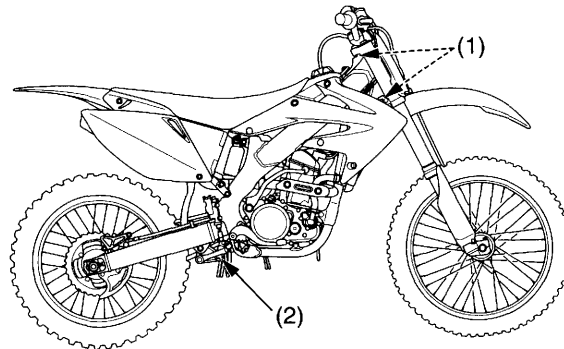
While you're cleaning, be sure to look for damage, wear, and petrol or oil leaks.

General Recommendations

- To clean your CRF you may use:
 - water
 - a mild, neutral detergent and water
 - a mild spray and wipe cleaner/polisher
 - a mild spray and rinse cleaner/degreaser and water
- Avoid products that contain harsh detergents or chemical solvents that could damage the metal, paint, and plastic on your CRF or discolour the seat and decals.
- If your CRF is still warm from recent operation, give the engine and exhaust system time to cool off.
- We recommend the use of a garden hose to wash your CRF. High pressure washers, (like those at coin-operated car washes) can damage certain parts of your CRF. The force of water under extreme pressure can penetrate the dust seals of the suspension pivot points and steering head bearings-driving dirt inside and needed lubrication out.

If you use a high pressure washer, avoid spraying the following areas:

- wheel hubs
- muffler outlet
- under seat
- engine stop button
- brake master cylinders
- under fuel tank
- drive chain
- carburetor
- steering head bearings
- suspension pivot points



- (1) steering head bearings
- (2) suspension pivot points

NOTICE

High pressure water (or air) can damage certain parts of your CRF.

You may use a multi-surface cleaner/degreaser, to remove both dirt and petroleum-based grime from paint, alloy, plastic, and rubber surfaces. Wet any heavy deposits with water first. Then spray on the multi-surface cleaner/degreaser and rinse with a garden hose at full pressure. Stubborn deposits may require a quick wipe with a sponge.

Washing Your Motorcycle with a Mild Detergent

1. Rinse your CRF thoroughly with cool water to remove loose dirt.
2. Fill a bucket with cool water. Mix in a mild, neutral detergent, such as dish washing liquid or a product made especially for washing motorcycles or automobiles.
3. Wash your CRF with a sponge or a soft towel. As you wash, check for heavy grime. If necessary, use a mild cleaner/degreaser to remove the grime.

NOTICE

Do not use steel wool to clean the frame as it could damage or discolour the frame surface. Muffler stain remover (Scotch Brite Hand Pad #7447-maroon) is for removing stains on the non-coated aluminum frame only.

4. After washing, rinse your CRF thoroughly with plenty of clean water to remove any residue.
5. Dry your CRF with a chamois or a soft towel.
6. Lubricate the drive chain to prevent rusting.
7. Start the engine and let it idle for several minutes. The engine heat will help dry moist areas.
8. As a precaution, ride at a slow speed and apply the brakes several times. This will help dry the brakes and restore normal braking performance.

Appearance Care

Condensation Control

Some condensation can form within the transmission cavity as well. This is natural and just one more reason you should change the engine and transmission oil often.

After Cleaning Lubrication

There are some things you should do just after washing your CRF to help prevent rust and corrosion.

Once your CRF is clean and dry, you should protect any bare steel from rusting by applying a light coating of a rust-inhibitor. Lubricate the drive chain and drive sprocket after removing and thoroughly cleaning in solvent. Be sure the chain is wiped clean and is dry before applying the chain lube.

Follow the suggestions given in the pages of this manual for lubricating items such as the brake and clutch lever pivot points and footpeg pivot pins.

Aluminum Frame Maintenance

Aluminum corrodes when it comes in contact with dust, mud and road salt.

To remove stains, use Scotch Brite Hand Pad #7447 (maroon) or an equivalent. Wet the pad and polish the surface using strokes parallel to the length of the frame.

Clean the frame using a wet sponge and a mild detergent, then rinse well with clean water. Dry the frame with a soft clean cloth, using strokes parallel to the length of the frame.

NOTICE

Do not use steel wool to clean the frame as it could damage or discolour the frame surface. Muffler stain remover (Scotch Brite Hand Pad #7447-maroon) is for removing stains on the non-coated aluminum frame only.

Exhaust Pipe Maintenance

The exhaust pipe and exhaust joint pipe are stainless steel, but may become stained by oil or mud.

To remove mud or dust, use a wet sponge and a liquid kitchen abrasive, then rinse well with clean water. Dry with chamois or a soft towel. If necessary, remove heat stains by using a commercially available fine texture compound. Then rinse by the same manner as removing mud or dust.

This section tells you how to fine tune your CRF for maximum competition performance.

Initial suspension adjustments should be performed after a minimum of two hours of easy break-in time.

Optional front and rear suspension springs are available in both stiffer and softer than standard rates, in order to tailor your CRF specifically for your weight, riding style and course conditions.

Follow the instructions given in the rear suspension sag setting section of *Rear Suspension Adjustments* to determine if your combined rider and sprung machine weight (rider fully dressed for competition and machine coolant, oil and fuel levels ready for competition) requires an optional stiffer or softer rear spring. The need for either optional rear spring may need to be balanced by installing the optional fork springs of a similar rate.

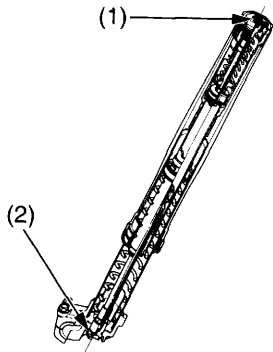
Front Suspension Adjustments.....	98
Rear Suspension Adjustments.....	112
Suspension Adjustments for Track Conditions	116
Suspension Adjustment Guidelines.....	117
Carburetor Adjustments & Tuning Tips	120
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Gearing	136
Tyre Selection for Track Conditions	137
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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.



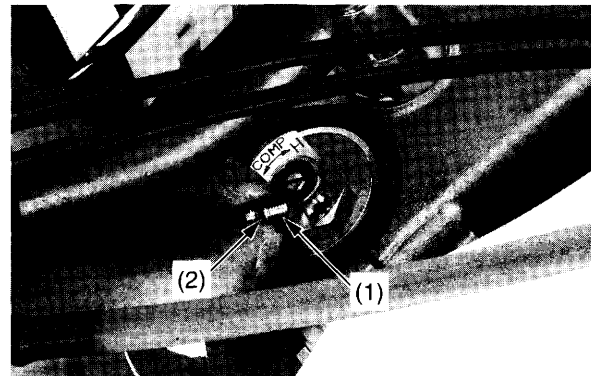
(1) compression damping adjuster
(2) rebound damping adjuster

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:

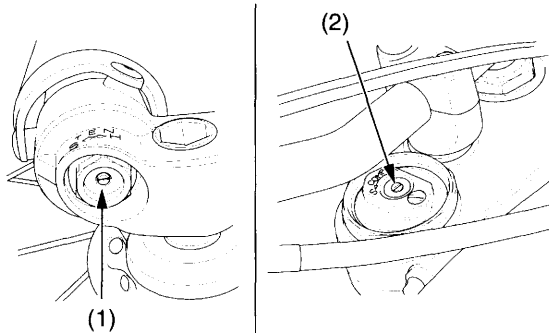
Turn the adjuster clockwise until it will no longer turn (lightly seats). This is the full hard position. The adjuster is set in the standard position when the adjuster is turned counterclockwise 7 (ED, U, CM, IICM, type), 8 (DE type) clicks. Make sure that both fork legs are adjusted to the same position.

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 screw

(2) compression damping adjuster screw

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 capacity 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 capacity in increments of 5 cm³ (0.2 US oz, 0.2 Imp oz) in both fork legs until the desired performance is obtained. Do not, however, lower the oil capacity below the minimum oil capacity.

(ED, U, CM, IICM type)

Minimum oil capacity:

- Standard spring: 320 cm³ (10.8 US oz, 11.3 Imp oz)
- Softer spring: 325 cm³ (11.0 US oz, 11.4 Imp oz)
- Stiffer spring: 314 cm³ (10.6 US oz, 11.1 Imp oz)

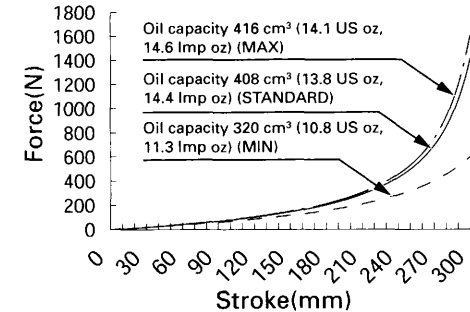
(DE type)

Minimum oil capacity:

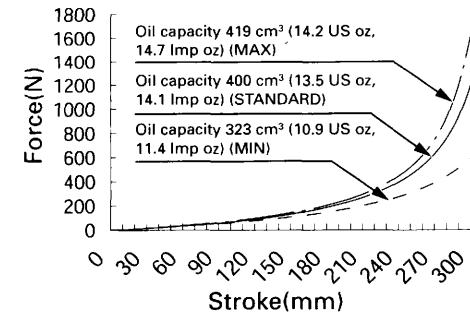
- Standard spring: 323 cm³ (10.9 US oz, 11.4 Imp oz)
- Softer spring: 328 cm³ (11.1 US oz, 11.5 Imp oz)
- Stiffer spring: 317 cm³ (10.7 US oz, 11.2 Imp oz)

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

(ED, U, CM, IICM type)



(DE type)



Front Suspension Disassembly

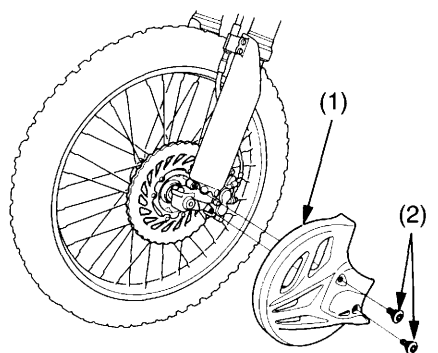
- If your CRF is brand-new, put enough part-throttle break-in time (about one hour) on it to ensure that the suspension has worked in.
- For optimum performance, and extended fork life, the fork should be completely disassembled and cleaned after the first three hours of riding. See the Shop Manual or your Honda dealer for this service.
- When disassembling the fork, turn the rebound and compression adjusters counterclockwise to the softest position to prevent damaging the adjustment needle (be sure to record the number of turns from the starting position).

1. Place your CRF on the workstand or equivalent support with the front wheel off the ground.

(cont'd)

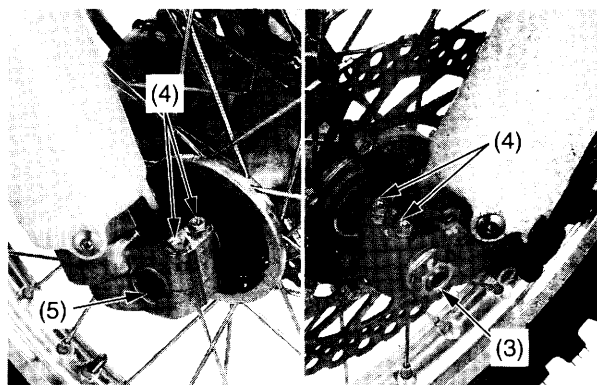
Front Suspension Adjustments

- Remove the disc cover (1) by removing the disc cover bolts (2).



(1) disc cover (2) disc cover bolts

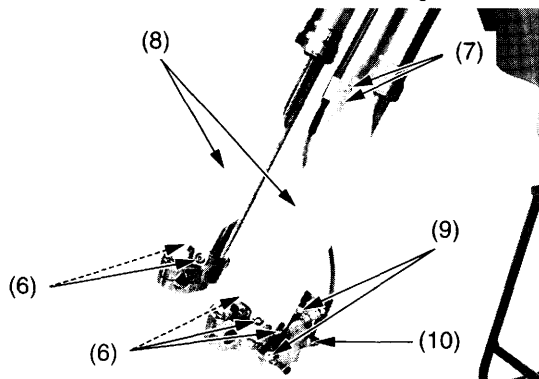
- Remove the front axle nut (3) and loosen the front axle pinch bolts (4) on both forks.
- Pull the front axle shaft (5) out of the wheel hub and remove the front wheel.



(3) front axle nut (4) front axle pinch bolts (5) front axle shaft

- Remove the fork protector bolts (6), brake hose clamp bolts (7) and fork protectors (8).
- Remove the brake caliper mounting bolts (9) and brake caliper (10).

Do not support the brake caliper by the brake hose. Do not operate the brake lever after the front wheel is removed. To do so will cause difficulty in fitting the brake disc between the brake pads.

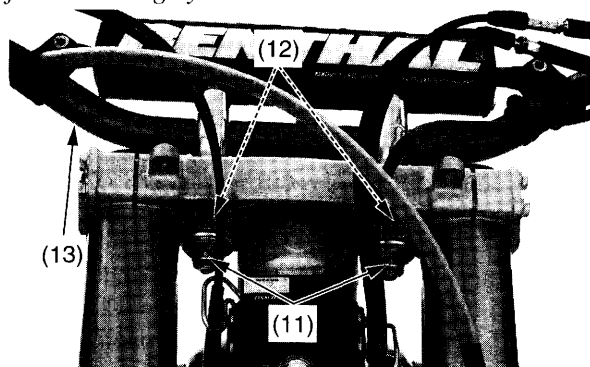


(6) fork protector bolts (7) brake hose clamp bolts (8) fork protectors (9) brake caliper mounting bolts (10) brake caliper

- Remove the number plate (page 91).
- Remove the washers/handlebar holder nuts (11), mounting rubbers (12) and handlebar (13).

NOTICE

Keep the master cylinder upright to prevent air from entering system.

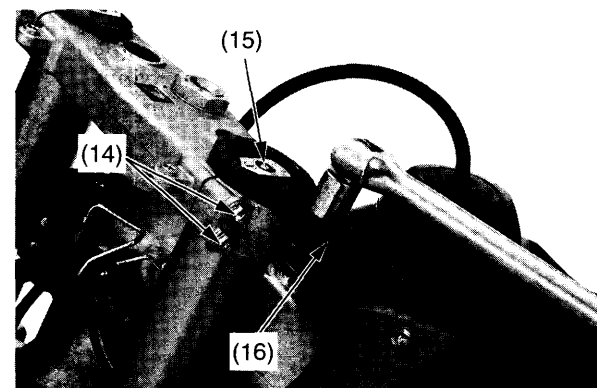


(11) washers/handlebar holder nuts (12) mounting rubbers (13) handlebar

- Loosen the upper pinch bolts (14).
- Loosen the fork damper (15) using a lock nut wrench (16), but do not remove them yet.

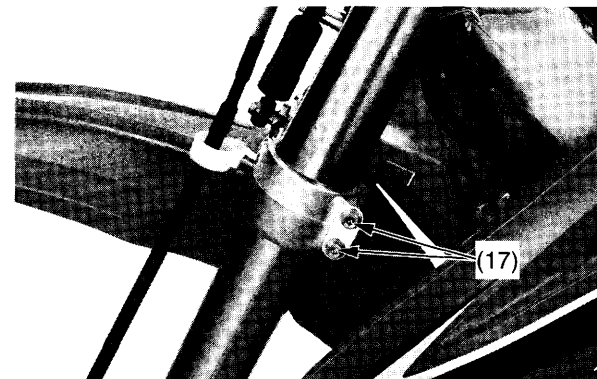
NOTICE

Do not use an adjustable wrench to loosen the fork damper: it may damage them.



(14) upper pinch bolts (15) fork damper (16) lock nut wrench

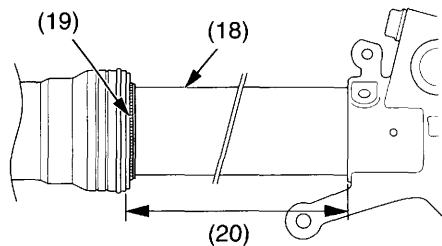
- Loosen the fork bridge lower pinch bolts (17), then pull the fork legs down and out.



(17) lower pinch bolts

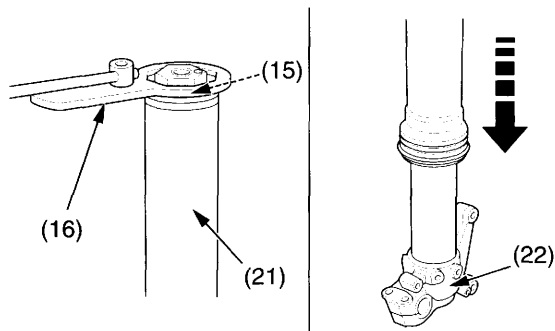
Front Suspension Adjustments

12. Clean the fork assembly, especially the sliding surface of the slider (18) and dust seal (19).
13. Record the rebound damping adjuster position and turn the adjuster counterclockwise until it stops.
14. Measure the length (20) between the axle holder and outer tube and record it before disassembling the fork.
Standard: 317 ± 2 mm (12.5 ± 0.1 in)



(18) slider
(19) dust seal
(20) length

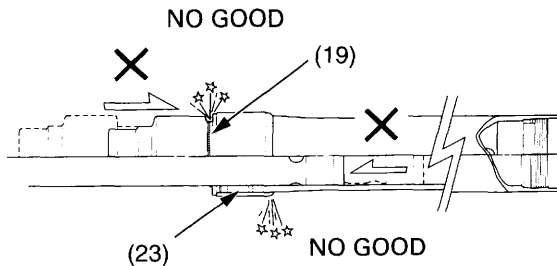
15. Hold the outer tube (21), then remove the fork damper (15) from the outer tube using a lock nut wrench (16). Gently slide the outer tube down onto the axle holder (22).



(15) fork damper
(16) lock nut wrench
(21) outer tube
(22) axle holder

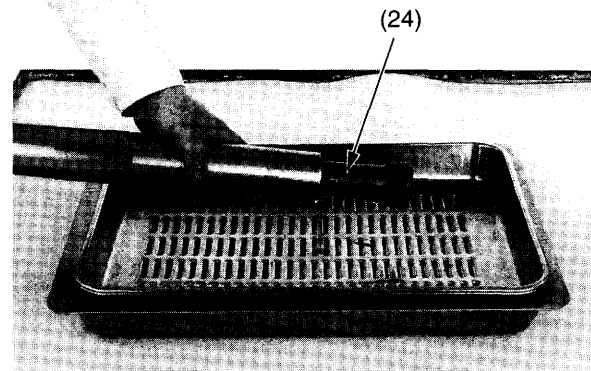
NOTICE

The outer tube can drop on the slider and damage the fork dust seal (19) and guide bushing (23) when the fork damper is removed. To avoid damage hold both the outer tube and slider when removing the fork cap.



(19) fork dust seal
(23) guide bushing

16. Drain the fork oil from the outer tube.
Drain the fork oil from the oil hole (24) of the fork damper.



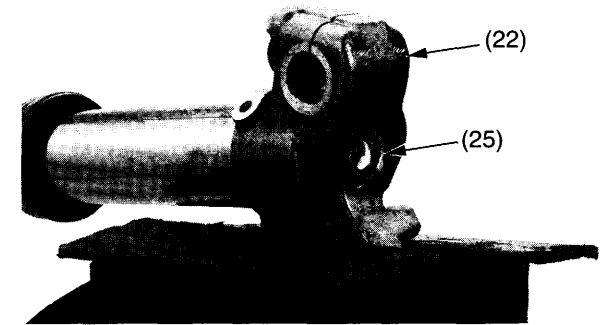
(24) oil hole

17. Temporarily install the fork damper to the outer tube.
18. Set the axle holder (22) in a vise with a piece of wood or soft jaws to avoid damage.

NOTICE

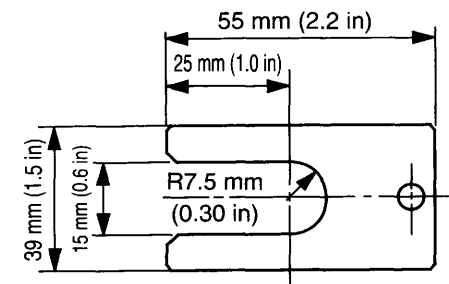
Overtightening the vise can damage the axle holder.

19. Loosen the centre bolt (25).



(22) axle holder
(25) centre bolt

20. Make the mechanic's stopper tool out of a thin piece of steel (2.0 mm (0.08 in) thick) as shown if you do not have the piston base.



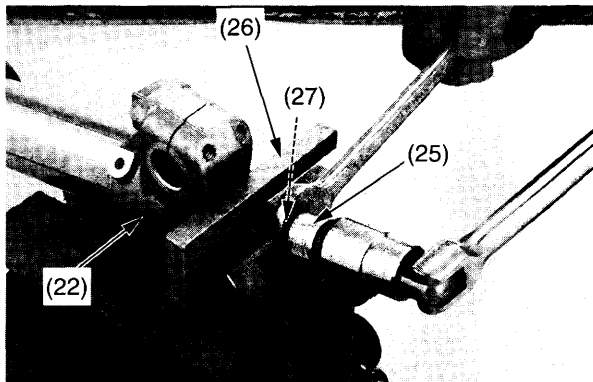
(cont'd)

Front Suspension Adjustments

21. Push out the fork center bolt (25) from the axle holder (22) of the slider by pushing the fork damper. While the fork center bolt is pushed out, install the piston base (26) or a mechanic's stopper tool between the axle holder and lock nut (27).
22. Hold the lock nut and remove the centre bolt (25) from the fork damper.

NOTICE

Do not remove the lock nut from the fork damper piston rod. If the lock nut is removed, the piston rod will fall in the fork damper and you can not reassemble the fork damper.

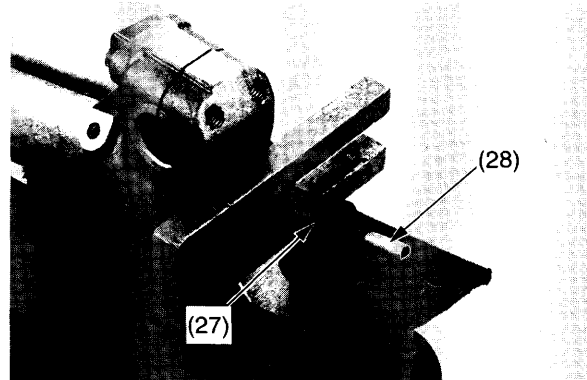


(22) axle holder
(25) centre bolt
(26) piston base
(27) lock nut

23. Remove the push rod (28) from the fork damper.
24. Remove the piston base or mechanic's stopper tool between the axle holder and lock nut (27) while applying pressure to the fork damper.

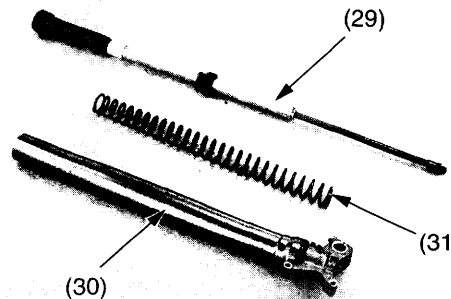
NOTICE

Be careful not to damage the lock nut and fork centre bolt hole.



(27) lock nut
(28) push rod

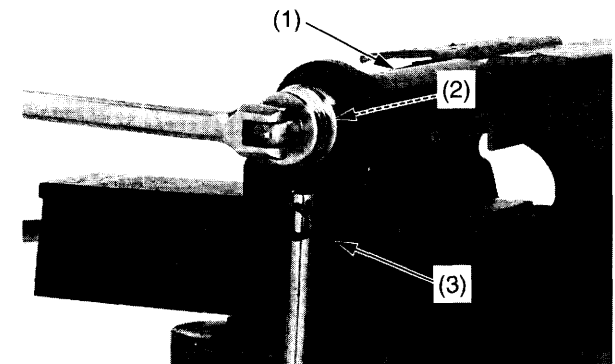
25. Remove the fork damper assembly (29) from the fork assembly (30). Remove the fork from the vise. Remove the fork spring (31) from the fork.



(29) fork damper assembly
(30) fork assembly
(31) fork spring

Damper Oil Change

1. Set the fork damper (1) in a vise with a piece of wood or soft jaws to avoid damage.
2. Loosen the fork cap assembly (2) while holding the fork damper using the lock nut wrench (3).

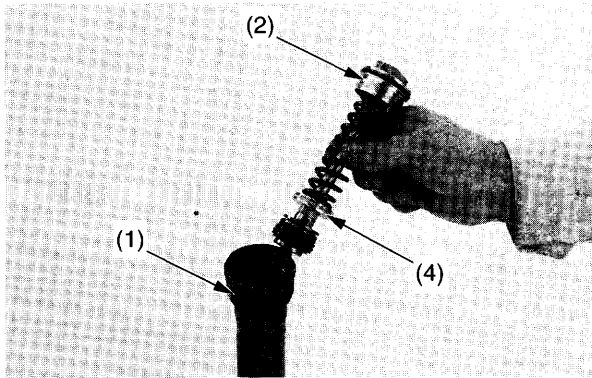


(1) fork damper
(2) fork cap assembly
(3) lock nut wrench

Front Suspension Adjustments

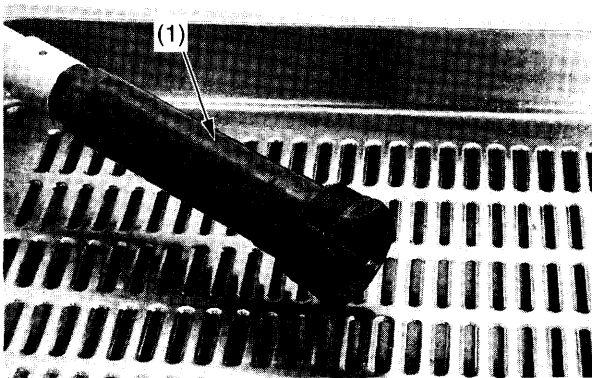
- Remove the fork cap assembly (2) from the fork damper (1).

Be careful not to damage the fork cap piston ring (4).
Do not disassemble the fork cap assembly.
Replace the fork cap as an assembly if it is damaged.



(1) fork damper (4) fork cap piston ring
(2) fork cap assembly

- Empty the fork oil from the fork damper (1) by pumping the damper rod several times.

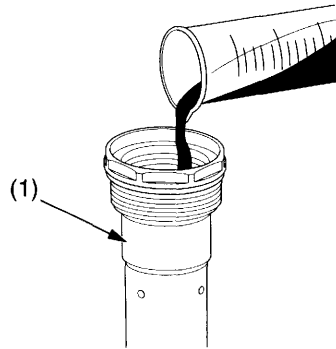


(1) fork damper

- Clean the fork cap and fork damper threads.

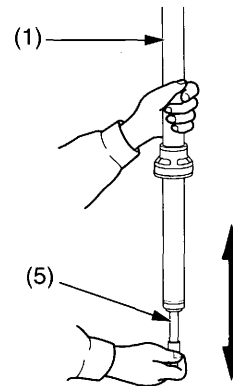
- Extend the fork damper piston rod to maximum. Pour the recommended fork oil into the fork damper (1).

Recommended Oil:
Honda ULTRA CUSHION OIL SPECIAL 5W or equivalent
Recommended Amount:
187 cm³ (6.3 US oz, 6.6 Imp oz)



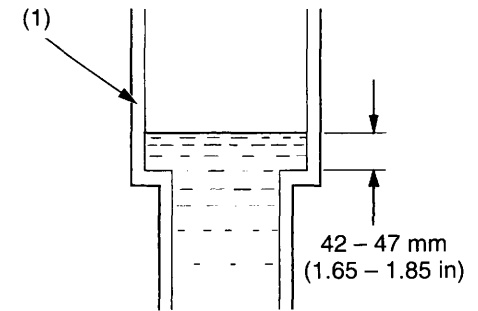
(1) fork damper

- Pump the fork damper piston rod (5) slowly several times to bleed the air from the fork damper (1).



(1) fork damper (5) fork damper piston rod

- Extend the fork damper piston rod to maximum. Adjust the oil level of the fork damper (1) as shown.
Oil Level: 42 – 47 mm (1.65 – 1.85 in)



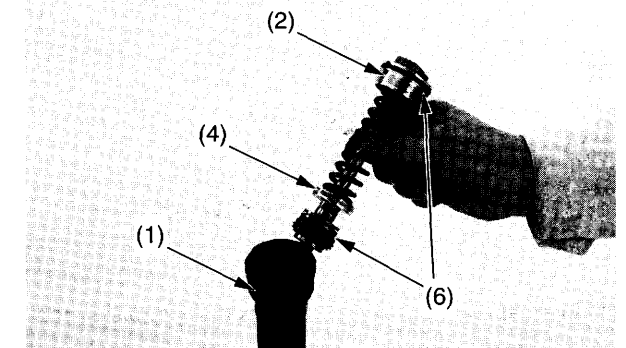
(1) fork damper

- Apply fork oil to the fork cap piston ring (4) and new O-rings (6) on the fork cap assembly (2).

Extend the fork damper piston rod to maximum length, holding it, install the fork cap assembly to the fork damper (1).

Be careful not to damage the fork cap bushings.

If it is difficult to install the fork cap assembly, the fork damper oil level might be higher than standard oil level. Inspect the fork damper oil level again.

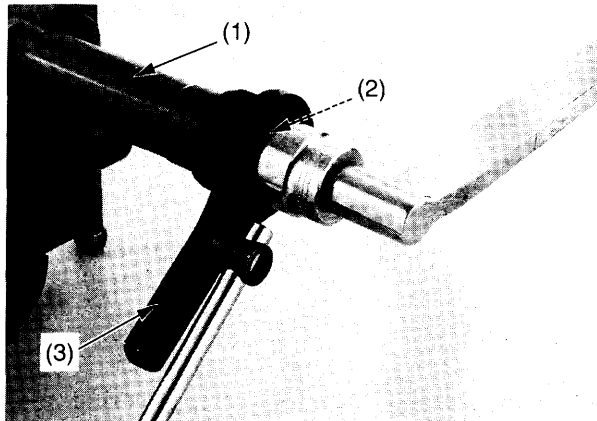


(1) fork damper (4) fork cap piston ring
(2) fork cap assembly (6) O-rings

(cont'd)

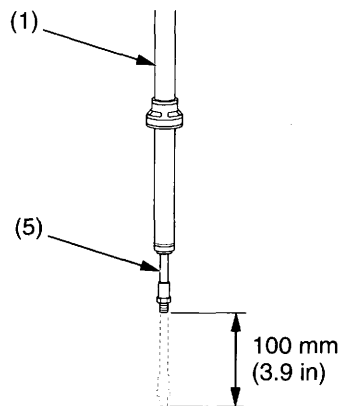
Front Suspension Adjustments

10. Tighten the fork cap assembly (2) while holding the fork damper (1) using the lock nut wrench (3) to the specified torque:
30 N·m (3.1 kgf·m, 22 lbf·ft)



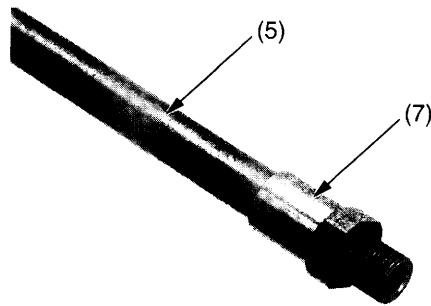
(1) fork damper
(2) fork cap assembly
(3) lock nut wrench

11. Hold the fork damper (1) in an upright position and pump the fork damper piston rod (5) to 100 mm (3.9 in) slowly several times.



(1) fork damper
(5) fork damper piston rod

12. Screw in the lock nut (7) to the fork damper piston rod (5) fully.



(5) fork damper piston rod
(7) lock nut

Turn the rebound adjuster and compression adjuster counterclockwise to the softest position. Check the fork damper piston rod sliding surface for damage.

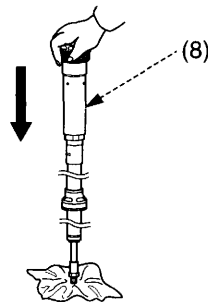
Apply fork oil to the fork damper piston rod sliding surface

Cover the fork damper piston rod end with soft jaws to prevent fork damage.

NOTICE

Be careful not to bend or damage the fork damper piston rod when the piston rod is stroked.

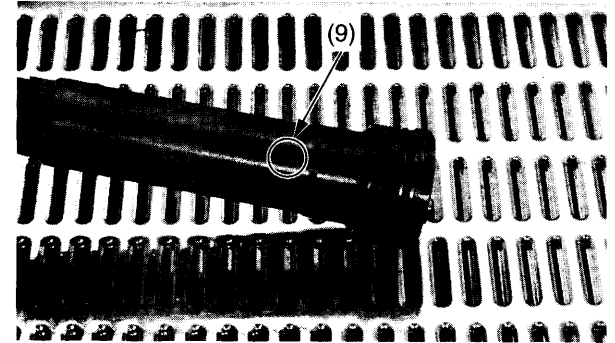
13. Blow the extra oil off to the fork damper spring chamber (8) by pumping the fork damper piston rod to full stroke.



(8) fork damper spring chamber

14. Drain the extra oil from the oil hole (9).

By doing this procedure, about 17 cm³ (0.6 US oz, 0.6 Imp oz) of fork fluid will be drained from the damper spring chamber through the oil hole and cause 170 cm³ (5.7 US oz, 6.0 Imp oz) of fork fluid to be left in the fork damper spring chamber.

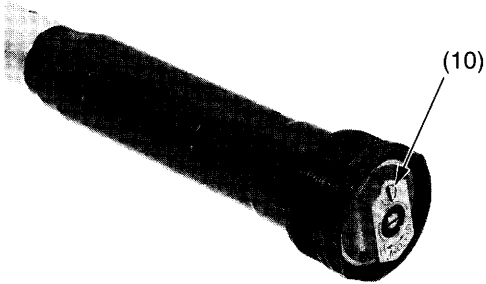


(9) oil hole

15. Blow out the oil from the fork damper spring chamber using compressed air to the oil hole. Wipe the oil completely off the fork damper.

Front Suspension Adjustments

16. If you can not use compressed air, remove the pressure release screw (10) on the fork cap. Hold the fork damper up side down for 10 minutes and drain the oil from the fork damper spring chamber.



(10) pressure release screw

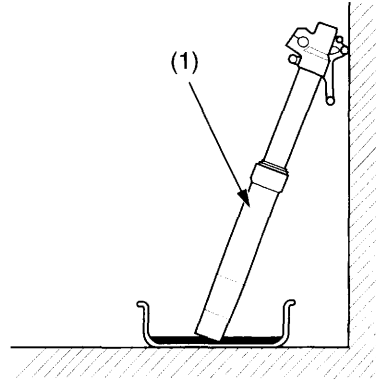
Pour the drained oil into a suitable container and dispose of it in an approved manner (page 142).

NOTICE

Improper disposal of drained fluids is harmful to the environment.

Fork Assembly

1. Drain the fork oil from the fork assembly (1) by placing it upside down. (About 7 cm³ (0.2 US oz, 0.2 Imp oz) of fork oil will be left in the outer tube/slider when it is left inverted for about 20 minutes at 20°C/68°F)



(1) fork assembly

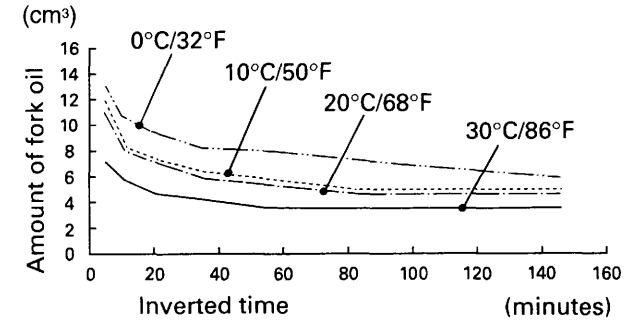
Pour the drained oil into a suitable container and dispose of it in an approved manner (page 142).

NOTICE

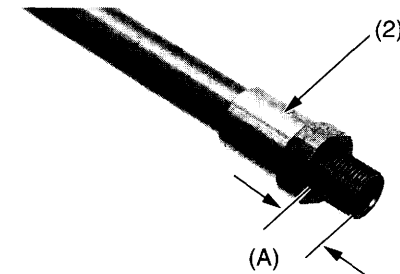
Improper disposal of drained fluids is harmful to the environment.

Amount of fork oil left in the fork (without damper and spring) unit: cm³

minute \ °C/°F	5	10	20	35	55	85	145
30/86	7.1	5.9	4.7	4.2	3.5	3.5	3.5
20/68	10.6	8.2	7.1	5.9	5.6	4.7	4.7
10/50	11.8	8.3	7.2	6.2	5.8	4.9	4.8
0/32	12.9	10.6	9.4	8.2	7.9	7.1	5.9



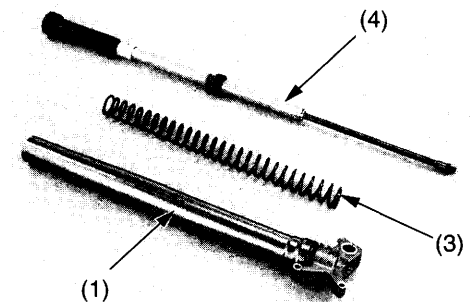
2. Tighten the lock nut (2) fully and measure the thread length (A) as shown. Standard: 11 – 13 mm (0.43 – 0.51 in) Wipe the oil completely off the fork damper.



(2) lock nut

(A) thread length

3. Blow out the oil completely off the fork spring (3) using the compressed air. Install the fork spring. Install the fork damper assembly (4) to the fork assembly (1).



(1) fork assembly
(3) fork spring

(4) fork damper assembly
(cont'd)

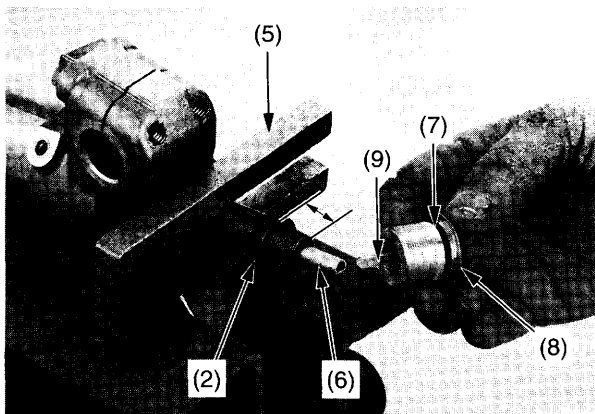
Front Suspension Adjustments

- Set the axle holder in a vise with a piece of wood or soft jaws to avoid damage.

NOTICE

Overtightening the vise can damage the axle holder.

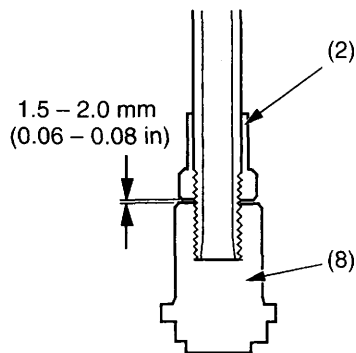
- Temporarily install the fork damper to the fork.
Push out the fork damper piston rod from the axle holder of the slider by pushing the fork damper.
Apply pressure to the fork damper and insert the piston base (5) or mechanic's stopper tool between the axle holder and lock nut (2). Measure the thread length again.
Standard: 11 – 13 mm (0.43 – 0.51 in)
- Install the push rod (6) into the piston rod until it stops.
Check the push rod installation by turning the push rod right and left.
- Install a new O-ring (7) to the centre bolt (8).
Install the centre bolt to the fork damper piston rod aligning the centre bolt adjusting rod (9) with the push rod. Tighten the centre bolt fully by hand.



- | | |
|-----------------|-------------------|
| (2) lock nut | (7) O-ring |
| (5) piston base | (8) centre bolt |
| (6) push rod | (9) adjusting rod |

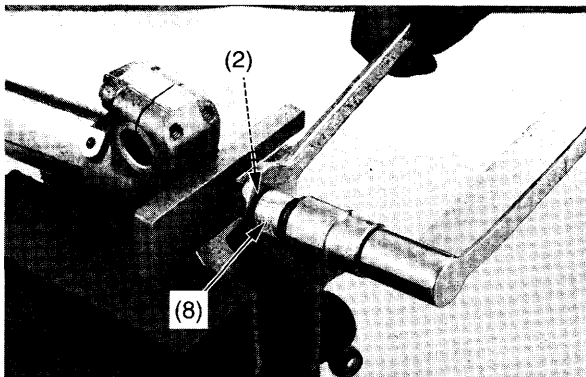
- Measure the length of the lock nut (2) and centre bolt (8) clearance.
Standard: 1.5 – 2.0 mm (0.06 – 0.08 in)

If the clearance is out of specification, check the lock nut and centre bolt installation.



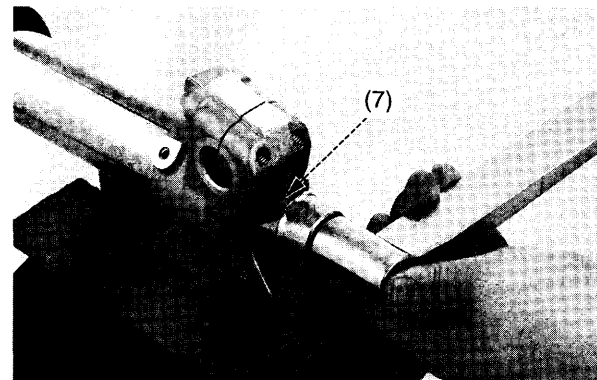
- | | |
|--------------|-----------------|
| (2) lock nut | (8) centre bolt |
|--------------|-----------------|

- Tighten the lock nut (2) to the centre bolt (8) closely by hand. Tighten the lock nut to the specified torque:
22 N·m (2.2 kgf·m, 16 lbf·ft)



- | |
|-----------------|
| (2) lock nut |
| (8) centre bolt |

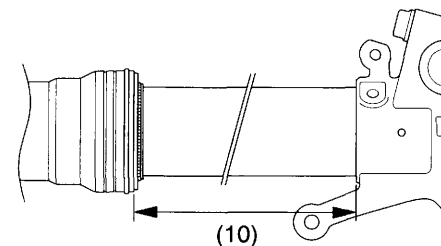
- Apply fork oil to the centre bolt O-ring (7).
Remove the piston base or mechanic's stopper tool while applying pressure to the fork damper.
Install the centre bolt to the axle holder and tighten it to the specified torque:
69 N·m (7.0 kgf·m, 51 lbf·ft)



- (7) centre bolt O-ring

- Measure the length between the axle holder and outer tube, and record it.
Standard: 317 ± 2 mm (12.5 ± 0.1 in)
- Compare the length (10) at assembly and at disassembly. They should be the same length.

If the length at assembly is longer than at disassembly, check the centre bolt and lock nut installation.

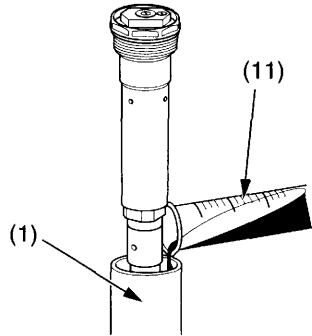


- (10) length

Front Suspension Adjustments

13. Remove the fork damper from the fork.
14. Pour the recommended fork oil (11) into the fork assembly (1).

Recommended Oil:
Honda ULTRA CUSHION OIL SPECIAL 5 W
 or equivalent.

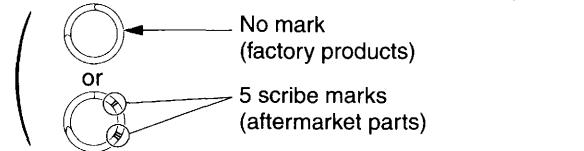


(1) fork assembly

(11) fork oil

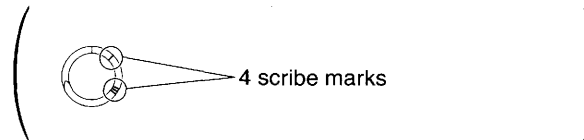
Fork Oil Capacity (ED, U, CM, IICM type):

Standard 0.46 kgf/mm (25.76 lbf/in) Fork Spring



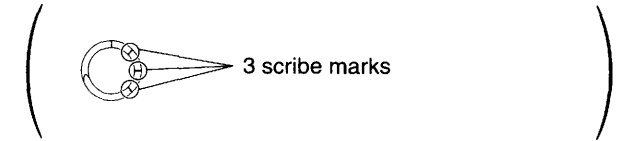
Standard oil capacity	408 cm ³ (13.8 US oz.) (14.4 Imp oz.)	
Maximum oil capacity	416 cm ³ (14.1 US oz.) (14.6 Imp oz.)	Slightly stiffer as it nears full compression.
Minimum oil capacity	320 cm ³ (10.8 US oz.) (11.3 Imp oz.)	Slightly softer as it nears full compression.

Optional Softer 0.44 kgf/mm (24.64 lbf/in) Fork Spring



Standard oil capacity	413 cm ³ (14.0 US oz.) (14.5 Imp oz.)	
Maximum oil capacity	421 cm ³ (14.2 US oz.) (14.8 Imp oz.)	Slightly stiffer as it nears full compression.
Minimum oil capacity	325 cm ³ (11.0 US oz.) (11.4 Imp oz.)	Slightly softer as it nears full compression.

Optional Stiffer 0.48 kgf/mm (26.88 lbf/in) Fork Spring



Standard oil capacity	402 cm ³ (13.6 US oz.) (14.2 Imp oz.)	
Maximum oil capacity	410 cm ³ (13.9 US oz.) (14.4 Imp oz.)	Slightly stiffer as it nears full compression.
Minimum oil capacity	314 cm ³ (10.6 US oz.) (11.1 Imp oz.)	Slightly softer as it nears full compression.

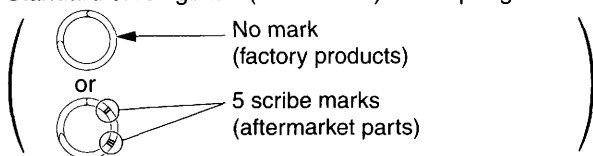
Be sure the oil capacity is the same in both fork legs.

(cont'd)

Front Suspension Adjustments

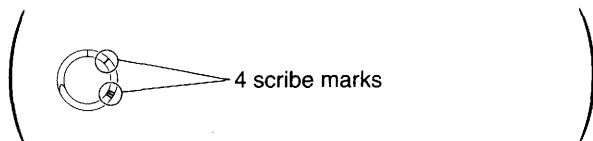
Fork Oil Capacity (DE type):

Standard 0.46 kgf/mm (25.76 lbf/in) Fork Spring



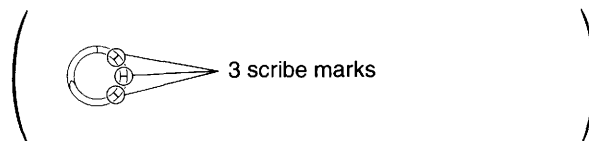
Standard oil capacity	400 cm ³ (13.5 US oz, 14.1 Imp oz)	
Maximum oil capacity	419 cm ³ (14.2 US oz, 14.7 Imp oz)	Slightly stiffer as it nears full compression.
Minimum oil capacity	323 cm ³ (10.9 US oz, 11.4 Imp oz)	Slightly softer as it nears full compression.

Optional Softer 0.44 kgf/mm (24.64 lbf/in) Fork Spring



Standard oil capacity	405 cm ³ (13.7 US oz, 14.3 Imp oz)	
Maximum oil capacity	424 cm ³ (14.3 US oz, 14.9 Imp oz)	Slightly stiffer as it nears full compression.
Minimum oil capacity	328 cm ³ (11.1 US oz, 11.5 Imp oz)	Slightly softer as it nears full compression.

Optional Stiffer 0.48 kgf/mm (26.88 lbf/in) Fork Spring

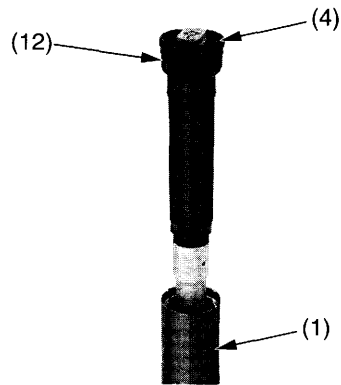


Standard oil capacity	394 cm ³ (13.3 US oz, 13.9 Imp oz)	
Maximum oil capacity	413 cm ³ (14.0 US oz, 14.5 Imp oz)	Slightly stiffer as it nears full compression.
Minimum oil capacity	317 cm ³ (10.7 US oz, 11.2 Imp oz)	Slightly softer as it nears full compression.

Be sure the oil capacity is the same in both fork legs.

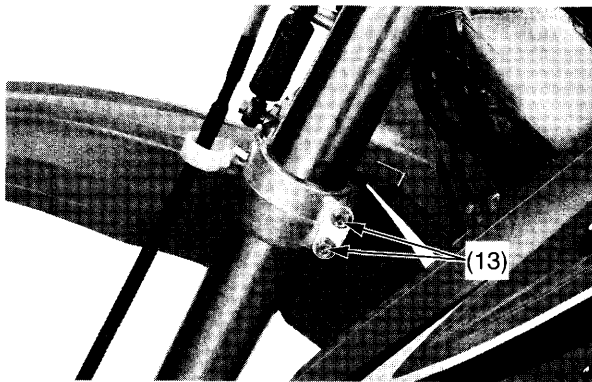
Front Suspension Adjustments

15. Check that the O-ring (12) on the fork damper assembly (4) is in good condition. Apply the recommended fork oil to the O-ring. Pull up the fork assembly (1) slowly and install the fork damper assembly (4) into the outer tube.



(1) fork assembly
(4) fork damper assembly
(12) O-ring

16. Insert both fork legs into the fork clamps. Tighten the fork bridge lower pinch bolts (13) to the specified torque:
20 N·m (2.0 kgf·m, 15 lbf·ft)

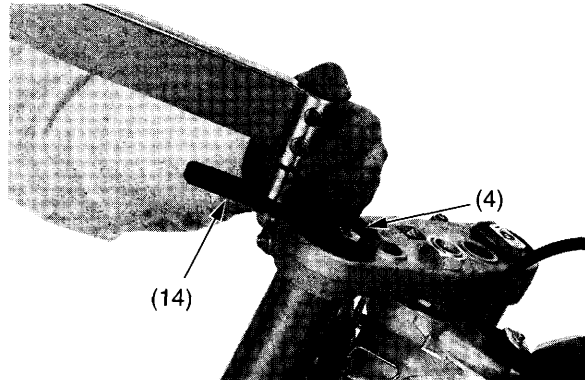


(13) lower pinch bolts

17. Tighten the fork damper assembly (4) to the specified torque using the lock nut wrench (14).

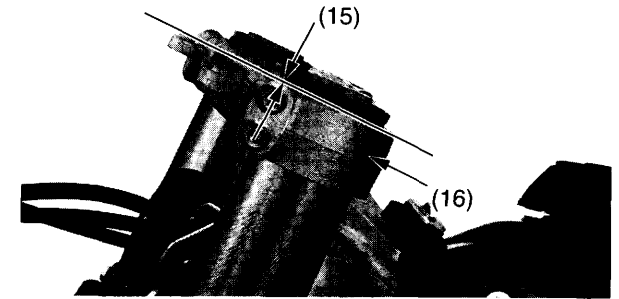
Actual: 34 N·m (3.5 kgf·m, 25 lbf·ft)
Torque wrench scale reading:
31 N·m (3.2 kgf·m, 23 lbf·ft), using a 500 mm (20 in) long torque wrench.

When using the lock nut wrench, use a 500 mm (20 in) long deflecting beam type torque wrench. The lock nut wrench increases the torque wrench's leverage, so the torque wrench reading will be less than the torque actually applied to the fork damper.



(4) fork damper assembly (14) lock nut wrench

18. For ease of releasing air pressure after the forks are installed, loosen the fork bridge lower pinch bolts and position the outer tubes so that the pressure release screws are in front of the rebound damping adjusters. Align (15) the top surface of the upper fork clamp (16) with the outer tube upper surface as shown.

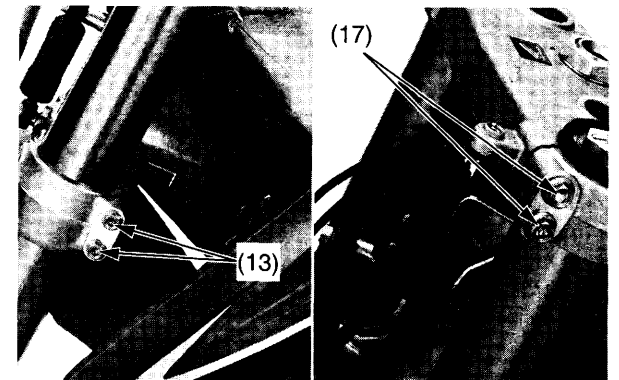


(15) align (16) upper fork clamp

19. Tighten the fork bridge lower pinch bolts (13) to the specified torque:
20 N·m (2.0 kgf·m, 15 lbf·ft)
20. Tighten the fork bridge upper pinch bolts (17) to the specified torque:
22 N·m (2.2 kgf·m, 16 lbf·ft)

NOTICE

Over-tightening the pinch bolts can deform the outer tubes. Deformed outer tubes must be replaced.

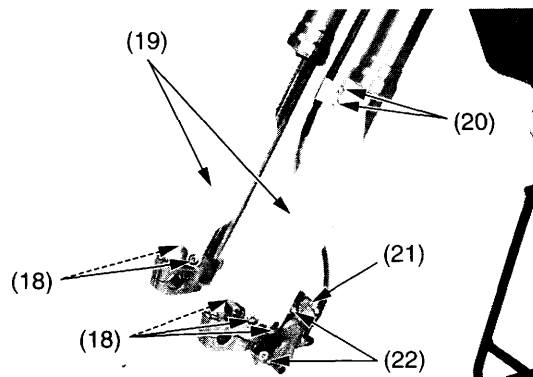


(13) lower pinch bolts (17) upper pinch bolts

(cont'd)

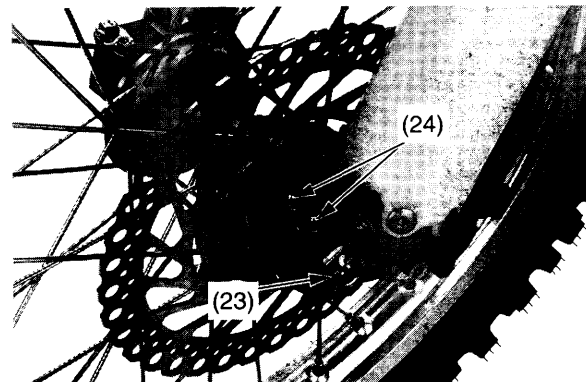
Front Suspension Adjustments

21. Clean the threads of the fork protector bolts (18) and axle holder thoroughly.
Apply locking agent to the bolt threads.
Install the fork protectors (19), fork protector bolts and brake hose clamp bolts (20).
Tighten the fork protector bolts to the specified torque:
7 N·m (0.7 kgf·m, 5.2 lbf·ft)
22. Align the brake caliper (21) and hose with the left fork leg, making sure that the brake hose is not twisted. An improperly routed brake hose may rupture and cause a loss of braking efficiency.
23. Clean the threads of the caliper mounting bolts (22) and brake caliper thoroughly.
Apply locking agent to the bolt threads.
Install the brake caliper on the slider and tighten the caliper mounting bolts to the specified torque:
30 N·m (3.1 kgf·m, 22 lbf·ft)



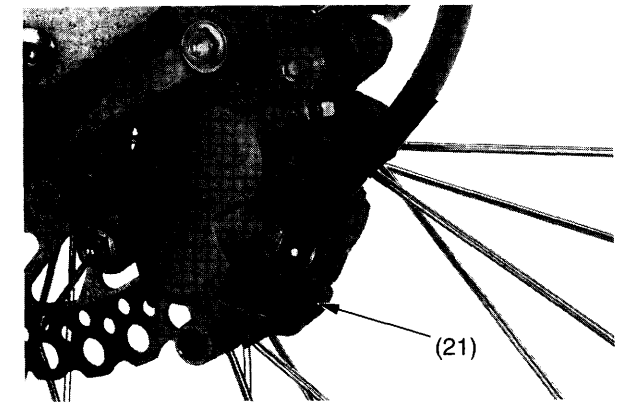
- (18) fork protector bolts
- (19) fork protectors
- (20) brake hose clamp bolts
- (21) brake caliper
- (22) caliper mounting bolts

24. Clean the surfaces where the axle and axle clamps contact each other.
Install the left and right side collars into the wheel hub. Insert the front axle shaft through the wheel hub from the right side. Make sure the front axle shaft is seated firmly onto the left fork leg clamp inner surface.
Tighten the front axle nut (23) to the specified torque:
88 N·m (9.0 kgf·m, 65 lbf·ft)
Tighten the left axle pinch bolts (24) to the specified torque:
20 N·m (2.0 kgf·m, 15 lbf·ft)



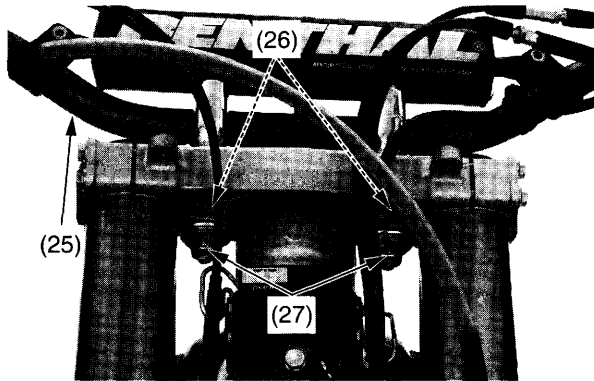
- (23) front axle nut
- (24) left axle pinch bolts

Fit the brake caliper (21) over the disc, taking care not to damage the brake pads.



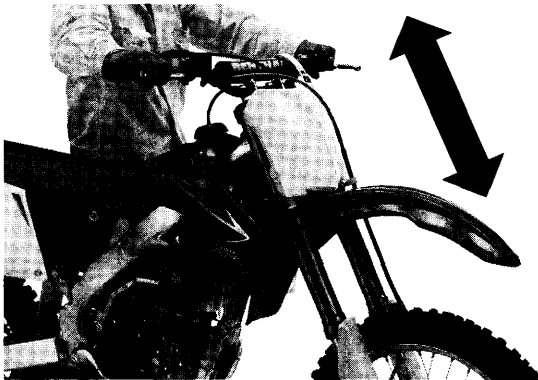
(21) brake caliper

25. Install the handlebar (25), mounting rubbers (26), washers and handlebar holder nuts (27) and tighten the handlebar holder nuts to the specified torque:
44 N·m (4.5 kgf·m, 32 lbf·ft)

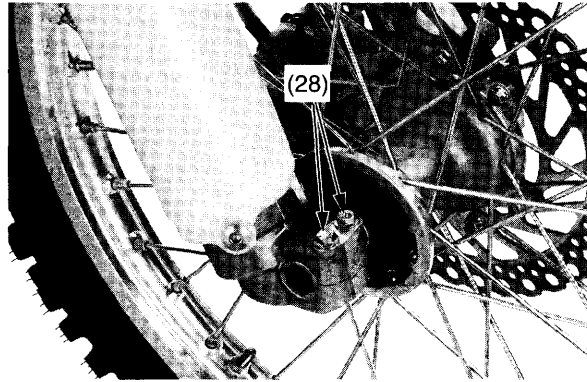


- (25) handlebar
(26) mounting rubbers
(27) washers/handlebar holder nuts

26. Install the number plate (page 91).
27. With the front brake applied, pump the fork up and down several times to seat the axle and check front brake operation.



28. While keeping the forks parallel, alternately tighten the right axle pinch bolts (28) to the specified torque:
20 N·m (2.0 kgf·m, 15 lbf·ft)

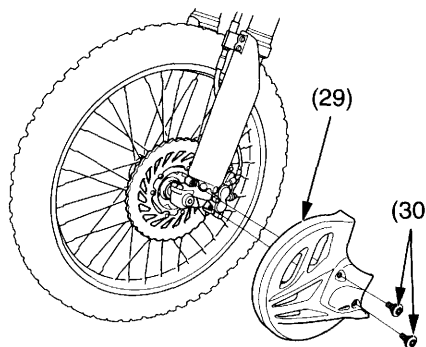


(28) right axle pinch bolts

NOTICE

To avoid damage when torquing the axle pinch bolts, be sure the front axle shaft is seated firmly onto the left fork leg clamp inner surface.

29. Install the disc cover (29) and tighten the disc cover bolts (30) to the specified torque:
13 N·m (1.3 kgf·m, 10 lbf·ft)



(29) disc cover

(30) disc cover bolts

30. Turn the rebound damping and compression damping adjuster screws back to their original settings.

Rear Suspension Adjustments

The rear suspension can be adjusted for the rider's weight and riding conditions by changing the spring pre-load and the rebound and compression damping.

The rear shock absorber assembly includes a damper unit that contains high pressure nitrogen gas. 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.

Puncture or exposure to flame may also result in an explosion, causing serious injury. Service or disposal should only be done by your Honda dealer or a qualified mechanic, equipped with the proper tools, safety equipment and the Honda Shop Manual.

If your CRF is new, put enough part-throttle break-in time (about one hour) on it to ensure that the suspension has worked in.

Rear Suspension Spring Pre-Load

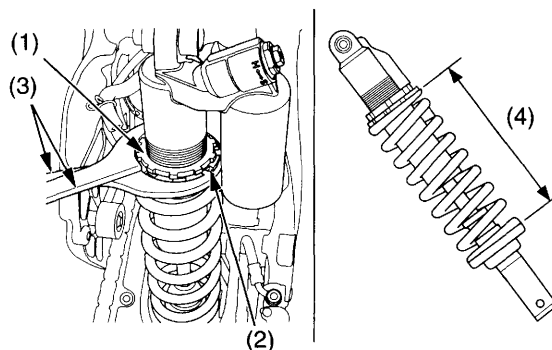
Pre-load should be adjusted when the engine is cold because it is necessary to remove the muffler (page 87).

An optional pin spanner is available for turning the lock nut and adjusting nut to adjust spring pre-load.

1. Place a workstand under the engine to raise the rear wheel off the ground.
2. Loosen the connecting tube clamp screw and remove the subframe's three mounting bolts, then remove the subframe. See page 32.

3. Check that the spring pre-load is adjusted to the standard length. Adjust as necessary by loosening the lock nut (1) and turning the adjusting nut (2).

Each complete turn of the adjusting nut changes the spring length by 1.5 mm (0.06 in).



- (1) lock nut
(2) adjusting nut
(3) pin spanners
(4) spring length

To increase spring pre-load:

Loosen the lock nut with the optional pin spanners (3) and turn the adjusting nut to shorten the spring length (4). Do not shorten to less than:

251 mm (9.9 in)

To decrease spring pre-load:

Loosen the lock nut with the optional pin spanners (3) and turn the adjusting nut to increase the spring length (4). Do not increase to more than:

ED, U, CM, IICM type:
260.6 mm (10.26 in)

DE type:
258.7 mm (10.19 in)

Each turn of the adjuster changes spring length and spring pre-load. One turn equals: spring length/spring pre-load:

1.5 mm (0.06 in)/7.95 kg (17.53 lbs)

Pin spanners should be used for turning the lock nut and adjusting nut. See pages 155, 156 for optional pin spanners.

Spring pre-load length (Standard spring)

Standard: **ED, U, CM, IICM type:**
259.6 mm (10.22 in)

DE type:

257.7 mm (10.15 in)

Min. : 251 mm (9.9 in)

Spring pre-load length (Optional spring)

Min. (Softer, 5.1 kgf/mm (285.6 lbf/in)):
252 mm (9.9 in)

Min. (Stiffer, 5.5 kgf/mm (308.0 lbf/in)):
249 mm (9.8 in)

Except IICM type:

Min. (Stiffer, 5.7 kgf/mm (319.2 lbf/in)):
251 mm (9.9 in)

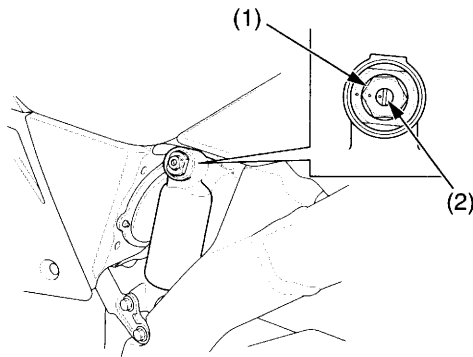
Rear Suspension Damping

Compression Damping

Compression damping may be adjusted in two stages with separate adjusters.

The high speed damping adjuster (1) is effective when damping adjustment is desired for high speed operation. The low speed damping adjuster (2) should be used when damping adjustment is desired at relatively low speeds.

- Both the high and low speed damping can be increased by turning the appropriate adjuster clockwise.
- Adjust the high speed adjuster in 1/12 turn increments.



(1) high speed damping adjuster
(2) low speed damping adjuster

High Speed Damping:

The high speed damping can be adjusted by turning the hexagonal portion of the compression adjuster.

The high speed damping adjuster has 3 1/2 turn or more.

To adjust to the standard position:

1. Turn the adjuster clockwise until it will no longer turn (lightly seats). This is the full hard setting.
2. Turn the adjuster counterclockwise 1 3/4 – 2 1/4 turns and the punch marks are aligned.

Low Speed Damping:

The low speed damping can be adjusted by turning the centre screw of the compression adjuster.

The low speed adjuster has 13 positions or more. Turning the adjuster one full turn clockwise advances the adjuster 4 positions.

To adjust to the standard position:

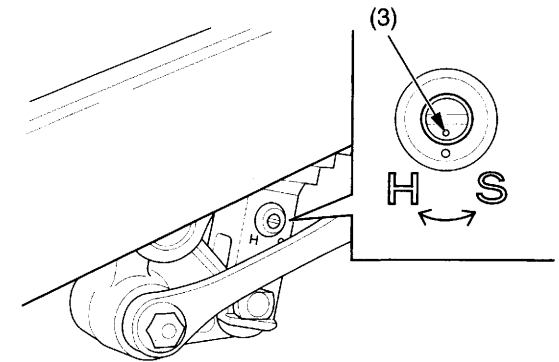
1. Turn the adjuster clockwise until it will no longer turn (lightly seat). This is the full hard setting.
2. Turn the adjuster counterclockwise 14 (ED, U, CM, IICM type), 12 (DE type) clicks and the punch marks are aligned.

Rebound Damping

The rebound damping adjuster (3) is located at the lower end of the shock absorber.

It has 17 positions or more. Turning the adjuster one full turn advances the adjuster 4 positions.

- Rebound damping can be increased by turning the adjuster clockwise.



(3) rebound damping adjuster

To adjust to the standard position:

1. Turn the adjuster clockwise until it will no longer turn (lightly seat). This is the full hard position.
2. Turn the adjuster counterclockwise 7 – 10 (ED, U, CM, IICM type), 8 – 11 (DE type) clicks with the punch marks on the adjuster and the shock absorber aligned.

Rear Suspension Adjustments

Rear Suspension Race Sag

Setting the proper race sag (ride height) is very important for competition use.

Race sag refers to the amount of rear wheel travel used by your CRF at rest, ready to ride, with you on the seat. As a general rule of thumb, the race sag dimension should be about one-third of the maximum travel.

On your CRF, ride height is changed by adjusting the rear suspension spring pre-load.

Spring Pre-load & Race Sag Adjustment

The following adjustment procedure establishes the correct starting point for any suspension tuning — the proper rear spring pre-load adjustment for your specific needs.

Your CRF should be at normal racing weight, including fuel and transmission oil. You should be wearing all your normal protective apparel. You will need two helpers.

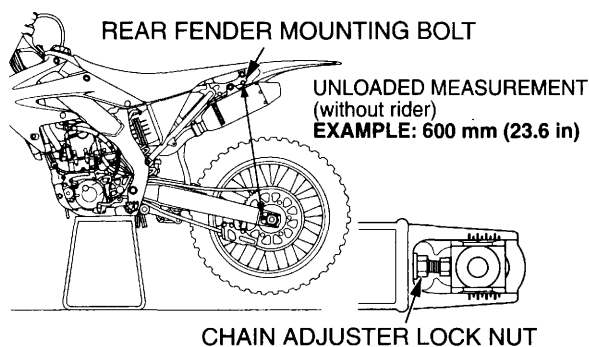
To calculate the proper adjustment, it is necessary to measure between two fixed points — from the centre of the rear fender mounting bolt to the centre of the chain adjuster lock nut as illustrated here — for three different situations:

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

loaded with rider: motorcycle on ground, with rider.

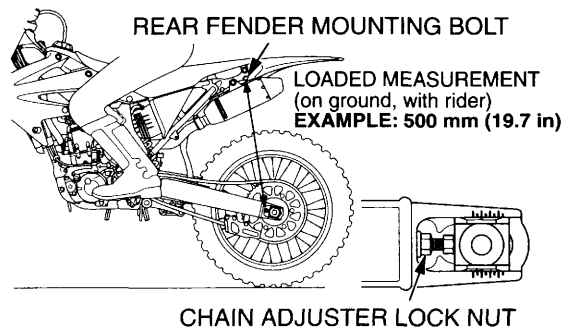
loaded without rider: motorcycle on ground, without rider

1. Support your CRF on a 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 = 600 mm (23.6 in)
 - Loaded = 500 mm (19.7 in)
 Race Sag = 100 mm (3.9 in)

4. Calculate the *race sag* dimension. To do this, subtract the *loaded with rider* dimension (step 3) from the *unloaded* dimension (step 2).

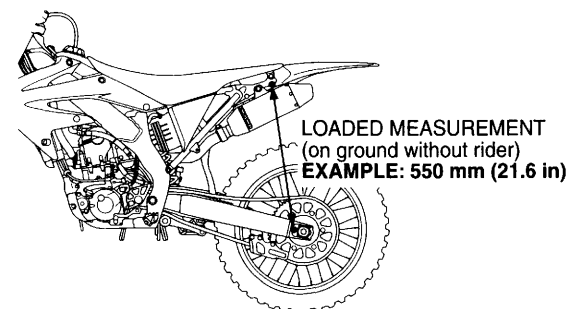
Standard Race Sag: 100 mm (3.9 in)

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

Decreasing the race sag dimension (example: 90 mm, 3.5 in) improves turning ability for tight terrain at the cost of slightly reduced straight line stability.

Increasing the race sag dimension (example: 110 mm, 4.3 in) 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.

5. Measure the *loaded without rider* dimension. Do this with your CRF set at the standard race sag.



Example:
 Unloaded = 600 mm (23.6 in)
 - Loaded = 550 mm (21.6 in)
 Sag = 50 mm (2.0 in)
 (Without Rider)

6. Calculate the *free sag* dimension.

To do this, subtract the *loaded without rider* dimension (step 5) from the *unloaded* dimension (step 2).

Free sag indicates the distance your rear suspension should sag from the weight of the sprung portion of your CRF.

With the spring pre-load set to obtain the proper race sag, the rear suspension should sag: 10 to 25 mm (0.39 to 0.98 in)

If the rear of your CRF sags less than 10 mm (0.39 in) from its own weight, the spring is too stiff for your weight. It is not compressed enough, even though you have the proper race sag adjustment. As a result, the rear suspension will not extend as far as it should.

Spring Rates

If you are lighter or heavier than the average rider and cannot set the proper ride height without altering the correct spring pre-load, consider an aftermarket shock absorber spring.

A spring that is too soft for your weight forces you to add excessive spring pre-load to get the right race sag and, as a result, the rear end of the motorcycle is raised. This can cause the rear wheel to unload too much in the air and top out as travel rebounds. The rear end may top out from light braking, or kick sideways over lips and square-edged terrain. It may even top-out when you dismount your CRF.

Because of the great absorption quality of the shock bumper rubber, it may be difficult for you to notice when your CRF's suspension is bottoming. Some riders may think the damping or perhaps the leverage ratio is too harsh. In reality, the problem is most likely insufficient spring pre-load or a spring that is too soft. Either situation prevents utilizing the full travel.

Keep in mind that a properly adjusted suspension system may bottom slightly every few minutes at full speed. Adjusting the suspension to avoid this occasional bottoming may cost more in overall suspension performance than it is worth.

A spring that is too stiff for your weight will not allow the rear tyre to hook up under acceleration and will pass more bumps on to you.

Suspension Adjustments for Track Conditions

Soft Surface

On soft ground, sand, and especially mud, consider increasing compression damping front and rear.

Sand often requires a bit more rebound damping to minimize rear end kick. Although sand bumps are usually larger, there's more distance between them, giving the shock more time to recover.

You may want a little bit stiffer front suspension for sand tracks to help keep the front end up and improve straight-line stability.

In a muddy event, stiffer aftermarket springs front and rear may help, especially if you are heavier than the average rider. Your CRF may be undersprung because of the added weight of the clinging mud. This additional weight may compress the suspension too much and affect traction.

Hard Surface

For a fast, hard track with no large jumps, you can probably run the same spring as normal, but run softer damping both ways-compression and rebound. If you run softer rebound damping, the wheel will follow the rough ground and small bumps much better, and you will hook up better. With a lot of rebound damping, the wheel returns very slowly and doesn't contact the ground quickly enough after each bump. The result is a loss of traction and slower lap times.

Suspension Adjustment Guidelines

Follow the procedures described below to accurately adjust your CRF, using the methods described on pages 98 – 116. Remember to make all adjustments in one-click increments. Test ride after each adjustment.

Front Suspension Adjustment Adjustments for Type of Track

Hard-surfaced track	Begin with the standard setting. If the suspension is too stiff/soft, adjust according to the chart below.
Sand track	Adjust to a stiffer position. Example: – Turn the compression damping adjuster to a stiffer position. – Install the optional stiff spring. (Adjust compression damping to a softer position and rebound damping to a stiffer position at this time.)
Mud track	Adjust to a stiffer position because mud build-up increases your CRF's weight. Example: – Turn the compression damping adjuster to a stiffer setting. – Install the optional stiff spring.

Adjustments for Too Soft/Stiff Damping

	Symptom	Action
Soft suspension	Initial travel too soft: • Steering is too quick. • Front end darts while cornering or riding in a straight line.	– Test stiffer compression damping adjustments in one-click increments. – Test stiffer rebound damping in one-click increments.
	Middle travel too soft: • Front end dives when cornering.	If suspension isn't stiff in initial travel: – Test stiffer compression damping adjustments in one-click increments. If initial travel becomes stiff because of the above adjustment: – Reduce the rebound damping in one-click increments. – Test softer compression damping adjustments in one-click increments. If that doesn't solve the problem, install the optional stiff spring.
	Final travel too soft: • Bottoms on landings. • Bottoms on large bumps, especially downhill bumps.	If initial and middle travel aren't stiff: – Test stiffer compression damping adjustments in one-click increments. If initial and middle travel are stiff: – Install the optional stiff spring. If initial travel is stiff after installing the optional stiff spring: – Test softer compression damping adjustments in one-click increments. If initial travel is still soft after installing the optional stiff spring: – Test stiffer compression damping adjustments in one-click increments. If final travel is still soft after installing the optional stiff spring: – Increase the fork oil capacity in increments of 5 cm ³ (0.2 US oz, 0.2 Imp oz).
	Entire travel too soft: • Front end shakes. • Fork bottoms over any type of terrain.	– Install the optional stiff spring. – Test stiffer compression damping adjustments in one-click increments. – Increase rebound damping in one-click increments.

Suspension Adjustment Guidelines

	Symptom	Action
Stiff suspension	<p>Initial travel too stiff:</p> <ul style="list-style-type: none"> • Stiff on small bumps while riding at full throttle in a straight line. • Stiff on small cornering bumps. • Front end wanders while riding at full throttle in a straight line. 	<ul style="list-style-type: none"> – Test softer compression damping adjustments in one-click increments. – Reduce the rebound damping adjustments in one-click increments. – Check for dirt in the dust seals. Check the fork oil for any contamination. If the front end dives while cornering, reduce the rebound damping in one click increments. If that doesn't solve the problem, install the optional stiff spring. If the stiff spring makes the suspension too stiff over the full range of travel: test softer compression damping adjustments in one-click increments until the desired compression damping for initial travel is obtained.
	<p>Middle travel too stiff:</p> <ul style="list-style-type: none"> • Stiff on bumps when cornering. • Front end wanders when cornering. • Stiff suspension on bumps, especially downhill bumps. • While braking, front end dives during initial travel, then feels stiff. 	<p>If initial travel isn't stiff:</p> <ul style="list-style-type: none"> – Test stiffer compression damping adjustments in one-click increments. (This should produce smooth fork action from initial to middle travel.) <p>If initial and middle travel is stiff:</p> <ul style="list-style-type: none"> – Test softer compression damping adjustments in one-click increments. – Reduce the rebound damping in one-click increments.
	<p>Final travel too stiff:</p> <ul style="list-style-type: none"> • Doesn't bottom on landings, but feels stiff. • Stiff on large bumps, especially downhill bumps. • Stiff on large bumps when cornering. 	<p>If initial and middle travel aren't stiff:</p> <ul style="list-style-type: none"> – Test stiffer compression damping adjustments in one-click increments. (This should produce smooth fork action from initial to middle travel.) <p>If final travel is still stiff after the above adjustment, or If initial and middle travel becomes stiff:</p> <ul style="list-style-type: none"> – Install the optional soft spring. – Test softer compression damping adjustments in one-click increments. <p>If the entire travel feels stiff after the above adjustment:</p> <ul style="list-style-type: none"> – Test softer compression damping adjustments in one-click increments until the desired initial travel compression damping is obtained. – Lower the oil capacity by 5 cm³ (0.2 US oz, 0.2 Imp oz).
	<p>Entire travel too stiff:</p> <ul style="list-style-type: none"> • Stiff suspension on any type of terrain. 	<ul style="list-style-type: none"> – Test softer compression damping adjustments in one-click increments. – Reduce the rebound damping in one-click increments. – Lower the oil capacity by 5 cm³ (0.2 US oz, 0.2 Imp oz).

Suspension Adjustment Guidelines

Rear Suspension Adjustment Adjustments for Type of Track

Hard-surfaced track	Begin with the standard settings. If the suspension is too stiff/soft, adjust according to the chart below.
Sand track	Lower the rear end (to improve front wheel stability) by increasing Race Sag (reduce spring pre-load). Example: – Turn the compression damping adjuster and, especially, rebound damping adjuster to a stiffer setting. – Increase standard Race Sag (+5 to 10 mm/0.2 to 0.4 in).
Mud track	Adjust to a stiffer position because mud build-up increases your CRF's weight. Example: – Adjust the compression and rebound damping adjusters to stiffer settings. – Install the optional stiff spring. – Reduce standard Race Sag (–5 to 10 mm/0.2 to 0.4 in).

Symptoms and Adjustment

- Always begin with the standard settings.
- Turn the low speed compression and rebound adjusters in one-click increments, and the high speed compression adjuster in 1/12 turn increments at a time. 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, after setting, the suspension feels unusual, find the corresponding symptom in the table and test stiffer or softer compression and/or rebound damping adjustments until the correct settings are obtained as described.

	Symptom	Action
Stiff suspension	Suspension feels stiff on small bumps	1. Test softer low speed compression adjustment. 2. If it still feels stiff, further test softer low and high speed compression adjustments simultaneously.
	Suspension feels stiff on large bumps	1. Test softer high speed compression adjustment. 2. If it still feels stiff, further test softer low and high speed compression adjustments simultaneously.
	Entire travel too stiff	1. Test softer high and low speed compression adjustments and rebound adjustment simultaneously. 2. If it still feels stiff, replace the spring with a softer spring (optional) and begin with the standard settings to softer settings.
Soft suspension	Entire travel too soft	1. Test stiffer high and low speed compression adjustments simultaneously. 2. If it still feels soft, replace the spring with a stiffer spring (optional) and begin with the standard settings to stiffer setting.
	Rear end sways	1. Test stiffer high and low speed compression adjustments and rebound adjustment to stiffer settings simultaneously.
Suspension bottoms	Suspension bottoms at landing after jumping	1. Test stiffer high speed compression adjustment. 2. If it still bottoms, test stiffer high and low speed compression adjustments, and replace the spring with a stiffer spring (optional) if necessary.
	Suspension bottoms after landing	1. Test stiffer low speed compression adjustment. 2. If it still bottoms, test stiffer high and low speed compression adjustments, and replace the spring with a stiffer spring (optional) if necessary.
	Suspension bottoms after end of continuous bumps	1. Test softer rebound dumping adjustment. 2. If it still bottoms, test stiffer high and low speed compression adjustments and softer rebound damping adjustment, and replace the spring with a stiffer spring (optional) if necessary.

Carburetor Adjustments & Tuning Tips

The carburetor used on your CRF should perform suitably with the standard recommended settings under average load, climatic, and barometric conditions. However, to fine tune the engine's power output, the carburetor may require adjustments for specific competition needs.

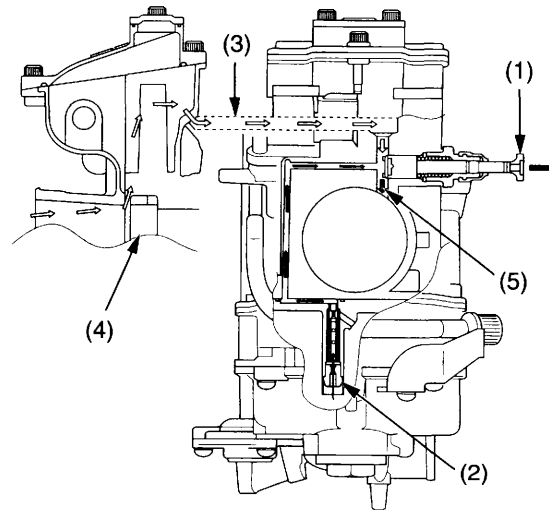
Optional jet needles, main jets, slow jets and leak jets are available for your CRF. See your Honda dealer.

Any engine or air cleaner housing modifications or the use of an aftermarket exhaust system may require jetting changes.

Carburetor Components

Cold Start Circuit

A very rich mixture must be delivered to the cylinder when cold engine is being started. When the choke knob (1) is pulled out, fuel is metered by the starter jet (2) and is mixed with air from the air passage (3) (located above the throttle valve (4)) to provide a rich mixture for starting. The mixture discharges through the orifice (5) into the cylinder.

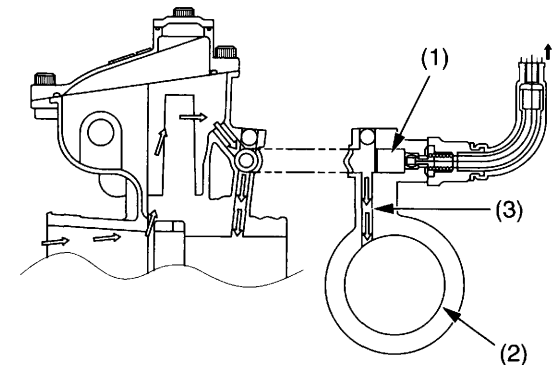


- (1) choke knob
- (2) starter jet
- (3) air passage

- (4) throttle valve
- (5) orifice

Hot Start Circuit

A lean mixture must be delivered to the cylinder when a hot engine is being started. When the hot start lever is pulled back, the hot start valve (1) opens, allowing air to be supplied to the main bore (2) through the hot start air passage (3). This extra air enters the air-fuel mixture from the slow circuit resulting in a lean condition.

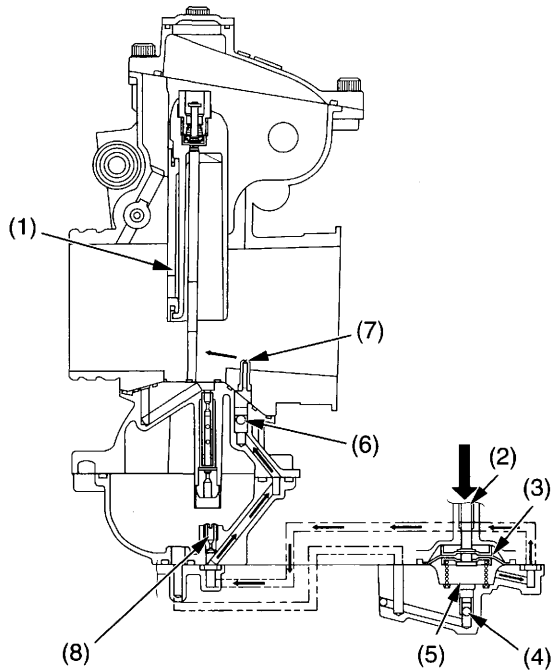


- (1) hot start valve
- (2) main bore
- (3) hot start air passage

Carburetor Adjustments & Tuning Tips

Accelerator Pump Circuit

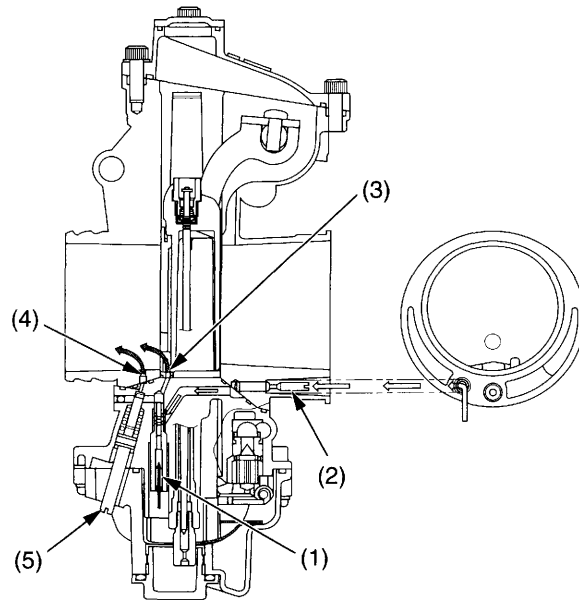
The accelerator pump circuit operates when the throttle is opened. As the throttle valve (1) opens, the pump rod (2) depresses the diaphragm (3). At this time, the inlet check valve (4) is shut resulting in a sharp increase in pressure in the pump chamber (5). The outlet check valve (6) then opens, supplying fuel to the main bore via the accelerator nozzle (7). Leak jet (8) operation is related to both the length of time before the fuel starts flowing after the opening of the throttle (time lag) and the flow amount.



- | | |
|-----------------------|------------------------|
| (1) throttle valve | (5) pump chamber |
| (2) pump rod | (6) outlet check valve |
| (3) diaphragm | (7) accelerator nozzle |
| (4) inlet check valve | (8) leak jet |

Slow Circuit

Fuel is metered by the slow jet (1) and mixed with air from the air passage (2). The mixture enters the venturi through the bypass (3) and pilot outlet (4) that has been metered by the pilot screw (5).



- | | |
|-----------------|------------------|
| (1) slow jet | (4) pilot outlet |
| (2) air passage | (5) pilot screw |
| (3) bypass | |

Main Circuit

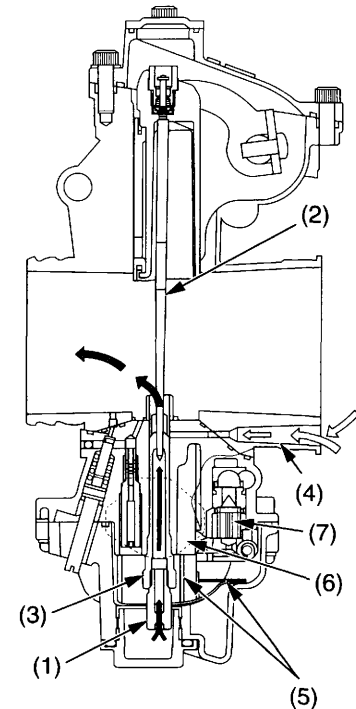
Fuel is metered by the main jet (1), jet needle (2) and needle jet (3). It is then mixed with air coming from the air jet (4) and enters the venturi past the needle jet.

Baffle Plates

The baffle plates (5) prevents foaming of fuel or abnormal fuel level around the mainjet.

Float Bowl

The float (6) and float valve (7) operate to maintain a constant level of fuel in the float bowl.



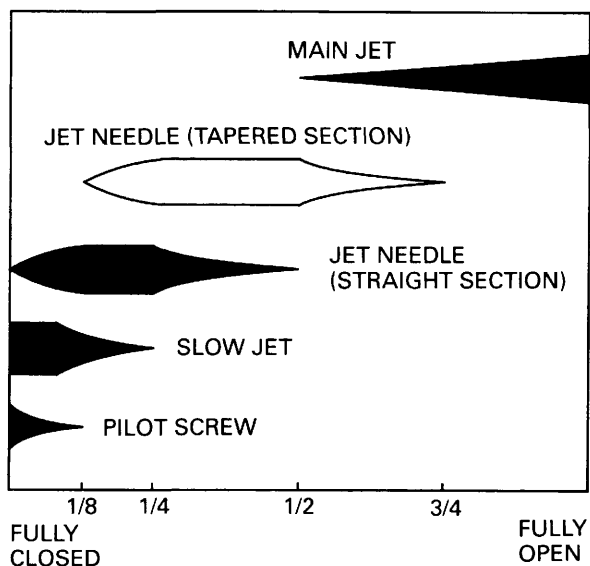
- | | |
|----------------|-------------------|
| (1) main jet | (5) baffle plates |
| (2) jet needle | (6) float |
| (3) needle jet | (7) float valve |
| (4) air jet | |

Carburetor Adjustments & Tuning Tips

Carburetor Circuit Functions

The carburetor has several major circuits, each providing the fuel/air mixture over a given portion of throttle valve opening.

These major circuits overlap as shown below.



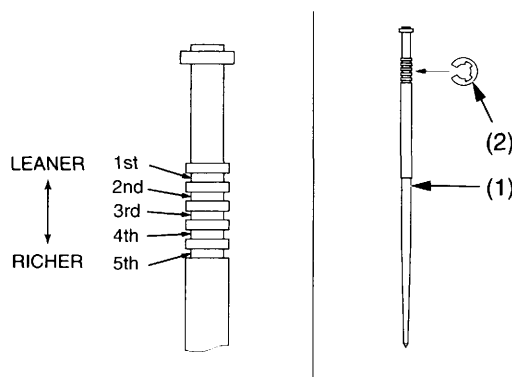
Main jet

The main jet affects fuel/air ratio from half (1/2) to full throttle (4/4). The size should be reduced at higher altitudes.

Honda carburetor jet sizes are numbered in increments of 2 or 3. When changing the main jet size, increase or decrease it gradually until the desired jetting is obtained. Because Honda jet size numbers do not correspond with other carburetor manufacturer's jet size numbers, use only Honda jets.

Jet Needle

The jet needle controls fuel/air mixture over fully closed to 3/4 throttle. The straight section (1) affects throttle response at smaller throttle openings. By changing the position of the clip (2) in its groove, you can improve acceleration at medium low and medium speed.



(1) straight section

(2) clip

Slow Jet and Pilot Screw

The slow jet and pilot screw affects fuel/air ratio over fully closed to 1/4 throttle.

Adjust the pilot screw to obtain the best off-idle performance.

- If the engine blubbers (rich) exiting a corner, turn the pilot screw clockwise to lean the mixture.
- If the engine surges (lean) exiting a corner, turn the pilot screw counterclockwise to richen the mixture.

The minimum to maximum range of pilot screw adjustment is 1 3/8 to 2 1/8 (CM, IICM type), 5/8 to 1 3/8 (ED, U, DE type) turns out from the lightly seated position.

If you exceed 2 1/8 (CM, IICM type), 1 3/8 (ED, U, DE type) turns out, the next larger slow jet is needed.

If you are under 1 3/8 (CM, IICM type), 5/8 (ED, U, DE type) turns out, the next smaller slow jet is needed.

Leak Jet

The smaller the number, the smaller the jet bore diameter. This controls the amount of fuel returned to the float chamber under pressure, therefore the flow amount is increased or decreased. With a small jet, pressure is raised faster and the elapsed time before the fuel starts flowing is shorter.

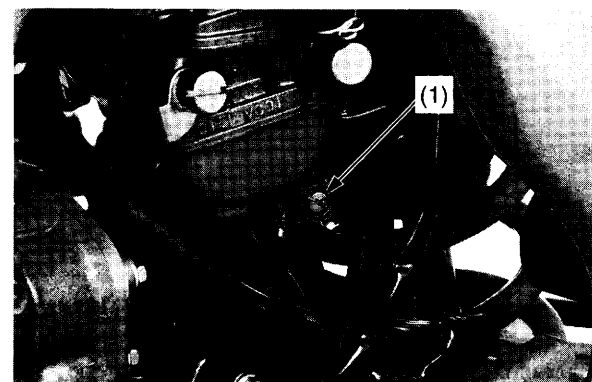
Carburetor Removal

1. Turn the fuel valve OFF.
2. Drain the remaining fuel in the float bowl by loosening the drain screw (1).

⚠ WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.



(1) drain screw

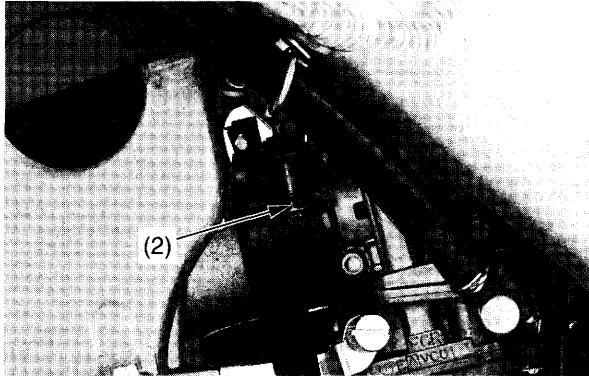
Carburetor Adjustments & Tuning Tips

Drain the carburetor into an approved gasoline container and dispose of it in an approved manner (page 142).

NOTICE

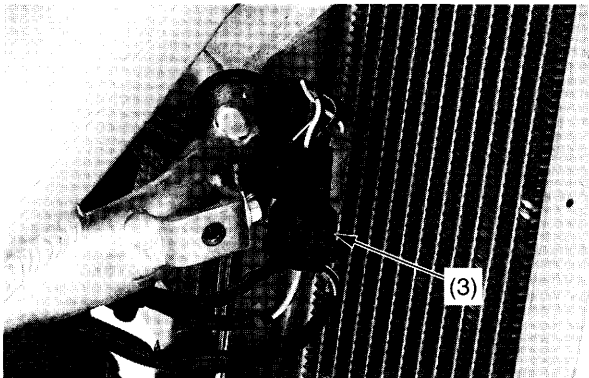
Improper disposal of drained fluids is harmful to the environment.

3. Tighten the drain screw.
4. Remove the fuel tank (page 30).
5. Remove the subframe (page 32).
6. Loosen the insulator band screw (2).



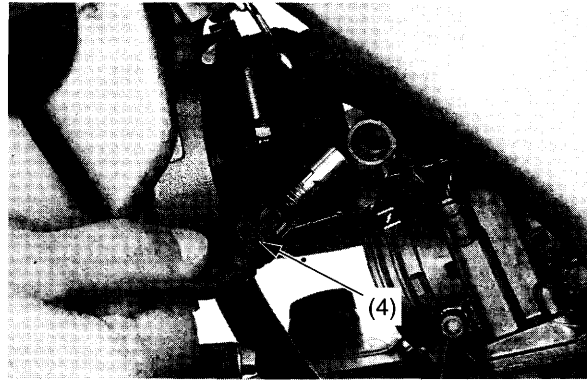
(2) insulator band screw

7. Disconnect the throttle sensor connector (3).



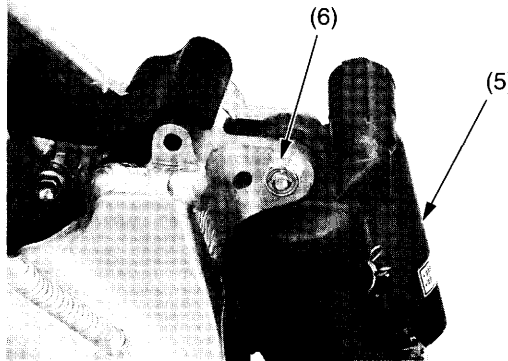
(3) throttle sensor connector

8. Remove the carburetor.
9. Remove the hot start cable holder (4).



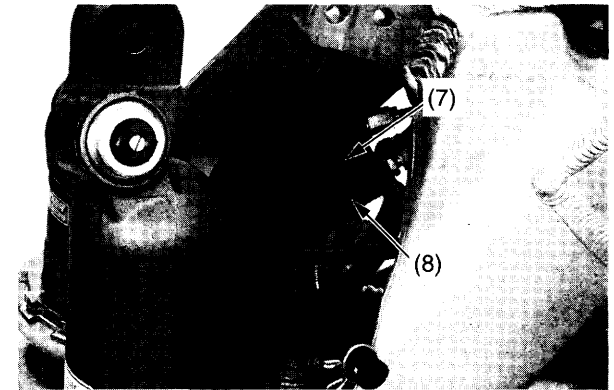
(4) hot start cable holder

10. Disconnect the rear suspension (5), upper mounting nut and bolt (6).



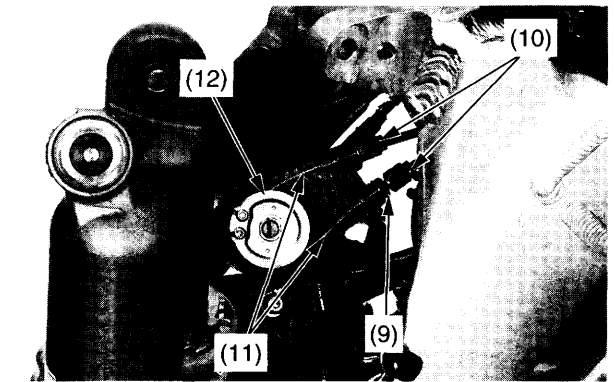
(5) rear suspension
(6) upper mounting nut/bolt

11. Remove the throttle drum cover bolt (7) and throttle drum cover (8).



(7) throttle drum cover bolt
(8) throttle drum cover

12. Loosen the lock nut (9), adjusters (10) and disconnect the throttle cables (11) from the throttle drum (12).

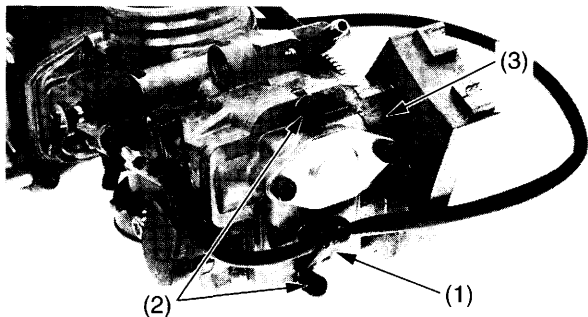


(9) lock nut
(10) adjusters
(11) throttle cables
(12) throttle drum

Carburetor Adjustments & Tuning Tips

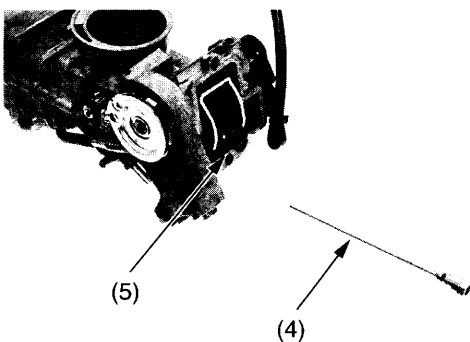
Carburetor Disassembly/Assembly

1. Pull up the cable clamp (1) and remove the carburetor top bolts (2). Then remove the carburetor top (3).



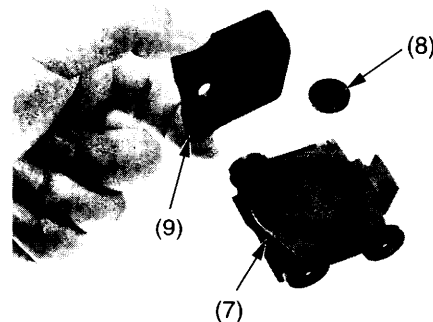
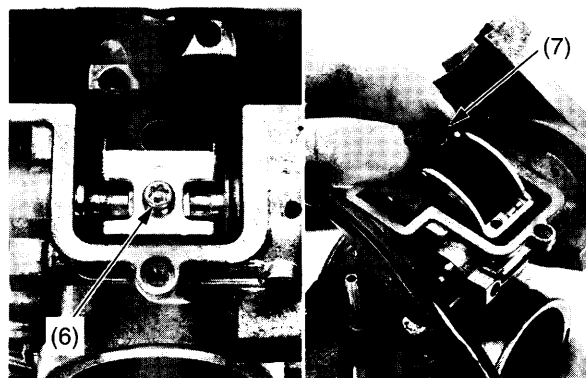
- (1) cable clamp
- (2) carburetor top bolts
- (3) carburetor top

2. Remove the jet needle/holder assembly (4) from the throttle valve (5).



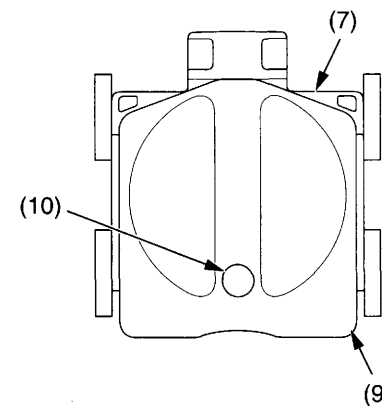
- (4) jet needle/holder assembly
- (5) throttle valve

3. Remove the link arm torx screw (6). When installing the link arm torx screw, apply a locking agent to the link arm torx screw threads.
4. Remove the throttle valve (7), throttle valve roller (8) and floating valve (9).



- (6) link arm torx screw
- (7) throttle valve
- (8) throttle valve roller
- (9) floating valve

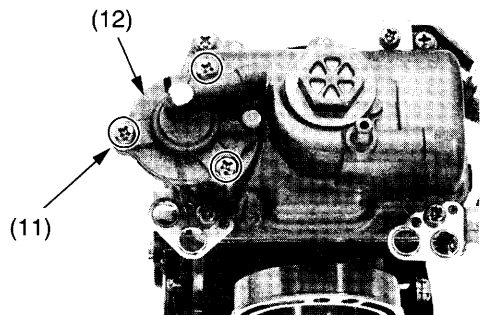
When installing the floating valve (9) onto the throttle valve (7) make sure the floating valve's flat side faces out and the hole (10) faces down.



- (7) throttle valve
- (9) floating valve
- (10) hole

Carburetor Adjustments & Tuning Tips

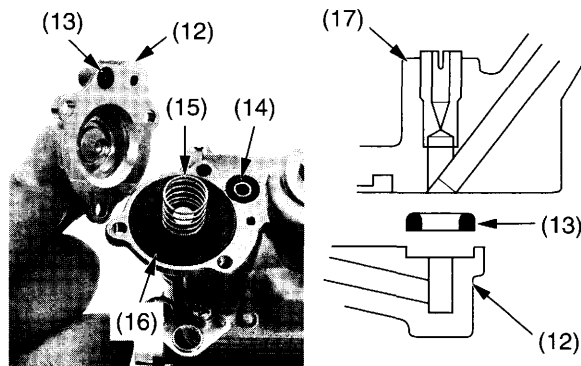
5. Remove the accelerator pump cover screws (11) and accelerator pump cover (12).



(11) accelerator pump cover screws
(12) accelerator pump cover

6. Remove the U-ring (13), O-ring (14), spring (15) and diaphragm (16).
Clean the diaphragm.

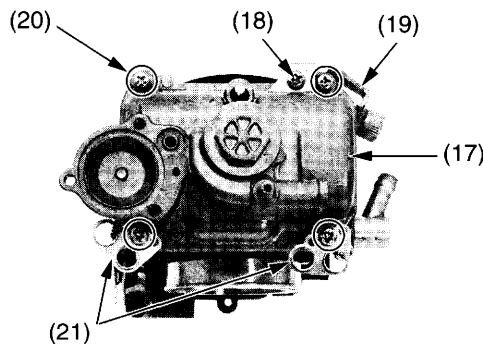
When installing the U-ring into the accelerator pump cover (12) make sure the U-rings flatside faces down, away from the float bowl (17).



(12) accelerator pump cover
(13) U-ring
(14) O-ring

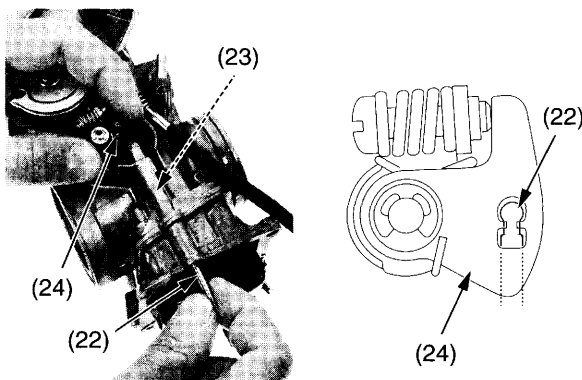
(15) spring
(16) diaphragm
(17) float bowl

7. Remove the holder screw (18), throttle stop screw holder (19), float bowl screws (20), tube guides (21) and float bowl (17).



(17) float bowl
(18) holder screw
(19) throttle stop screw holder
(20) float bowl screws
(21) tube guides

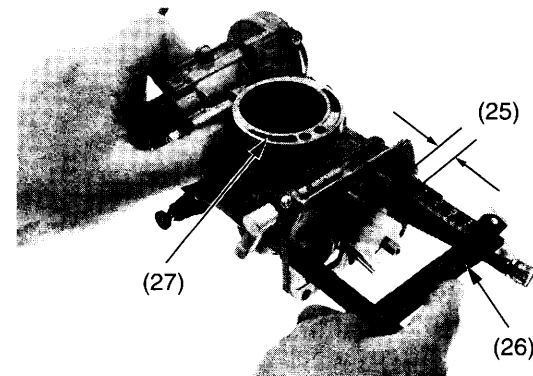
8. Remove the pump rod (22).
Clean the pump rod and rod passage (23).
Install the pump rod into the link lever (24).
Push the rod forcibly into the link lever until it snaps into place.



(22) pump rod
(23) rod passage

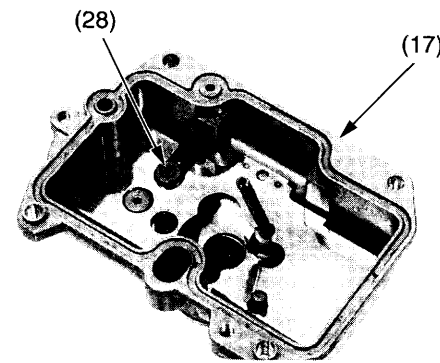
(24) link lever

9. Measure the float level (25) with the float level gauge (26) while the float tab is just contacting the float valve and the carburetor intake (27) is facing up. The float level should be 6.0 mm (0.24 in).
If the float level is out of specification adjust it by bending the float tab carefully.



(25) float level
(26) float level gauge
(27) carburetor intake

10. Remove the leak jet (28) from the float bowl (17). Clean the leak jet.



(17) float bowl

(28) leak jet

Carburetor Adjustments & Tuning Tips

To assemble, reverse the disassembly procedures.
To install the carburetor, reverse the removal procedures.

Tighten the following parts to the specified torque.

float bowl screws:

2.1 N·m (0.2 kgf·m, 1.5 lbf·ft)

accelerator pump cover screws:

2.1 N·m (0.2 kgf·m, 1.5 lbf·ft)

carburetor top cover bolts:

2.1 N·m (0.2 kgf·m, 1.5 lbf·ft)

jet needle/holder assembly:

2.1 N·m (0.2 kgf·m, 1.5 lbf·ft)

leak jet:

0.3 N·m (0.03 kgf·m, 0.2 lbf·ft)

link arm torx screw:

2.1 N·m (0.2 kgf·m, 1.5 lbf·ft)

throttle drum cover bolt:

3.4 N·m (0.3 kgf·m, 2.5 lbf·ft)

hot start cable nut:

2.1 N·m (0.2 kgf·m, 1.5 lbf·ft)

throttle cable lock nut:

4.0 N·m (0.4 kgf·m, 3.0 lbf·ft)

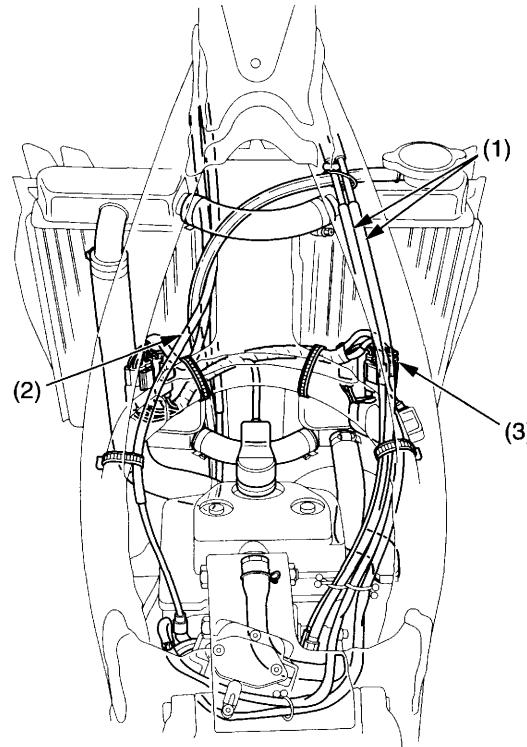
throttle cable bolt:

4.0 N·m (0.4 kgf·m, 3.0 lbf·ft)

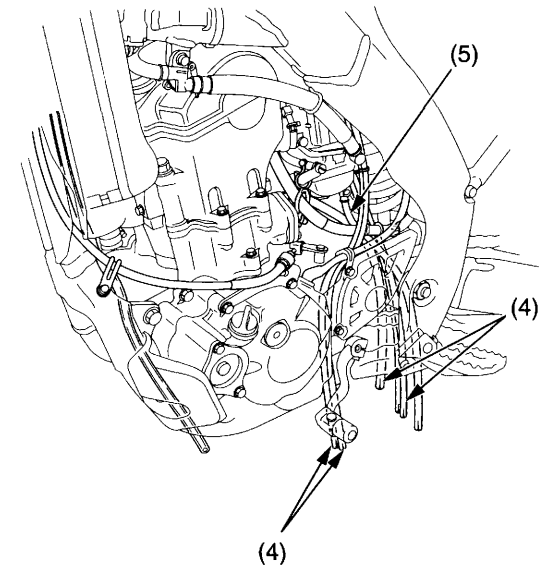
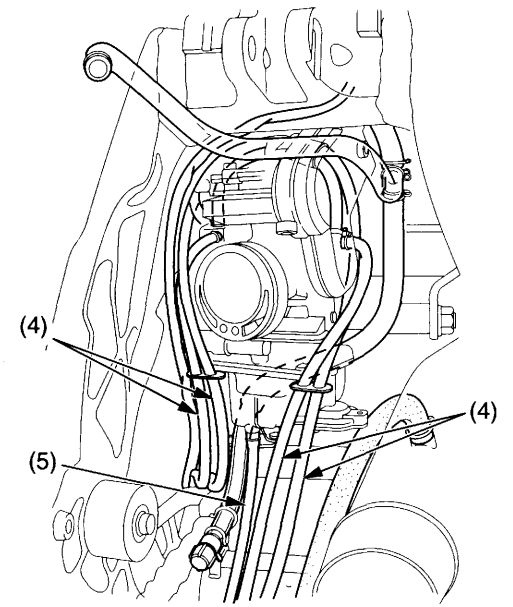
shock absorber upper mounting nut:

44 N·m (4.5 kgf·m, 32 lbf·ft)

- Route the throttle cables (1), hot start cable (2) and throttle sensor wire correctly.
- After installing the carburetor, adjust the throttle grip freeplay and hot start lever freeplay.
- After installing the carburetor, check the throttle sensor connector (3) for correct routing as necessary.
- After installing the carburetor, check the air vent hoses (4) and overflow hose (5) for kinking or pinching and correct routing as necessary.



- (1) throttle cables
- (2) hot start cable
- (3) throttle sensor connector



- (4) air vent hoses
- (5) overflow hose

Carburetor Adjustments & Tuning Tips (CM, IICM Type)

Standard Tuning Recommendations

For the following recommendations to be accurate, you must use the standard settings as a baseline. Also, don't change any of the settings until you've determined what changes are necessary.

Adjustment	Standard settings
Pilot screw opening	1 7/8 turns out
Slow jet	#42
Jet needle	NMGU
Needle clip position	3rd groove
Main jet	#188
Float level	6.0 mm (0.24 in)
Identification number	FCR01E

Adjustments for Altitude & Temperature

All jetting recommendations are based on standard jetting with an unmodified engine. The following conditions can affect the fuel mixture.

Condition	Mixture will be	Adjust to	Component affected
Cold temperature	Lean	Richen	Main jet (jet needle stage)
Warm temperature	Rich	Lean	
Dry air	Lean	Richen	
High humidity	Rich	Lean	
High altitude	Rich	Lean	

All jetting is based on

- Standard jetting
- Unmodified Engine

Temperature Altitude	CENT.	-30° ~ -17°	-18° ~ -6°	-7° ~ 5°	4° ~ 16°	15° ~ 27°	26° ~ 38°	37° ~ 49°
	FAHR.	-21° ~ 0°	-1° ~ 20°	19° ~ 40°	39° ~ 60°	59° ~ 80°	79° ~ 100°	99° ~ 120°
3,050 m (10,000 ft) ~	PS: SJ: JN CLIP:	1 7/8 42 3rd	1 7/8 42 3rd	1 5/8 42 2nd	1 5/8 42 2nd	1 5/8 42 2nd	1 3/8 42 2nd	1 3/8 42 2nd
2,300 m (7,500 ft)	JN: MJ:	NMGU 188	NMGU 185	NMGU 185	NMGU 182	NMGU 182	NMGU 180	NMGU 180
2,299 m (7,499 ft) ~	PS: SJ: JN CLIP:	1 7/8 42 3rd	1 7/8 42 3rd	1 7/8 42 3rd	1 5/8 42 2nd	1 5/8 42 2nd	1 5/8 42 2nd	1 3/8 42 2nd
1,500 m (5,000 ft)	JN: MJ:	NMGU 190	NMGU 188	NMGU 185	NMGU 185	NMGU 182	NMGU 182	NMGU 180
1,499 m (4,999 ft) ~	PS: SJ: JN CLIP:	2 1/8 45 4th	1 7/8 42 3rd	1 7/8 42 3rd	1 7/8 42 3rd	1 5/8 42 2nd	1 5/8 42 2nd	1 5/8 42 2nd
750 m (2,500 ft)	JN: MJ:	NMGU 190	NMGU 190	NMGU 188	NMGU 185	NMGU 185	NMGU 182	NMGU 182
749 m (2,499 ft) ~	PS: SJ: JN CLIP:	2 1/8 45 4th	2 1/8 45 4th	1 7/8 42 3rd	1 7/8 42 3rd	1 7/8 42 3rd	1 5/8 42 2nd	1 5/8 42 2nd
300 m (1,000 ft)	JN: MJ:	NMGU 192	NMGU 190	NMGU 190	NMGU 188	NMGU 185	NMGU 185	NMGU 182
299 m (999 ft) ~	PS: SJ: JN CLIP:	2 1/8 45 4th	2 1/8 45 4th	2 1/8 45 4th	1 7/8 42 3rd	STANDARD 1 7/8 42 3rd NMGU 188	JETTING 1 7/8 42 3rd NMGU 185	1 5/8 42 2nd
0 m Sea level	JN: MJ:	NMGU 192	NMGU 192	NMGU 190	NMGU 190			NMGU 185

Legend

- PS: Pilot Screw opening from fully seated
- SJ: Slow Jet
- JN: Jet Needle
- JN CLIP: Needle Clip position
- MJ: Main Jet

Carburetor Adjustments & Tuning Tips (ED, U, DE Type)

Standard Tuning Recommendations

For the following recommendations to be accurate, you must use the standard settings as a baseline. Also, don't change any of the settings until you've determined what changes are necessary.

Adjustment	Standard settings
Pilot screw opening	1 1/8 turns out
Slow jet	#42
Jet needle	NMTT
Needle clip position	3rd groove
Main jet	#178
Float level	6.0 mm (0.24 in)
Identification number	FCR12C

Adjustments for Altitude & Temperature

All jetting recommendations are based on standard jetting with an unmodified engine. The following conditions can affect the fuel mixture.

Condition	Mixture will be	Adjust to	Component affected
Cold temperature	Lean	Richen	Main jet (jet needle stage)
Warm temperature	Rich	Lean	
Dry air	Lean	Richen	
High humidity	Rich	Lean	
High altitude	Rich	Lean	

All jetting is based on

- Standard jetting
- Unmodified Engine

Temperature Altitude	CENT.	-30°~ -17°	-18°~ -6°	-7°~ 5°	4°~ 16°	15°~ 27°	26°~ 38°	37°~ 49°
	FAHR.	-21°~ 0°	-1°~ 20°	19°~ 40°	39°~ 60°	59°~ 80°	79°~ 100°	99°~ 120°
3,050 m (10,000 ft) ~ 2,300 m (7,500 ft)	PS: SJ: JN CLIP: JN: MJ:	1 1/8 42 3rd NMTT 178	1 1/8 42 3rd NMTT 175	7/8 42 2nd NMTT 175	7/8 42 2nd NMTT 172	7/8 42 2nd NMTT 172	5/8 42 2nd NMTT 170	5/8 42 2nd NMTT 170
2,299 m (7,499 ft) ~ 1,500 m (5,000 ft)	PS: SJ: JN CLIP: JN: MJ:	1 1/8 42 3rd NMTT 180	1 1/8 42 3rd NMTT 178	1 1/8 42 3rd NMTT 175	7/8 42 2nd NMTT 175	7/8 42 2nd NMTT 172	7/8 42 2nd NMTT 172	5/8 42 2nd NMTT 170
1,499 m (4,999 ft) ~ 750 m (2,500 ft)	PS: SJ: JN CLIP: JN: MJ:	1 3/8 45 4th NMTT 180	1 1/8 42 3rd NMTT 180	1 1/8 42 3rd NMTT 178	1 1/8 42 3rd NMTT 175	7/8 42 2nd NMTT 175	7/8 42 2nd NMTT 172	7/8 42 2nd NMTT 172
749 m (2,499 ft) ~ 300 m (1,000 ft)	PS: SJ: JN CLIP: JN: MJ:	1 3/8 45 4th NMTT 182	1 3/8 45 4th NMTT 180	1 1/8 42 3rd NMTT 180	1 1/8 42 3rd NMTT 178	1 1/8 42 3rd NMTT 175	7/8 42 2nd NMTT 175	7/8 42 2nd NMTT 172
299 m (999 ft) ~ 0 m Sea level	PS: SJ: JN CLIP: JN: MJ:	1 3/8 45 4th NMTT 182	1 3/8 45 4th NMTT 182	1 3/8 45 4th NMTT 180	1 1/8 42 3rd NMTT 180	STANDARD 1 1/8 42 NMTT 178	JETTING 1 1/8 42 3rd NMTT 175	7/8 42 2nd NMTT 175

Legend

- PS: Pilot Screw opening from fully seated
- SJ: Slow Jet
- JN: Jet Needle
- JN CLIP: Needle Clip position
- MJ: Main Jet

Special Tuning Conditions

There are some unique atmospheric conditions or situations that may require additional adjustments.

It should not be necessary to go more than one jet size richer or leaner to fine tune your CRF. If larger jetting changes are necessary, check for air leaks, blocked or restricted exhaust or fuel systems, or a dirty air cleaner.

Condition	Main Jet Adjustment
long straights	next larger
uphill sections	
sand	
mud	
high humidity	next smaller
raining	
hotter than 45 °C (113 °F)	

Once you've adjusted the carburetor for temperature and altitude, it shouldn't need major readjustment unless race conditions change drastically. However, there are some unique atmospheric conditions or race day situations that may require additional adjustments. They are as follows.

To prevent engine damage, always adjust the main jet before adjusting the jet needle. Always choose the next richer jet if there is any doubt so there is a margin for safety.

- Main Jet**
- Go richer on the main jet, by one size, when: the track has a very long straightaway or uphill section, a high percentage of sand, or the track is muddy.
 - Go leaner on the main jet, by one size, when: it is very humid or raining, or it is hotter than 45°C (113°F).

After using the chart, and making any adjustments for special conditions, it shouldn't be necessary to go more than one jet size richer or leaner to fine tune your CRF. If larger jetting changes are necessary, check for worn crankshaft seals, air leaks, blocked or restricted exhaust or fuel systems, or a dirty air cleaner.

Pre-Adjustment Checks

Before adjusting carburetor settings, check the following:

- air cleaner
- air leaks
- float level
- clogged carburetor jets
- spark plug fouling (improper heat range or other cause)
- freshness of fuel
- owner modifications (such as exhaust system, holes in the air cleaner housing, etc.)
- ignition timing
- compression

If the above check out, then, adjust the carburetor for your specific racing conditions. Engine response and appearance of the firing end of a spark plug are highly indicative of the engine condition.

Refer to the list on pages 155, 156 for the optional carburetor parts.

To prevent engine damage, always adjust the main jet before adjusting the jet needle. If there is any doubt — always choose the next richer jet so there is a margin for safety.

Carburetor Adjustments & Tuning Tips

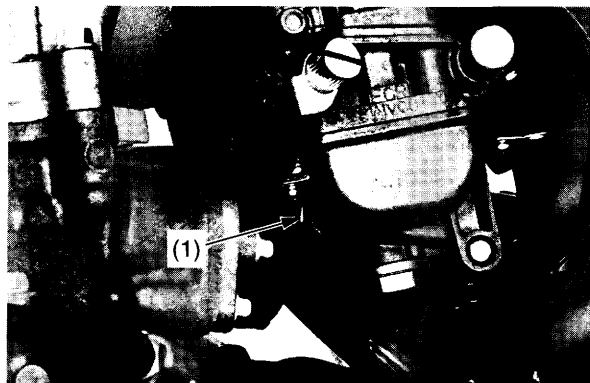
Carburetor Minor Adjustments

The standard carburetor settings are ideal for the following conditions: sea level altitude, and 20°C (68 °F) air temperature. If your conditions are different, you may need to adjust the carburetor settings, using the tuning information on pages 127 – 129. Confirm your settings are correct before proceeding.

Minor Adjustments

1. Adjust the carburetor setting using the tuning information on pages 127 – 129.
2. When the engine is warm enough to run without the choke, push the choke knob down to its off position.
3. Adjust the pilot screw (1) to obtain the best off-idle performance.
 - If the engine blubbers (rich) exiting a corner, turn the pilot screw clockwise to lean the mixture.
 - If the engine surges (lean) exiting a corner, turn the pilot screw counter clockwise to richen the mixture.

The minimum to maximum range of pilot screw adjustments is 1 3/8 to 2 1/8 (CM, IICM type), 5/8 to 1 3/8 (ED, U, DE type) turns out from the lightly seated position. If you exceed 2 1/8 (CM, IICM type), 1 3/8 (ED, U, DE type) turns out, the next larger slow jet is needed. If you are under 1 3/8 (CM, IICM type), 5/8 (ED, U, DE type) turn out, the next smaller slow jet is needed.



(1) pilot screw

Adjustment Procedure

1. Turn the pilot screw in until it is lightly seated and record the number of turns. Turn the pilot screw out the same number of turns.
2. Warm up the engine.
3. Adjust the engine idle speed (page 48).
4. Make two or three laps of a course with the standard setting or corrected jetting (pages 127, 128). and spark plug. Note engine acceleration and other engine conditions in relation to throttle opening. Verify carburetion by removing the spark plug and reading its firing end (page 132). It may take more than two or three laps to get a good spark plug reading with a new spark plug.
5. Change carburetor settings or select suitable carburetor jets, taking into consideration the engine conditions and factors for temperature and altitude (pages 127, 128).

6. Adjust the pilot screw as required.

⚠ WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

7. If you've determined that the main and slow jets must be changed, you must rotate the carburetor and remove the float bowl plug.
8. Turn the fuel valve OFF, and disconnect the fuel line from the fuel valve.
9. Drain the remaining fuel in the float bowl by loosening the drain screw (2). Then tighten the drain screw after draining the fuel.

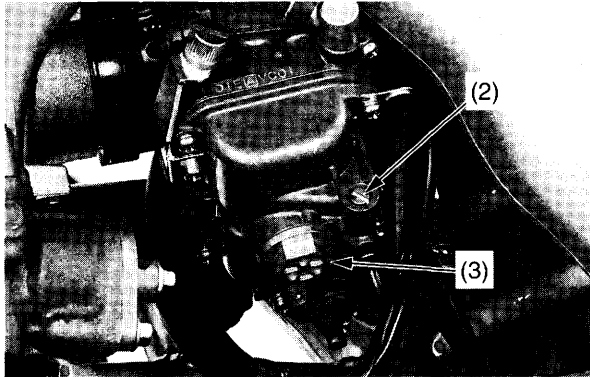
Drain the carburetor into an approved gasoline container and dispose of it in an approved manner (page 142).

NOTICE

Improper disposal of drained fluids is harmful to the environment.

Carburetor Adjustments & Tuning Tips

10. Loosen the connecting and insulator band screws. Rotate the carburetor.
11. Remove the float bowl plug (3).



(2) drain screw (3) float bowl plug

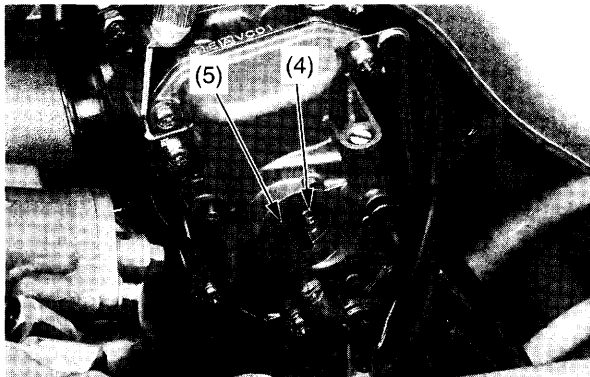
12. Change the main jet (4) and slow jet (5) as required.

Main jet:

1.5 N·m (0.15 kgf·m, 1.1 lbf·ft)

Slow jet:

1.5 N·m (0.15 kgf·m, 1.1 lbf·ft)

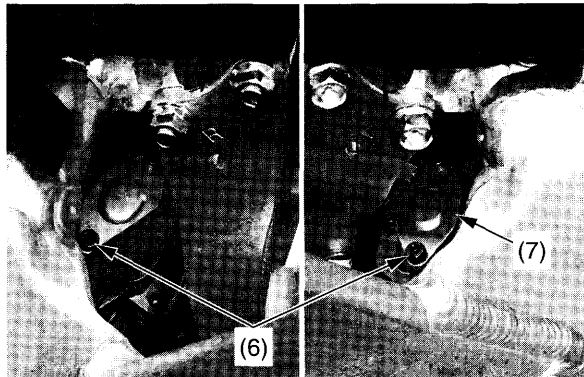


(4) main jet (5) slow jet

13. Reinstall the float bowl plug and tighten it to the specified torque:

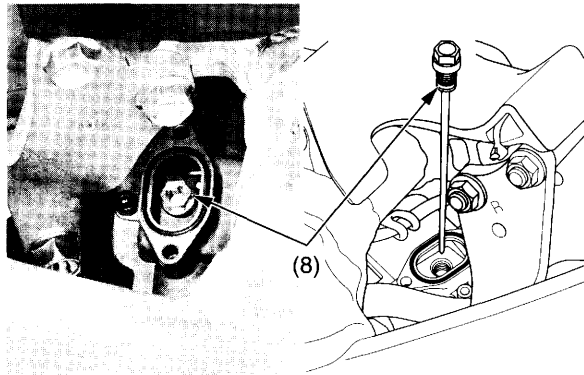
4.9 N·m (0.5 kgf·m, 3.6 lbf·ft)

14. If you've determined that the jet needle or clip position of jet needle must be changed, you must remove the carburetor top.
15. Remove the fuel tank (page 30).
16. Rotate the carburetor to the right and remove the carburetor top bolt (6).
17. Rotate the carburetor to the left and remove the carburetor top bolt (6) and carburetor top (7).

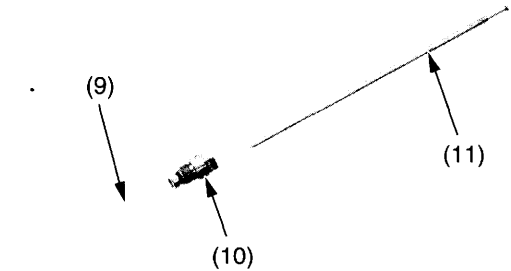


(6) carburetor top bolts
(7) carburetor top

18. Remove the jet needle/holder assembly (8) with the throttle fully open.

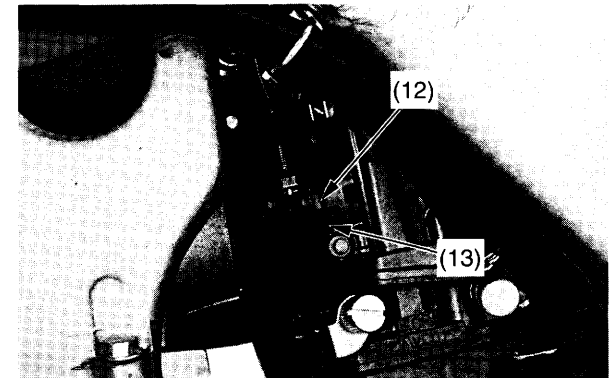


(8) jet needle/holder assembly



(9) clip
(10) jet needle holder
(11) jet needle

19. Remove the clip (9) and jet needle (11) from the jet needle holder (10).
Change the jet needle clip position or jet needle as required.
20. Reinstall the jet needle/holder assembly, and tighten it to the specified torque:
2.1 N·m (0.2 kgf·m, 1.5 lbf·ft)
Install the carburetor top, clamp and bolts, then tighten the carburetor top cover bolts to the specified torque:
2.1 N·m (0.2 kgf·m, 1.5 lbf·ft)
21. Rotate the carburetor and align the lug (12) on the carburetor with the slot (13) on the insulator.



(12) lug (13) slot

Carburetor Adjustments & Tuning Tips

22. Tighten the connecting and insulator band screws.
23. Install the fuel tank (page 31).
24. Start the engine.
If the engine idle speed is too high or too low or engine is not idling, adjust the engine idle speed (page 48).
25. Repeat steps 4 – 23 until the engine gives maximum power with the correct spark plug reading. It is always better to jet a little rich than a little lean. It is advisable to record the settings, course conditions, lap times, and climatic and barometric conditions for future reference.

Spark Plug Reading

Refer to *Spark Plug* on page 55.

Check any jetting change by reading the spark plug. The following procedure is recommended. You may not get an accurate reading if you simply turn off the engine and pull the plug for inspection.

Use a new spark plug. Inspect the plug before installing it.

NOTICE

Using spark plugs with an improper heat range or incorrect reach can cause engine damage.

Before removing the spark plug, clean the spark plug area thoroughly to prevent dirt from entering the cylinder.

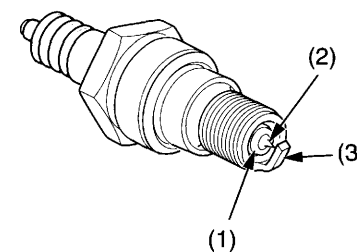
Ride for 10 – 15 minutes before taking a plug reading. A new plug will not colour immediately.

To obtain an accurate reading of a new spark plug:

1. Accelerate at full-throttle on a straight.
2. Push the engine stop button and pull the clutch lever in to release the clutch.
3. Coast to a stop.
4. Remove the spark plug.
5. Use a magnifying glass to inspect the spark plug. The porcelain insulator (1) around the centre electrode (2) should appear clean and colourless with a gray ring around the centre electrode where it exits the porcelain. Metallic specks indicate lean jetting that is removing metal from the piston. Black sooty streaks on the porcelain indicate rich jetting.

NOTICE

An improperly tightened spark plug can damage the engine. If a plug is too loose, a piston may be damaged. If a plug is too tight, the threads may be damaged.



- (1) insulator
(2) centre electrode
(3) side electrode

Spark Plug Colouring Guidelines

Condition	Spark Plug Appearance	Mixture
Normal	Dark brown to light tan colour with dry electrode	correct
Overheating (Lean)	Light gray or white colour	lean
Wet (Rich)	Wet or sooty	rich

- Remember that in addition to improper jetting:
- A lean condition can be caused by air leaks in the inlet tract or exhaust system, the passage of too much air because of the use of the wrong air cleaner, use of a less-restrictive aftermarket exhaust system, or a hole or holes (deliberate or unintentional) in the air cleaner housing.
 - A rich condition can be caused by a plugged or dirty air cleaner, use of a more-restrictive aftermarket exhaust system, a clogged spark arrester, or excessive oil on the air cleaner. Excessive smoking will occur.

The steering damper can be adjusted for riding conditions by using following method:

- **Damping** — Turning the steering damper adjuster adjusts how quickly the steering damper extends and retracts.

Steering Damper Adjustment

Damping Adjustment

The steering damper adjuster (1) has 11 positions or more. Turning the adjuster one full turn clockwise advances the adjuster six positions. To adjust the adjuster 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 7 (ED, U, CM, IICM type), 6 (DE type) clicks.

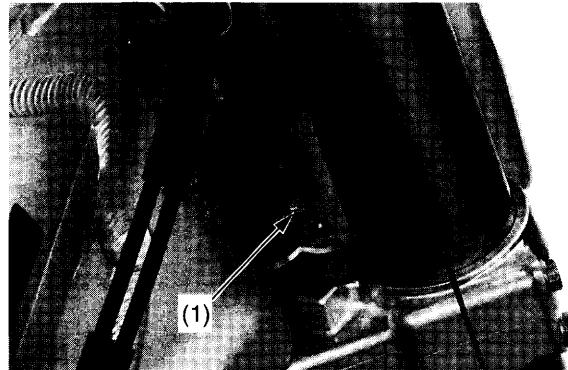
Damping can be increased by turning the adjuster clockwise.

NOTICE

Always start with full hard when adjusting damping.

Do not turn the adjuster more than the given positions or the adjuster may be damaged.

Be sure that the damping adjuster is firmly located in a detent, and not between positions.



(1) steering damper adjuster

Steering Damper Adjustment Guidelines

Follow the procedures described below to accurately adjust your CRF, using the methods described on this page.

Symptoms and Adjustment

- Always begin with the standard settings.
- Turn the steering damper adjuster in one-click increments at a time. Adjusting two or more clicks at a time may cause you to pass over the best adjustment. Test ride after each adjustment.

Symptom	Action
Steering is wobbling on large bumps	Adjust the steering damper adjuster to stiffer setting.
Steering is wobbling at sand track	Adjust the steering damper adjuster to stiffer setting.
Steering is heavy when cornering	Adjust the steering damper adjuster to softer setting.

The following suggestions may improve a specific concern. Subtle changes in overall handling may also be noted.

Rear End

If you have a problem with rear wheel traction, raise the rear end of your CRF by increasing the rear spring pre-load. Instead of running 100 mm (3.9 in) of sag, you can run 90 mm (3.5 in) so the rear of the bike will sit a little higher. This should produce more traction because of the change to the swingarm and the location of your motorcycle's centre of gravity.

If you have a problem with the steering head shaking when you use the front brake hard or if your CRF wants to turn too quickly, lower the rear of the motorcycle by reducing the rear spring pre-load. This will increase fork rake and trail and should improve stability in a straight line. The effective suspension travel will be transferred toward the firmer end of wheel travel.

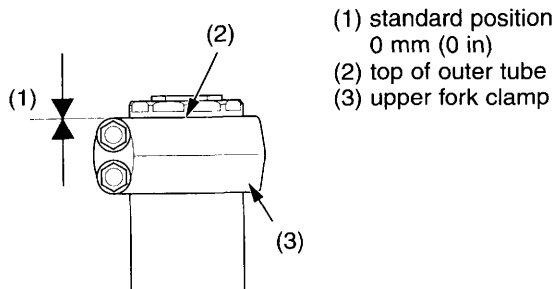
Keep the race sag adjustment (page 114) in the 90 – 110 mm (3.5 – 4.3 in) range.

Fork Height/Angle

The position of the fork tubes in the clamps is not adjustable. Align the groove in the outer tube with the top surface of the upper fork clamp.

Standard Position

The standard position (1) align the top of the outer tube (2) (not the top of the fork cap) with the top surface of the upper fork clamp (3).



- (1) standard position
0 mm (0 in)
- (2) top of outer tube
- (3) upper fork clamp

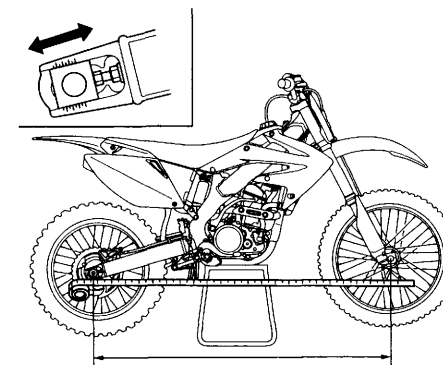
Wheelbase

Adjusting your CRF's wheelbase can offer subtle changes in overall handling. You may adjust wheelbase by adding or removing links on the drive chain. If you change the wheelbase, be sure to re-check race sag and adjust, if necessary.

In the past, a general rule was lengthen the wheelbase to add straight line stability, shorten the wheelbase to improve turning. However, we suggest you do not lengthen the wheelbase of your CRF unless you are racing on a track with more fast sections than normal.

As a general recommendation, keep the wheelbase as short as possible. This positions the wheels closer together, improves turning response, increases weighting (traction) on the rear wheel, and lightens weighting on the front wheel.

With your CRF, you will probably find that the standard setting or a shorter wheelbase will offer more overall benefits.



Gearing

You can “adjust” the power delivery of the standard engine to suit track conditions by changing gearing. This allows you to utilize a different portion of the engine’s power range at a given throttle setting. New gearing may provide the change you are looking for without the need to consider further modifications.

The portion of your engine’s power range you use can be adjusted by changing the final drive ratio with different sized rear sprockets. Gearing changes allow you to more closely match the type of terrain and the available traction. Normally, a change of one tooth on the rear sprocket will be sufficient.

There is a choice of both higher and lower final drive ratios with two optional aluminum driven sprockets. Like the optional springs, these sprockets are listed in the Optional Parts List section of this manual (pages 155, 156).

Unless you have the required mechanical knowhow, tools, and Honda Shop Manual, sprocket changing should be done by your Honda dealer.

Higher Gearing (less driven sprocket teeth)

- increases top speed in each gear (provided the engine will pull the higher gearing)
- reduces frequency of shifting (wider gear ratios)
- reduces engine min^{-1} (rpm) at a given throttle setting or ground speed (which may allow better rear wheel traction on slippery or loose terrain)

However:

- the engine may not pull the higher gearing
- the spacing between gears may be too wide
- engine min^{-1} (rpm) may be too low

Lower Gearing (more driven sprocket teeth)

- decrease top speed in each gear
- increases frequency of shifting (narrower gear ratios)
- increases engine min^{-1} (rpm) at a given throttle setting or ground speed (which may provide more power-to-the-ground on good traction surfaces)

However:

- spacing between gears may be too narrow
- engine min^{-1} (rpm) may be too high

Some tracks may be watered heavily prior to the first race, then lightly or not at all during the day. This results in a track surface that is slippery during the first few races, then changes from good to great and back to good and possibly ends the day with a slick rock-hard consistency. Ideally, your gearing should be adjusted to suit all these conditions.

- Wet and slippery or sandy conditions: use a higher gear (less teeth) to keep engine min^{-1} (rpm) down, and avoid unwanted wheelspin. The engine may bog in certain corners so you’ll need to slip the clutch to compensate; downshifting may be too drastic a change in speed.
- Average conditions: use the standard sprocket.
- Hard (but not slippery) track conditions: use lower gearing (more teeth) to keep the engine min^{-1} (rpm) high where the engine produces the most power. This may require an extra upshift on certain sections or perhaps you can just rev it out a bit longer.

For tight tracks, consider lower gearing to avoid having to slip the clutch frequently. Repeated fanning or pulling of the clutch lever in a turn to raise engine min^{-1} (rpm) may eventually damage the clutch system.

A gearing change may help for riding in sand, where you want to keep the front end light so it can float from the peak of one sand whoop to the next. Generally, with higher gearing, it is easier to maintain that perfect attitude (maximum rear wheel traction and a light front end) because you remain in the powerband longer in each gear. The higher gearing allows you to steer more efficiently with throttle control and body English.

If you are riding a track with sections where you choose to over-rev the engine temporarily rather than shifting up, higher gearing might help.

Sometimes you have to sacrifice performance on one section of the track to gain a better overall time. Your goal is the fastest overall lap time, even if the cost is some sections where the gearing feels wrong.

If you decide to try a gearing change, have someone check your times with a stopwatch (before and after the change) to get an accurate appraisal of the gearing change. “Seat-of-the-pants” feelings can’t be trusted. Eliminating wheelspin with a gearing change can make you feel like you’re going slower when, in reality, you’ve decreased your time by increasing your speed with better traction.

These gearing recommendations should be evaluated by considering your ability, your riding style, and the track.

Choosing the correct tyre tread pattern and rubber compound can affect your placing in competition. The tyres on your CRF offer a “happy medium” for the variety of soil conditions the majority of riders are likely to encounter.

Experienced competitors often switch to tyres developed for specific terrain conditions. If you do switch, stay with the factory recommended sizes. Other tyres may affect handling or acceleration.

Be aware that tyre sizes (width and aspect ratio) do vary from manufacturer to manufacturer or even among tyres made by the same manufacturer. Variations in tyres, especially the sidewall profile, can change the attitude of your CRF and its handling. Tyre variations that raise or lower the rear of your CRF have a more significant effect on handling than variations in front tyres which, generally, don't vary as much. Often, you can see or feel the change in tyre size. Another way to check is to measure the rolling circumference of the old and new tyres. A higher profile tyre will have a larger rolling circumference.

If you do switch to tyres designed for special terrain use, remember they will be less acceptable in other circumstances. For example, an aggressive mud tyre will give excellent grip on wet, loamy terrain, but less impressive grip on a hard surface.

If you choose a tyre with a sticky compound for added traction, remember that it may transfer additional loads to the transmission because it grips so well, especially when riding in situations that normally place unusual demands on the transmission.

Complete consumer information can be obtained from the various tyre manufacturer representatives and dealers.

Some general recommendations for specific terrain follow:

Hard, Slick Soil

Use tyres with many relatively short knobs that are close together in order to obtain the largest possible contact patch on the surface. The rubber compound needs to be softer for hard ground in order to hook up, but not so soft that the knobs roll over easily and affect holding a straight line. These tyres tend to wear more quickly than standard tyres because of the combination of soft rubber and hard terrain.

Muddy Soil

Use a more open tread pattern to avoid clogging. For these conditions, the relatively long knobs will probably be made from a harder rubber compound to reduce any tendency to bend back under acceleration or wear quickly.

Loose, Sandy Soil

Use a tyre that is similar in construction to those needed for tacky soil and mud, but with a few more knobs.

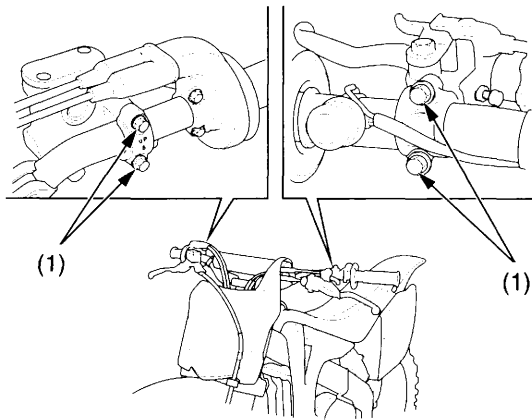
Personal Fit Adjustments

The following suggestions may make your ride both more comfortable and more responsive to your control input.

Control Positioning

- Position the control levers so that you can use them comfortably when seated and standing.
- Adjust the mounting bolt torque of the clutch and brake lever assemblies so that they can rotate on the handlebar in a fall. If an assembly does not rotate, it may bend or break a control lever. Make sure that the bolts are torqued securely enough to prevent slippage during normal operation.

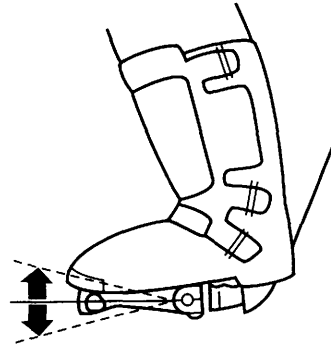
Apply Honda Thread Lock or an equivalent to the threads of these bolts prior to adjustment to help ensure the correct torque is retained. Tighten the top bolts first.



(1) control lever mounting bolts

As an alternative, consider wrapping the handlebar area under the control assemblies with teflon tape. Then tighten the assemblies to their normal torque. Upon impact, the fully-tightened assemblies should rotate on the teflon tape.

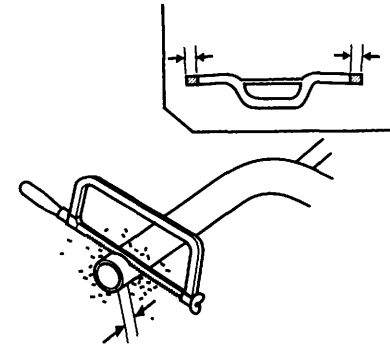
- Position the shift lever and brake pedal so they are close to your boot for rapid access, but not so close that either is depressed when sitting or standing comfortably on your CRF.



Handlebar Position, Width & Shape

- Position the handlebar so that both gripping the bar and operating the controls is comfortable while both seated and standing, while riding straight ahead and turning. Tighten the forward bolts first.
- The handlebar position may be moved rearward either 3 mm (0.12 in) (using optional handlebar lower holders) or 6 mm (0.24 in) (by rotating the standard holders 180 degrees). Refer to the Shop Manual for installation instructions. Be sure to check control cable and wiring harness routing after the adjustment.

- Handlebar width can be trimmed with a hacksaw to better suit your particular shoulder width and riding preference. Think this through carefully and cut off just a small amount at a time from both sides equally. It is obviously much easier to make the handlebar narrower than it is to add material.



- Chamfer the edges to remove burrs and other irregularities or roughness after sawing the handlebar.
- An alternate handlebar shape, through varying rise or rearward sweep dimensions, will provide further adjustment to riding position and may better suit your particular body size or riding style. Each of the ergonomic dimensions of the machine were determined to suit the greatest possible number of riders based on an average size rider.

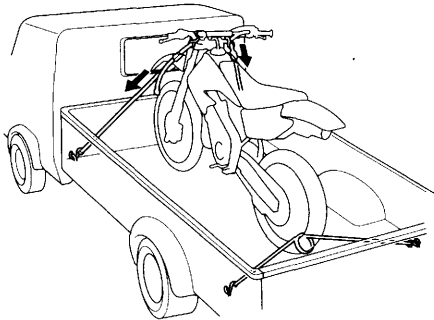
Here's helpful advice on how to transport and store your Honda, as well as three troubleshooting flow charts.

Transporting Your Motorcycle140
Storing Your Honda.....141
You & the Environment142
Troubleshooting.....143

Transporting Your Motorcycle

If you use a truck or motorcycle trailer to transport your Honda, we recommend that you follow these guidelines:

- Use a loading ramp.
- Make sure the fuel valve is off.
- Secure the motorcycle in an upright position, using motorcycle tie-down straps. Avoid using rope, which can loosen and allow the motorcycle to fall over.



To secure your CRF, brace the front wheel against the front of the truck bed or trailer rail. Attach the lower ends of two straps to the tie-down hooks on your CRF. Attach the upper ends of the straps to the handlebar (one on the right side, the other on the left), close to the fork.

Check that the tie-down straps do not contact any control cables or electrical wiring.

Tighten both straps until the front suspension is compressed about half-way. Too much pressure is unnecessary and could damage the fork seals.

Use another tie-down strap to keep the rear of the motorcycle from moving.

We recommend that you do not transport your CRF on its side. This can damage the motorcycle, and leaking petrol could be a hazard.

If you won't be riding for an extended period, such as during the winter, thoroughly inspect your Honda and correct any problem before storing it. That way, needed repairs won't be forgotten and it will be easier to get your CRF running again.

To reduce or prevent deterioration that can occur during storage, also follow the following procedures.

Preparation for Storage

1. Completely clean all parts of your CRF. If your CRF has been exposed to sea air or salt water, wash it down with fresh water and wipe dry.
2. Change the engine oil and filter (page 37).
3. Replace the transmission oil (page 40).
4. Drain the fuel tank and carburetor into an approved petrol container.
Turn the fuel valve OFF and loosen the carburetor drain screw. Drain petrol into an approved container. Tighten the drain screw.

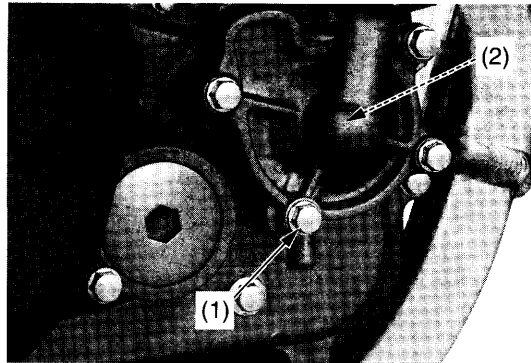
⚠ WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

5. Remove the radiator cap and coolant drain bolt/sealing washer (1) at the water pump (2) to drain coolant.

After the coolant has been completely drained, ensure that the drain bolt sealing washer is in good condition and reinstall the drain bolt/sealing washer and radiator cap.
Coolant drain bolt:
10 N·m (1.0 kgf·m, 7 lbf·ft)



(1) drain bolt/sealing washer (2) water pump

6. Lubricate the drive chain.
7. Inflate the tyres to their recommended pressures.
8. Place your CRF on the workstand or equivalent to raise both tyres off the ground.
9. Stuff a rag into the muffler outlet. Then tie a plastic bag over the end of the muffler to prevent moisture from entering.
10. Store your CRF in an unheated area, free of dampness, away from sunlight, with a minimum of daily temperature variation.
11. Cover your CRF with a porous material. Avoid using plastic or similar non-breathing, coated materials that restrict air flow and allow heat and moisture to accumulate.

Removal from Storage

1. Uncover and clean your CRF.
Change the engine and transmission oil if more than 4 months have passed since the start of storage.
2. Uncover the end of the muffler and remove the rag from the muffler outlet.
3. Fill the fuel tank with recommended fuel (page 34).
4. Pour a fresh recommended coolant mixture (page 41) slowly into the radiator filler hole up to the filler neck.
Capacity:
1.00 l (1.06 US qt, 0.88 Imp qt) after disassembly
0.93 l (0.98 US qt, 0.82 Imp qt) after draining

Lean your CRF slightly right and left several times to bleed trapped air in the cooling system. If the coolant level lowers, add coolant and repeat the above procedure.
Install the radiator cap securely.

5. Perform all maintenance checks (page 21).

You & the Environment

Owning and riding a motorcycle can be enjoyable, but you must do your part to protect nature. When you show respect for the land, wildlife, and other people, you also help preserve the sport of off-road riding.

Following are tips on how you can be an environmentally-responsible motorcycle owner.

- **Choose Sensible Cleaners.** Use a biodegradable detergent when you wash your CRF. Avoid aerosol spray cleaners that contain chlorofluorocarbons (CFCs) which damage the atmosphere's protective ozone layer. Don't throw cleaning solvents away; see the following guidelines for proper disposal.
- **Recycle Wastes.** It's illegal and thoughtless to put used engine oil in the trash, down a drain, or on the ground. Used oil, petrol, and cleaning solvents contain poisons that can hurt refuse workers and contaminate our drinking water, lakes, rivers, and oceans. Before changing your oil, make sure you have the proper containers. Put oil and other toxic wastes in separate sealed containers and take them to a recycling centre. Call your local of public works or environmental services to find a recycling centre in your area and get instructions on how to dispose of non recyclable wastes.

NOTICE

Improper disposal of drained fluids is harmful to the environment.

The items that are serviceable using this Manual are followed by the page number reference in parenthesis. The items that require use of the Honda Shop Manual are followed by an asterisk (*).

ENGINE DOES NOT START OR IS HARD TO START

CHECK

1. Check the fuel flow to carburetor

NOT REACHING CARBURETOR

POSSIBLE CAUSES

- No fuel in fuel tank
- Clogged fuel tube or fuel filter (P. 34)
- Sticking float valve*
- Clogged fuel fill cap breather tube

REACHING CARBURETOR

2. Try spark test*

WEAK OR NO SPARK

- Faulty spark plug (P. 55)
- Faulty ignition control module*
- Faulty exciter coil
- Faulty ignition coil
- Faulty engine stop button
- Loose or disconnected ignition system wires
- Faulty ignition pulse generator*

GOOD SPARK

3. Test cylinder* compression

LOW

- Valve stuck open
- Worn cylinder and piston ring*
- Leaking/damaged cylinder head gasket
- Improper valve timing*
- Seized valve

CORRECT

4. Start by following normal starting procedure

ENGINE STARTS BUT SOON STOPS

- Improper choke operation
- Pilot screw incorrectly adjusted*
- Insulator leaking
- Improper ignition timing (Faulty ignition coil or ignition pulse generator)*
- Fuel contaminated
- Improper hot start operation

ENGINE DOES NOT FIRE

5. Removed and inspect spark plug

WET PLUG

- Carburetor flooded
- Choke open
- Throttle valve open
- Air cleaner dirty

DRY

6. START WITH CHOKE ON

POOR PERFORMANCE AT LOW AND UNSTABLE IDLE SPEED

CHECK

1. Check if air cleaner is over-oiled (P. 43)

INCORRECT

POSSIBLE CAUSES

- Over-oiled air cleaner

CORRECT

2. Check if the insulator is leaking

LEAKING

- Loose insulator clamp
- Damaged insulator

NOT LEAKING

3. Check carburetor pilot screw adjustment (P. 127)

INCORRECT

- Fuel-air mixture too lean (Turn the pilot screw out) (P. 130)
- Fuel-air mixture too rich (Turn the pilot screw in) (P. 130)

CORRECT

4. Check carburetor jets and accelerator pump for clogs

CLOGGED

- Contaminants in the fuel
- Not cleaned frequently enough (P. 122)

NOT CLOGGED

5. Try spark test

WAKE OR INTERMITTENT SPARK

- Faulty, carbon or wet fouled spark plug (P. 55)
- Faulty ignition control module*
- Faulty alternator*
- Faulty ignition coil*
- Broken or shorted spark plug wire
- Faulty ignition pulse generator*

GOOD SPARK

6. Check the throttle position sensor*

INCORRECT

- Faulty throttle position sensor*

CORRECT

7. Test cylinder compression

LOW

- Ring worn
- Cylinder worn or damaged
- Piston worn or damaged
- Head gasket not sealing

CORRECT

POOR PERFORMANCE AT HIGH SPEED

CHECK

1. Disconnect fuel line at carburetor and check for clogging (P. 34)

FUEL FLOW RESTRICTED

POSSIBLE CAUSES

- Lack of fuel in tank (P. 34)
- Clogged fuel line (P. 34)
- Clogged fuel fill cap breather tube (P. 34)
- Clogged fuel valve (P. 34)
- Clogged fuel filter (P. 35)

UNRESTRICTED FUEL FLOW

2. Remove air cleaner (P. 43)

DIRTY

- Not cleaned frequently enough (P. 43)

AIR CLEANER NOT DIRTY

3. Install a larger carburetor main jet (P. 130)

CONDITION WORSE

- Jet size wrong, rejet in the opposite direction (P. 130)

CORRECT

4. Check carburetor jets for clogging

CLOGGED

- Contaminants in the fuel

NOT CLOGGED

5. Check valve timing

INCORRECT

- Cam sprocket not installed properly

CORRECT

6. Try spark test

WEAK OR INTERMITTENT SPARK

- Faulty, carbon or wet fouled spark plug (P. 55)
- Faulty ignition control module*
- Faulty alternator*
- Faulty ignition coil*
- Broken or shorted spark plug wire
- Faulty ignition pulse generator*

GOOD SPARK

7. Test cylinder compression

LOW

- Ring worn
- Cylinder worn or damaged
- Piston worn or damaged
- Head gasket not sealing

CORRECT

This section contains dimensions, capacities, and other technical data.

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Specifications147, 148
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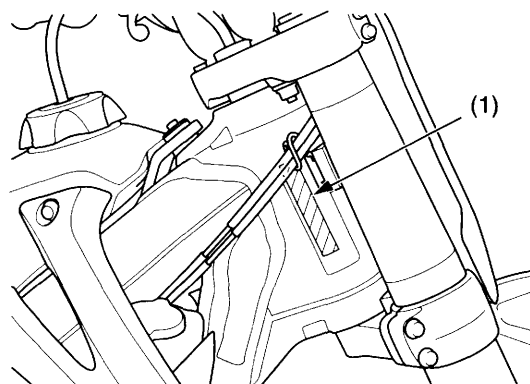
Vehicle Identification

Serial Numbers

The VIN and engine serial number are required when you register your CRF. They may also be required when ordering replacement parts.

The VIN (vehicle identification number) (1) is stamped on the right side of the steering head.

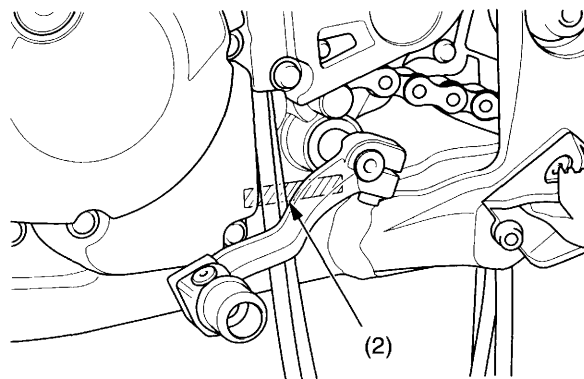
RIGHT SIDE



(1) VIN

The engine number (2) is stamped on the left crankcase.

LEFT SIDE



(2) engine number

Specifications (ED, U, DE Type)

Item	Metric	English
Dimension		
Overall length	2,170 mm	85.4 in
Overall width	827 mm	32.6 in
Overall height	1,277 mm	50.3 in
Wheelbase	1,477 mm	58.1 in
Seat height	965 mm	38.0 in
Footpeg height	446 mm	17.6 in
Ground clearance	362 mm	14.3 in
Frame		
Type	Twin tube	
F. suspension	Telescopic fork travel 279 mm (11.0 in) stroke 315 mm (12.4 in)	
R. suspension	Pro-link travel 313 mm (12.3 in)	
Front tyre	ED, DE	80/100 – 21 M/C 51R MST PIRELLI MT32A
	U	80/100 – 21 51M DUNLOP D742FA
Rear tyre	ED, DE	100/90 – 19 NHS PIRELLI MT32
	U	100/90 – 19 57M DUNLOP D756
Tyre type	bias-ply, tube	
Tyre pressure, front (cold)	100 kPa (1.0 kgf/cm ² , 15 psi)	
Tyre pressure, rear (cold)	100 kPa (1.0 kgf/cm ² , 15 psi)	
F. brake, swept area	Single disc brake 334.5 cm ² (51.8 in ²)	
R. brake, swept area	Single disc brake 391.1 cm ² (60.6 in ²)	
Fuel recommendation	unleaded petrol, research octane number of 95 or higher	
Fuel capacity	7.3 ℓ	1.9 US gal, 1.61 Imp gal
Caster angle	27°50'	
Trail length	125 mm	4.9 in
Fork oil capacity (except fork damper per leg)	ED, U	408 cm ³ 13.8 US oz, 14.4 Imp oz
	DE	400 cm ³ 13.5 US oz, 14.1 Imp oz

Item	Metric	English
Engine		
Type	Liquid cooled, 4-stroke	
Cylinder arrangement	Single 10° inclined from vertical	
Bore and stroke	78.0 x 52.2 mm	3.07 x 2.06 in
Displacement	249.4 cm ³	15.22 cu-in
Compression ratio	13.1 : 1	
Valve clearance (cold)	Intake: 0.12 ± 0.03 mm (0.005 ± 0.001 in) Exhaust: 0.28 ± 0.03 mm (0.011 ± 0.001 in)	
Engine oil capacity After draining	0.66 ℓ	0.70 US qt, 0.58 Imp qt
After draining and oil filter change	0.69 ℓ	0.73 US qt, 0.61 Imp qt
After disassembly	0.85 ℓ	0.90 US qt, 0.75 Imp qt
Transmission oil capacity After draining	0.60 ℓ	0.63 US qt, 0.53 Imp qt
After disassembly	0.70 ℓ	0.74 US qt, 0.62 Imp qt
Carburetor		
Type	Piston valve	
Identification number	FCR12C	
Main jet (standard)	# 178	
Jet needle (standard)	NMTT	
Needle clip position (standard)	3rd groove	
Slow jet (standard)	# 42	
Pilot screw opening	1 1/8 turns out	
Float level	6.0 mm	0.24 in
Idle speed	1,700 ± 100 min ⁻¹ (rpm)	
Cooling system		
Cooling capacity after draining	0.93 ℓ	0.98 US qt, 0.82 Imp qt
after disassembly	1.00 ℓ	1.06 US qt, 0.88 Imp qt

Item	Metric	English
Drive train		
Clutch type	Wet, multi-plate type	
Transmission	5-speed, constant mesh	
Primary reduction	3.166	
Gear ratio I	2.142	
Gear ratio II	1.750	
Gear ratio III	1.450	
Gear ratio IV	1.227	
Gear ratio V	1.041	
Final reduction	3.923	
Gear shift pattern	Left foot-operated return system 1-N-2-3-4-5	
Electrical		
Ignition	ICM	
Starting system	Kickstarter	
Spark plug : Standard	NGK R0409B-8	
For extended high speed riding	NGK R0409B-9	
Spark plug gap	0.6 – 0.7 mm (0.024 – 0.028 in)	

Specifications (CM, IICM Type)

Item	Metric	English
Dimension		
Overall length	2,170 mm	85.4 in
Overall width	827 mm	32.6 in
Overall height	1,277 mm	50.3 in
Wheelbase	1,477 mm	58.1 in
Seat height	965 mm	38.0 in
Footpeg height	446 mm	17.6 in
Ground clearance	362 mm	14.3 in
Frame		
Type	Twin tube	
F. suspension	Telescopic fork travel 279 mm (11.0 in) stroke 315 mm (12.4 in)	
R. suspension	Pro-link travel 313 mm (12.3 in)	
Front tyre	80/100 – 21 51M	
	DUNLOP	D742FA
Rear tyre	100/90 – 19 57M	
	DUNLOP	D756
Tyre type	bias-ply, tube	
Tyre pressure, front (cold)	100 kPa (1.0 kgf/cm ² , 15 psi)	
Tyre pressure, rear (cold)	100 kPa (1.0 kgf/cm ² , 15 psi)	
F. brake, swept area	Single disc brake 334.5 cm ² (51.8 in ²)	
R. brake, swept area	Single disc brake 391.1 cm ² (60.6 in ²)	
Fuel recommendation	unleaded petrol, research octane number of 95 or higher	
Fuel capacity	7.3 ℓ	1.9 US gal, 1.61 Imp gal
Caster angle	27°50'	
Trail length	125 mm	4.9 in
Fork oil capacity (except fork damper per leg)	408 cm ³	13.8 US oz, 14.4 Imp oz

Item	Metric	English
Engine		
Type	Liquid cooled, 4-stroke	
Cylinder arrangement	Single 10° inclined from vertical	
Bore and stroke	78.0 x 52.2 mm	3.07 x 2.06 in
Displacement	249.4 cm ³	15.22 cu-in
Compression ratio	13.1 : 1	
Valve clearance (cold)	Intake: 0.12 ± 0.03 mm (0.005 ± 0.001 in) Exhaust: 0.28 ± 0.03 mm (0.011 ± 0.001 in)	
Engine oil capacity After draining	0.66 ℓ	0.70 US qt, 0.58 Imp qt
After draining and oil filter change	0.69 ℓ	0.73 US qt, 0.61 Imp qt
After disassembly	0.85 ℓ	0.90 US qt, 0.75 Imp qt
Transmission oil capacity After draining	0.60 ℓ	0.63 US qt, 0.53 Imp qt
After disassembly	0.70 ℓ	0.74 US qt, 0.62 Imp qt
Carburetor		
Type	Piston valve	
Identification number	FCR01E	
Main jet (standard)	# 188	
Jet needle (standard)	NMGU	
Needle clip position (standard)	3rd groove	
Slow jet (standard)	# 42	
Pilot screw opening	1 7/8 turns out	
Float level	6.0 mm	0.24 in
Idle speed	1,700 ± 100 min ⁻¹ (rpm)	
Cooling system		
Cooling capacity after draining	0.93 ℓ	0.98 US qt, 0.82 Imp qt
after disassembly	1.00 ℓ	1.06 US qt, 0.88 Imp qt

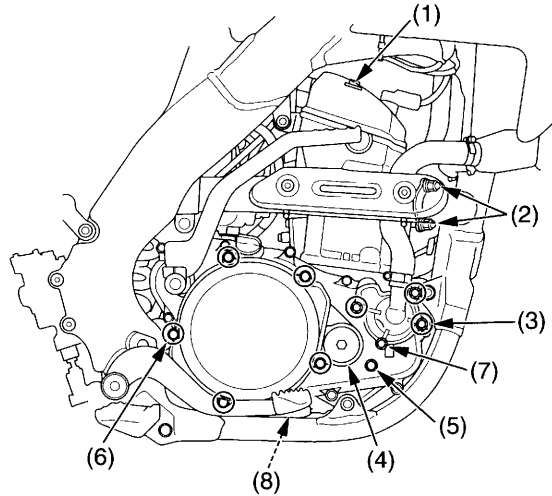
Item	Metric	English
Drive train		
Clutch type	Wet, multi-plate type	
Transmission	5-speed, constant mesh	
Primary reduction	3.166	
Gear ratio I	2.142	
Gear ratio II	1.750	
Gear ratio III	1.450	
Gear ratio IV	1.227	
Gear ratio V	1.041	
Final reduction	3.923	
Gear shift pattern	Left foot-operated return system 1-N-2-3-4-5	
Electrical		
Ignition	ICM	
Starting system	Kickstarter	
Spark plug : Standard	NGK R0409B-8	
For extended high speed riding	NGK R0409B-9	
Spark plug gap	0.6 – 0.7 mm (0.024 – 0.028 in)	

Nuts, Bolts, Fasteners

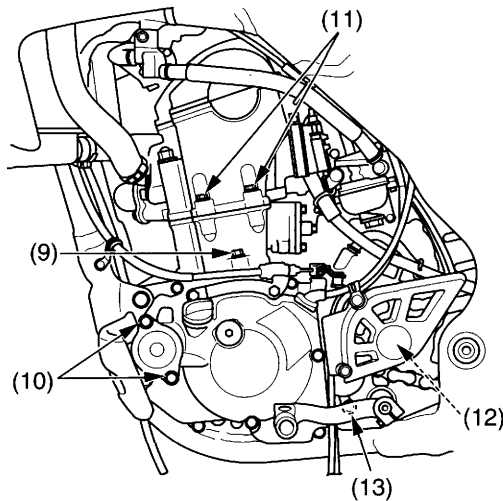
Check and tighten nuts, bolts, and fasteners before every outing.

Engine

RIGHT SIDE



LEFT SIDE

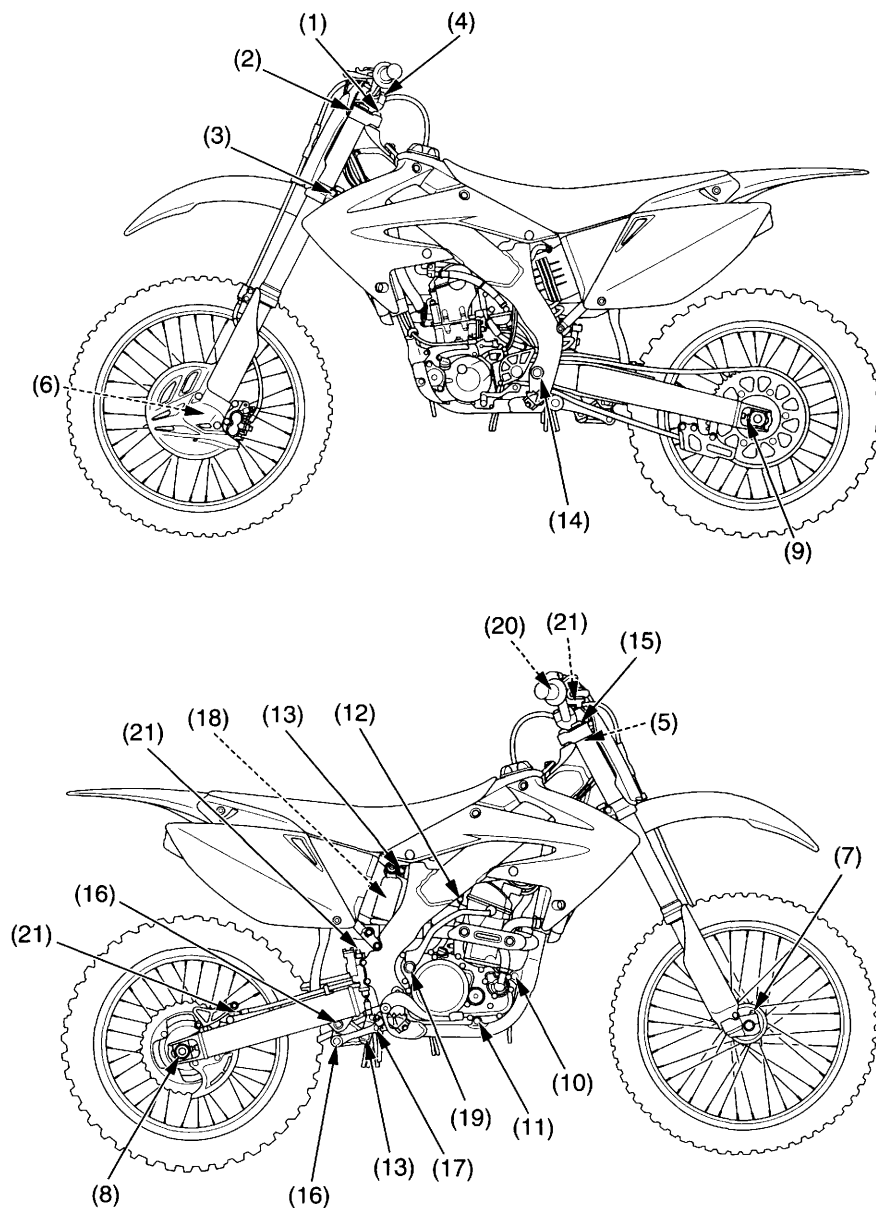


	Item	Torque			Remarks
		N•m	kgf•m	lbf•ft	
	ENGINE				
1	Cylinder head cover bolts	10	1.0	7	
2	Exhaust pipe joint nuts	21	2.1	15	
3	Water pump cover bolts	10	1.0	7	
4	Crankshaft hole cap	15	1.5	11	NOTE 1
5	Transmission oil check bolt	12	1.2	9	
6	Clutch cover bolts	10	1.0	7	
7	Coolant drain bolt	10	1.0	7	
8	Engine oil drain bolt	16	1.6	12	
9	Cylinder bolt	10	1.0	7	
10	Oil filter cover bolts	12	1.2	9	
11	Cylinder head bolts	10	1.0	7	
12	Drive sprocket bolt	31	3.2	23	
13	Transmission oil drain bolt	16	1.6	12	NOTE 2

NOTES: 1. Apply grease to the threads.
2. Apply oil to the threads.

Torque Specifications

Frame

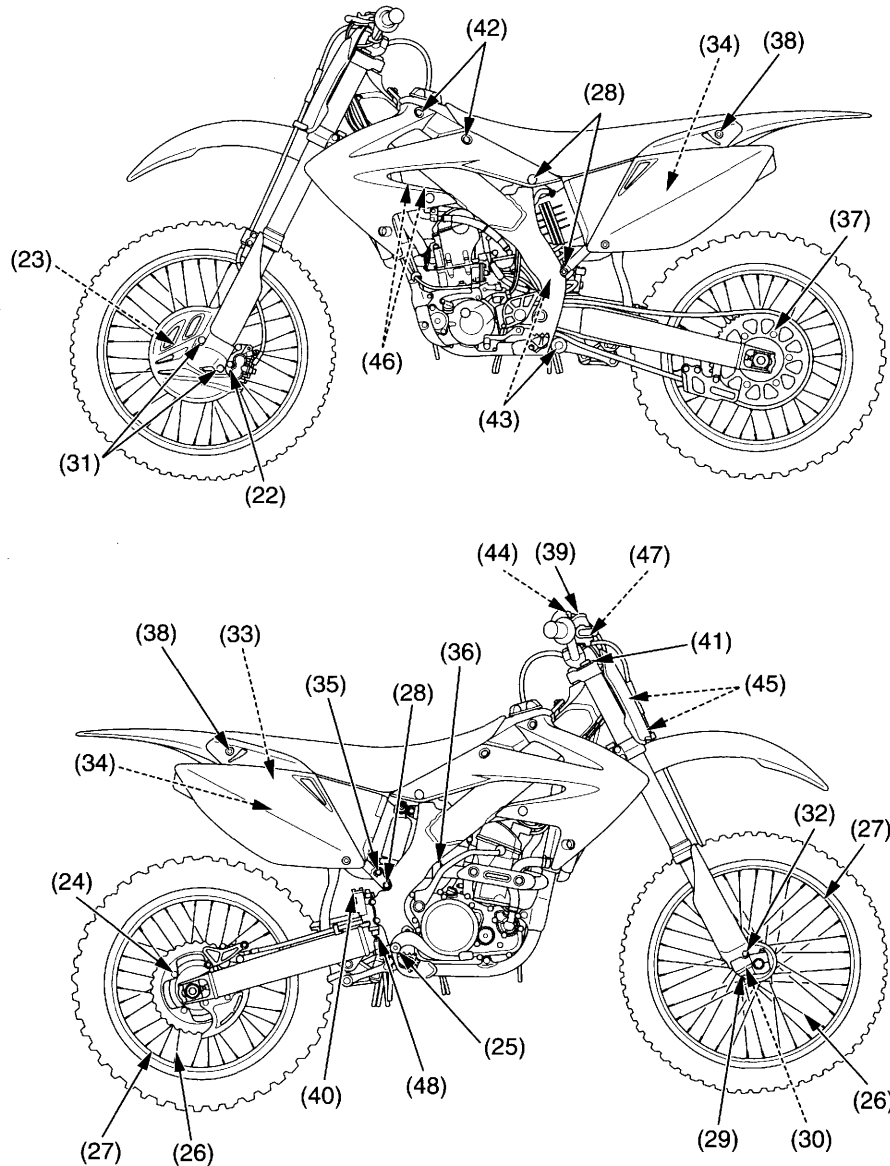


Item	Torque			Remarks		
	N•m	kgf•m	lbf•ft			
FRAME						
1	Steering stem nut	108	11.0	80		
2	Fork bridge upper pinch bolts	22	2.2	16		
3	Fork bridge lower pinch bolts	20	2.0	15		
4	Handlebar upper holder bolts	22	2.2	16		
5	Handlebar lower holder nuts	44	4.5	32		
6	Front axle nut	88	9.0	65		
7	Front axle pinch bolts	20	2.0	15		
8	Rear axle nut	128	13.1	94	NOTE 1	
9	Chain adjuster lock nuts	27	2.8	20	NOTE 2	
10	Front engine hanger bracket nut	64	6.5	47		
11	Lower engine hanger bracket nut	64	6.5	47		
12	Upper engine hanger plate nuts	(engine side)	54	5.5	40	
		(frame side)	34	3.5	25	
13	Shock absorber	44	4.5	32	NOTE 1	
14	Swingarm pivot nut	88	9.0	65	NOTE 1	
15	Fork	(fork damper)	34	3.5	25	
		(fork cap)	30	3.1	22	
16	Rear shock arm nuts	(swingarm side)	53	5.4	39	NOTE 1, 3
		(shock link side)	53	5.4	39	NOTE 1, 3
17	Rear shock link nuts (frame side)	53	5.4	39	NOTE 1, 3	
18	Shock spring lock nut	44	4.5	32		
19	Kickstarter arm bolt	38	3.9	28		
20	Front brake master cylinder holder bolts	9.9	1.0	7.3		
21	Brake hose bolts	34	3.5	25		

NOTES: 1. U-nut.
 2. UBS nut.
 3. Apply oil to the threads and flange surface.
 4. Alock bolt.
 5. Apply locking agent to the threads.

Torque Specifications

Frame



Item	Torque			Remarks	
	N•m	kgf•m	lbf•ft		
FRAME					
22	Caliper mounting bolts	30	3.1	22	NOTE 4
23	Front brake disc nuts	16	1.6	12	NOTE 1
24	Rear brake disc nuts	16	1.6	12	NOTE 1
25	Brake pedal pivot bolt	36	3.7	27	NOTE 5
26	Spoke	(front)	3.68	0.4	2.7
		(rear)	3.7	0.4	2.7
27	Rim locks	12	1.2	9	
28	Subframe mounting bolts	(upper)	30	3.1	22
		(lower)	49	5.0	36
29	Fork centre bolt	69	7.0	51	
30	Fork centre lock nut	22	2.2	16	
31	Disc cover bolts	13	1.3	10	
32	Fork protector bolts	7	0.7	5.2	NOTE 4
33	Muffler mounting bolts	(right/left)	26	2.7	19
34	Muffler clamp bolt	21	2.1	15	
35	Exhaust joint pipe mounting bolt	26	2.7	19	
36	Exhaust joint pipe clamp bolt	21	2.1	15	
37	Driven sprocket nuts	32	3.3	24	NOTE 1
38	Seat mounting bolts	26	2.7	19	
39	Front brake reservoir cap screws	1.0	0.1	0.7	
40	Rear brake reservoir cap bolts	1.0	0.1	0.7	
41	Fork air pressure release screw	1.2	0.1	0.9	
42	Shroud B bolts	5	0.5	3.7	
43	Drive chain roller bolt/nut	12	1.2	9	
44	Throttle cable lock nut	4	0.4	3.0	
45	Steering damper mounting bolts	20	2.0	15	NOTE 4
46	Fuel joint mounting bolt	10	1.0	7	
47	Brake lever adjuster lock nut	5.9	0.6	4.4	
48	Brake pedal adjuster lock nut	5.9	0.6	4.4	

- NOTES: 1. U-nut.
 2. UBS nut.
 3. Apply oil to the threads and flange surface.
 4. Alock bolt.
 5. Apply locking agent to the threads.

Petrol Containing Alcohol

If you decide to use a petrol containing alcohol (gasohol), be sure its octane rating is at least as high as that recommended above.

There are two types of gasohol: One contains ethanol, and the other contains methanol. Do not use gasohol that contains more than 10% ethanol. Do not use gasohol that contains methanol (methyl or wood alcohol) unless it also contains cosolvents and corrosion inhibitors for methanol. Never use petrol containing more than 5% methanol, even if it has cosolvents and corrosion inhibitors.

Engine performance problems resulting from the use of fuels that contain alcohol are not covered under the warranty. Honda cannot endorse the use of fuels containing methanol since evidence of their suitability is not yet complete.

Before buying fuel from an unfamiliar station, try to find out if the fuel contains alcohol. If it does, *confirm* the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a petrol that contains alcohol, or one that you think contains alcohol, switch to a petrol that you know does not contain alcohol.

Any serious competition effort relies heavily on the knowledge gained and compiled from previous racing events. The best way to organize the many bits of information is to record them in a logbook.

Your logbook can include such information as suspension adjustments, carburetor adjustments, gearing, and tyre selection. This detailed information, along with your comments, can prove valuable when you compete at the same track or on similar terrain.

Your logbook can also tell you when maintenance was performed and when it will be necessary again. Your logbook also lets you record any repairs and lets you keep track of the running time on the engine and suspension components.

If you choose to sell your CRF, the accurate maintenance records in your logbook might be the deciding deal-maker for a potential buyer.

Consider using different colour pens or pencils to record important information on specific subjects. For example, record results in black, jetting changes in red, suspension/chassis settings in blue, and gearing selections in green. Colour codes will help you identify the information you want with a glance.

Tuning & Adjustment Records

Keep track of the settings and adjustments that worked best at a particular location. These items include:

- basic track conditions, altitude, and temperature
- carburetion changes
- suspension settings
- chassis adjustments tested and selected
- gearing
- tyre selection
- air pressure

Competition Records

- your placings
- thoughts to improve performance next time: both yours and your CRF
- strategy notes

Maintenance Records

- regular interval maintenance
- repairs
- running time on engine
- running time on suspension components

Timekeeping

This Manual lists maintenance intervals for every-so-many races or every-so-many hours of running.

Because all races are not the same, the most effective way to schedule maintenance is by the hours you have run your CRF.

An official “guesstimate” is close enough for our timekeeping purposes. You may choose to record your time the same way aircraft operators do (but without the benefit of an electrical hourmeter). All running time is broken down into hours and tenths of an hour (each six minutes represents one tenth of an hour).

Racing Records

Information worth recording for this section of your logbook may include:

- Your placing in each moto and overall finishing position.
- Thoughts on what you could do to improve your performance next time.
- Notes on any patterns noted in choice of starting gate positions or in riding portions of the course as the day progressed that may prove helpful in future events.
- Any places on the course where you chose the wrong line and were passed too easily.
- Notes on strategy used by your competition or by riders in another event that are worth remembering.

Maintenance Records

Regular maintenance items you’ll want to record in your logbook should include:

- Dates and results of cylinder, piston and ring examinations
- Patterns for frequency of need for decarbonization with a particular oil
- When you last performed shock linkage and swingarm pivot bearing maintenance
- Engine, transmission, and suspension oil changes
- chain, sprocket, chain guide and slider replacements
- coolant changes and related component replacements
- Spark plug, brake pad and control cable replacements

In addition, you should record any irregularities noted in component wear so you’ll remember to keep a close eye on these areas in the future.

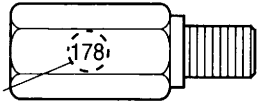
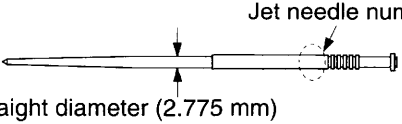
Competition Logbook

Date	Running Time	Location/Event	Comments (Jetting, Suspension Settings, Gearing, Chassis Adjustments, Maintenance Performed, etc.)

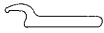

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








Optional Parts List (ED, U, DE Type)

These parts and tools may be ordered from your authorized Honda dealer.

CARBURETOR		Remarks
Main jet (Standard: #178)	#168 – #188 (in increments of 2 or 3)	
Slow jet (Standard: #42)	#38 – #48 (in increments of 2 or 3)	
Jet Needle Standard needle: NMTT Straight diameter: Ø2.775 mm		
		
	Jet needle number (standard series)	Jet needle number (1/2 clip position leaner than standard series, leaner only at 1/8 to 3/4 throttle)
General flow characteristics Richer ↑ (at 1/16 to 1/4 throttle) ↓ Leaner	NMTR Ø2.755 mm	NMSR Ø2.755 mm
	NMTS Ø2.765 mm	NMSS Ø2.765 mm
	(standard needle) NMTT Ø2.775 mm	NMST Ø2.775 mm
	NMTU Ø2.785 mm	NMSU Ø2.785 mm
	NMTV Ø2.795 mm	NMSV Ø2.795 mm
Leak jet (Standard: #65)	#55 – #75	

FRAME	Remarks
Driven sprocket Standard	< > Drive chain links 51 Teeth, Aluminum. <114>
Optional	50 Teeth, Aluminum <114> 52 Teeth, Aluminum <114>
Drive chain size/link	DID 520 DMA2-120RB
Handlebar lower holder Standard	3 mm offset
Optional	no offset

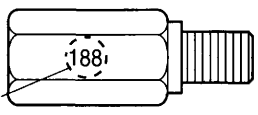
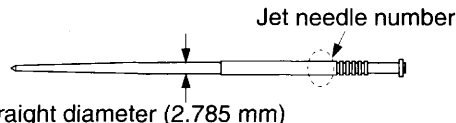
TOOLS	Remarks
Pin spanner A 	To adjust spring pre-load. (two spanners required)
Workstand 	For maintenance
Air gauge	For checking tyre air pressure

FRAME	Remarks
Shock spring Standard	5.30 kgf/mm (296.8 lbf/in)  No mark (factory products) or  Blue paint (aftermarket parts)
Optional Softer	5.10 kgf/mm (285.6 lbf/in)  White paint
Stiffer	5.50 kgf/mm (308.0 lbf/in)  Red paint 5.70 kgf/mm (319.2 lbf/in)  Pink paint
Fork spring Standard	0.46 kgf/mm (25.76 lbf/in)  No mark (factory products) or  5 scribe marks (aftermarket parts)
Optional Softer	0.44 kgf/mm (24.64 lbf/in)  4 scribe marks
Stiffer	0.48 kgf/mm (26.88 lbf/in)  3 scribe marks

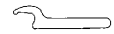

The standard fork spring and shock spring mounted on the motorcycle when it leaves the factory are not marked. Before replacing the springs, be sure to mark them so they can be distinguished from other optional springs.









Optional Parts List (CM, IICM Type)

These parts and tools may be ordered from your authorized Honda dealer.

CARBURETOR	Remarks	
Main jet (Standard: #188)	#178 – #198 (in increments of 2 or 3)	
		
Slow jet (Standard: #42)	#38 – #48 (in increments of 2 or 3)	
Jet Needle Standard needle: NMGU Straight diameter: Ø2.785 mm		
		
	Jet needle number (standard series)	Jet needle number (1/2 clip position leaner than standard series, leaner only at 1/8 to 3/4 throttle)
General flow characteristics Richer ↑ Leaner ↓ (at 1/16 to 1/4 throttle)	NMGS Ø2.765 mm	NMUS Ø2.765 mm
	NMGT Ø2.775 mm	NMUT Ø2.775 mm
	(standard needle) NMGU Ø2.785 mm	NMUU Ø2.785 mm
	NMGV Ø2.795 mm	NMUV Ø2.795 mm
	NMGW Ø2.805 mm	NMUW Ø2.805 mm
Leak jet (Standard: #70)	#60 – #80	

FRAME	Remarks
Driven sprocket Standard	< >: Drive chain links 51 Teeth, Aluminum. <114>
Optional	50 Teeth, Aluminum <114>
	52 Teeth, Aluminum <114>
Drive chain size/link	DID 520 DMA2-120RB
Handlebar lower holder Standard	3 mm offset
	Optional

TOOLS	Remarks
Pin spanner A 	To adjust spring pre-load. (two spanners required)
Workstand 	For maintenance
Air gauge	For checking tyre air pressure

FRAME	Remarks
Shock spring Standard	5.30 kgf/mm (296.8 lbf/in)
	 or 
Optional Softer	5.10 kgf/mm (285.6 lbf/in)
	
Stiffer	5.50 kgf/mm (308.0 lbf/in)
	 Except IICM type: 5.70 kgf/mm (319.2 lbf/in) 
Fork spring Standard	0.46 kgf/mm (25.76 lbf/in)
	 or 
Optional Softer	0.44 kgf/mm (24.64 lbf/in)
Stiffer	0.48 kgf/mm (26.88 lbf/in)
	

The standard fork spring and shock spring mounted on the motorcycle when it leaves the factory are not marked. Before replacing the springs, be sure to mark them so they can be distinguished from other optional springs.

There are numerous spare parts you can take to an event to help ensure you get in a full day of riding. In addition to the usual nuts and bolts, consider the following:

Spare Parts

spark plugs
air cleaner (clean & oiled, sealed in a plastic bag)
optional carburetor jets/needles
chain & masterlinks
chain guide slider
chain guide
chain rollers
inner tubes (front & rear)
fenders
footpegs
number plate & side covers
handlebar
grips
levers (brake, clutch & hot start)
clutch lever handlebar mount
clutch cable
hot start cable
throttle assembly
throttle cable
shift lever
brake pedal
spokes (front & rear, each side)
sprockets (larger & smaller than standard, for gearing changes & collision damage replacement)
assorted nuts, bolts, washers, screws, cotter pins

Additional Spares

front brake assembly
rear brake assembly
wheels & tyres (front & rear, mounted)
clutch disc and plates
engine & transmission oil
seat

ignition components
top end-complete
radiator hoses
radiator shrouds (L & R)
brake hoses (front & rear)

General Tools

sockets (3/8 in drive)
screwdrivers: blade & Phillips No. 1, 2, 3
wrench, large adjustable
wrenches: open end & box
wrenches: hex (Allen)
wrench, spoke
torque wrench (metric scale, click-stop style)
pliers: standard, needle-nose, channel-lock set
hammer, plastic head
syringe with adjustable stop
tyre pressure gauge
tyre irons

Honda Special Tools

Any special tools for your motorcycle purchased from your Honda dealer.

- Lock Nut Wrench 07WMA-KZ30100
- Spoke Wrench 07JMA-MR60100
- Spoke Wrench 070MA-KZ30100
- Tensioner Stopper 070MG-0010100
- Piston base 07958-2500001

Chemical Products

Honda "4-STROKE MOTORCYCLE OIL"
(Engine and Transmission OIL)
SAE80 or 90 gear oil
Honda ULTRA CUSHION OIL SPECIAL 5W
DOT4 Brake Fluid
Chain Lube
Honda Foam Air Filter Oil
Honda Dielectric Grease
Hand Grip Cement
Honda Thread Lock
Molybdenum Disulfide Grease (containing more than 40% molybdenum disulfide additive)
Honda White Lithium Grease
Multi-purpose Grease
Rust-inhibiting Oil
Cable Lubricant
High quality ethylene glycol antifreeze containing corrosion protection inhibitors
Urea based multi-purpose grease designed for high temperature, high pressure performance (example: EXCELITE EP2 manufactured by KYODO YUSHI, Japan or Shell stamina EP2 or equivalent)

Other Products

pliers-safety wire
safety wire
mechanic's wire
duct tape
plastic tie-wraps
hose clamps
drop light
electrical tape
Scotch-Brite Hand Pad #7447 (maroon)

Wiring Diagram

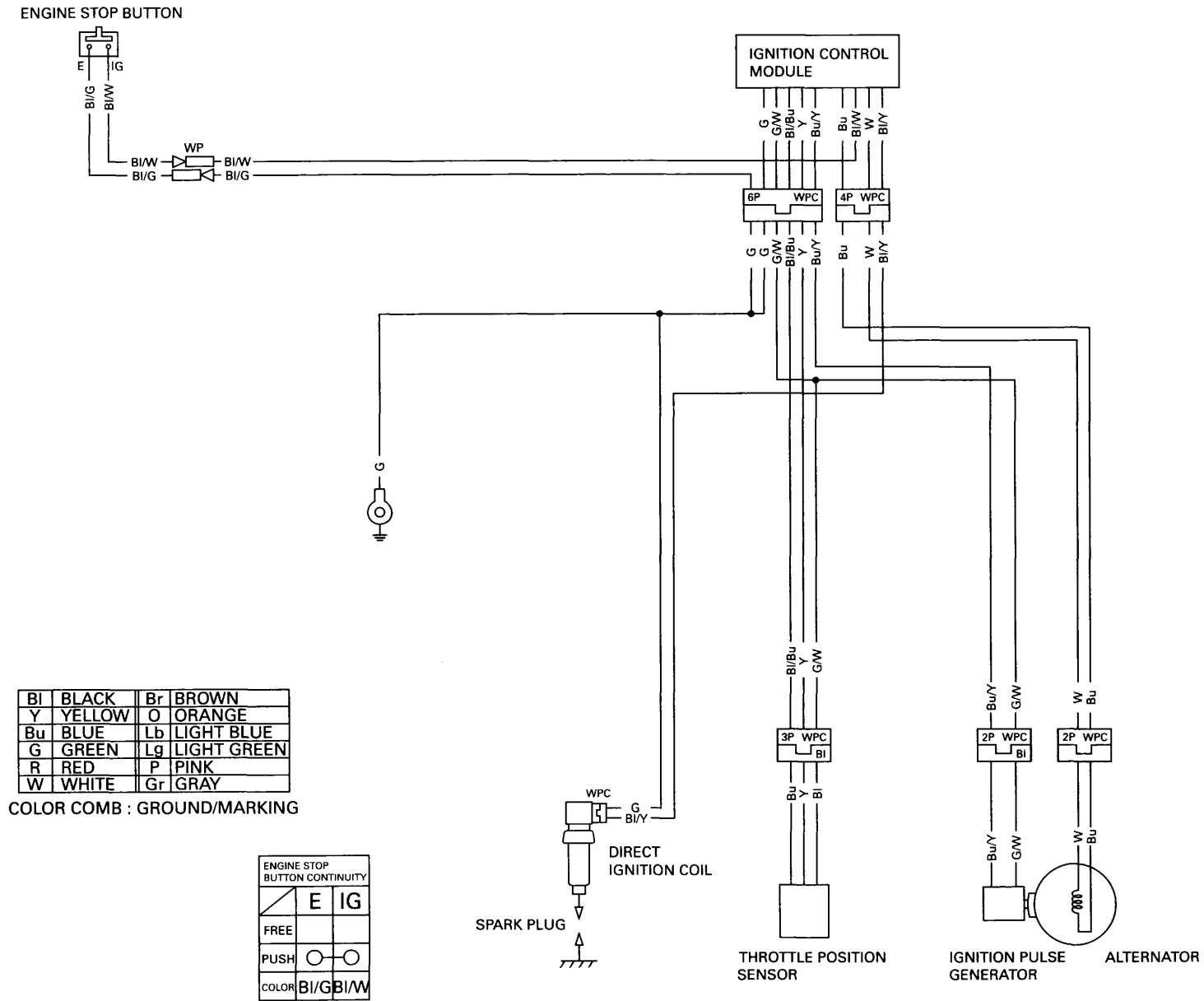


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