## 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 (pages 104, 106, 107).

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 1 hour with the standard suspension settings before attempting to adjust the rear suspension.
- Refer to *Suspension Adjustment Guidelines* (page 107). Make all compression and rebound damping adjustments in 1/4 turn increments (Adjusting 1/2 or more 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 both the compression and rebound damping adjusters in 1/4 turn increments until the suspension feels approximately "right." (Turning just one adjuster, rather than both, may cause a loss of balance between compression and rebound damping.) After adjusting both adjusters simultaneously, suspension may be fine-tuned by turning either the compression or rebound damping adjuster in 1/4 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.
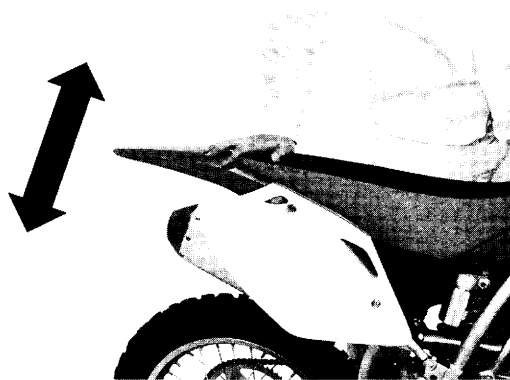


2. Remove the subframe (page 32).
3. Check for a broken or collapsed spring.
4. Check the rear shock absorber (1) for a bent rod or oil leaks.
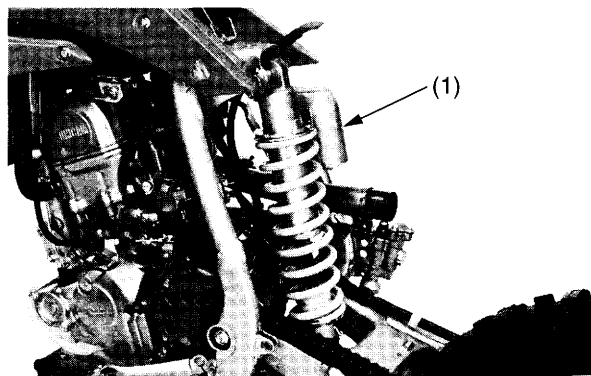


(1) rear shock absorber

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.