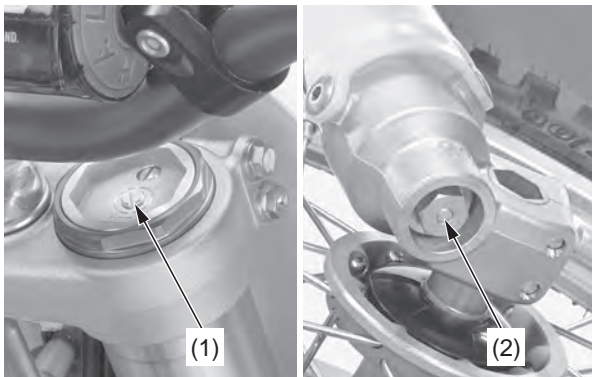


Front Suspension Adjustments

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 (page 160).



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

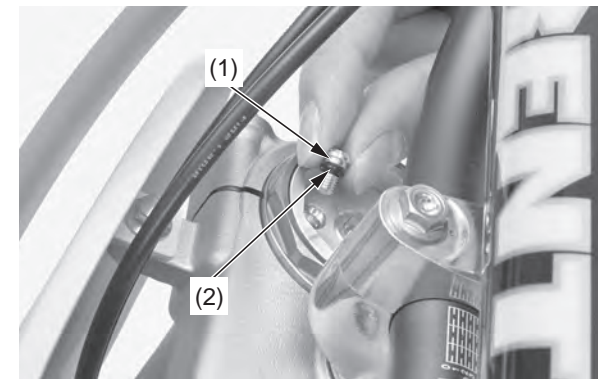
Front Suspension Air Pressure

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 heats. 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 fork air 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 an optional 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 fork air pressure release screw (1).
3. Check that the O-ring (2) is in good condition.

4. Install and tighten the fork air pressure release screw to the specified torque:
1.2 N·m (0.1 kgf·m, 0.9 lbf·ft)



(1) fork air pressure release screw (2) O-ring