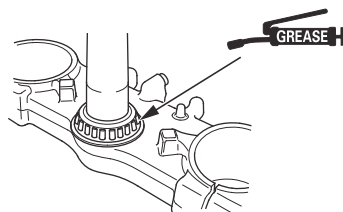


# General Competition Maintenance

## 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).



## Gaskets

Always use new gaskets when reassembling components.

## Cylinder head/Cylinder

Put a little grease on the dowel pins of the cylinder head and cylinder to prevent corrosion from dissimilar metals. The tolerances are quite tight, so it's important to keep these dowels absolutely clean (pages 79, 81).

## Fuel Line

Refer to *Fuel Line Inspection* on page 41. Check the fuel line for deterioration, damage, or leakage. Replace the fuel line every year.

## Fork Oil/Performance

Disassemble, clean and inspect the fork and replace the 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 an official Honda Service Manual (page 166). Use only Pro Honda HP Fork Oil, SS-19 or an 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 109).

## Engine Mounting Bolts and Nuts

Make sure the engine mounting bolts and nuts are tightened to the proper torque specification.

## Battery

The start button uses current from the battery. Limited operation also allows the battery to discharge. If you do not ride frequently, we recommend that you charge the battery frequently (see *Battery Charging* on page 122). If you do not expect to ride your CRF for at least 2 weeks, we recommend you remove the battery — or at least disconnect the battery cables (negative cable first).

## 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 Pro Honda Hondalock or an equivalent and tighten to the specified torque.

## Electrical Connectors

Clean electrical connectors and wrap them with electrical tape to reduce the possibility of unwanted disconnections, water shorts or corrosion.