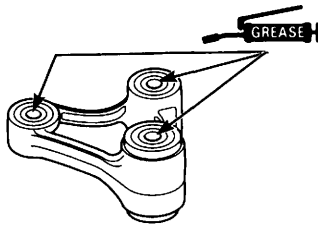


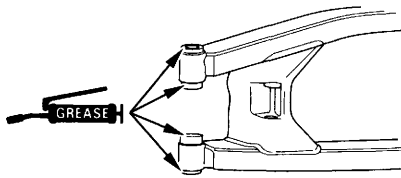
Suspension Linkage Lubrication

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

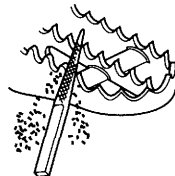


Swingarm

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.

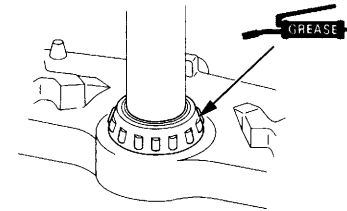


Brake Fluid Replacement

Refer to *Brake Pad Wear* in your Owner's Manual, page 81. **Brake Caliper Inspection:** Be sure both the front and rear calipers are able to move freely on the caliper pin and 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:** Refer to the Honda Shop Manual for brake fluid replacement instructions. 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 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 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 82).

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.

Bleed Hole

After every race, check the bleed hole, located just below the water pump cover on the right crankcase cover. Clean away any clogged dirt or sand, if necessary. Check for signs of seal leakage. A small amount of "weeping" from the bleed hole is normal.

