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 optional springs front and rear may help, especially if you are heavier than the average rider. Your CRF may be under-sprung 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 setting 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.