

The following is a brief, but important collection of information you need to know about your CRF. You'll also find space to record important notes.

## How To Avoid Costly Repairs

The engine of your CRF can be the most expensive component to repair. Proper maintenance, especially the use of the recommended fluids and filters, prevents premature wear and damage.

Frequent causes of costly engine repairs are:

- Engine oil: insufficient quantity, improper oil.
- Air cleaner: dirty, leaking because of improper installation (poor seal)

Record important information here:

VIN	
Engine No.	
Owner's:	
Name	
Address	
City/State	
Phone	
Dealer's:	
Name	
Address	
City/State	
Phone	
Service Mgr.	

Maintenance	Regular Off-Road Use (Non-Competition): Initial: 100 miles (150 km) Regular: every 600 miles (1,000 km) Competition Use: The maintenance schedule (page 34) lists service frequencies for: each race or about 3.5 hours, every 2 races or about 7.5 hours, every 4 races or about 15.0 hours, every 6 races or about 22.5 hours and every 8 races or about 30.0 hours					
Pre-ride Inspection	Check the items listed on the Pre-ride Inspection checklist each time before you ride (page 17)					
Fuel/Tank Capacity	unleaded gasoline, pump octane number of 91 or higher tank: 2.01 US gal (7.6 l)					
Engine Oil/Capacity	Pro Honda GN4 4-stroke Oil or an equivalent motorcycle oil. 1.22 US qt (1.15 l) after draining and filter change 1.16 US qt (1.10 l) after draining					
Tires	Front	80/100-21 51M		Rear	110/100-18 64M	
		DUNLOP	MX52F		DUNLOP	MX52
	Type	bias-ply, tube				
Tire Pressure (cold)	Front: 22 psi (150 kPa, 1.50 kgf/cm <sup>2</sup> ) Rear: 22 psi (150 kPa, 1.50 kgf/cm <sup>2</sup> )					
Spark Plug	standard: SILMAR9A-9S (NGK) optional: SILMAR10A-9S (NGK)					
Coolant	ethylene glycol antifreeze (silicate-free) for aluminum engines in 50/50 solution with Pro Honda HP Coolant or an equivalent distilled water.					
Fuse	main: 20 A other: 10 A					
Drive Chain Size/Link	RK520EXU/116LE					