

Rear Suspension Adjustments

Low Speed Damping:

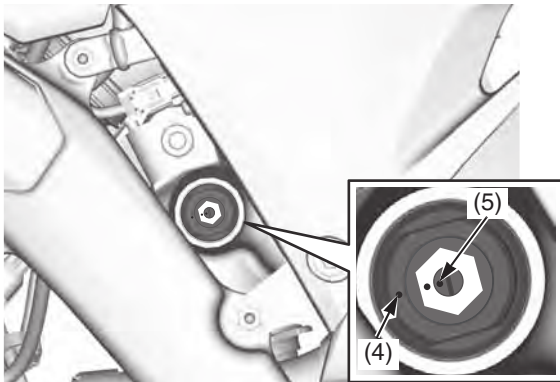
The low speed damping can be adjusted by turning the center screw of the compression damping adjuster.

The low speed compression damping adjuster has 13 clicks or more.

Turning the adjuster one full turn clockwise advances the adjuster 4 clicks.

To adjust to the standard position:

1. Turn the adjuster clockwise (harder) until it will no longer turn (lightly seat). Turn the adjuster counterclockwise (softer) until it clicks. This click is position 1.
2. Set the adjuster position 11 clicks (CRF250R)/15 clicks (CRF250RX) and adjust it until the punch mark (5) on the adjuster and the punch mark (4) on the adjuster body are aligned.



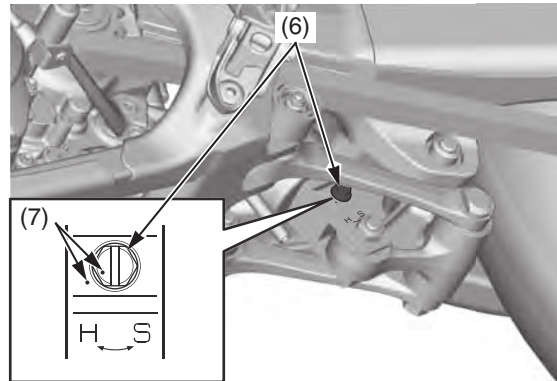
(4) adjuster body punch mark
(5) low speed compression damping adjuster punch mark

Rebound Damping

The rebound damping adjuster (6) is located at the lower end of the rear shock absorber.

It has 17 clicks or more. Turning the adjuster one full turn advances the adjuster 8 clicks.

- When adjusting the rebound damping adjuster, make sure to use the proper size tool to avoid damage.
- Rebound damping can be increased by turning the adjuster clockwise.
- Be sure that the rebound damping adjuster is firmly located in a detent, and not between positions.



(6) rebound damping adjuster (7) punch marks

To adjust to the standard position:

1. Turn the adjuster clockwise (harder) until it will no longer turn (lightly seat). Turn the adjuster counterclockwise (softer) until it clicks. This click is position 1.
2. Set the adjuster position 7 to 10 clicks (CRF250R)/10 to 13 clicks (CRF250RX) and adjust it until the punch marks (7) on the adjuster and the rear shock absorber are aligned.

Rear Suspension Race Sag

Setting the proper race sag (ride height) is very important for competition use.

Race sag refers to the amount of rear wheel travel used by your CRF at rest, ready to ride, with you on the seat. As a general rule of thumb, the race sag dimension should be about one-third of the maximum travel.

On your CRF, ride height is changed by adjusting the rear suspension spring pre-load.

Spring Pre-load & Race Sag Adjustment

The following adjustment procedure establishes the correct starting point for any suspension tuning — the proper rear suspension spring preload adjustment for your specific needs.

Your CRF should be at normal racing weight, including fuel, oil and coolant. You should be wearing all your normal protective apparel. You will need two helpers.

To calculate the proper adjustment, it is necessary to measure between two fixed points — from the center of the seat mounting bolt to the center of the chain adjuster lock nut as illustrated here — for two different situations: