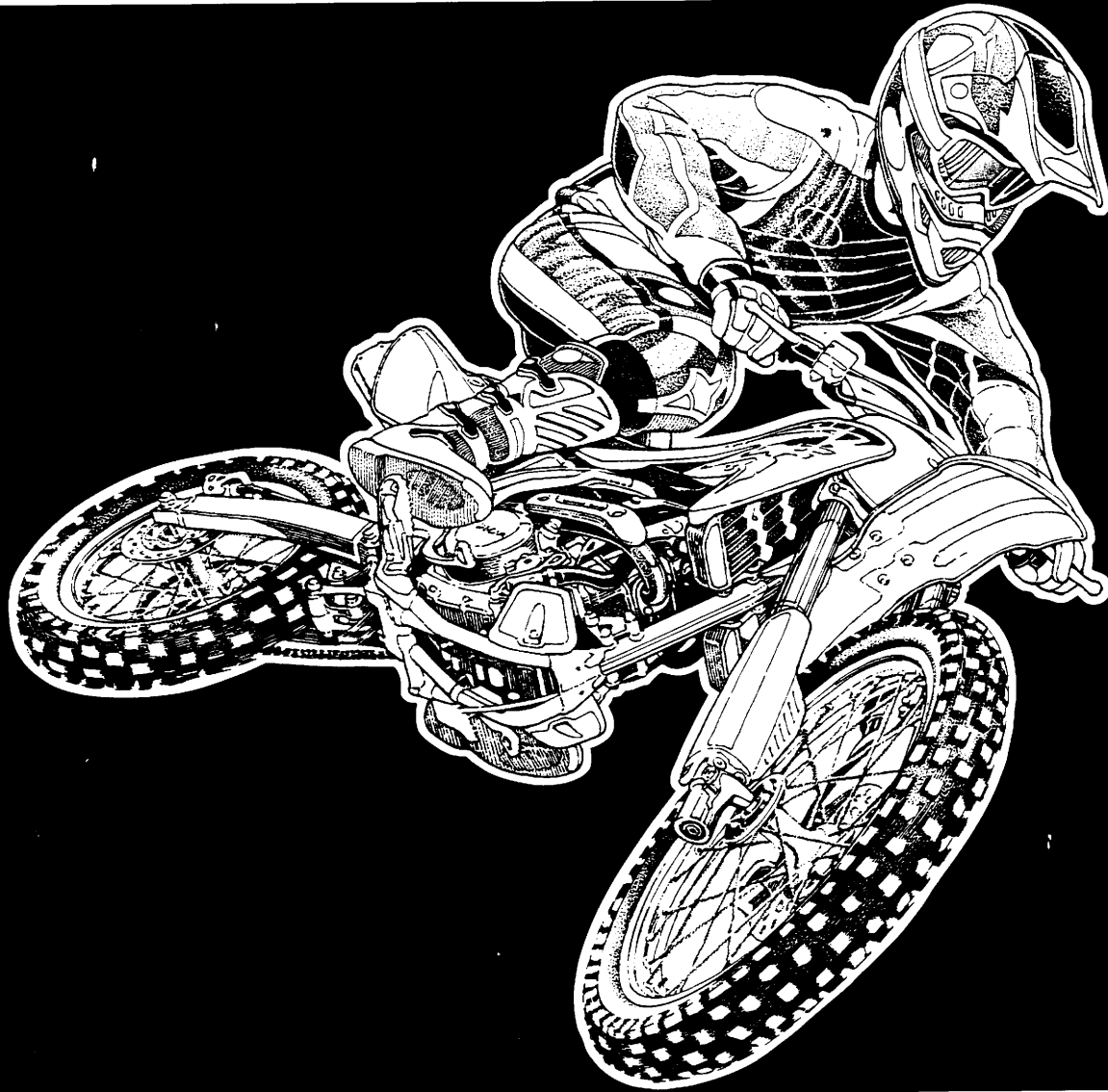


 **HONDA**

# CRF150R/RB



**OWNER'S MANUAL & COMPETITION HANDBOOK  
MANUEL DU CONDUCTEUR ET DE COMPETITION  
FAHRER-HANDBUCH und WETTBEWERBSANLEITUNG**

**INSTRUCTIEBOEKJE & WEDSTRIJDHANDBOEK  
MANUAL DEL PROPIETARIO Y GUÍA DE COMPETICIONES  
MANUALE D'USO E DEGLI ASSETTI DA COMPETIZIONE**



# **HONDA**

## **CRF150R/RB**

<b>OWNER'S MANUAL &amp; COMPETITION HANDBOOK</b>	<b>E</b>
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<b>MANUEL DU CONDUCTEUR ET DE COMPETITION</b>	<b>F</b>
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<b>FAHRER-HANDBUCH und WETTBEWERBSANLEITUNG</b>	<b>G</b>
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<b>INSTRUCTIEBOEKJE &amp; WEDSTRIJDHANDBOEK</b>	<b>D</b>
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<b>MANUAL DEL PROPIETARIO Y GUÍA DE COMPETICIONES</b>	<b>S</b>
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<b>MANUALE D'USO E DEGLI ASSETTI DA COMPETIZIONE</b>	<b>I</b>
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## IMPORTANT NOTICES

THIS MOTORCYCLE IS DESIGNED AND MANUFACTURED FOR COMPETITION USE ONLY AND IS SOLD "AS IS" WITH NO WARRANTY. IT DOES NOT CONFORM TO FEDERAL MOTOR VEHICLE SAFETY STANDARDS AND OPERATION ON PUBLIC STREETS, ROADS, OR HIGHWAYS IS ILLEGAL.

STATE LAWS PROHIBIT OPERATION OF THIS MOTORCYCLE EXCEPT IN AN ORGANIZED RACING OR COMPETITIVE EVENT UPON A CLOSED COURSE WHICH IS CONDUCTED UNDER THE AUSPICES OF A RECOGNIZED SANCTIONING BODY OR BY PERMIT ISSUED BY THE LOCAL GOVERNMENTAL AUTHORITY HAVING JURISDICTION.

FIRST DETERMINE THAT OPERATION IS LEGAL.

OPERATOR ONLY, NO PASSENGERS.

This motorcycle is designed and constructed as an operator-only model.  
The motorcycle load limit and seating configuration do not safely permit the carrying of a passenger.

**READ THIS MANUAL CAREFULLY.**

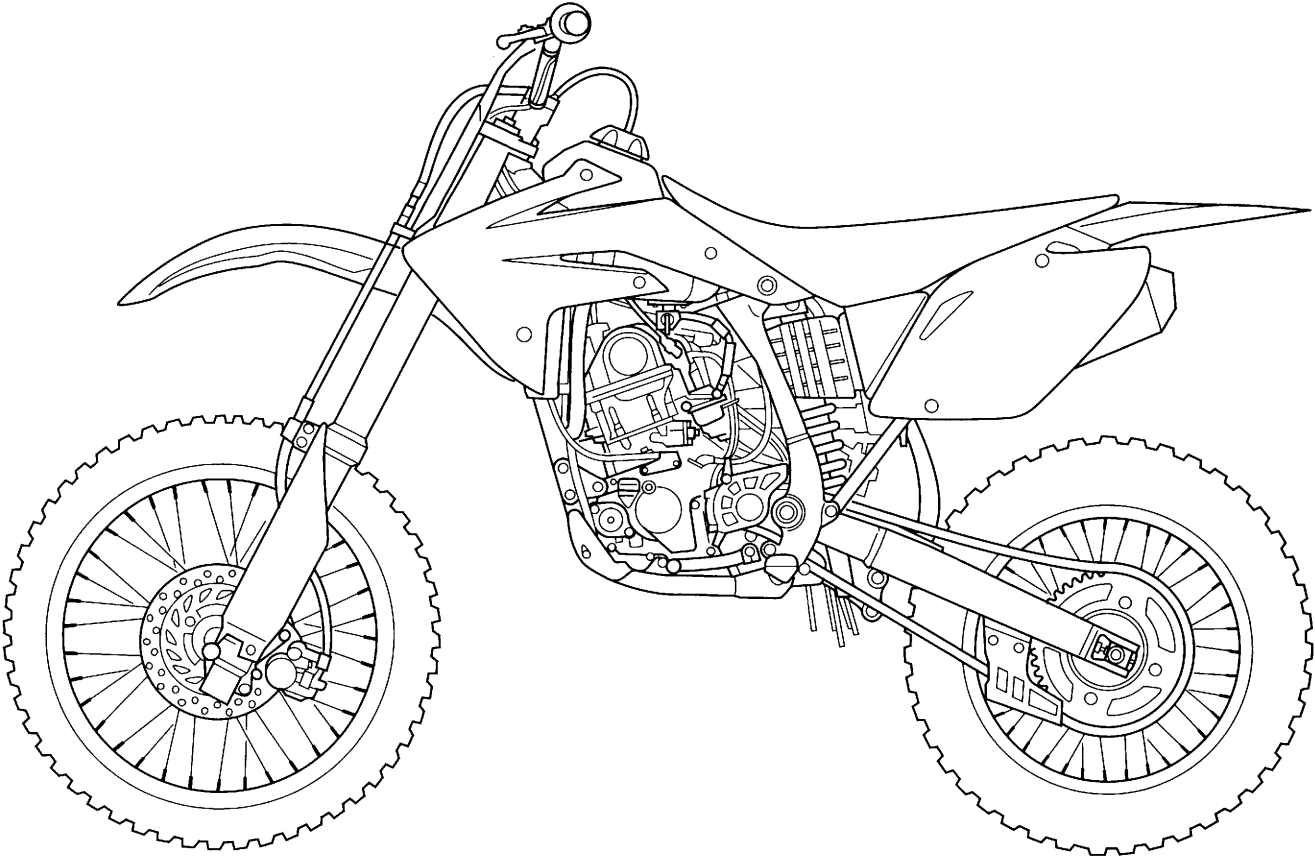
This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when it is resold.

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**Honda CRF150R/RB**  
**OWNER'S MANUAL & COMPETITION HANDBOOK**



# Introduction

Congratulations on choosing your Honda CRF motocross motorcycle.

When you own a Honda, you're part of a worldwide family of satisfied customers-people who appreciate Honda's reputation for building quality into every product.

Your CRF is a high performance racing motorcycle that utilizes the latest motocross technology and is intended for competition use in sanctioned, closed-course events by experienced riders only.

Be aware that motocross is a physically demanding sport that requires more than just a fine motorcycle. To do well, you must be in excellent physical condition and be a skillful rider. For the best results, work diligently on your physical conditioning and practice frequently.

Before riding, take time to get acquainted with your CRF and how it works. To protect your investment, we urge you to take responsibility for keeping your CRF well maintained. Scheduled service is a must, of course. But it's just as important to observe the break-in guidelines, and perform all the pre-ride and other periodic checks detailed in this manual.

You should also read the owner's manual before you ride. It's full of facts, instructions, safety information, and helpful tips. To make it easy to use, the manual contains a table of contents, a detailed list of topics at the beginning of each section, and an index at the back of the book.

As you read this manual, you will find information that is preceded by a **NOTICE** symbol. This information is intended to help you avoid damage to your Honda, other property, or the environment.

Unless you are mechanically qualified and have the proper tools, you should see your Honda dealer for the service and adjustment procedures discussed in this manual.

If you have any questions, or if you ever need a special service or repairs, remember that your Honda dealer knows your CRF best and is dedicated to your complete satisfaction.

Happy riding!

- The following codes in this manual indicate each country.


ED	European direct sales
U	Australia
CM	Canada

## A Few Words About Safety

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Your safety, and the safety of others, is very important. And operating this motorcycle safely is an important responsibility.

To help you make informed decisions about safety, this manual contains a section devoted to *Motorcycle Safety*, as well as a number of Safety Messages throughout the manual.

Safety Messages are preceded by a safety alert symbol  and one of three signal words: **DANGER**, **WARNING**, or **CAUTION**.

These signal words mean:

 **DANGER**

You **WILL** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

 **WARNING**

You **CAN** be **KILLED** or **SERIOUSLY HURT** if you don't follow instructions.

 **CAUTION**

You **CAN** be **HURT** if you don't follow instructions.

Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgement.

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This section presents some of the most important information and recommendations to help you ride your CRF safely. Please take a few moments to read these pages. This section also includes information about the location of safety labels on your CRF.

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# Important Safety Information

## Important Safety Precautions

Your CRF can provide many years of pleasure, if you take responsibility for your own safety and understand the challenges you can meet in competitive racing.

As an experienced rider, you know there is much you can do to protect yourself when you ride. The following are a few precautions we consider most important.

### ***Never Carry a Passenger.***

Your CRF is designed for one operator only. Carrying a passenger can cause an accident in which you and others can be hurt.

### ***Wear Protective Gear.***

Whether you're practicing to improve your skills, or riding in competition, always wear an approved helmet, eye protection, and proper protective gear.

### ***Take Time to Get to Know Your CRF.***

Because every motorcycle is unique, take time to become thoroughly familiar with how this one operates and responds to your commands before placing your machine, and yourself, in competition.

### ***Learn and Respect Your Limits.***

Never ride beyond your personal abilities or faster than conditions warrant. Remember that alcohol, drugs, illness and fatigue can reduce your ability to perform well and ride safely.

### ***Don't Drink and Ride.***

Alcohol and riding don't mix. Even one drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. So don't drink and ride, and don't let your friends drink and ride either.

### ***Keep your Honda in Safe Condition.***

Maintaining your CRF properly is critical to your safety. A loose bolt, for example, can cause a breakdown in which you can be seriously injured.

## Important Message to Parents

Your child's safety is very important to Honda. That's why we urge you to read this message before you let any young person ride this motorcycle. Competitive riding can be fun. But bad judgement can result in injury, and we don't want that to happen. As a parent, you can help prevent accidents by making good decisions about when and how your youngster rides this motorcycle.

- Remember, this CRF is designed only for competition use by experienced junior riders. It is an operator only model, and the maximum load capacity is 68 kg (150 lbs). Rider weight must not exceed this limit.
- The junior rider must be tall enough to hold the motorcycle up while straddling it with both feet on the ground. He or she must also be strong enough to pick up the motorcycle if it is on its side.
- The parent and junior rider must be fully familiar with the motorcycle, the motorcycle controls and control functions. Both must also fully understand everything in this manual before riding begins.
- For your child's safety, be sure to make pre-practice and pre-race inspections, and impress on the junior rider the importance of checking all the items thoroughly before riding.

### Accessories & Modifications

Installing non-Honda accessories, removing original equipment, or modifying your CRF in any way that would change its design or operation, could seriously impair your CRF's handling, stability, and braking, making it unsafe to ride.

#### **WARNING**

Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding modifications and accessories.

# Safety Labels

Read this label carefully and don't remove it.

If the label comes off or becomes hard to read, contact your Honda dealer for replacement.

(CM type)

## IMPORTANT INFORMATION

Operator only. No passengers. This Honda Motorcycle is sold as is without warranty, and the entire risk as to quality and performance is with the buyer. Read owner's manual.

This vehicle is designed, manufactured and sold for competition use only. It does not conform to Federal Motor Vehicle Safety Standards or U.S. EPA Noise and Emissions Standards. Operation on public streets, roads, highways or for off-road recreation is illegal.

State and Federal laws prohibit operation of this vehicle except in an organized racing or competitive event on a closed course. Or by permit issued by the local governmental agency having jurisdiction.

(ED, U type)

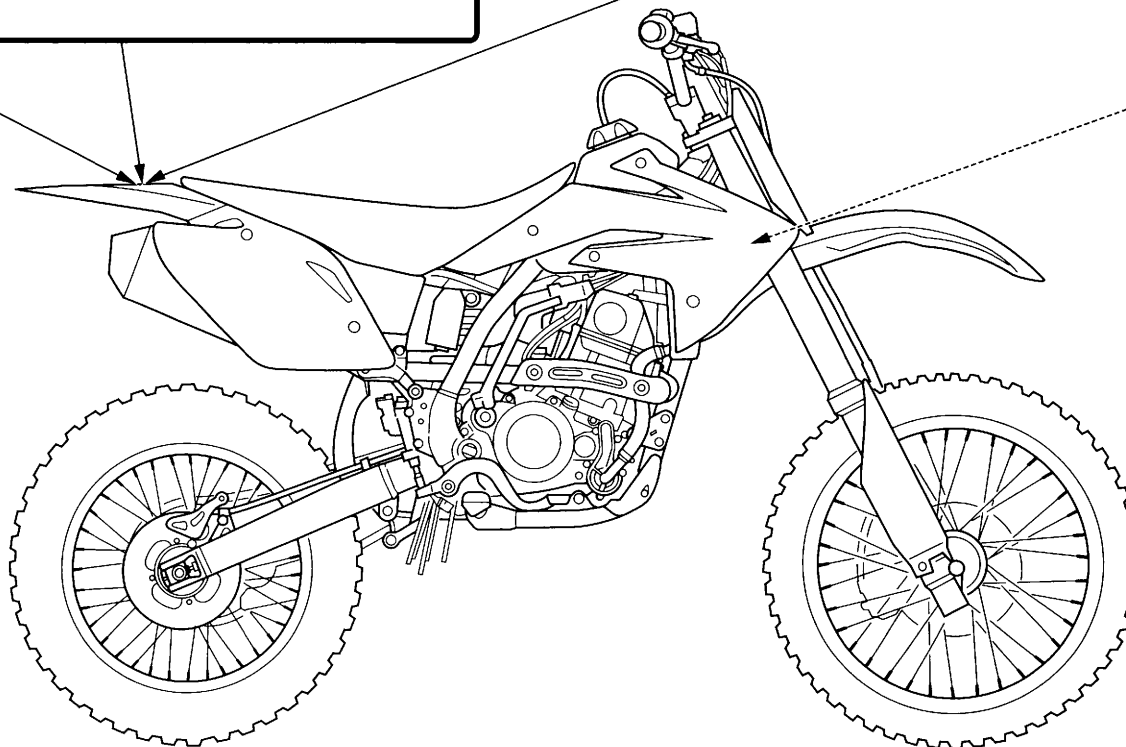
## IMPORTANT INFORMATION

OPERATOR ONLY. NO PASSENGERS. THIS HONDA MOTORCYCLE IS SOLD AS IS WITHOUT WARRANTY, AND THE ENTIRE RISK AS TO QUALITY AND PERFORMANCE IS WITH THE BUYER. READ OWNER'S MANUAL.

THIS VEHICLE IS DESIGNED AND MANUFACTURED FOR COMPETITION USE ONLY. IT DOES NOT CONFORM TO FEDERAL MOTOR VEHICLE SAFETY STANDARDS AND OPERATION ON PUBLIC STREETS, ROADS, OR HIGHWAYS IS ILLEGAL. STATE LAWS PROHIBIT OPERATION OF THIS VEHICLE EXCEPT IN AN ORGANIZED RACING OR COMPETITIVE EVENT UPON A CLOSED COURSE WHICH IS CONDUCTED UNDER THE AUSPICES OF A RECOGNIZED SANCTIONING BODY OR BY PERMIT ISSUED BY THE LOCAL GOVERNMENTAL AUTHORITY HAVING JURISDICTION. FIRST DETERMINE THAT OPERATION IS LEGAL.

(CM type)

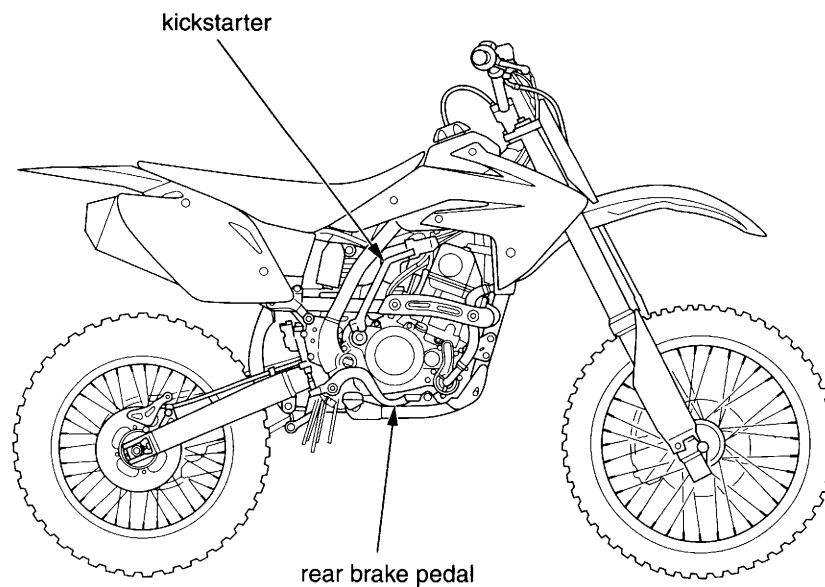
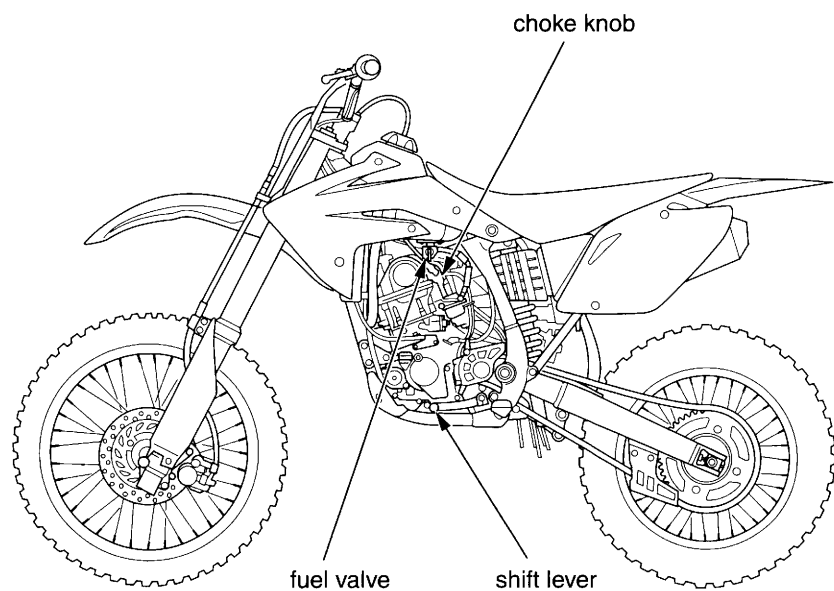
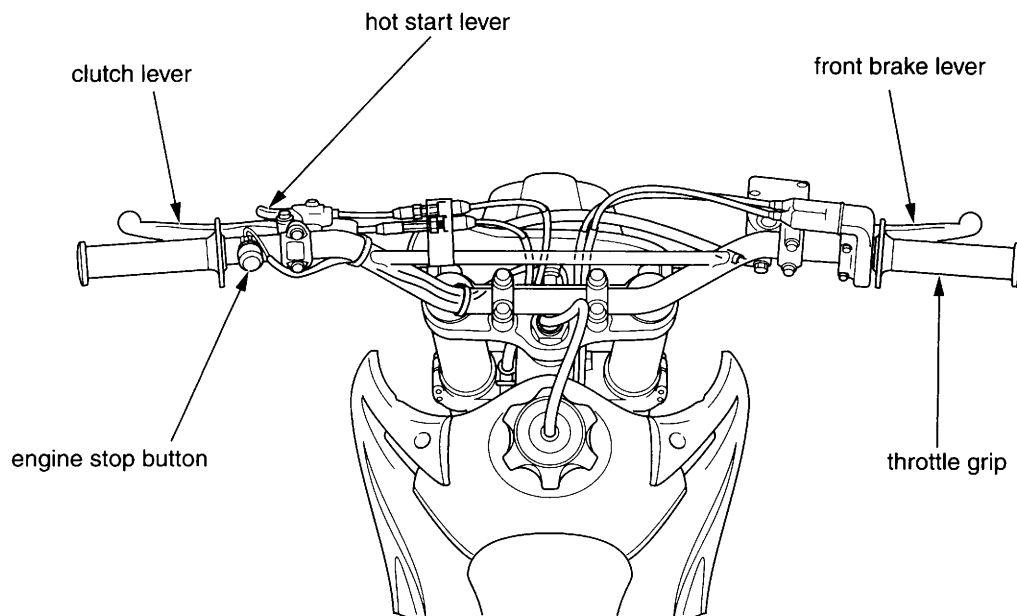
THIS COMPETITION VEHICLE IS FOR USE EXCLUSIVELY IN CLOSED-COURSE COMPETITION AND IS NOT INTENDED FOR USE ON PUBLIC HIGHWAYS.  
CE VÉHICULE DE COMPÉTITION EST DESTINÉ À ÊTRE UTILISÉ EXCLUSIVEMENT DANS LES COURSES EN CIRCUIT FERMÉ ET N'EST PAS DESTINÉ AUX VOIES PUBLIQUES.



Read this section carefully before you ride. It presents the location of the basic controls on your CRF.

Operation Component Locations .....6

# Operation Component Locations



Before each ride, you need to make sure you and your Honda are both ready to ride. To help get you prepared, this section discusses how to evaluate your riding readiness, and what items you should check on your CRF.

For information about suspension, carburetor, and other adjustments, see page 93.

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Is Your Motorcycle Ready to Ride? .....9  
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## Are You Ready to Ride?

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Before riding your CRF for the first time, we strongly recommend that you read this owner's manual, make sure you understand the safety messages, and know how to operate the controls.

Before each ride, it's also important to make sure you and your CRF are both ready to ride.

For information about suspension, carburetor, and other adjustments, see page 93.

Whether you're preparing for competition or for practice, always make sure you are.

- In good physical and mental condition
- Free of alcohol and drugs
- Wearing an approved helmet, eye protection, and other appropriate riding gear

Although complete protection is not possible, wearing the proper gear can reduce the chance or severity of injury when you ride.

### **WARNING**

Not wearing a helmet increases the chance of serious injury or death in a crash.

Be sure you always wear a helmet, eye protection and other protective apparel when you ride.



Competitive riding can be tough on a motorcycle, so it's important to inspect your CRF and correct any problems you find before each ride. Check the following items (page numbers are at the right):

## **⚠ WARNING**

Improperly maintaining this motorcycle or failing to correct a problem before riding can cause a crash in which you can be seriously hurt or killed.

Always perform a pre-ride inspection before every ride and correct any problems.

## **Pre-ride Inspection**

Check the following before each ride:

- Engine oil level .....37
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- Spark plug for proper heat range, carbon fouling and spark plug wire terminal for looseness .....52
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- Drive chain sliders and drive chain rollers for damage or wear .....82, 83
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- Every possible part for looseness (such as cylinder head nuts, engine mounting bolts/nuts, axle nuts, handlebar holder bolts, fork bridge pinch bolts, drive chain adjuster, drive chain guide, wire harness connectors, kickstarter mounting bolt) .....89, 137–139



This section gives basic information on how to start and stop your engine as well as break-in guidelines.

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# Basic Operating Instructions

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## Safe Riding Precautions

Before riding your CRF for the first time, please review the *Important Safety Precaution* beginning on page 2 and the previous section, titled *Before Riding*.

For your safety, avoid starting or operating the engine in an enclosed area such as a garage. Your CRF's exhaust contains poisonous carbon monoxide gas which can collect rapidly in an enclosed area and cause illness or death.

# Starting & Stopping the Engine

Always follow the proper starting procedure described below.

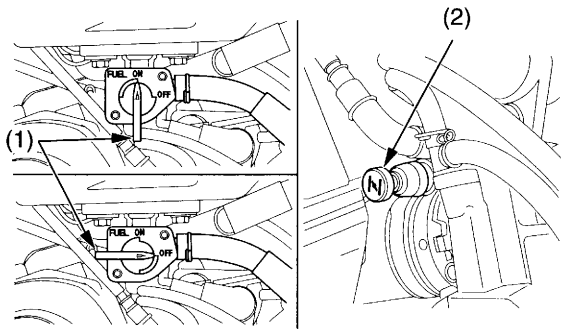
Your CRF can be kickstarted with the transmission in gear by pulling in the clutch lever before operating the kickstarter.

## Preparation

Make sure that the transmission is in neutral.

## Starting Procedure

Always follow the proper starting procedure described as follow.



(1) fuel valve

(2) choke knob

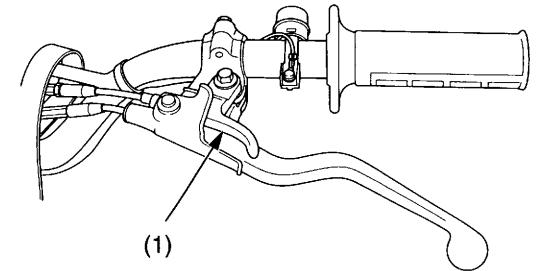
Check the engine oil, transmission oil and coolant levels before starting the engine (pages 37, 40, 41).

## Cold Engine Starting

1. Turn the fuel valve (1) ON.
2. Shift the transmission into neutral.
3. If the temperature is 35°C (95°F) or below, pull the choke knob (2) fully out.
4. If the temperature is below 0°C (32°F), open the throttle two or three times. (The engine requires a richer mixture for starting in cold weather. When the throttle is so opened, the accelerator pump will feed extra fuel to the cylinder, thereby facilitating starting in cold weather.)
5. With the throttle closed, operate the kickstarter starting from the top of the kickstarter stroke, kick through to the bottom with a rapid, continuous motion. (Do not open the throttle, As the carburetor is equipped with an accelerator pump, excessive fuel will be charged into the engine, and the spark plug will be fouled if the throttle is opened and closed repeatedly. Excessive fuel in the engine makes kickstarting difficult.)
6. About a minute after the engine starts, push the choke knob all the way to fully OFF. If idling is unstable, open the throttle slightly.

## Warm Engine Starting

1. Turn the fuel valve ON.
2. Shift the transmission into neutral.
3. Pull the hot start lever (1) and kick-start the engine. (Do not open the throttle.)
4. As soon as the engine starts, release the hot start lever.



(1) hot start lever

## Starting the engine after a stall during riding or after a fall

1. Shift the transmission into neutral.
2. Pull the hot start lever and kick-start the engine. (Do not open the throttle.)
3. As soon as the engine starts, release the hot start lever.

## Flooded Engine

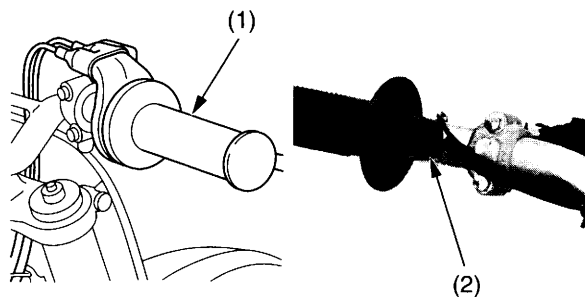
If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine:

1. Shift the transmission into neutral.
2. With the throttle fully opened, repeat kickstarter operation approximately ten times very slowly to discharge excessive fuel from the engine.
3. Pull the hot start lever and kick-start the engine (Do not open the throttle.)
4. As soon as the engine starts, release the hot start lever.

# Starting & Stopping the Engine

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## How to Stop the Engine



(1) throttle

(2) engine stop button

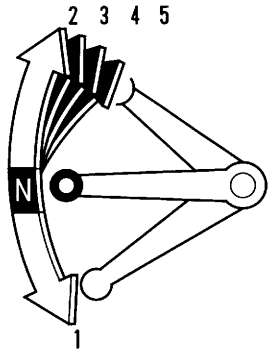
### Normal Engine Stop

1. Shift the transmission into neutral.
2. Turn the fuel valve OFF.
3. Lightly open the throttle (1) two or three times, and then close it.
4. Depress and hold the engine stop button (2) until the engine stops completely.

Failure to close the fuel valve may cause the carburetor to overflow, result in hard starting.

### Emergency Engine Stop

To stop the engine in an emergency, depress the engine stop button.



1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the shift lever to shift into 1st (low) gear.
3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.

## NOTICE

*When moving off from a standing start, be careful not to use too much throttle. The motorcycle may “wheelie” over backwards.*

4. When the motorcycle attains a moderate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the shift lever.
5. This sequence is repeated to progressively shift to 3rd, 4th, 5th (top) gear. Raise the shift lever to shift to a higher gear and depress it to downshift. Each stroke of the shift lever engages the next gear in sequence. The shift lever automatically returns to the horizontal position when released.

## NOTICE

*Improper shifting may damage the engine, transmission, and drive train.*

## NOTICE

*Downshifting can help slow your motorcycle, especially on downhills. However, downshifting when engine rpm is too high can cause engine damage.*

## NOTICE

*To prevent transmission damage, do not coast or tow the motorcycle for long distances with the engine off.*

## Break-in Guidelines

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Help assure your CRF's future reliability and performance by paying extra attention to how you ride during the first operating day or 25 km (15 miles).

During this period, avoid full-throttle starts and rapid acceleration.

This same procedure should be followed each time when:

- piston is replaced
- piston rings are replaced
- cylinder is replaced
- crankshaft or crank bearings are replaced



Keeping your CRF well maintained is absolutely essential to your safety. It's also a good way to protect your investment, get maximum performance, avoid breakdowns, and have more fun.

To help keep your CRF in good shape, this section includes a Maintenance Schedule for required servicing and step-by-step instructions for specific maintenance tasks. You'll also find important safety precautions, information on oils, and tips for keeping your Honda looking good.

An ICM (Ignition Control Module) system is used on this motorcycle; consequently, routine ignition timing adjustment is unnecessary. If you want to check the ignition timing, refer to the Honda Shop Manual.

An optional tool kit may be available. Check with your Honda dealer's parts department.

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