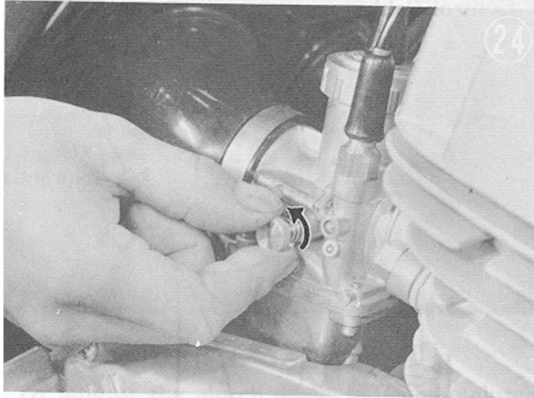
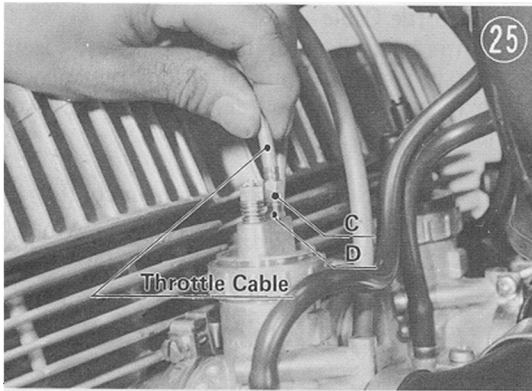


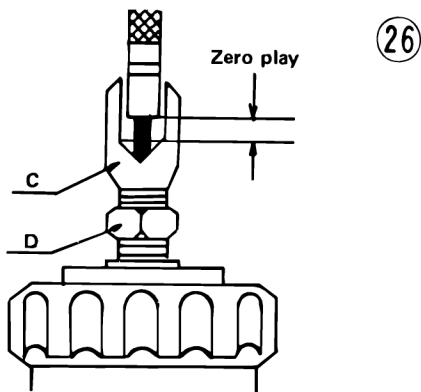
H2: Back out each throttle stop screw until the throttle valves are in the fully closed position.



With all the throttle valves fully closed, adjust the outer sleeve of each throttle cable for zero play. Accomplish this by turning throttle cable adjuster C right or left, while moving the cable sleeve up and down until no play is felt. Don't fail to tighten lock nut D after adjustment is made.



**Throttle Cable Adjustment**



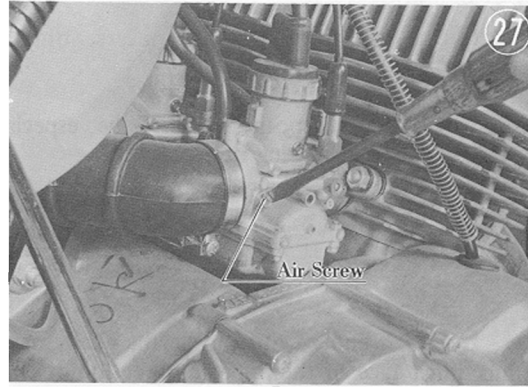
**b. Air Screw**

Turn each carburetor air screw fully in and back it out the number of turns called for in the table 1 and 21 (See Page 52).

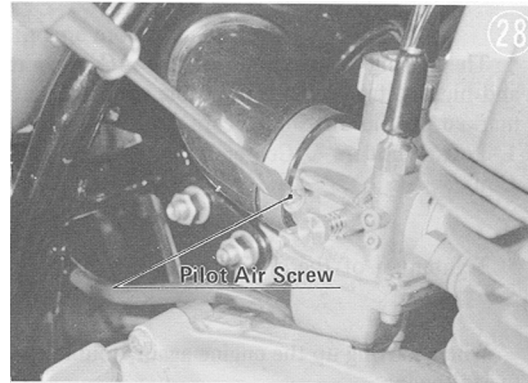
**Table 1 Screw Settings**

Model	Air Screw	Idle r.p.m.
H1 (CDI)	1¼ turns out	1,150 – 1,250
H1 (no CDI)	1½ turns out	1,150 – 1,250
H2, H2-B	1½, 1¾ turns out	1,150 – 1,250

**H1**



**H2**



**c. Throttle Stop Screws**

Warm up the engine for one or two minutes to bring engine up to normal temperature, where the gasoline will atomize properly.

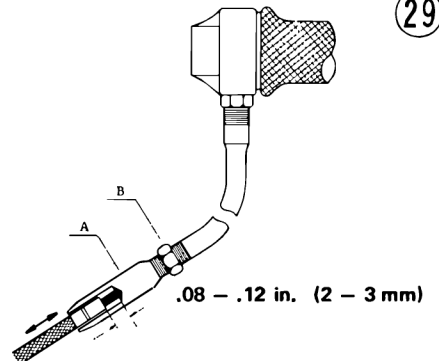
Turn the individual throttle stop screws to bring the engine to the lowest stable rotational speed obtainable.

Hold your hands in back of the mufflers to check that the three exhaust pressures are equal. Make fine adjustments with the stop screws and/or air screws if this is necessary to obtain even exhaust pressure and stable idling.

**d. Throttle Grip**

Last, adjust the throttle grip play. To adjust the grip for the standard amount of play as shown in the diagram, turn throttle grip adjuster A and lock it in place with lock nut B.

**Throttle Grip Adjustment**



**e. Oil Pump**

After these adjustments are completed, it is necessary to adjust the oil pump lever for simul-