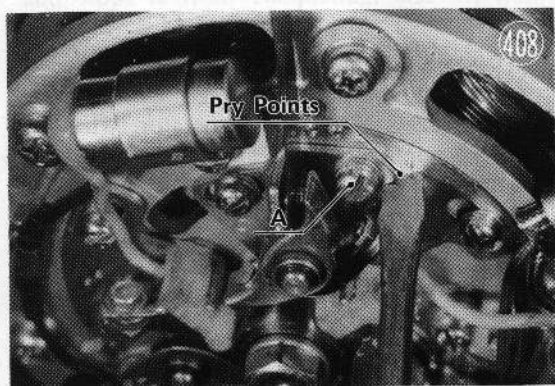
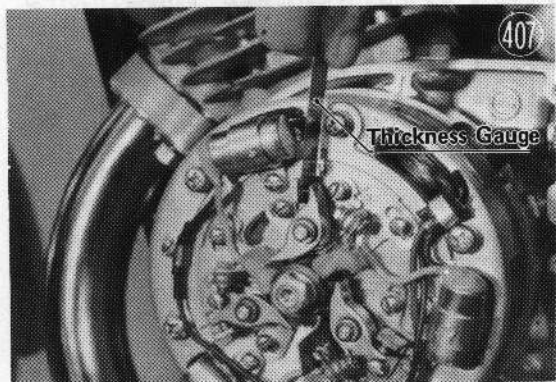


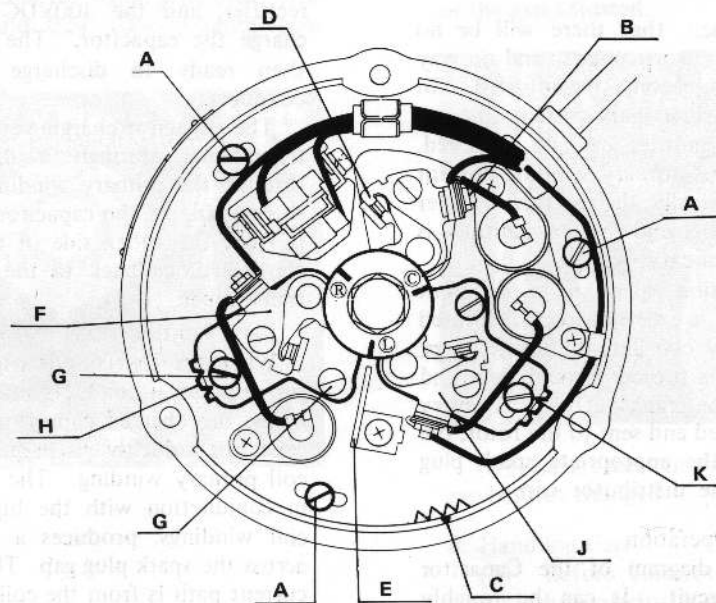
#### d. Ignition Timing Adjustment

##### (1) Point gap

First use a thickness gauge to see if the maximum contact opening for each of the three sets of contacts, is between .012" and .016" (0.3-0.4 mm). If the gap is incorrect, loosen screw A and adjust the gap to that value, as illustrated in Fig. 408.



H1 Stator  
(without CDI)



##### (2) Ignition timing

- \*Remove the spark plug from the left cylinder and mount a dial gauge in its place.
- \*Set the left cylinder piston at .1358 inch before top dead center (3.45 mm or 25°). For disc brake H1's, the setting is 20° (.0878" or 2.23 mm) BTDC.
- \*Loosen the stator base plate mounting screws A.
- \*Connect an ohmmeter between ground and the left cylinder contact wire B.
- \*Insert the blade of a screwdriver into pry points C and move the stator base plate to that the contacts D are just at the point of opening (i.e. where the ohmmeter needle just flicks back to ∞).
- \*Tighten the mounting screws.
- \*Align the pointer E with the Ⓛ mark on the rotor by moving the pointer only. Do not turn the rotor.
- \*Turn the rotor to align the Ⓜ mark with the pointer.
- \*Connect the ohmmeter across points F in the same manner as above.
- \*Loosen screws G and set timing with a screwdriver inserted in slots H prying them against the screw.
- \*Tighten the screws.
- \*Turn the rotor to align mark Ⓞ with the pointer and adjust the center cylinder timing using points J and a screwdriver in pry points K.
- \*Set spark plug gap to .020 in. (.5 mm).

**NOTE:** During periodic inspection of ignition timing, apply a good quality grease to the felt. Use the grease sparingly, as excessive grease will be thrown off the cam onto the points, causing burning and pitting.

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