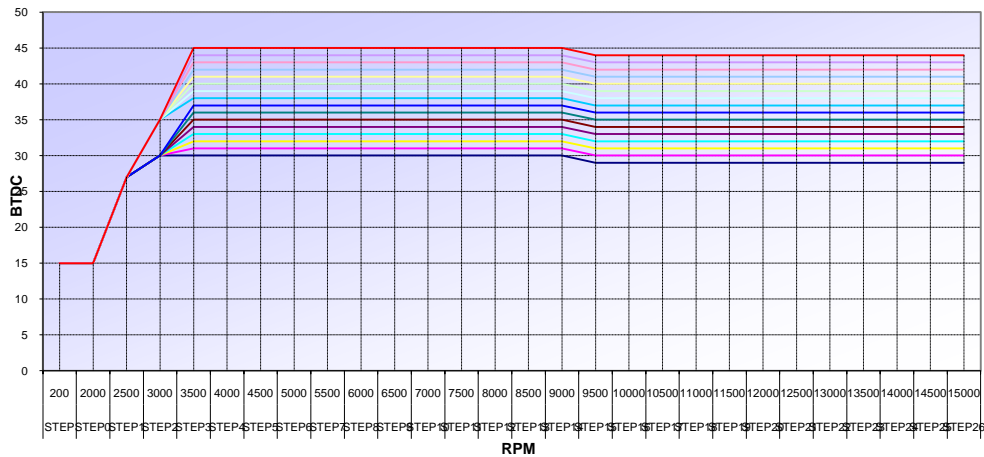


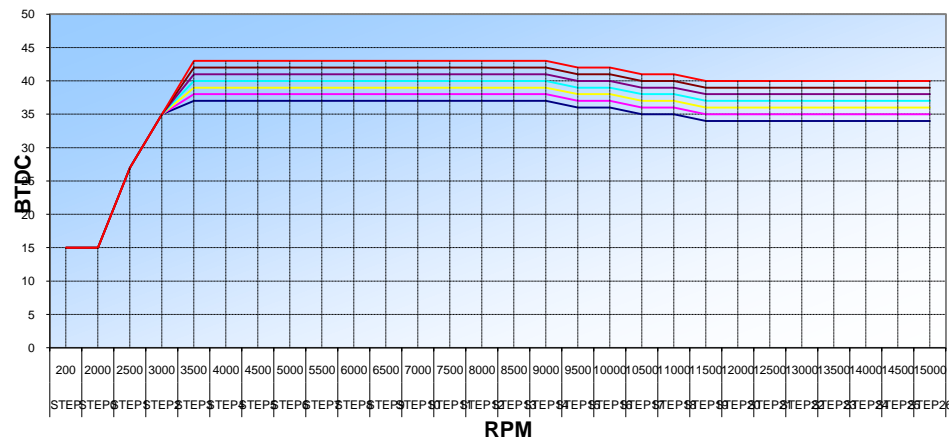
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MAP	TAMPILAN	GROUP	USED	STEP	STEP0	STEP1	STEP2	STEP3	STEP4	STEP5	STEP6	STEP7	STEP8	STEP9	STEP10	STEP11	STEP12	STEP13	STEP14	STEP15	STEP16	STEP17	STEP18	STEP19	STEP20	STEP21	STEP22	STEP23	STEP24	STEP25	STEP26						
	(DISPLAY)			200	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000	10500	11000	11500	12000	12500	13000	13500	14000	14500	15000						
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	(DISPLAY)			200	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000	10500	11000	11500	12000	12500	13000	13500	14000	14500	15000						
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52	T2	CONTROL	BRAKE	15	15	27	27	27	27	27	27	27	27	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	

KURVA PENGAPAN (IGNITION TIMING CURVE)

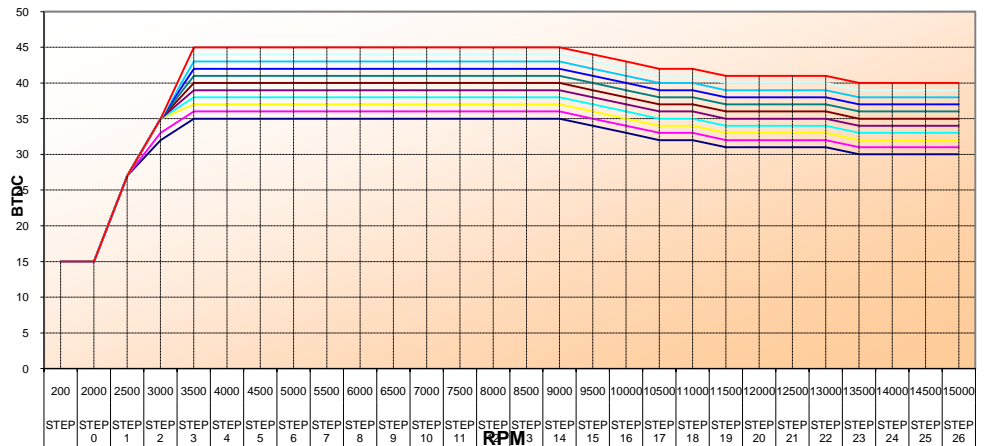
GROUP GENERAL



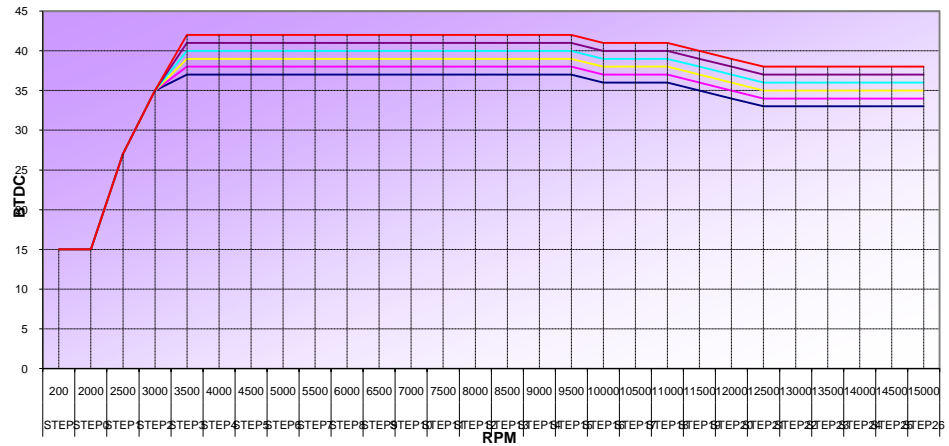
GROUP COMPETITION 3



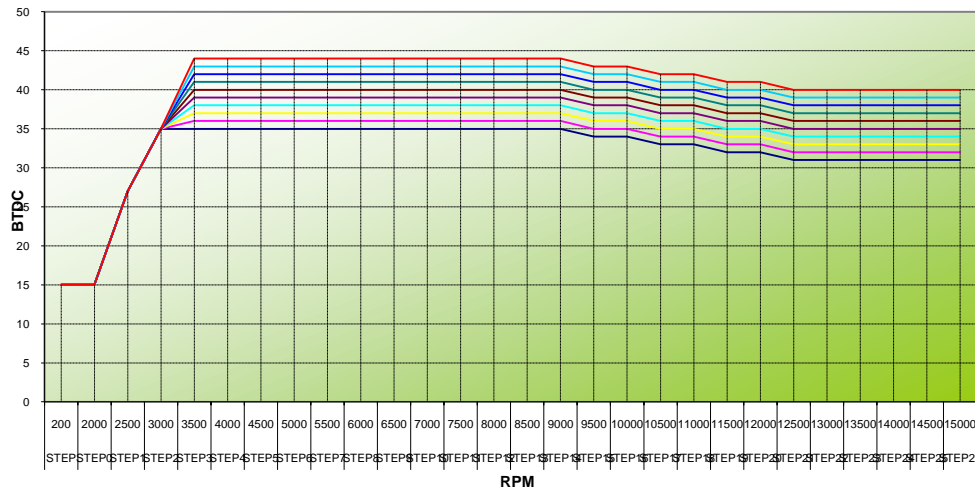
GROUP COMPETITION 1



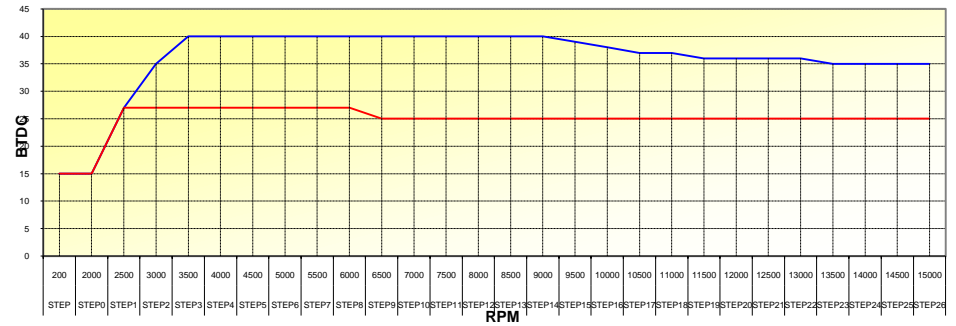
GROUP COMPETITION 4



GROUP COMPETITION 2



GROUP CONTROL



NOTE :

- Map Group General adalah kurva pengapian FLAT yang digunakan untuk beberapa keperluan sbb :
(General Map Group consists of FLAT ignition curves suitable for the following):
 1. Kondisi mesin standar dengan perbandingan kompresi hingga 10:1 (*Stock standard (unmodified) engine with compression ratio up to 10:1*)
 2. Mencari power maksimum dengan menggunakan mesin Dyno (*Aiming for maximum engine horsepower on a dyno*)
 3. Kurva FLAT sangat bagus untuk keperluan Race dengan TRACK pendek atau Drag 101 Meter.
(FLAT ignition curve is highly suitable for shorter tracks or drag racing)

- Map Group Competition 1,2,3 dan 4 adalah hasil eksperimen untuk motor yang telah dimodifikasi untuk keperluan :
(Competition 1,2,3 and 4 Map Groups are results of numerous experiments done on motorcycles modified for:)
 1. Road Racing
 2. Drag Race
 3. Street Performance

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