

TABLE OF IGNITION MAPS

i-MAX SUPER PRO MAXTRONIC

CATATAN :

1. Asumsi dasar langsam (idle) = 15° BTDC
2. Apabila asumsi berbeda dengan standar original, maka ignition timing akan diberlakukan offset derajat.
3. Toleransi ± 0.5 °

NOTE :

1. Idle reference is 15° BTDC
2. If idle is different to reference, offset of ignition timing applies
3. Tolerance ± 0.5 °

Tanggal (Date) : 6 June 2010

Rev : 01
by : Tomy Huang



ENGINE

CATEGORY :

2

STROKE
ENGINE

P/N :
700-102-00R

TYPE :

1

CYLINDER

ALGORITMA 1 : JIKA COMMANDER TIDAK TERPASANG

1. IT-T2 (OFF) dan IT-T1 (OFF), maka yang **AKTIF** group **GENERAL (KURVA TUNE UP)**
2. IT-T2 (OFF) dan IT-T1 (ON), maka yang **AKTIF** group **GENERAL (KURVA RACING)**
3. IT-T2 (ON) dan IT-T1 (OFF), maka yang **AKTIF** group **0 (KURVA BRAKE)**

ALGORITMA 2 : JIKA COMMANDER TERPASANG

1. IT-T1 (ON), maka yang **AKTIF** group **I (MAIN MAP)**
2. IT-T2 (ON), maka yang **AKTIF** group **I (kurva brake)**
3. IT-T1(OFF) dan IT-T2(OFF), maka yang **AKTIF** **COMPETITION**

ALGORITM 1 : COMMANDER NOT INSTALLED

1. IT-T2 (OFF) and IT-T1 (OFF), **GENERAL group (TUNE UP MAP) ACTIVATED**
2. IT-T2 (OFF) and IT-T1 (ON), **GENERAL group (RACING MAP) ACTIVATED**
3. IT-T2 (ON) and IT-T1 (OFF), **group 0 (BRAKING MAP) ACTIVATED**

ALGORITM 2 : COMMANDER INSTALLED

1. IT-T1 (ON), group **I (MAIN MAP) ACTIVATED**
2. IT-T2 (ON), group **I (BRAKING MAP) ACTIVATED**
3. IT-T1(OFF) and IT-T2(OFF), **COMPETITION ACTIVATED**

MAP	TAMPILAN (DISPLAY)	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
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01	01	GENERAL	STANDARD	15	15	18	20	20	20	20	20	20	20	20	20	20	20	19	18	17	17	17	17	17	17	17	17	17	17	17	
02	02	GENERAL		15	15	18	21	21	21	21	21	21	21	21	21	21	21	20	19	18	18	18	18	18	18	18	18	18	18	18	
03	03	GENERAL		15	15	18	22	22	22	22	22	22	22	22	22	22	22	21	20	19	19	19	19	19	19	19	19	19	19	19	
04	04	GENERAL		15	15	19	23	23	23	23	23	23	23	23	23	23	23	22	21	20	20	20	20	20	20	20	20	20	20	20	
05	05	GENERAL	TUNE UP	15	15	19	24	24	24	24	24	24	24	24	24	24	24	23	22	21	21	21	21	21	21	21	21	21	21	21	
06	06	GENERAL		15	15	19	25	25	25	25	25	25	25	25	25	25	25	24	23	22	22	22	22	22	22	22	22	22	22	22	
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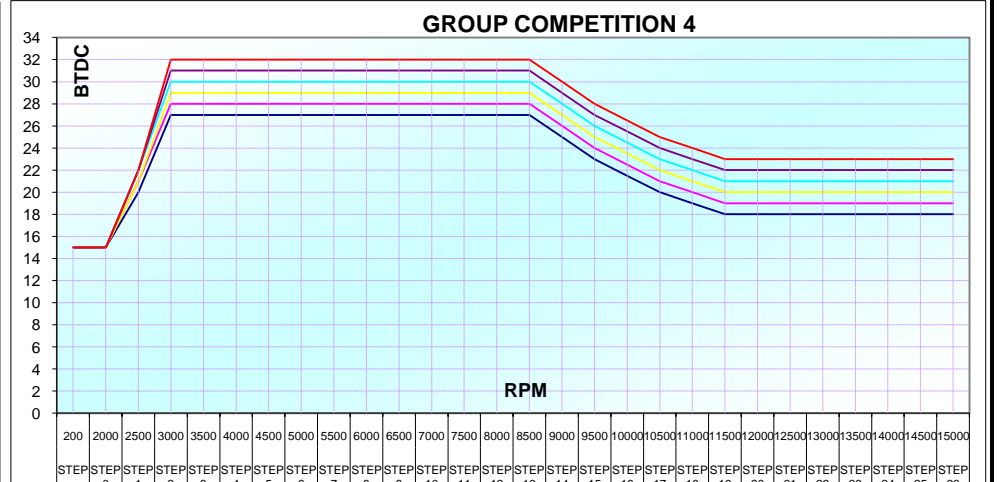
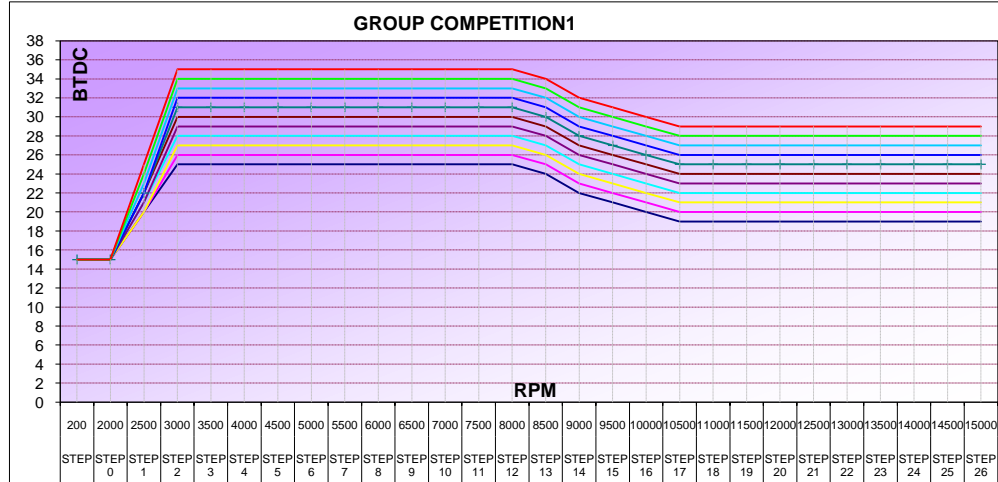
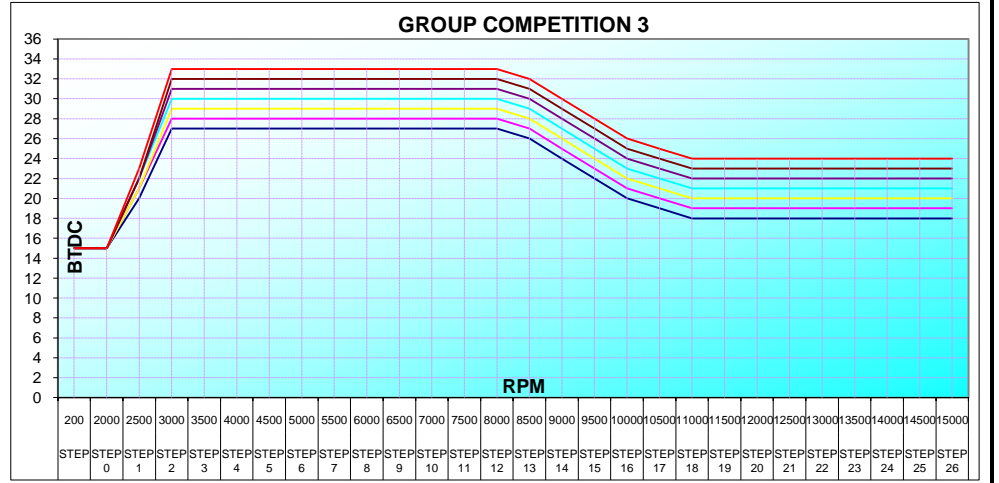
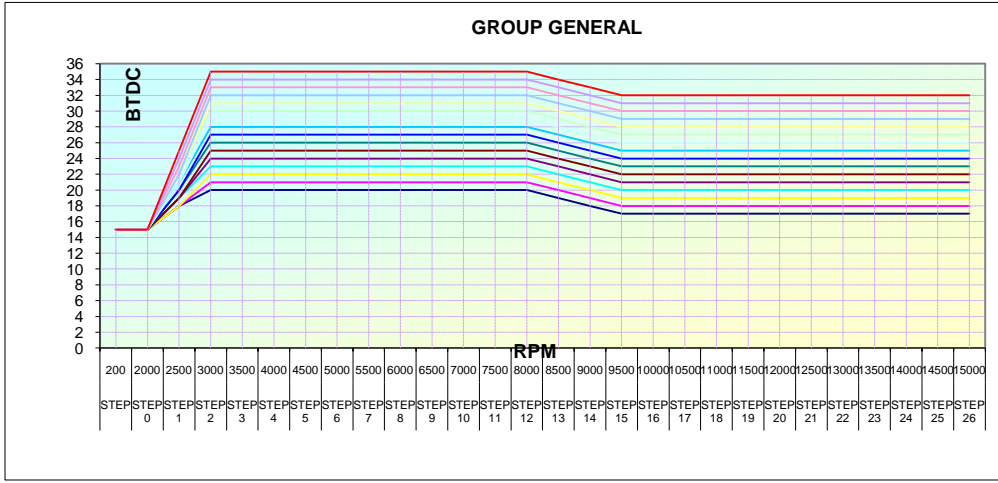
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17	17	COMPETITION 1		15	15	20	25	25	25	25	25	25	25	25	25	25	25	24	22	21	20	19	19	19	19	19	19	19	19	19	
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26	26	COMPETITION 1		15	15	24	34	34	34	34	34	34	34	34	34	34	34	33	31	30	29	28	28	28	28	28	28	28	28	28	
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MAP	TAMPILAN (DISPLAY)	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
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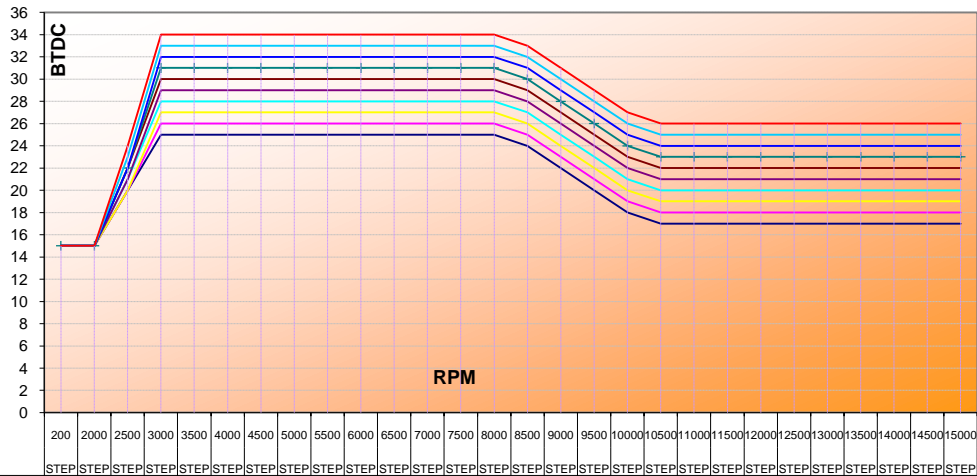
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42	42	COMPETITION 3		15	15	22	31	31	31	31	31	31	31	31	31	31	30	28	26	24	23	22	22	22	22	22	22	22	22		
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MAP	TAMPILAN (DISPLAY)	GROUP	USED	STEP 200	STEP 2000	STEP1 2500	STEP2 3000	STEP3 3500	STEP4 4000	STEP5 4500	STEP6 5000	STEP7 5500	STEP8 6000	STEP9 6500	STEP10 7000	STEP11 7500	STEP12 8000	STEP13 8500	STEP14 9000	STEP15 9500	STEP16 10000	STEP17 10500	STEP18 11000	STEP19 11500	STEP20 12000	STEP21 12500	STEP22 13000	STEP23 13500	STEP24 14000	STEP25 14500	STEP26 15000
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MAP	TAMPILAN (DISPLAY)	GROUP	USED	STEP 200	STEP 2000	STEP1 2500	STEP2 3000	STEP3 3500	STEP4 4000	STEP5 4500	STEP6 5000	STEP7 5500	STEP8 6000	STEP9 6500	STEP10 7000	STEP11 7500	STEP12 8000	STEP13 8500	STEP14 9000	STEP15 9500	STEP16 10000	STEP17 10500	STEP18 11000	STEP19 11500	STEP20 12000	STEP21 12500	STEP22 13000	STEP23 13500	STEP24 14000	STEP25 14500	STEP26 15000
51	T1	CONTROL	MAIN MAP	15	15	19	23	26	26	26	26	26	26	26	26	26	26	25	24	23	22	21	20	19	18	17	16	15	15	15	15
52	T2	CONTROL	BRAKE	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	14	14	14	14

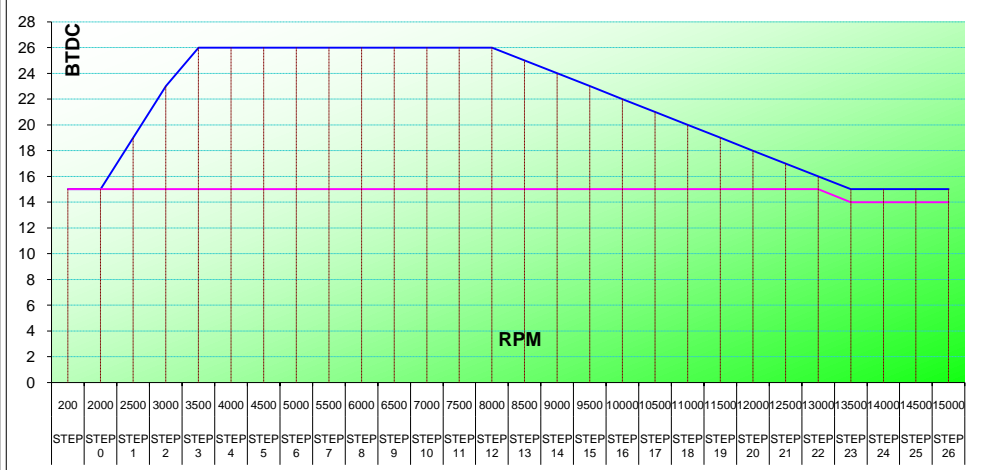
KURVA PENGAPIAN (IGNITION TIMING CURVE)



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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