

Setting different timing advance curves with Daytona CDI.

Your PitPro with Daytona engine is equipped with an outer rotor kit connected to a digital CDI box. The digital CDI enables you to set the initial timing advance and different advance curves to 4 different settings.

The CDI box (see picture below) has 4 wires that can be connected 4 different ways.



No wire connected: Program 1 – least initial timing advance.

Yellow and green* wire connected: Program 2 – more initial timing advance.

White and green* wire connected: Program 3 – even more initial timing advance.

White and green* AND yellow and green* wires connected: Program 4 – most initial timing advance.

* The green wires are both ground so it doesn't matter which one you choose.

	Not connect	Yellow and green	White and Green	White and Green Yellow and green
	Program-1	Program-2	Program-3	Program-4
0	10	10	10	10
1	10	10	10	15
2	15	15	15	20
3	20	20	20	25
4	22.5	25	25	30
5	25	30	30	35
6	27.5	35	35	40
7	30	35	40	45
8	30	35	40	45
9	30	35	40	45
10	30	35	40	45
11	30	35	40	45
12	30	35	40	45
13	30	35	40	45
14	30	35	40	45
15	30	35	40	45

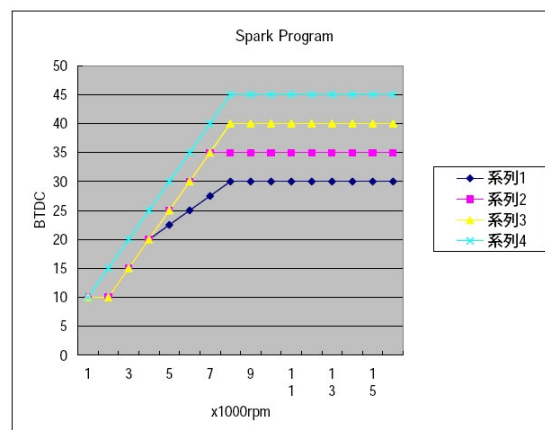


Table and graph of initial timing advance in degrees at different RPM for the 4 curves.

This allows you to set the ignition according to the track conditions or different use of the bike. For example, when riding very muddy and “heavy” conditions it’s preferable to ride with less timing advance and when riding super motard, with more timing advance. More timing advance enables more power, especially at higher rpm’s and also riding with higher octane. Riding with too much timing advance under heavy load though, increases the risk of engine knocking/detonation with possible engine damage as a result.