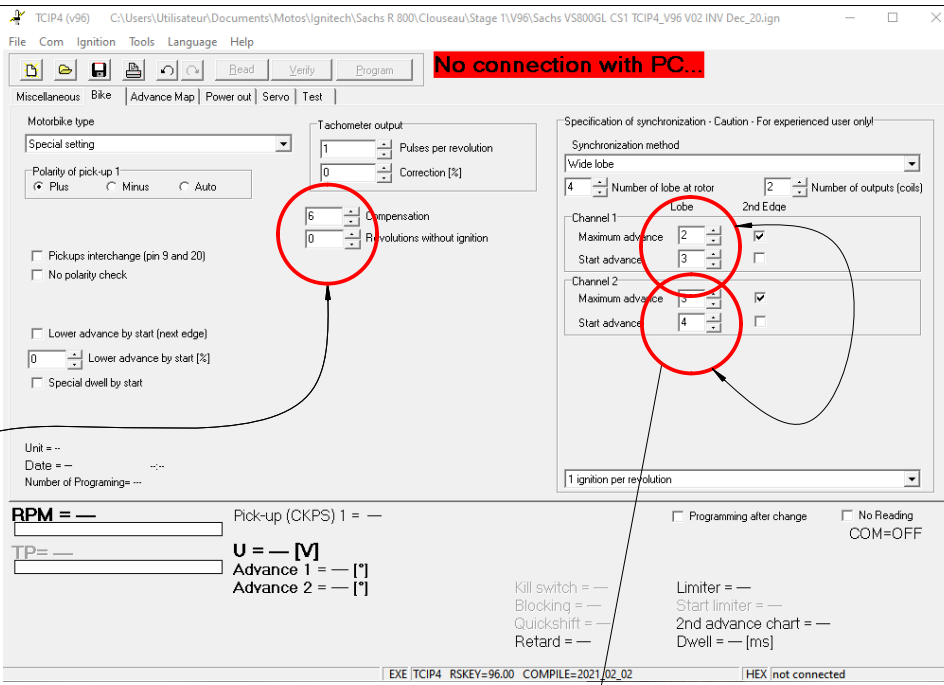


New manual Dwell timings



"0" revolution without ignition by default.  
New compensation "6".

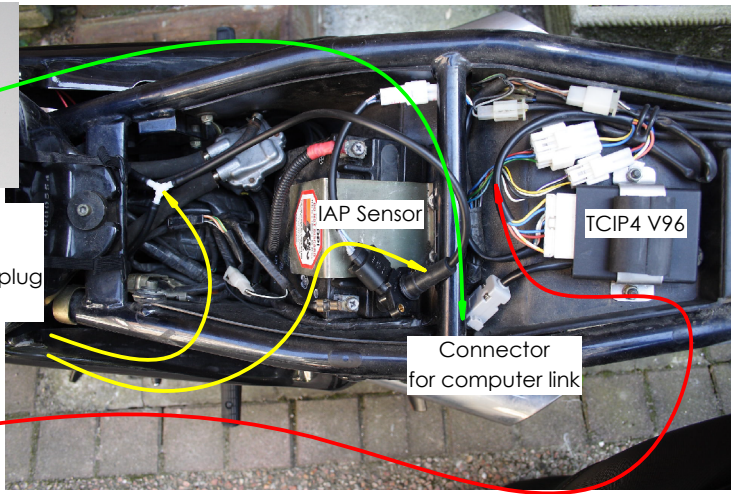
Sometimes, the wires of channels are inverted.  
So you must reverse the numbers of lobes in the software

USB-Serial converter (optional by Ignitech)



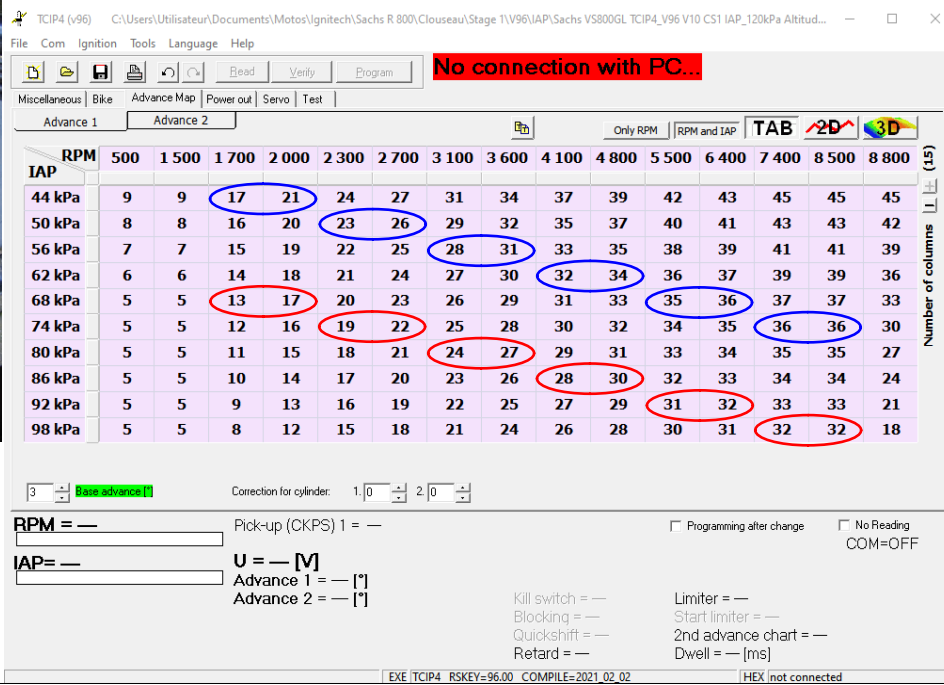
Hose with "Y" between carburetors and IAP Sensor. You must do it. (with a sparkplug gap over the sensor...)

Plug and play cable build by Ignitech.



Ignitech TCI-P4 V96 with an Intake Air Pressure Sensor works like the Magneti-Marelli Digiplex system from the 90th. With present components. Consumption and pollution are reduced. Ignition timings are adjusted with altimetry and engine load. Tested with success during one year (10 000 kms). Keying with "Clouseau Stage 1" carburation kit (including reduced main jets), NGK Iridium spark plugs and SP95E10. With original main jets, you should reduce the values over 1900 rpm (-1° to -2°).

More informations: <http://www.ignitech.cz/en/>



24A  
11/02/2021  
Ech = 1:X



Sachs Roadster 800 / Suzuki VS 800GL Intruder / Suzuki VX 800 USA CA

Ignitech TCI-P4 V96 with IAP sensor 120kPa. Keying with CS1.

