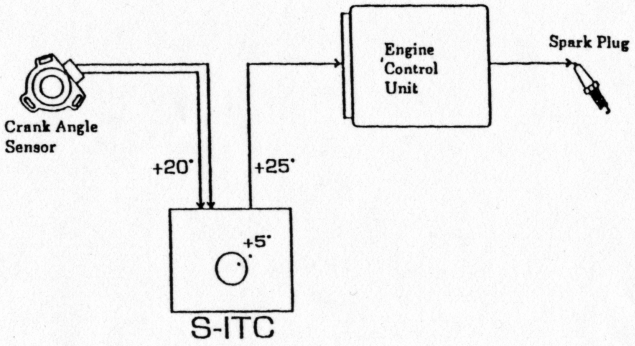
5 Product Functions

[1] The engine has various sensors to identify what position each piston and connecting rod is at. Sensors vary according to manufacture but they all use either 2 or 3 sensors.

This unit modifies the out put signal timing from these sensors and inputs the new signal into the ECU. This allows the ignition timing to be adjusted.
For example, if the factory ignition timing is set to +20 degrees, the ECU determines the timing from the crank sensor output to TDC(Top Dead Center Position) and fires the ignition 20 degrees before.
By using the Super ITC in this situation with the volume at +5 degrees, the Super ITC advances the sensor output an extra 5 degrees and sends the new signal to the ECU.
The ECU takes the new modified signal and bases its output on the factory setting of 20 degrees and ends up producing a 25 degree actual output.

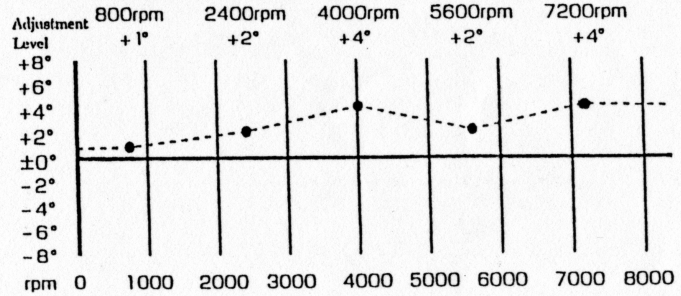
CAUTION! * Please be aware that the adjustment volumes modify ignition timing based on the factory settings. The volume knob positions *DO NOT* represent the actual ignition timing figures.



[2] RPM Specific Adjustments

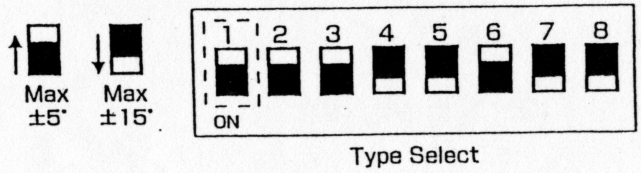
The Super ITC allows the user to adjust the ignition timing with the aid of 5 RPM specific volume knobs on the face of the unit.
The RPM ranges include 800, 2400, 4000, 5600, 7200rpm. Each knob allows adjustments in 1 degree increments with a maximum of ± 15 degrees. Timing between each RPM knob is determined by the variation between the setting of the previous knob.

EX : If the volumes are set in this setting,



[3] Adjustment Control Feature

By switching the No. 1 switch of the Crank Angle Sensor Type Switch on the back of the unit, the maximum adjustment of ignition timing becomes ± 5 degree. Even if the volume has been turned up beyond ± 5 degrees, the ignition timing will not exceed ± 5 degrees.



Type Select