

Ignition Advance Table

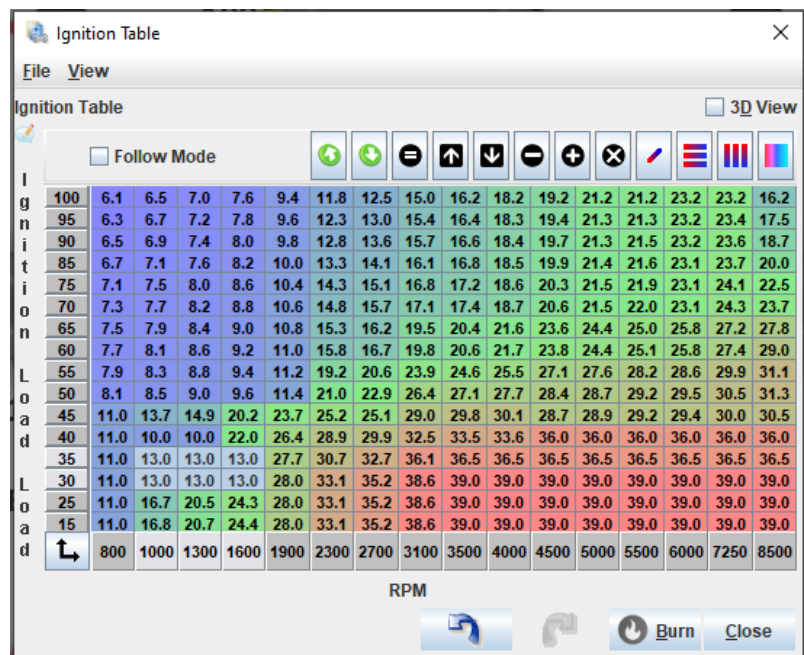
The **Ignition Table** configures the spark timing based on RPM (horizontal axis) and engine load (vertical axis). It is essential for fine-tuning engine performance, efficiency, and safety.

1. High Compression and Turbocharged Timing: In (higher load), the ignition timing is conservative (lower values) to avoid pre-ignition or detonation.

2. Deceleration Pops: The lower rows (lower load values) have higher timing values during deceleration. This intentionally advanced ignition helps remove any deceleration pops/bangs commonly seen with some pipes.

3. Mid-Range Efficiency: In mid-load and mid-RPM regions (e.g., 50-65 kPa, 2700 RPM), timing values are optimized for fuel efficiency and smooth power delivery, typically between 20-30 degrees BTDC.

4. High RPMs: At higher RPMs and moderate loads, timing is slightly advanced, to maintain performance without causing knocking.



Notes for Tuning

- **Turbocharged Engines:** Timing must be carefully monitored and adjusted for safety in high-boost areas. Use knock sensors and data logging to detect potential detonation.
- **Engine-Specific:** Timing values depend heavily on engine design, fuel type, and compression ratio.

This table is a guideline and may not apply to all setups.

Final Advice

Before using this table, ensure your injectors, fuel map, and load axis are correctly configured.

Fine-tune values with data logging and dynamometer testing to align with your specific engine's requirements and desired performance characteristics.