One of the most important but often ignored tuning issues with Electronic Fuel Injected bikes with high compression (9.5:1-up) motors is the reworking of the ignition tables.
Most dyno tuners seem preoccupied with air fuel ratios and pay little if any attention to reworking existing ignition tables. They simply rely on a very inexpensive anti-knock sensor to take care of a $10,000 engine.
As many of you know, that just ain't cuttin' it.
Many bikes will not experience harmful detonation at wide open throttle going through the gears, or when rolling at a steady cruising speed.
The problems with detonation usually become most apparent when riding at cruising speeds of 50-70 MPH, and then rolling the throttle open a bit to increase speed for passing, grade climbing, etc.
If you are experiencing these problems with your bike, we suggest you load the following figures into your ignition tables to reprogram your ECM or Power Commander.
Our tables may not be exactly what you need, but they should get you out of the danger zone.

If you have a Head Quarters 95" motor with 10.5:1 compression ratio, you should be making 115+ foot pounds of torque, 107+ horsepower with a stock throttle body, be getting 45 miles per gallon plus, and not be experiencing detonation when rolling the throttle to increase speed.
If you are not getting this kind of performance, load these tables now and then have your dyno tuner redo your air fuel ratios.

In a perfect world, you would all be using a good two into one pipe for optimum performance. True duals and drag pipes, oversize throttle bodies, restrictive air cleaners and the wrong exhaust port gaskets are not your friends when it comes to tuning for optimum road performance.

The ignition table below is for use with Power Commanders. It is most effective when the original stock ECM has previously been flashed with an SE stage 1 or 2 down load. Virgin (unflashed) ECMs have more timing than the flashed varieties, therefore requiring more be taken away then the Power Commander programs currently enable us to do.

RPM				Percent	of	Throttle	Position		
	0	2%	5%	10%	20%	40%	60%	80%	100%
500	-0	-2	-2	-2	-2	-2	-2	-2	-2
1000	-0	-3	-3	-3	-3	-3	-3	-3	-2
1500	-0	-3	-3	-3	-3	-4	-4	-4	-3
2000	-0	-3	-3	-4	-5	-5	-5	-5	-4
2500	-0	-3	-4	-4	-6	-6	-6	-6	-6
3000	-0	-3	-4	-5	-6	-6	-6	-6	-6
3500	-0	-4	-5	-5	-6	-6	-6	-6	-6
4000	-0	-4	-4	-5	-5	-6	-6	-6	-6
4500	-0	-4	-4	-5	-5	-5	-4	-6	-6
5000	-0	-4	-4	-5	-5	-5	-5	-6	-6
5500	-0	-4	-4	-5	-5	-5	-5	-6	-6
6000	-0	-4	-4	-5	-5	-5	-6	-6	-6
6500	-0	-4	-4	-5	-5	-5	-6	-6	-6

The ignition table below is for use with Daytona Twin Tech and Direct link systems. You may have to round numbers to enter them. This will not create any problems.

			Percent	of	Throttle	Position	or	Pressure	
	0	2%	5%	10%	20%	40%	60%	80%	100%
RPM		16 in hg	18 in hg	20 in hg	22 in hg	24 in hg	26 in hg	28 in hg	30 in hg
500		25.2	19.6	15.2	11.2	9.2	9.0	8.6	8.2
1000		28.0	23.2	19.8	16.4	14.8	13.2	13.2	14.0
1500		31.4	26.0	22.6	19.6	17.8	16.4	17.4	19.2
2000		34.2	28.4	25.0	22.0	19.8	19.2	22.0	24.6
2500		36.6	30.8	27.0	24.0	21.4	22.0	25.2	28.0
3000		39.4	33.4	29.0	26.0	23.4	24.2	27.4	30.0
3500		41.4	34.8	31.0	28.6	26.6	26.8	29.0	30.0
4000		43.0	36.0	33.0	31.0	29.6	29.2	30.5	30.0
4500		43.0	36.0	34.2	33.0	31.0	31.0	30.5	30.0
5000		43.0	36.0	34.2	33.0	32.0	31.0	30.5	30.0
5500		43.0	36.0	34.2	33.0	32.0	31.0	30.5	30.0
6000		43.0	36.0	34.2	33.0	32.0	31.0	30.5	30.0
6500		43.0	36.0	34.2	33.0	32.0	31.0	30.5	30.0
7000		43.0	36.0	34.0	33.0	32.0	31.0	30.5	30.0
7500		43.0	36.0	34.2	33.0	32.0	31.0	30.5	30.0

Ignition Table for 1999-2006 S.E.R.T.

	19.25	15.50	15.50	25.50	26.00	23.00	15.50	11.00
	19.25	15,50	15.50	25.50	26.00	23.00	15,50	11.00
	19.25	15.50	15.50	28.50	26.00	24.00	18.00	9.00
	24.25	20.50	25.50	30.50	26.00	21.00	18.50	10.00
	29.25	25.50	30.50	32.50	26.00	21.00	23.00	11.00
	34.25	30.50	34.50	34.50	26.00	21.00	23.00	13.00
	43.00	40.50	39.00	34.50	28.00	22.00	23.00	13.00
	43.00	43.00	39.00	34.50	30.00	25.00	25.50	16.50
	43.00	43.00	40.00	38.75	35.25	31.25	33.25	25.25
	43.00	43.00	40.00	38.75	36.25	34.25	33.25	26.25
	43.00	43.00	40.00	35.75	33.25	32.25	30.25	26.25
	43.00	43.00	40.00	35.75	33.75	32.25	29.75	26.25
	43.00	43.00	40.00	35.75	33.75	32.25	29.75	28.25
	43.00	43.00	40.00	35.75	33.75	32.25	29.25	28.25
	43.00	43.00	40.00	35.75	33.75	32.25	29.25	28.25
	43.00	43.00	40.00	35.75	33.75	32.25	29.25	28.25
	43.00	43.00	40.00	35.75	33.75	32.25	29.25	28.25

Ignition Table for 2007 S.E.R.T.

						MAP	(kPa)				
RPM	15	20	30	40	50	60	70	80	90	95	100
750	**10.00**	**10.00**	**10.00**	**10.00**	**10.00**	**10.00**	**10.00**	**10.00**	**10.00**	**10.00**	**10.00**
1000	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00
1125	**13.00**	**13.00**	**13.00**	**13.00**	**13.00**	**13.00**	**13.00**	**13.00**	**13.00**	**13.00**	**13.00**
1250	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00
1500	**15.00**	**15.00**	**15.00**	**15.00**	**15.00**	**15.00**	**15.00**	**15.00**	**15.00**	**15.00**	**15.00**
1750	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00
2000	**18.00**	**18.00**	**18.00**	**15.00**	**15.00**	**15.00**	**15.00**	**18.00**	**18.00**	**18.00**	**18.00**
2250	19.00	19.00	19.00	16.00	16.00	16.00	16.00	19.00	19.00	19.00	19.00
2500	**20.50**	**20.50**	**20.50**	**17.50**	**17.50**	**17.50**	**17.50**	**20.50**	**20.50**	**20.50**	**20.50**
2750	21.50	21.50	21.50	18.50	18.50	18.50	18.50	21.50	21.50	21.50	21.50
3000	**22.50**	**22.50**	**22.50**	**19.50**	**19.50**	**19.50**	**19.50**	**22.50**	**22.50**	**22.50**	**22.50**
3500	23.50	23.50	23.50	20.50	20.50	20.50	20.50	23.50	23.50	23.50	23.50
4000	**24.50**	**24.50**	**24.50**	**21.50**	**21.50**	**21.50**	**21.50**	**24.50**	**24.50**	**24.50**	**24.50**
4500	25.50	25.50	25.50	23.50	23.00	23.50	23.50	25.50	25.50	25.50	25.50
5000	**26.50**	**26.50**	**26.50**	**26.50**	**26.50**	**26.50**	**26.50**	**26.50**	**26.50**	**26.50**	**26.50**
5500	27.50	27.50	27.50	27.50	27.50	27.50	27.50	27.50	27.50	27.50	27.50
6000	**28.00**	**28.00**	**28.00**	**28.00**	**28.00**	**28.00**	**28.00**	**28.00**	**28.00**	**28.00**	**28.00**