BikeTech ISC Controller

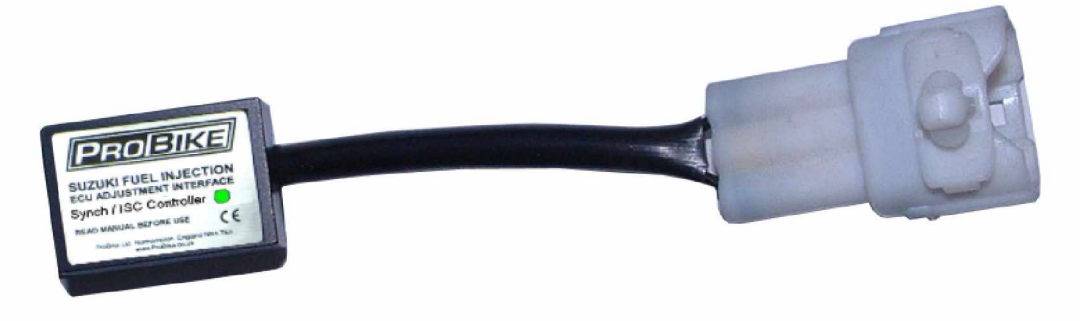
Electronic Injector Balancing Accessory for Suzuki

Essential for quick and accurate throttle synchronisation of post 2007 fuel-injected Suzuki motorcycles with ISC.

Fits all post 2003 Suzuki motorcycles & ATVs fitted with 6-pin diagnostic socket.

Use with any synchronising / balancing tool

******* also for use with the BikeTech Suzuki Efi Tuning Tool *******



FEATURES

- EASY – simple to connect and very easy to use.
- Simply connect to the 6-pin Suzuki diagnostic (OBD) port and that's it!
- Steady LED shows when bike is up to temperature and ready for throttle valve synchronising.
- Automatically detects and displays type of injection fitted (Euro2 / Euro3)
- With Euro3 (early 2007on) bikes, the ISC valve is held at a fixed opening to allow accurate synchronising or idle mixture adjustment.
- Low Cost – ***Just £45.00***

What is ISC?
*ISC stands for **Idle Stepper Control** or **Idle Stability Control**. On some Euro 3 (2007 on) Suzukis, the throttle valves are entirely closed at idle so no air passes. The air inlet is executed by a separate valve called the ISC valve which is operated by a stepper motor. This valve is controlled by the ECU which is aiming for a pre-programmed target idle speed. The system works very well but makes it virtually impossible to synchronise throttles in the usual way as the idle speed (and hence vacuum) continually changes. The only way to synchronise the injector valves is to override the ISC valve, to hold it steady while the balancing is carried out. If the engine is not fully up to temperature, synchronising will be compromised because parameters change as temperature rises - the continuous LED also shows that the correct temperature has been reached to allow accurate throttle synchronising. The same principles apply to use of the BikeTech Suzuki Efi Tuning software – a fixed idle is essential in order to be able to gauge what effect the mixture changes are having without the ISC system overriding the results, as is a suitable temperature.*

Operation

Euro2 bikes and ATVs - approx mid 2003 to early 2007 (non ISC)

1. Ignition ON: LED displays RED for 2 seconds while the tool starts communication with ECU.
2. Fast yellow flashing LED indicates pre Euro3 ECU: engine not running, coolant cold.
3. Engine started: LED displays slow yellow flashing until coolant temperature is above 74 degrees C.
4. Continuous yellow LED: Bike ready for synchronising.

Euro3 bikes – from early 2007 onwards with Suzuki Idle Stability Control system

1. Ignition ON: LED displays RED for 2 seconds while the tool starts communication with ECU.
2. Fast green flashing LED indicates Euro3 ECU with ISC: engine not running, coolant cold.
3. Engine started: LED displays slow green flashing until coolant temperature is above 74 degrees C.
4. Continuous green LED: Bike ready for synchronising.

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