

SI Adjuster | User Manual

Fuel injection adjuster tool for Suzuki motorcycles | Model: SIA-xx

1. Foreword

Before using this product please ensure the bike is compatible with this tool. See the part number on the packaging and use the **Product Advisor** on our website to check compatibility. For more information on this product, please visit: www.healtech-electronics.com/SIA

Congratulations on your purchase of a Suzuki Injection Adjuster Tool. Products from HealTech Electronics Ltd. are the most advanced aftermarket accessories and maintenance tools for motorcycles.

The SIA is a dealer tool which helps workshops to do quick, simple and efficient injection adjustment without installing a fuel controller module or doing a non-reversible modification to the ECM. It can be used to change the stock fueling map of the ECM to compensate for aftermarket exhaust, air filter, etc. It's also very useful for workshops to reduce the CO level of the motorcycle to pass the vehicle test and comply with regulations.

This tool is available only for Suzuki motorcycles. Do not attempt to connect to any other brands.

2. Features

➔ Plug 'n Go design

Just plug it to the expansion port under the seat of the bike and you're ready to adjust the fueling. A very handy tool for workshops and skilled individuals as well.

➔ Amazing compatibility

Compatible with most Suzuki EFI motorcycles from 1997 to 2014. The adjustment takes only a few minutes.

➔ Advanced tech

With the dedicated dials and switches, you can adjust the desired working range of the engine easily.

➔ Built to last

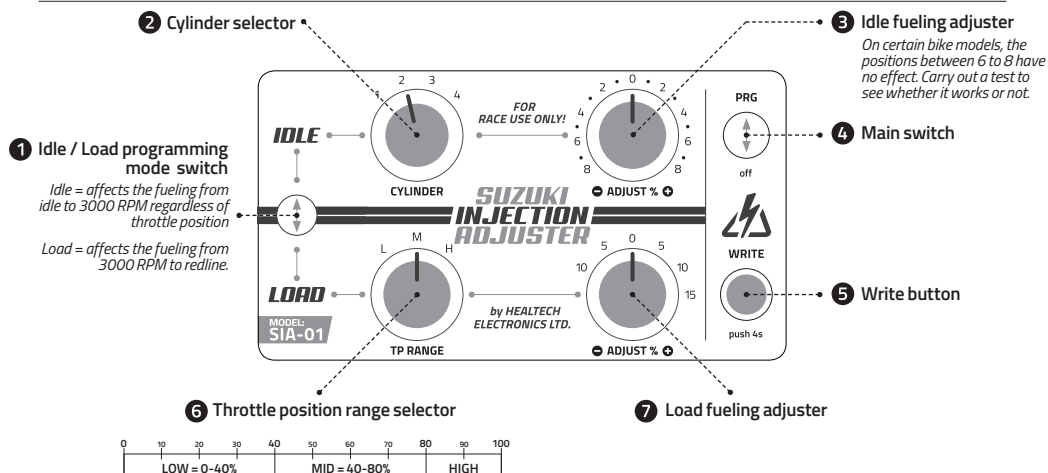
- Rugged design, encased in epoxy resin.
- Only high-quality SMD components used.
- Each unit is extensively tested prior to shipping.
- Oil and water resistant (IP68).

3. Warranty

HealTech Electronics Ltd. guarantees this product against defects in material and workmanship for a period of two (2) years. The warranty period starts from the date of the original purchase as shown on the invoice. The unit is completely sealed against water and oil ingress and so cannot be repaired: please take care to avoid damage to the dials and switches.



4. Operation



➔ Before you begin:

- Ensure the ignition key is in the OFF position. **The ignition switch must be ALWAYS OFF when connecting to/disconnecting from the ECM!**
- Ensure the gearbox is in Neutral and the engine stop switch is in the RUN position.
- On the SIA unit, set the Main switch (4) to OFF.
- Plug the tool's connector to the expansion port of the motorcycle.
- Turn the ignition key ON. Do NOT start the engine.
- Turn the ignition key ON. You can program the ECM either with the engine off or with the engine running. If you wish to test the changes right after writing, start the engine and make sure the engine temperature is above 60°C / 140°F.

➔ Adjusting the fueling of the IDLE-LOW rpm range:

- Set the Programming mode switch (1) to IDLE. In this mode, only the two upper dials are used.

- Set the Main switch (4) OFF.
- Set the Cylinder selector (2) to 1 (on V-twins use 1 for front, 2 for rear).
- Set the Idle fueling adjuster dial (3) to the desired value.
- Push the Write button (5) for at least 4 seconds.
- Turn the Main switch (4) to PRG to execute the write sequence to the ECM.

Repeat the above five steps for all the remaining cylinders.

➔ After programming:

- Make sure the Main switch (4) is OFF.
- Turn the ignition key OFF.
- Disconnect the tool.

➔ To Reset the ECM back to the factory/default fueling:

Execute the IDLE and LOAD programming steps above with 0% selected on the adjuster dials. It must be repeated for all cylinders and TP ranges.

➔ Adjusting the fueling of the MID-HIGH rpm range:

- Set the Programming mode switch (1) to LOAD. In this mode, only the two lower dials are used.

- Set the Main switch (4) OFF.
- Set the TP range knob (6) to the desired range (Low, Mid, High).
- Set the Load fueling adjuster dial (7) to the desired value.
- Push the Write button (5) for at least 4 seconds.
- Turn the Main switch (4) to PRG to execute the write sequence to the ECM.

Repeat the above five steps for each Throttle Position range.