

DYNATEK

dyna performance electronics

IGNITIONS

COILS

LIMITERS

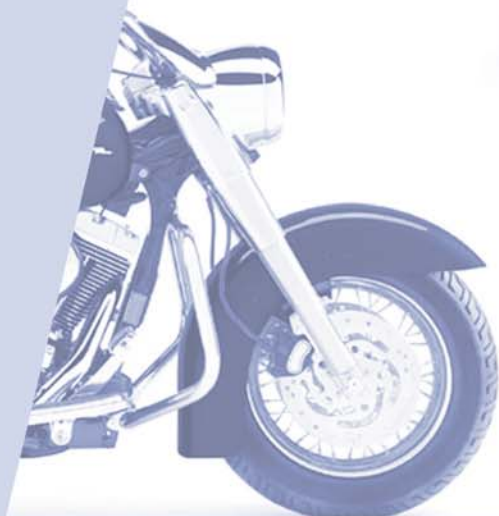
MONITORS

WIRES

SWITCHES

BOOSTERS

TRIGGERS



2005

About Us



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Dynatek is the performance leader for quality electronic products in the motorcycle industry. With the help of top racers and motorcycle builders around the world, Dynatek has worked to create the electronic products necessary to support the modern motorcycle.

Our goal is to continue to expand our support of motorcycle enthusiasts through ongoing research and development and new product introductions.

Visit our website for information including general product introductions, access to complete technical documentation and instruction sheets for every product we manufacture. There is a reference section for each product that includes answers to common questions and application hints. You can also send your own questions directly to the Dynatek technical staff via Dyna Tekmail. Frequently asked Tekmail questions along with responses are posted for review.

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Dynatek TC88-3 and DSPT-1

The Dyna TC88-3 and DSPT-1 are Single Fire, fully programmed performance ignitions with 16 programmable advance curves and 8 Rev. Limiter settings. All functions feature full digital accuracy and full J1850 compatibility with all stock devices. Coil compatibility from stock to performance (less than 1 ohm resistance). Coil current constantly monitored to provide constant full spark energy. Utilizes all stock sensors, stock OE connectors and the stock OE mounting. Reverse battery and spike protection are also built in and these ignitions feature a 2 year warranty. See page 4.



What's New

Dynatek FI Controller

The new Dyna Fuel Injection Controller is a plug in module that offers 3 user selectable base fuel curves that are designed to improve engine operation and can be modified to suit a wide variety of modifications. These adjustments are made via 3 potentiometers that adjust the fuel curve in the proper ranges for the application. Fuel mixture can be enriched or leaned as required. The Dyna FI Controller uses the factory connectors for easy installation and there is no PC required for tuning or adjusting the fuel curves. There are no modifications to the stock ECU and removing the Dyna FI controller returns the vehicle to the factory configuration. See page 4 and 7.



MODEL	YEAR	PART #
HARLEY-DAVIDSON DYNA FI FUEL CONTROLLER		
Touring Models w/ EVO Engines	1997-1998	DFCH-1
Twin Cam Touring Models	1999-2001	DFCH-2
Twin Cam Touring Models	2002-2005	DFCH-3
Softtail & Dyna Models	2001-2005	DFCH-4
V-Rod Models	2002-2005	DFCH-5
CRUISER MODEL DYNA FI FUEL CONTROLLER		
HONDA		
VTX1800 (ALL C, Retro & Neo Models)	2002-2005	DFCM-1
KAWASAKI & SUZUKI		
Vulcan 1500 - Drifter, Nomad, Classic, Mean Streak	1999-2005	DFCM-2
Vulcan 1600 - Classic, Mean Streak, Suzuki Marauder	2003-2005	DFCM-3
Vulcan 2000	2004-2005	DFCM-4
Suzuki Boulevard C50, C50SE & M50	2005	DFCM-5
Suzuki Boulevard C90	2005	DFCM-6
YAMAHA		
Road Star Warrior	2002-2005	DFCM-7

Dynatek Miniature Series Coils

Advanced magnetic core technology delivers high output in one of the smallest packages available. Great for customs where coils need to be hidden. These coils are designed for use with the Dyna 2000 and 3000 series ignitions, factory installed electronics, or other after-market ignitions that employ dwell control. See page 7.





Dynatek's **TC88 Digital Performance Ignition** signals a new era in Twin Cam ignition power and capability. The TC88 enhances the power of the Single Fire ignition by allowing selection between 16

programmable advance curves, covering the entire range of engine modifications. From Stock to Insanely Modified engines, the TC88 provides the widest range and highest level of advance curve functionality for Twin Cam available in today's market. There are also eight different rev limiter settings from 5750-7250 rpm. All TC88 functions have full digital accuracy to insure maximum performance with unparalleled quality.

The **Dyna 2Ki Programmable** is the newest addition to the successful line of Dyna 2000 ignition systems. The 2Ki not only adds to, but extends many features of the best selling Dyna 2000 module out of sight in a completely new design that fits under the cam cover.



The **Dyna 2000 Digital Ignition System** for Harley-Davidson Motorcycles, which has become the standard for performance and versatility in the Harley aftermarket, has been enhanced to include even more features. These new modules include expanded advance curve functionality with the option to use vacuum advance compensation via a V.O.E.S. switch. The new modules also include a special Retard Mode for use with turbocharged and nitrous bikes.

Harley-Davidson

HARLEY-DAVIDSON PERFORMANCE IGNITION SYSTEMS (Carbureted Only)

DYNA IGNITION TYPE	ENGINE APPLICATION*	MODEL YEAR	PART #	# of ADVANCE CURVES	# of RETARD CURVES/DEGREES	PROGRAMMABLE FEATURES**
DIGITAL IN CONE IGNITION	1, 5, 6	1970-1998	D2KI-1P	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H
DIGITAL IN CONE IGNITION	1, 5, 6	1970-1998	D2KI-2P	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H
DIGITAL IN CONE IGNITION	1, 5, 6	1970-1998	D2KI-3P	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H
DIGITAL IN CONE IGNITION	1, 5, 6	1970-1998	D2KI-4P	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H
DIGITAL IN CONE IGNITION	1, 5, 6	1970-1998	D2KI-5P	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H
DIGITAL IGNITION MODULE	1, 5, 6	SEE BELOW	DD2000-HD1EP	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H
DIGITAL IGNITION MODULE	1, 5, 6	SEE BELOW	DD2000-HD1E8P	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H
DIGITAL IGNITION MODULE	1, 5, 6	SEE BELOW	DD2000-HD2EP	8	3 / 10, 7, 5	A, B, C, D, E, F, H
DIGITAL IGNITION MODULE	1, 5, 6	SEE BELOW	DD2000-HD2E8P	8	3 / 10, 7, 5	A, B, C, D, E, F, H
DIGITAL IGNITION MODULE	1, 5, 6	SEE BELOW	SFK-1	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H
DIGITAL IGNITION MODULE	1, 5, 6	SEE BELOW	SFK-3	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H
TWIN CAM IGNITION MODULE	2, 6	1999-2003	TC88-2	16	0	H
TWIN CAM IGNITION MODULE	2, 6	1999-2003	TC88-2P	16	0	A, B, C, D, E, F, H
TWIN CAM IGNITION MODULE	2, 6	2004	TC88-3	16	0	H
TC SPORTSTER 883, 1200	3, 4, 6	2004	DSPT-1	16	0	H
POINTS REPLACEMENT	1, 5, 6	1970-1998	DS6-1	1 / MECHANICAL	NONE	NONE
POINTS REPLACEMENT	1, 5, 6	1970-1998	DSK6-1	1 / MECHANICAL	NONE	NONE
POINTS REPLACEMENT	1, 5, 6	1970-1998	DS6-2	1 / MECHANICAL	NONE	NONE
POINTS REPLACEMENT	1, 5, 6	1970-1998	DSK6-2	1 / MECHANICAL	NONE	NONE

NEW FI Controller for Harley-Davidson

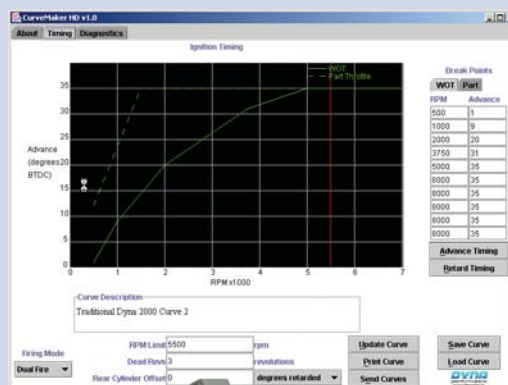
Part #	Description	Part #	Description
DFCH-1	1997-1998 Harley-Davidson Touring Models with Evo Engine	DFCH-4	2001-2005 Harley-Davidson Softail and Dyna Models
DFCH-2	1999-2001 Harley-Davidson Twin Cam Touring Models	DFCH-5	2002-2005 Harley-Davidson V-Rod Models
DFCH-3	2002-2005 Harley-Davidson Twin Cam Touring Models		

Engine Application*	Select	Programmable Features**	Select	Selectable Features †	Select	Digital Ignition Module Model Year	
HD EVO	1	Wide Open Throttle Curve	A	Advance Curve	I	DD2000-HD1EP	All to 1993 except Dyna, FXR, &
HD Twin Cam	2	Part Throttle Curve	B	Rev Limit	J	DD2000-HD2EP	Softail to 1995. 1970 to 1990 require
HD Sportster 883	3	Rev Limit	C	Retard Mode	K	SFK-1	ext. harness (Dyna Part #1009001)
HD Sportster 1200	4	Rear Cylinder Off Set	D	Single / Dual Fire	L	DD2000-HD1E8P	1994 & later FLH & FLT
S & S	5	Dead Cranking Rev's	E			DD2000-HD2E8P	1994 & later Sportsters
Others (Check MFG)	6	Security PIN #	F			SFK-3	1996 & later Dyna, FXR & Softails
		Single / Dual Fire	G				
		Retard Mode	H				

Programming/Downloading Functions Require a Download Kit. See Chart.



The new **Dyna Fuel Injection Controller** is a plug in module that offers 3 user selectable base fuel curves that are designed to improve engine operation and can be modified to suit a wide variety of modifications. These adjustments are made via 3 potentiometers that adjust the fuel curve in the proper ranges for the application. Fuel mixture can be enriched or leaned as required.



Take your Dyna Ignition to the next level with the **Dyna HD Programming Kit** that works with the D2KI-P, TC88-P, & 2000-HDP. Now over the counter buyers, performance tuning shops and engine builders can find all that they need to properly tune their bikes.

SELECTABLE FEATURES †	STATUS LED †	IGN. PLUG PLAY	DATA* RECORDING	DOWN LOAD KIT #	SINGLE FIRE DUAL FIRE	DIGITAL OUTPUTS	PERFORMANCE REPLACEMENT COILS
I, J, K, L	1 THRU 7	NO	2400 HRS	DIPK-1 & PH-1	BOTH	1 / TACH	1 THRU 10
I, J, K, L	1 THRU 7	NO	2400 HRS	DIPK-1 & PH-1	BOTH	1 / TACH	3 INCLUDED
I, J, K, L	1 THRU 7	NO	2400 HRS	DIPK-1 & PH-1	BOTH	1 / TACH	1 INCLUDED
I, J, K, L	1 THRU 7	NO	2400 HRS	DIPK-1 & PH-1	BOTH	1 / TACH	4 INCLUDED
I, J, K, L	1 THRU 7	NO	2400 HRS	DIPK-1 & PH-1	BOTH	1 / TACH	10 INCLUDED
I, J, K, L	1 THRU 7	YES	2400 HRS	DIPK-2	BOTH	1 / TACH	1 THRU 10
I, J, K, L	1 THRU 7	YES	2400 HRS	DIPK-3	BOTH	1 / TACH	1 THRU 10
I, J, K	1 THRU 7	YES	2400 HRS	DIPK-2	DUAL	1 / TACH	1 THRU 8
I, J, K	1 THRU 7	YES	2400 HRS	DIPK-3	DUAL	1 / TACH	1 THRU 8
I, J, K, L	1 THRU 7	YES	2400 HRS	DIPK-2	BOTH	1 / TACH	10 INCLUDED
I, J, K, L	1 THRU 7	YES	2400 HRS	DIPK-3	BOTH	1 / TACH	10 INCLUDED
I, J	N / A	YES	2400 HRS	N/A	SINGLE	NONE	14, 15, 16, 17
I, J	N / A	YES	2400 HRS	DIPK-4	SINGLE	NONE	14, 15, 16, 17
I, J	N / A	YES	2400 HRS	N/A	SINGLE	NONE	14, 15, 16, 17
I, J	N / A	YES	2400 HRS	N/A	SINGLE	NONE	14, 15, 16, 17
NONE	N / A	NO	N / A	N/A	DUAL	NONE	11
NONE	N / A	NO	N / A	N/A	DUAL	NONE	11 INCLUDED
NONE	N / A	NO	N / A	N/A	SINGLE	NONE	13
NONE	N / A	NO	N / A	N/A	SINGLE	NONE	13 INCLUDED

Dyna HD Programming Kit	Part #	Application	Part #	Application
	DIPK-1	D2Ki-P & all D2Ki-P kits w/ coils	DIPK-3	2000-HD1E8P, 2000-HD2E8P & SFK-3
	DIPK-2	2000-HD1 EP, 2000-HD2EP & SFK-1	DIPK-4	TC88-2P

Dyna Performance Replacement Coils

Downloadable Features	Status LED †	Select	Part #	Select	Coil Application Chart	Part #	Select	Coil Application Chart
# Engine Starts	Indicates Power Up	1	DC1-1	1	Ref. Pages 12-13	DC6-5	10	Ref. Pages 12-13
Time Engine @ WOT	Indicates Pick Ups	2	DC1-2	2	Ref. Pages 12-13	DC7-1	11	Ref. Pages 12-13
Total Operating Time	Over Current Protection	3	DC1-3	3	Ref. Pages 12-13	DC8-1	12	Ref. Pages 12-13
Longest Continuous WOT And Ending @ RPM	VOES Switch Operation	4	DC2-1	4	Ref. Pages 12-13	DC10-1	13	Ref. Pages 12-13
Maximum Engine Speed	Indicates Retard Mode	5	DC3-1	5	Ref. Pages 12-13	DC11-1	14	Ref. Pages 12-13
Time Near Rev Limit	Indicates Static Timing	6	DC3-2	6	Ref. Pages 12-13	DC11-2	15	Ref. Pages 12-13
	Programming Function	7	DC3-3	7	Ref. Pages 12-13	DC12-1	16	Ref. Pages 12-13
			DC6-1	8	Ref. Pages 12-13	DC12-2	17	Ref. Pages 12-13
			DC6-4	9	Ref. Pages 12-13			



The Dyna 3000 Digital Performance Ignition module is our latest plug & play model for metric cruisers. The Dyna 3000 system combines state of the art microprocessor technology with direct mounting on factory locations so you can maximize engine performance by setting ignition timing to fit your specifications. 8 adjustable timing curves and a fully adjustable rev limiter allows even more flexibility in tailoring the ignition to your needs.



Dyna 3000 Cruiser Edition Digital Performance Ignition gives you increased power, torque and peak horsepower over the stock factory ignition. Experience larger gains and greater engine efficiency when used with after-market performance products. The Dyna 3000 makes it all work better, every time.

Cruisers

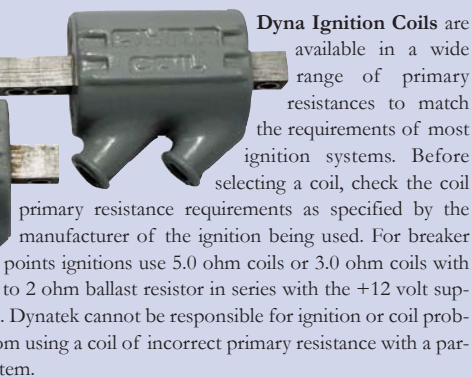
MODEL	YEAR	PART #	# of ADVANCE CURVES	# of RETARD CURVES / DEGREES	# of REV LIMITS	STATUS LED
HONDA						
VALKYRIE / GL1500 C (STD), CT (Tourer)	1997-2002	D3K1-1	10	10 / 1 to 10	9	A, B, E
SHADOW / VT1100 C2 /	1997-2000	D3K1-2	10	10 / 1 to 10	9	A, B, E
SHADOW ACE / VT1100 C2	1997-2000	D3K1-2	10	10 / 1 to 10	9	A, B, E
SHADOW AMERICA / VT1100 C2	1997-1998	D3K1-2	10	10 / 1 to 10	9	A, B, E
SHADOW AERO / CT1100 C2	1998-2000	D3K1-2	10	10 / 1 to 10	9	A, B, E
SHADOW ACE / VT1 10 D2	1999	D3K1-2	10	10 / 1 to 10	9	A, B, E
SHADOW ACE 750 / CT750C, CD, CD2	1998-2001	D3K1-3	10	10 / 1 to 10	9	A, B, E
SHADOW / VT1100C	1997-2000	D3K1-4	10	10 / 1 to 10	9	A, B, E
SHADOW SPIRIT / VT1100 C	1997-2000	D3K1-4	10	10 / 1 to 10	9	A, B, E
SHADOW TOURER / VT1100 T	1998-2000	D3K1-4	10	10 / 1 to 10	9	A, B, E
MAGNA	1994-2002	D3K1-5	10	10 / 1 to 10	9	A, B, E
KAWASAKI						
VULCAN DRIFTER 800	2000-2003	D3K2-1	8	N/A	8	A, B, C
VULCAN 1500 G (Classic & Nomad carb. Models)	1999-2004	D3K2-2	8	N/A	8	A, B, C
SUZUKI						
INTRUDER 1400	1990-1995	D3K3-1	8	N/A	8	A, B, D
INTRUDER 1400	1996-2003	D3K3-2	8	N/A	8	A, B, D
INTRUDER 1500	1998	D3K3-3	8	N/A	8	A, B, C
INTRUDER	1999-2003	D3K3-4	8	N/A	8	A, B, C
YAMAHA						
V-STAR 650	1998-2002	D3K7-1	8	N/A	8	A, B, C
V-STAR 1100	1999-2003	D3K7-2	8	N/A	8	A, B, C
ROAD STAR	1999-2004	D3K7-3	8	4 / 3, 6, 9, 12	8	N/A
ROYAL STAR	1996-2002	D3K7-4	8	N/A	8	A, B, C
VENTURE	1999-2002	D3K7-5	8	N/A	8	A, B, C
V-MAX	1990-2002	D3K7-6	8	N/A	8	A, B, D
V-MAX	1985-1989	D3K7-7	8	8 / 8 ONLY	8	A, B, D, E, F, G

Status LED

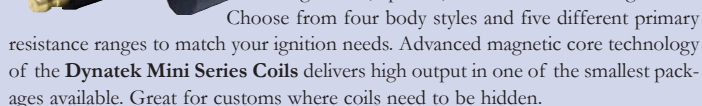
Select	Function
A	Indicates Power Up
B	Indicates Pickups
C	Indicates TPS Operation
D	Indicates Map Sensor Operation

Select	Function
E	Indicates Retard Function
F	Indicates Side Stand Operation
G	Indicates 2 Step Rev Limiter

* Some Mounting Fabrication May Be Required.



Dyna Ignition Coils are available in a wide range of primary resistances to match the requirements of most ignition systems. Before selecting a coil, check the coil elements as specified by the manufacturer before being used. For breaker points use 1.5 ohm coils or 3.0 ohm coils with electronic ignition with the +12 volt supply for ignition or coil problems. Check the primary resistance with a par-



Dynatek ignition coils are high tech, top quality coils, designed for maximum performance. They produce spark voltages in excess of 30,000 volts and spark energies second to none. Dynatek coils are available in a wide variety of resistances and output configurations to allow easy replacement of stock coils. Dynatek coils work with factory electronic ignitions, points, and aftermarket ignitions.

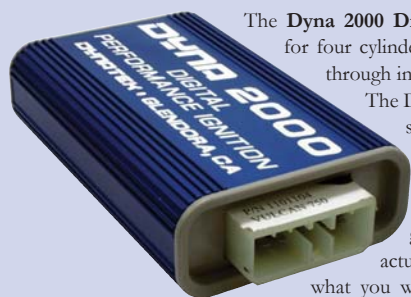
Choose from four body styles and five different primary

resistance ranges to match your ignition needs. Advanced magnetic core technology of the **Dynatek Mini Series Coils** delivers high output in one of the smallest packages available. Great for customs where coils need to be hidden.

A black rectangular module labeled 'F1 CONTROLLER' is shown. It has several connectors on its top surface, including a multi-pin connector and a circular connector. A thick black cable is connected to the module, and several thinner cables with different colored connectors (yellow, black, red) are also attached.

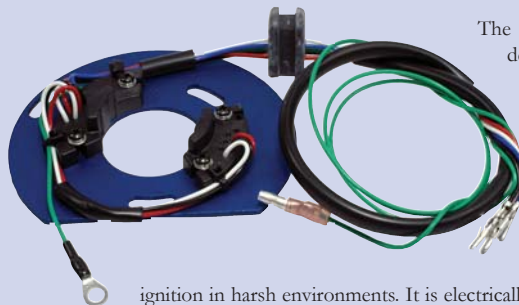
Part #	Description
DFCM-1	2002-2005 Honda VTX1800 (All C, Retro & Neo Models)
DFCM-2	1999-2005 Kawasaki Vulcan 1500 - Drifter, Nomad, Classic, Mean Streak
DFCM-3	2003-2005 Kawasaki Vulcan 1600 - Classic, Mean Streak & Suzuki Marauder 1600
DFCM-4	2004-2005 Kawasaki Vulcan 2000
DFCM-5	2005 Suzuki Boulevard C50, C50SE & M50
DFCM-6	2005 Suzuki Boulevard C90
DFCM-7	2002-2005 Yamaha Road Star Warrior





The Dyna 2000 Digital Performance Ignition for four cylinder engines represents a breakthrough in motorcycle ignition flexibility.

The Dyna 2000 system consists of a state-of-the-art microprocessor controlled ignition module along with an adjustable Dyna dual sensor crank trigger. For the first time you can actually set the ignition timing to what you want to maximize engine performance. A number of different advance curve modes and a broad range rev limiter let you tailor the ignition to your needs.

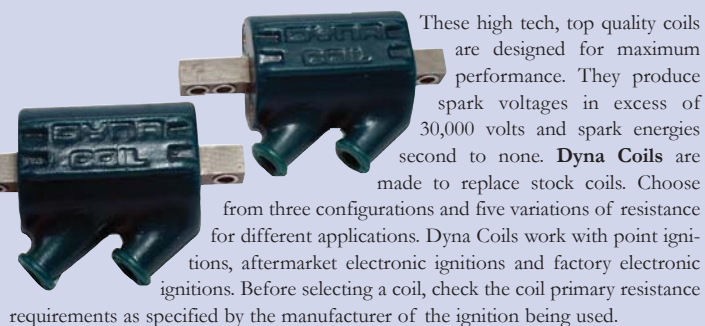


The Dyna Pro Series Crank Trigger is designed for use with the Dyna 2000 Sportbike and Dyna 4000SP ignition systems. The Pro Series Crank Trigger consists of a blue anodized aluminum base plate with two injection molded pickup assemblies and provides a stronger pickup signal with more high and low voltage levels for improved triggering of the

ignition in harsh environments. It is electrically isolated from the engine cases giving total immunity to electronic problems associated with inadequate engine grounding.

Sportbikes

MODEL	YEAR	PART #	# of ADVANCE CURVES	# of RETARD CURVES / DEGREES	# of REV LIMITS	DIGITAL TACH OUTPUT	STATUS LED
HONDA							
CB 750/ 900/ 1100	1979-1983	DDK1-5	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
CB 750/ 900/ 1100	1979-1983	DDK1-5C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
CBR 600 F	1987-1990	DDK1-6	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
CBR 600 F2	1991-1994	DDK1-7	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
CBR 600 F3	1995-1997	DDK1-8	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
CBR 900 RR	1993-1999	DDK1-9	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
CBR 1100 XX	1997-1998	DDK1-10	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
KAWASAKI							
KZ 900/ 1000/ 1100	1973-1985	DDK2-1	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
GPZ W/MOD	1981-1985	DDK2-1	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
KZ 900/ 1000/ 1100	1973-1985	DDK2-1C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
GPZ W/MOD	1981-1985	DDK2-1C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
KZ 650	1977-1980	DDK2-2	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
KZ 650	1977-1980	DDK2-2C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
KZ 750 (GPZ & TURBO)	1980-1984	DDK2-2	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
KZ 750 (GPZ & TURBO)	1980-1984	DDK2-2C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
GPZ 550	1981	DDK2-3	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
GPZ 550	1981	DDK2-3C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
ZX 11 / 1100	1990-2001	DDK2-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
ZX 11 / 1100	1988-1990	DDK2-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
NINJA 1000R	1986-1987	DDK2-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
NINJA 900	1984-1985	DDK2-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
ZX 7/ZX 7R/ZX7RR	1991-1997	DDK2-7	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
ZX 9R	1993-1997	DDK2-7	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
ZX 6R	1998-2001	DDK2-11	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
ZX 9R	1998-2003	DDK2-12C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
SUZUKI							
GS 550/750/850	1977-1981	DDK3-2	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
GS 1000/1100/1150	1977-1985	DDK3-2	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
GS 1000/1100/1150	1977-1985	DDK3-2C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
KATANA 600/750/1100	1988-1997	DDK3-3	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
BANDIT 1200 S	1996-2000	DDK3-3	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
GSXR 1100/ 750 A & O	1986-1992	DDK3-3	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
GSXR 1100 WC	1993-1997	DDK3-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
GSXR 750 WC	1993-1995	DDK3-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
RF 600/900	1994-1997	DDK3-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D
YAMAHA							
FJ 1100, 1200	ALL	DDK7-1	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D



These high tech, top quality coils are designed for maximum performance. They produce spark voltages in excess of 30,000 volts and spark energies second to none. **Dyna Coils** are made to replace stock coils. Choose from three sizes and five variations of resistance. Dyna Coils work with point ignition systems and factory electronic ignition systems. Check the coil primary resistance before installation to make sure of the ignition being used.

STOCK / PERFORMANCE COILS		DYNA PERFORMANCE REPLACEMENT COIL
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1
	STOCK / DYNA	1
	STOCK / DYNA	1,2, 3
	STOCK / DYNA	1
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3
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	STOCK / DYNA	1, 2, 3
	STOCK / DYNA	1, 2, 3

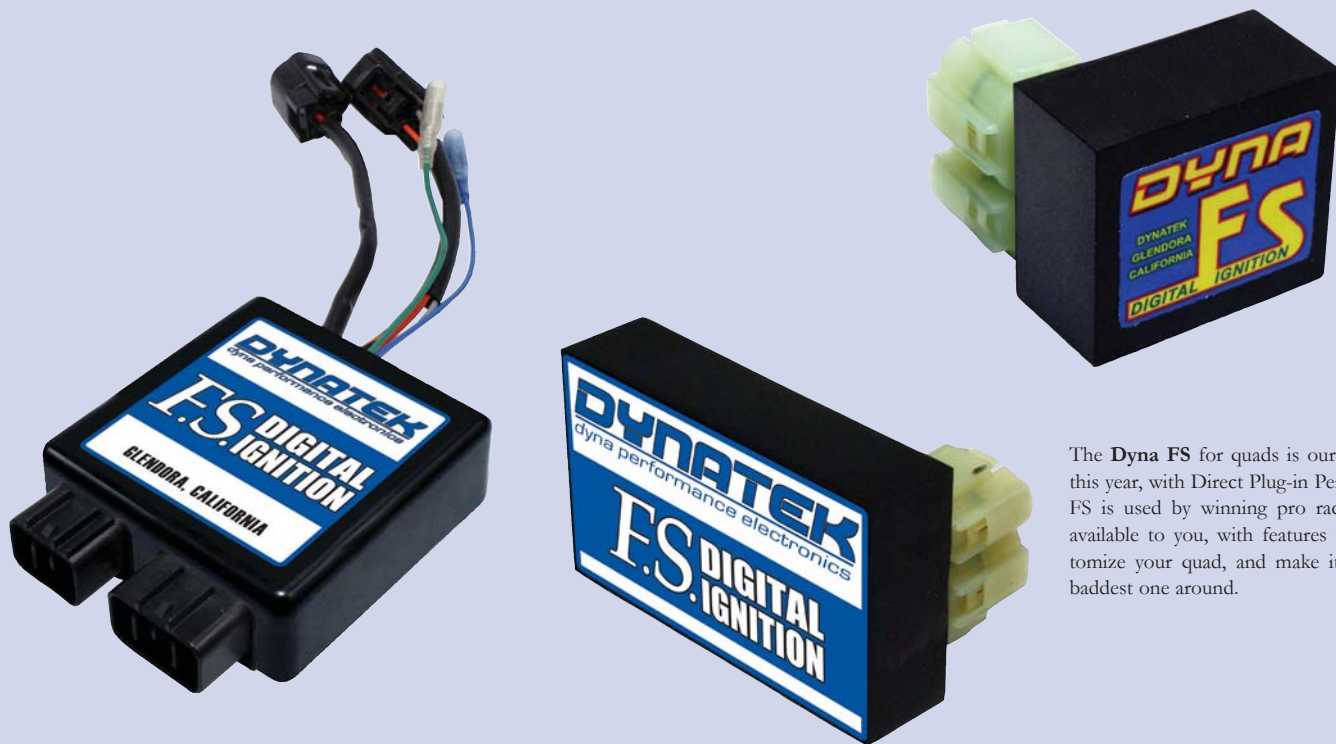


Status LED

Dyna Performance Coil

Select	Function
A	Indicates Power Up
B	Indicates Pickups
C	Static Timing
D	Over Current Protection

Select	Part #
1	DC4-1
2	DC1-1
3	DC1-2



The Dyna FS for quads is our hottest new product this year, with Direct Plug-in Performance. The Dyna FS is used by winning pro racers worldwide. Now available to you, with features that will let you customize your quad, and make it the trickiest, fastest, baddest one around.

ATVs

MODEL	YEAR	Part #	# of Timing Curves	# of Rev Limits	Tach Output	# of RPM Switch Outputs	Shift/Tether Kill Input	Launch Limiter	Data Logging
HONDA									
TRX400EX	1999-2003	DFS1-10P	4	4	No	2	No	No	No
TRX400EX	1999-2003	DFS1-10	1	1	No	0	No	No	No
TRX250R	1986-1989	DFS1-11P	4	4	No	2	No	No	No
TRX250R	1986-1989	DFS1-11	1	1	No	0	No	No	No
XR50 / XR80	All Years	DFS1-12	1	1	No	0	No	No	No
TRX450R	2004-2005	DFS1-13P	4	4	No	2	No	No	No
KAWASAKI									
KFX400	2003-2004	DFS2-11P	4	4	Yes	2	No	Yes	No
Prairie 650	2001-2002	DFS2-12	1	1	No	0	No	No	No
Prairie 650/700	2003-2005	DFS2-13	1	1	No	0	No	No	No
KFX700/V-Force	2003-2004	DFS2-14	1	1	No	0	No	No	No
Brute Force	2005	DFS2-15	1	1	No	0	No	No	No
SUZUKI									
LTX400	2003-2004	DFS3-9P	4	4	Yes	2	No	Yes	No
LTX400	2003-2004	DFS3-10	1	1	No	0	No	No	No
Twin Peaks 700	2004	DFS3-11	1	1	No	0	No	No	No
YAMAHA									
Banshee	1997-2005	DFS7-6P	4	4	No	2	No	Yes	No
Banshee	1995-1996	DFS7-7P	4	4	No	2	No	No	No
Banshee	1987-1994	DFS7-8P	4	4	No	2	No	No	No
Warrior	1997-2001	DFS7-9P	4	4	Yes	2	Yes	Yes	No
Raptor	2001	DFS7-10P	4	4	Yes	2	Yes	Yes	No
Raptor	2002-2005	DFS7-11P	4	4	Yes	2	Yes	Yes	No
YZ450	2004-2005	DFS7-12P	4	1	Yes	2	No	Yes	Yes
POLARIS									
Predator	2003-2004	DFS9-1P	4	4	Yes	2	Yes	Yes	No
ARCTIC CAT									
Arctic Cat 650	2004	DFS10-1	1	1	No	0	No	No	No
DVX 400	2002-2004	DFS10-3P	4	4	Yes	2	No	Yes	No



Programmable Ignition Features

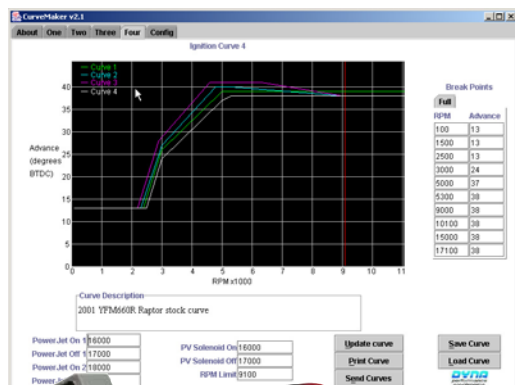
- Programmable Timing Curves (4)
- Programmable Rev Limits
- Increased Spark Energy
- Improved Throttle Response
- Easier Starting
- Programmable RPM Activated Outputs (2) (Can be used for Nitrous Activation, Shift Light, Auto Shifter, or Boost Control)
- Tach Output*
- Launch Limiter*
- Shift Kill Interrupt* (Allows clutchless shifting)
- Data logging*
- External Curve Selector Switch
- Plug-In Module Replacement (Easy Mounting)



Ignition is pre-programmed with 4 timing curves that can be changed with the **External Curve Selector Switch**.

Non-Programmable Ignition Features

- Improved Timing Curves
- Higher Rev Limit
- Removed Reverse Rev Limit
- Overrides belt indicator for full performance at all times
- Increased Spark Energy
- Improved Throttle Response
- Easier Starting
- Plug-In Module Replacement (Easy Mounting)



The **DynaFS Programming Kit** includes everything you need to reprogram the DynaFS programmable ignition. Easy to understand interface, simple saving, recalling and printing of curves, and quick reprogramming of the ignition make this the most user friendly programmable ignition software available. The kit includes the software to reprogram all available DynaFS programmable Ignition models and the programming cable. This kit is not recommended for inexperienced tuners.

Dyna FS-P Programming Kit

Part #

DFSPK-1



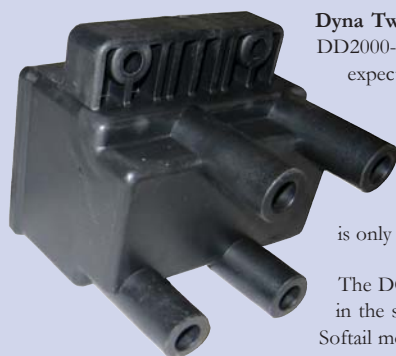
Dynatek ignition coils are high tech, top quality coils, designed for maximum performance. They produce spark voltages in excess of 30,000 volts and spark energies second to none. Dynatek coils are available in a wide variety of resistances and output configurations to allow easy replacement of stock coils. Dynatek coils work with factory electronic ignitions, points, and aftermarket ignitions. Choose from four body styles and five different primary resistance ranges to match your ignition needs. Advanced magnetic core technology of the **Dynatek Mini Series Coils** delivers high output in one of the smallest packages available. Great for customs where coils need to be hidden.



These high tech, top quality coils are designed for maximum performance. They produce spark voltages in excess of 30,000 volts and spark energies second to none. **Dyna Coils** are made to replace stock coils. Choose from three configurations and five variations of resistance for different applications. Dyna Coils work with point ignitions, aftermarket electronic ignitions and factory electronic ignitions. Before selecting a coil, check the coil primary resistance requirements as specified by the manufacturer of the ignition being used.

Coils

DYNA COILS	PRIMARY	# PKG	COLOR	IGNITION	# OUTPUTS	APPLICATION
DC1-1	3 OHMS	2	Green	Dyna 2000HD Dyna 2000i / D2Ki Dyna "S" HD Stock / Dyna "S"	Dual	Dual Plug / Single Fire / Street / Race Race Only (Drag) Import Bike Replacement
DC1-2 Mini Series	3 OHMS	2	Black	Dyna 2000HD Dyna 2000i / D2Ki Dyna "S" Stock	Dual	Dual Plug / Single Fire / Street / Race Race Only (Drag) Import Replacement
DC1-3 Mini Series	3 OHMS	1	Black	Stock	Single	Single Coil Pkg Of DC1-2 Import Bike Replacement
DC2-1	1.5 OHMS	2	Brown	Dyna "S" HD Dyna "S" BMW	Dual	Dual Plug / Dual Fire Dual Plug Conversions
DC3-1	3 OHMS	2	Green	Dyna 2000HD Dyna 2000i / D2Ki Dyna "S" HD Stck	Single	Dual Plug / Single Fire / Street / Race Race Only (Drag) Import Bike Replacement
DC3-2 Mini Series	3 OHMS	2	Black	Dyna 2000HD Dyna 2000i / D2Ki Dyna "S" Stock	Single	Single Plug / Single Fire / Street / Race Race Only (Drag) Import Replacement
DC3-3 Mini Series	3 OHMS	1	Black	Stock	Single	Single Coil Pkg Of DC3-2 Import Bike Replacement
DC4-1	2.2 OHMS	2	Grey	Dyna 2000/4 Stock	Dual	Import Replacement Replacement
DC6-1	3 OHMS	1	Green	Dyna 2000HD Dyna 2000i / D2Ki Dyna "S" HD	Dual	Single Plug / Dual Fire / Street / Race Race Only "H" Style
DC6-4	3 OHMS	1	Black	Dyna 2000HD Dyna 2000i / D2Ki	Four (4) Tower Twin Fire Coil	Dual Plug / Single Fire / Street / Race
DC6-5 Mini Series	3 OHMS	1	Black	Dyna 2000HD Dyna 2000i / D2Ki	Four (2) Tower Twin Fire Coil	Single Plug / Single Fire / Street / Race
DC7-1	5 OHMS	1	Black	Dyna "S" HD Points HD	Dual	Single Plug / Dual Fire / "H" Style Points Application Replacement
DC8-1	5 OHMS	2	Black	Dyna "S" HD Stock	Dual	Dual Plug / Single Fire / Street Points Application Replacement
DC9-1	0.7 OHMS	2	Blue	Dyna 4000	Dual	Race Only High Energy



Dyna Twin Fire Ignition Coils will enhance the benefits of, and is the perfect compliment to the DD2000-HD1EP* Digital Ignition System. The **DC6-4** coil has all the features people have come to expect from a Dyna coil; high voltage (greater than 30,000 volts) with fast rise times, and high energy. The Dyna Twin Fire coil is the new standard for performance and packaging efficiency for single fire ignition installations on Harley-Davidson® Motorcycles. The Twin Fire coil incorporates two individual performance ignition coils into one easy to mount package. This solves the problem of trying to mount two ignition coils on Harleys when installing single fire ignition systems. The **DC6-5 Twin Fire Mini** coil is only slightly larger than the stock Harley coil and uses the stock mounting bracket.

The DC6-5 Twin Fire Mini coil will fit under the tank on most XL and FLH models as well as in the stock location on the side of the motor for FXR models or rear of the motor for Dyna and Softail models. The DC6-4 is used for all dual spark plug head applications. The Dyna Twin Fire coil can be used with any electronic v ignition system that incorporates dwell control, but cannot be used with the DS6-2 Dyna S or similar ignitions.



DYNA COILS	PRIMARY	# PKG	COLOR	IGNITION	# OUTPUTS	APPLICATION
DC9-2	0.7 OHMS	1	Black	Dyna 4000	Four (4) Tower Twin Fire Coil	Race Only High Energy
DC9-4	0.7 OHMS	2	Blue	Dyna 4000	Single	Race Only High Energy
DC10-1	5 OHMS	2	Black	Dyna "S"	Single	Single Plug / Single Fire / Street
DC11-1 Mini Series	0.5 OHMS	2	Black	Dyna Tc88-2 Dyna Tc88-3	Dual	Dual Plug Conversion Street / Race Import Bike Replacement
DC11-2 Mini Series	0.5 OHMS	1	Black	Dyna Tc88-2 Dyna Tc88-3	Dual	Single Coil Of Pkg Of DC11-1
DC12-1 Mini Series	0.5 OHMS	2	Black	Dyna Tc88-2 Dyna Tc88-3 Dyna Dspt-1	Single	Street / Race Import Bike Replacement
DC12-2 Mini Series	0.5 OHMS	1	Black	Dyna Tc88-2 Dyna Tc88-3 Dyna Dspt-1	Single	Single Coil Of Pkg Of DC12-1

DYNA Ignition System Coil Requirements:

DYNA 4000 Pro Ignition

Must use DC9-1, DC9-2 or DC9-4. The DYNA 4000 ignition system is designed for racing only and is matched to the characteristics of the DC9 series coil for optimum energy production.

DYNA S

Recommended - DC7-1, DC8-1, DC10-1, DC3-1, DC6-1. Use coil with 5.0 ohms primary resistance for street use, 3.0 ohms primary resistance for racing applications.

Single Plug Head

Single Fire - Use two single output coils, street or strip.
Dual Fire - Use one dual output coil, street or strip.

Dual Plug Head

Single Fire - Use two dual output coils, street only.
Dual Fire - Use two dual output coils, street or strip.

Dual Plug Head, single fire racing applications

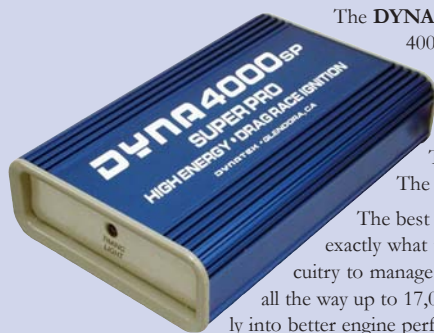
Use two DC2-1, 1.5 ohm coils, connected in series for each cylinder. Since these coils are dual tower, one tower of each coil must be shorted to chassis ground.

DYNA S (non-Harley)

Recommended - DC1-1. Use coil with 3.0 ohms primary resistance.

TWIN FIRE & MINI COIL FEATURES & BENEFITS:

No exposed laminations to rust and degrade performance.
High voltage and primary terminals machined from brass.
Ultrasonically welded and sealed against moisture.
Compact size fits easily under stock covers.
Peak gap current in excess of 50mA.
High impact thermoplastic housing.
Over 40,000 volts per output.
Accepts 7 to 8.8mm wires.
1 year warranty.



The **DYNA 4000 Super Pro** is the next generation drag race ignition for motorcycles. The Super Pro is a refinement of the venerable DYNA 4000 Pro, The Super Pro maintains all the excellent features of the DYNA 4000 Pro with the following enhancements:

- Substantially increased electrical noise immunity.
- Improved wire harnessing to insure bullet proof operation under all conditions.
- Compatibility with the new DYNA Remote Display.

The DYNA 4000 Super Pro Ignition is a high energy inductive ignition designed to meet the needs of the professional drag racer. The DYNA 4000 includes a built-in two stage rev limiter that is used for launch control and over rev protection.

The best ignition imaginable for a high rpm, high horsepower engine would have a long spark duration and deliver high spark energy. This is exactly what the DYNA 4000 has been designed to accomplish. By using specially designed coils, and special microprocessor based control circuitry to manage the high currents that these coils draw, the DYNA 4000 can deliver four times the spark energy of the most popular CD booster all the way up to 17,000 rpm! These high energy sparks also have the desirable long duration characteristics of inductive ignitions. This translates directly into better engine performance across the board.

The DYNA 4000 is not only a powerful ignition system, but also the smoothest two stage rev limiter available. The DYNA 4000 has a programmable launch limiter activated by a clutch switch to help maintain consistency at the starting line. A programmable over rev limiter is also implemented to prevent engine damage due to drive line breakage or missed shifts. The DYNA 4000 launch system is the choice of world champion drag racers due to its rock steady limiting characteristics. Other popular launch limiters cause engine harming banging and popping due to their unsteady limiting. The DYNA 4000 holds the rpm to a perfectly steady and smooth limit while preparing to launch.

Drag

KIT #	APPLICATION	MODULE	COIL (s)	PLUG WIRES
DYNA 4000 IGNITION KITS				
DPK4-HD1DF	H-D SINGLE PLUG, DUAL FIRE	DP4000-HD1S	DC9-1 (1)	DW800
DPK4-HD1SF	H-D SINGLE PLUG, SINGLE FIRE	DP4000-HD1S	DC9-4 (2)	DW800
DPK4-HD2DF	H-D DUAL PLUG, DUAL FIRE	DP4000-HD2S	DC9-1 (2)	DW800
DPK4-HD2SF	H-D DUAL PLUG, SINGLE FIRE	DP4000-HD2S	DC9-4 (4)	DW800
DPK4-HDTF	H-D TOP FUEL, DUAL PLUG, DUAL FIRE	DP4000-HDTF	DC9-1 (2)	DW800
DPK4-1	4 CYLINDER, SINGLE PLUG KIT	DP4000-1S	DC9-2 (1)	DW800
DPK4-2	4 CYLINDER, DUAL PLUG KIT	DP4000-2S	DC9-2 (2)	DW800
DPK4-1-SC	4 CYLINDER, SINGLE PLUG KIT, SLIDER CLUTCH	DP4000-1S-SC	DC9-2 (1)	DW800
DPK4-2-SC	4 CYLINDER, DUAL PLUG KIT, SLIDER CLUTCH	DP4000-2S-SC	DC9-2 (2)	DW800

KIT #	APPLICATION
DYNA 4000 IGNITION MODULE ONLY	
DP4000-HD1S	H-D SINGLE PLUG, DUAL FIRE
DP4000-HD2S	H-D SINGLE PLUG, SINGLE FIRE
DP4000-HDTF	H-D TOP FUEL, DUAL PLUG, DUAL FIRE
DP4000-1S	4 CYLINDER, SINGLE PLUG
DP4000-2S	4 CYLINDER, DUAL PLUG
DP4000-1S-SC	4 CYLINDER, SINGLE PLUG KIT, SLIDER CLUTCH
DP4000-2S-SC	4 CYLINDER, DUAL PLUG KIT, SLIDER CLUTCH
DYNA 4000 REMOTE DISPLAY	
DRD-1	



The **DYNA Digital Remote Display** is a companion product for use with the DYNA 4000 Super Pro ignition. The Remote Display simply plugs into a pigtail on the Super Pro harness to give you access to the following features:

- Real time digital read out of engine rpm - Set low or high rpm limit from handle bar area with engine running.
- Both rev limiters can be set from 2000 to 16000 rpm in 200 rpm increments.
- Clutch switch indicator LED allows precise adjustment of clutch switch operation.
- Test mode allows all ignition system functions to be tested with the engine off. In Test Mode you can cause the ignition to create sparks at a simulated rpm with the engine not running. All ignition functions work, rev limits, shift kill function, and tach output. This allows you to test all other accessories attached to the ignition system also, such as shift light, data recorder, or other devices.

KIT #	APPLICATION
DYNA 4000 IGNITION ACCESSORIES	
TSRM-2	RETARD MODULE, 2 CYLINDER
TSRM-4	RETARD MODULE, 4 CYLINDER
DSC-2	SHIFT COUNTER, 6 SPEED
DCT1-5	CRANK TRIGGER, CB750/900/1100
DCT1-6	CRANK TRIGGER, CBR600F
DCT1-10	CRANK TRIGGER, CBR600F2/F3/900RR/1100XX
DCT2-1	CRANK TRIGGER, KZ900,1000,1100
DCT2-4	CRANK TRIGGER, 900/1000 NINJA, ZX10/11
DCT2-7	CRANK TRIGGER, ZX7/7R/7RR/9R
DCT2-11	CRANK TRIGGER, ZX6
DCT3-2	CRANK TRIGGER, GS750/1000/1100/1150
DCT3-3	CRANK TRIGGER, GSXR750/1100/BANDIT/KATANA
DCT3-4	CRANK TRIGGER, GSXR750/1100/RF900 WC
DCT7-1	CRANK TRIGGER, FJ1100/1200
DCTHD	CRANK TRIGGER, H-D
DBTR-1P	BILLET TIMING ROTOR, CB750/900/1100
DBTR-2P	BILLET TIMING ROTOR, KZ900,1000,1100
DBTR-3P	BILLET TIMING ROTOR, GS750/1000/1100/1150

NOTE - for slider clutch applications, two additional 4 cylinder module part numbers are available:

DP4000-1S-SC DYNA 4000 Super Pro module, 4 cyl single plug, 4000-7750 low limit

DP4000-2S-SC DYNA 4000 Super Pro module, 4 cyl dual plug, 4000-7750 low limit

NOTE - Coil types listed above are:

DC9-1 0.7 ohm, two tower blue coil

DC9-2 0.7 ohm, four tower Twinfire

DC9-4 0.7 ohm, single tower blue coil

(Twinfire coils contain two ignition coils in one easy to mount package)

NOTE - If the customer needs a trigger plate assembly, a DYNA Crank Trigger for the engine of interest must also be ordered.

- The DYNA 4000 Super Pro uses the DYNA Pro Series Crank Trigger as a pickup. The DYNA 4000 Super Pro is simply connected between the trigger and the ignition coils.
- The DYNA 4000 Super Pro automatically shuts off when the engine is not running, even if the ignition power is left on. This prevents battery drain and coil overheating.
- The DYNA 4000 Super Pro has built in diagnostic circuitry and an indicator LED that can be used to static time the motor.
- The DYNA 4000 Super Pro must be used with DYNA DC9-1, DC9-2, or DC9-4 coils for proper operation.
- The DYNA 4000 Super Pro is available both as a dual output unit for single plug per cylinder engines and as a quad out put unit for dual plug per cylinder engines.
- The DYNA 4000 Super Pro is available for both in line four cylinder and Harley Davidson engines.
- The DYNA 4000 Super Pro is housed in an easily mounted case, approximately 6" x 3 3/4" x 1 1/4".



KIT #	APPLICATION
DYNA SHIFT SYSTEMS	
DSL-1	SHIFT LIGHT
DSM-2	SHIFT MINDER, 2 CYLINDER
DSM-2H	SHIFT MINDER, 4 CYLINDER
DSM-4	SHIFT MINDER, 4 CYLINDER
DSM-4H	SHIFT MINDER, 4 CYLINDER
DSMS-2	SHIFT MINDER, 2 CYLINDER
DSMS-2H	SHIFT MINDER, 4 CYLINDER
DSMS-4	SHIFT MINDER, 4 CYLINDER
DSMS-4H	SHIFT MINDER, 4 CYLINDER
DYNA RPM LIMITERS	
DRL-300	INDUCTIVE REV LIMITER
DRL-300-CDI	MAGNETO CDI REV LIMITER
DRL-400	2 STAGE REV LIMITER
DRL-400-HD	2 STAGE REV LIMITER H-D



The DYNA 4000 Pro Two Stage Retard Module (TSRM) is an accessory component for use with the DYNA 4000 Pro Ignition System. The Two Stage Retard Module provides two independently adjustable ignition retard stages that can be activated during a run. You actually end up with three timing settings that can be activated during the run: the static pickup timing and two stages of retard. Each retard stage is adjustable from 2 to 20 degrees retard in 2 degree increments.



The Dyna Shift Minder System is the ultimate in racing shift light products. The Shift Minder System consists of an attractive billet aluminum Shift Light and the Shift Minder control module. The Dyna Shift Light is a hallmark of the quality, reliability, and innovation that Dynatek strives to include in every product. Machined billet aluminum with an attractive black and gold anodize finish contribute to a custom rugged appearance. The Dyna Shift Light is more than the most attractive shift light on the market, it is also track proven to be the most reliable. Repeated track testing on Pro Stock drag vehicles has proven the Dyna Shift Light to be capable of withstanding the rigors of racing with highly extended bulb life compared to other products.

The Dyna Shift Light is activated by the Dyna Shift Minder control module. The Shift Minder control module is a small electronic box which monitors the engine rpm in order to trigger the Shift Light at precisely the right time. The Shift Minder control module has been designed with extremely accurate circuitry to insure triggering accuracy to better than 1 %. The Shift Minder control module is adjustable to switch at any of 64 different rpm settings with a 125 rpm increment between settings. The Shift Minder control module is self contained and requires no additional parts for rpm switch point selection.



The **Dyna S** is a complete self-contained electronic ignition system built with the latest state-of-the-art engineering. This is the same ignition used by top drag and road racers to win numerous victories and set records over the past decade. The Dyna S is completely housed behind the ignition cover and uses a magnetic rotor with the original spark advancer, so the factory advance curve is maintained.

The venerable Dyna S ignition is a time proven solution to the basic ignition and trigger needs of the modern race bike. As a stand alone ignition or as a trigger for the Dyna 4000 Pro ignition, the Dyna S is the standard of performance and reliability.



Dyna III Electronic Ignition increases the high rpm coil energy storage by approximately 70%! The Dyna III allows the coils to build up to maximum current, and even at high rpm's, you get a more powerful consistent charge to the plugs for top operating efficiency. The sealed aluminum module is unaffected by dirt, moisture, oil or vibration.

Dyna S, Dyna III & Ignition Boosters

DYNA "S" IGNITIONS

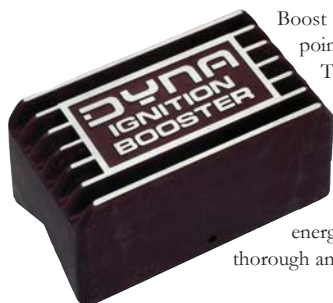
MODEL	YEAR	PART #	DYNA PERFORMANCE REPLACEMENT COILS
HARLEY-DAVIDSON			
350 / 400 Four (4) Cylinder	1972-1977	DS6-1	DC7-1
500 / 550 / 750 Four (4) Cylinder	1969-1978	DS6-2	DC10-1
HONDA			
350 / 400 Four (4) Cylinder	1972-1977	DS1-1	DC8-1
500 / 550 / 750 Four (4) Cylinder	1969-1978	DS1-2	DC1-1
GL 1000	ALL	DS1-3	DC1-1
KAWASAKI			
900 / 1000 / 1100 Four (4) Cylinder Air Cooled	1973-1985	DS2-1	DC1-1
550 / 650 / 750 Four (4) Cylinder	ALL	DS2-2	DC1-1
SUZUKI			
550 / 750 Four (4) Cylinder	1977-1978	DS3-1	DC1-1
550 / 750 / 850 / 1000 / 1100 Four (4) Cylinder (ND)	1977-1981	DS3-2	DC1-1
1000 / 1100 Four (4) Cylinder	1982-1983	DS3-2	DC1-1
GS 400 TWIN w/ COILS	ALL	DS3-3C	DC10-1 Included
DUCATI			
750 TWINS	1972-1974	DS4-1	DC10-1
MOTO GUZZI			
V35 / V50 / V65	ALL	DS5-1	DC10-1

DYNA III IGNITIONS

BMW			
ALL MODELS	1970-1978	D35-1	DC2-1 (Dual Plug)
MOTO GUZZI			
BIG ENGINES	1974-1987	D37-1	DC10-1

DYNA IGNITION BOOSTERS

SINGLE POINTS		DBR-1	
DUAL POINTS		DBR-2	



Boost ignition power in your points equipped motorcycle. The unique **Dyna Ignition Booster** improves performance by transforming the usual inconsistent electrical surges into precisely controlled bursts of energy to the coil for more thorough and efficient combustion.

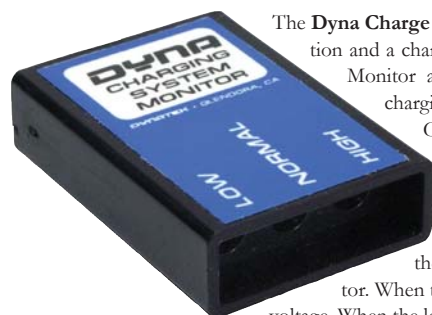
- No more burned points; current reduced to 0.1 amp
- Module is unaffected by dirt, moisture, oil or vibration
- Ultra fast spark voltage rise time; 50% faster than points
- Extends spark plug life
- 3-Year factory warranty
- Single and dual ignition models available

Dynatek "Dyna" Wires are made from high grade automotive, silicon jacketed, high tension cable. All wires are supplied with finished spark plug boot ends and loose coil terminals to allow the final length to be determined by the user. Wires are available with a solid copper core for use on older vehicles where electrical interference is not an issue. For use on new vehicles with electronic advance ignitions or other sensitive electronic equipment, use DYNA suppression wires with a high grade graphite core for best performance and electrical noise suppression. Both wire types ensure maximum energy transfer.

Accessories



The **Dyna Voltage Monitor** is a necessity for any battery ignition vehicle that does not have a charging system such as many race vehicles. The Voltage Monitor gives a clear indication of battery condition at any time with a quick glance at the three indicator LED's. The Voltage Monitor is housed in a small easy to mount case. The control electronics are epoxy encapsulated to form a tough durable unit. The Voltage Monitor can be used on any vehicle with a 12 volt battery system. The Voltage Monitor has three indicator LED's to show battery condition: green, amber, and red. When the green LED is on, the battery is charged. When the amber LED is on, the battery is starting to get low. When the red LED is on, the battery is low and should be recharged before further use.



The **Dyna Charge Monitor** is a valuable addition to vehicles with a battery ignition and a charge system as found on nearly all stock vehicles. The Charge Monitor allows easy determination of the operational state of the charging system with a quick glance at the indicator LED's. The Charge Monitor is housed in the same small rugged case as the Voltage Monitor. The Charge monitor can be used on any vehicle with a 12 volt battery/charge system. The Charge Monitor has three indicator LED's to show the charge status: red, amber, and red. When the right most red LED is on, the battery is being overcharged due to a faulty voltage regulator. When the green LED is on, the battery is being charged at a normal voltage. When the left most red LED is on, the battery voltage is getting very low and the charge circuit or battery is failing.

Dyna Spark Plug Wires

Part #	Application
DW-100	7mm, yellow silicone, copper core
DW-200	7mm, black silicone, copper core
DW-300	7mm, red silicone, copper core
DW-500	7mm, yellow silicone, suppression core
DW-600	7mm, black silicone, suppression core
DW-800	8mm, grey silicone, suppression core
DW-1100	7mm, black silicone, suppression core
DW-1200	8mm, grey silicone, suppression core

Voltage Monitor

Part #	Application
DVM-1	Any vehicle with a 12 volt battery system

Charge Monitor

Part #	Application
DCM-1	Any vehicle with a 12 volt battery system

Accessories



The **Dyna Shift Counter** is the missing link of the chain of systems on a drag bike. The Shift Counter provides the proper interaction between the air shifter system, the ignition system, the transmission, and other systems. Shift Counter Features:

- Built-in programmable electronic shift kill (replaces failure prone, not easily adjustable, mechanical air kill switches) Includes 1-2 auto, 1-2-3 auto and 1-2-3-4 auto modes. Shift kill can be set at 20, 30, 40, 50, 60, 70, 80 or 90 milliseconds. Can automatically control semi-automatic transmission kill sequences. Gear selector outputs allow you to control other devices according to current gear selection. You can activate multi-stage nitrous systems, waste gates, fuel systems, timing control, or anything else according to transmission gear.
- Plugs right into the Dyna 4000 Pro ignition kill input (and can be used with other ignitions)

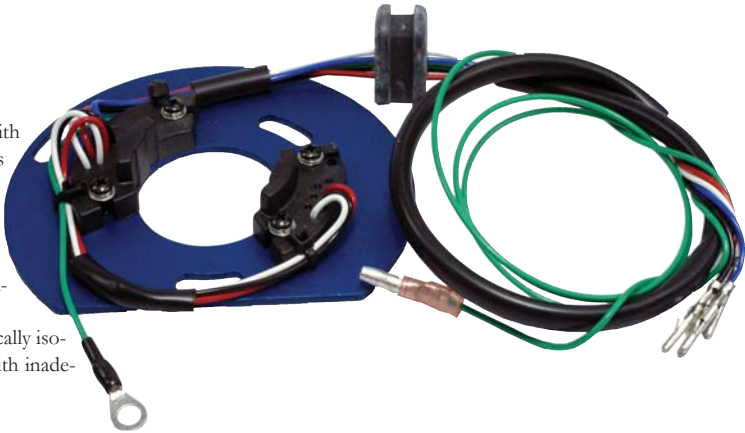
The Shift Counter consists of a small box, approximately 3" x 2.5" x 1", with six screw terminals on one end. Above each screw terminal is an LED lamp to indicate which terminal (or gear) is active. When a terminal is active, it is a source of 12 volts which can be used to activate other devices. The Shift Counter must be used in conjunction with an electric switching valve on the air shift system (electric over air setup). The Shift Counter trigger input is connected to the handle bar electric shift button. When the electric shift button is pressed, the Shift Counter is triggered and rotates its outputs to the next gear. At the time of the 1-2 shift, the Shift Counter will deactivate the 1st gear screw terminal and activate the 2nd gear terminal. During the shift the Shift Counter will generate a shift kill pulse of the selected duration to kill the ignition during the shift. The shift kill duration is adjustable between settings of 20, 30, 40, 50, 60, 70, 80 or 90 milliseconds. When the Shift Counter is used on a vehicle, an air kill switch is no longer necessary. The Shift Counter will continue to function similarly each time the shift button is pushed, rotating its outputs on each successive shift until the vehicle is in high gear.

The Shift Counter has four shift kill modes which are user selectable: 1-2 auto kill mode, 1-2-3 auto kill mode, 1-2-3-4 auto kill mode and full manual mode. The auto mode eliminates the headaches associated with the task of setting up the kill for a semi-automatic transmission.

Dyna Shift Counter Part # DSC-2

The **Dynatek Pro Series Crank Trigger** is a newly designed crankshaft pickup for use with the Dyna 2000 Sportbike and Dyna 4000 Pro Ignition System. The Pro Series Pickup consists of a blue anodized aluminum base plate with two injection molded pickup assemblies. The Pro Series Crank Trigger is a superior pickup for the 4000 for the following reasons:

- Improved noise margin - The Pro Series Crank Trigger provides a stronger pickup signal with more distinct high and low voltage levels for improved triggering of the ignition in harsh environments.
- Total immunity to engine grounding problems - The Pro Series Crank Trigger is electrically isolated from the engine case, giving total immunity to electronic problems associated with inadequate engine grounding.
- Pre-wired for the Dyna 2000 Dyna 4000 ignition - The Pro Series Crank Trigger is a direct plug in!
- Shorter Module Height - The Pro Series Crank Trigger modules are 1/2" tall (Dyna S is 3/4" tall) allowing them to fit under GSXR ignition covers without modification
- Lighter weight
- Lower cost
- Uses standard Dyna 4000 magnet rotors



KIT # APPLICATION	
DYNA TACH ADAPTERS	
T-101	TACH ADAPTER
T-103	TACH ADAPTER
T-105	TACH ADAPTER
DYNA COIL BRACKET	
DCB-1	BMW COIL BRACKET
DCB-2	H-D SOFTAIL COVER BRACKET
TOOLS	
CT-1	SPARK PLUG WIRE CRIMP TOOL

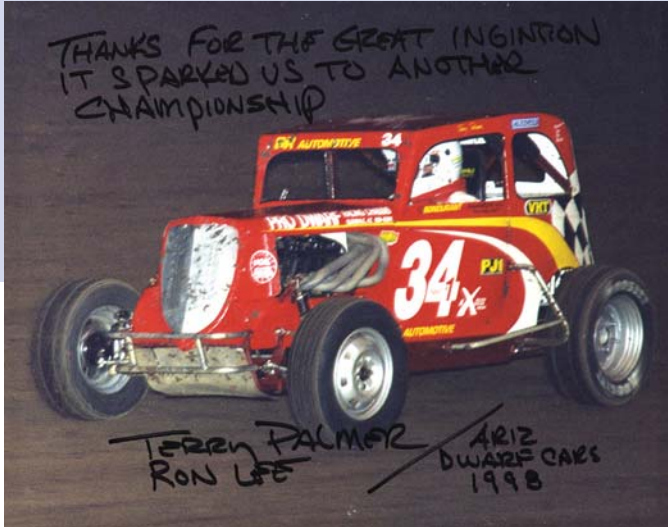


Photo courtesy of James A. Fargo



Dynatek in Action

Monday, January 03, 2005

Dynatek Ignitions
161 S. Valencia St.
Glendora, California 91741
USA

Attention: Scott Valentine

Dear Scott,

I want to thank you for the great support you have given this past year.

For years I have used your electronics and I have to say I appreciate the quality and engineering that goes into your product.

Recently at the Pro Star Gainesville race I was runner up to Cory Hogan. While getting there I set two personal bests, -turning a 6:74 ET as well as repeatedly going over 200 mph.

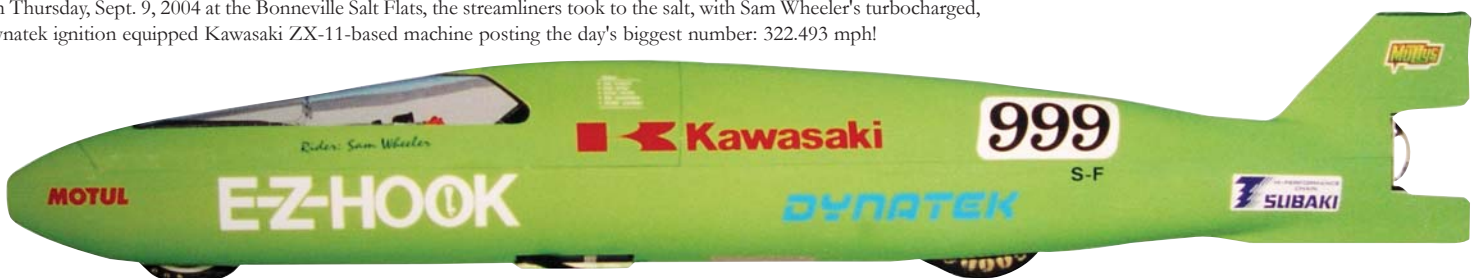
While only attending three of the races I climbed from 17th position to 10th. And I didn't break a part. (I think this actually means I probably made money)

Thank you Scott and thank your crew for well-engineered electronics.

Steve Dawson
FB#10



On Thursday, Sept. 9, 2004 at the Bonneville Salt Flats, the streamliners took to the salt, with Sam Wheeler's turbocharged, Dynatek ignition equipped Kawasaki ZX-11-based machine posting the day's biggest number: 322.493 mph!





Visit us online at:
www.dynaonline.com

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