



DYNATEK

dyna performance electronics

2016 PRODUCT CATALOG





DYNA FUSION EFI

Available for most V-Twin, Sportbike, Metric Cruiser, and Off-Road vehicles, the Dynatek Fusion EFI uses RPM and throttle position inputs to base fuel adjustments on. In some cases additional inputs can be used such as cylinder head or water temperature as well as gear position or boost.

The Fusion EFI has 250 rpm resolution and 10 throttle position columns giving you up to 640 individual mapping points for fuel and an equal number for ignition timing (if ignition equipped). This is the kind of "POINT SPECIFIC" adjustability that is necessary with today's bikes and the parts that are available for them.

STANDARD FEATURES

- **USB POWERED FROM COMPUTER**
- **2 POSITION MAP SWITCHING FUNCTION**
BUILT IN (Map switch not included)
- **GEAR POSITION**
(Allows for map adjustment based on gear)
- **10 THROTTLE POSITION COLUMNS**
- **BUILT IN QUICK SHIFTER ADJUSTABILITY**
(Adjustable per gear sensor and shift rods not included)
- **ENHANCED "ACCEL PUMP" UTILITY**
- **"WARM UP" FUEL ADJUSTMENT** *(Unit reads engine temp and allows fuel adjustments based on it)*
- **INDIVIDUAL CYLINDER MAPPING**
- **ANALOG INPUT** *(Allows user to use any 0-5 volt sensor and build an adjustment table based on its input such as boost)*



DYNATEK FUSION EFI WITH FUEL & IGNITION CONTROL*

For select single and twin cylinder engines, fuel delivery and spark advance adjustments can now be made.

STANDARD FEATURES

- **ALLOWS +/-20 DEGREES OF TIMING ADJUSTMENT**
- **ADJUST TIMING PER CYLINDER**
- **ADJUST TIMING PER GEAR**
- **RAISE YOUR REV LIMIT**
(Only available on select models)
- **ADJUST TIMING BASED ON TEMPERATURE OR BOOST INPUTS**
- **BUILT IN LAUNCH LIMITER**
- **GEAR POSITION TIMING**
- **BOOST/NITROUS RETARD TIMING**
- **PIT LANE LIMITER**



ANOTHER FEATURE OF THE FUSION EFI WITH FUEL AND IGNITION IS THE ABILITY TO USE ANY TWO OF THESE FUNCTIONS AT THE SAME TIME:

- **MAP SWITCH**
 - **QUICK SHIFTER**
 - **PIT LANE SPEED LIMITER**
 - **LAUNCH CONTROL**
- *SELECT MODELS. ALL OTHERS OFFER FUEL CONTROL ONLY.

MAP SELECTION SWITCH

SWITCH BETWEEN TWO DIFFERENT MAPS WITH THE FUSION EFI MODULE AND SELECT MODELS OF DYNA 3000 DIGITAL IGNITIONS.

For touring bikes, this could be used to switch between a "FUEL ECONOMY MAP" for long rides and a "FULL PERFORMANCE MAP".

For sport bikes, it could be used for applications such as "DRY NITROUS OXIDE" kits to permit the user to make the fuel mixture Richer when activating the system.



DMS-1

FUSION EFI

DYNATUNE

The DynaTune kit monitors the fuel mixture by installing the included wideband O2 sensor(s) in the exhaust. It then sends this information to the Dynatek Fusion EFI Control Module and automatically corrects it as you ride, letting you feel the changes as they happen. Each map that we offer has preset Air/Fuel ratio target values included that we find to be the best overall settings. This lets you simply plug in the unit and let it do the work.



SINGLE CHANNEL

A single channel kit that includes a single wideband O2 sensor.
DT-1 Universal



DUAL CHANNEL

A dual channel kit includes two wideband O2 sensors and is designed for twin cylinder motorcycles/ATVs that use the Dynatek Fusion EFI, allowing control of two cylinders simultaneously.

DT-2 Universal • DT-3 Harley J1850 models •
DT-4 Harley CANbus models

QUICK SHIFTER

The Dynatek Quick Shifter (DQS) connects to all Fusion EFI modules and the 2000SE ignitions allowing full throttle, clutchless shifting. This is done by momentarily cutting the fuel and/or ignition, which unloads the transmission. During this time, the rider can shift up to the next gear without rolling off the throttle or using the clutch.

This Dynatek Quick Shifter sensor mounts inline with the shift rod. The customer must provide the appropriate "length and thread" shift rod. This sensor is available in both "push" and "pull" styles depending on the direction the shift rod moves during an up shift. For most applications, a Shift Rod Kit is available.



PART #	DESCRIPTION
QUICK SHIFTER SENSORS	
DQS-2	PULL TYPE SENSOR
DQS-3	PUSH TYPE SENSOR

PART #	DESCRIPTION
QUICK SHIFTER SHIFT RODS	
32104060 SHIFT ROD A	UNIVERSAL TIE ROD, F-M6xF-M6
32104050 SHIFT ROD B	UNIVERSAL TIE ROD, M-M6xM-M6
32104030 SHIFT ROD C	UNIVERSAL TIE ROD, F-M6xM-M6
32105030 SHIFT ROD D	UNIVERSAL TIE ROD, F-M8xM-M6



FUSION ACCESSORIES

DYNATEK FI CONTROLLER

Through Dynatek's Fuel Injection Controller, the fuel circuits on current vehicles can be modified both richer and leaner than stock by as much as +250% to -100%* in any particular area of the power spread. Also, up to 3 pre-programmed Fuel Curve Maps are adjustable to your preference.

- USES OEM STYLE CONNECTORS AND HIGH QUALITY WIRING HARNESSSES.
- SMALL, LIGHTWEIGHT AND EASY-TO-FIT ON THE BIKE.
- PRE-PROGRAMMED FUEL CURVE MAPS SPECIFIC TO MAKE & MODEL
- NO COMPUTER NECESSARY FOR MODIFYING FUEL MANAGEMENT.
- FULLY ADJUSTABLE COMPUTER COMPATIBILITY* FOR ULTIMATE TUNING AND PERSONALIZATION.
- SOFTWARE IS COMPATIBLE WITH DYNOJET'S POWER COMMANDER MAPS, SO YOU CAN DOWNLOAD POWER COMMANDER MAPS TO THE FI CONTROLLER.

*ONLY AVAILABLE WITH USB EQUIPPED MODELS, OLDER MODEL FI CONTROLLER ONLY HAVE -100%/+100% FUEL ADJUSTABILITY WITH ALL CHANGES MADE BY ADJUSTING THE POTENTIOMETERS- SEE INSTALLATION GUIDE FOR FURTHER DETAILS.



FI CONTROLLER

DYNA 2000i (2KI) PROGRAMMABLE/DYNA 2000P PROGRAMMABLE FEATURES

- PART THROTTLE CURVE
- WIDE OPEN THROTTLE CURVE
- REV LIMIT
- REAR CYLINDER OFF SET
- DEAD CRANKING REV'S
- SECURITY PIN #
- SINGLE/DUAL FIRE*
- RETARD MODE

SELECTABLE FEATURES

- ADVANCE CURVE
- REV LIMIT
- RETARD MODE
- SINGLE/DUAL FIRE*

STATUS LED INDICATIONS

- POWER UP
- PICK UPS
- RETARD MODE
- PROGRAMMING FUNCTION
- OVERCURRENT PROTECTION
- VOES SWITCH OPERATION
- STATIC TIMING

* MODELS DD2000-HD2EP & DD2000-HD2EP8 ARE DUAL FIRE ONLY

DYNA 2000i (2KI) PROGRAMMABLE IN-CONE IGNITION

The Dyna 2000i (2Ki) is a completely self contained programmable ignition system that mounts entirely in the cone on EVO and Shovelhead engines. Offering all of the same features as the 2000P system as well as PC Programmability the Dyna 2000i is the answer for all your ignition needs.



HARLEY IGNITIONS



A black rectangular digital ignition module with a blue label that reads "DYNA 2000P". It is connected to a black extension harness with several colored wires. A small black component with a red and black wire is also shown. A pair of green-handled wire cutters and several red and yellow electrical terminals are laid out on the surface.

DYNA 2000P DIGITAL IGNITION MODULE

The Dyna 2000 Digital Ignition System for Harley-Davidson® Motorcycles has become the standard for performance and versatility in the Harley aftermarket. The Dyna 2000 allows selection between four different advance curves, and offers a quick curve which simulates a mechanical advancer for hot rod motors. There are four independent rev limiter settings from 6000 to 7500 rpm. Including a special retard mode for use with turbocharged and nitrous bikes. The Retard Mode allows selection of ignition retard of 5, 7, or 10 degrees upon activation of retard input, and the option to use vacuum advance compensation via a V.O.E.S. switch. Dyna 2000 ignition modules use the stock

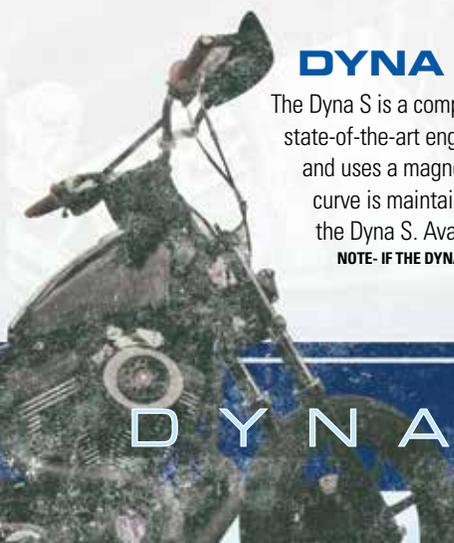
factory pick-up and simply plug into the existing factory wiring harness on 1991-1998 model bikes. An extension harness, 1009001 is available for installing the Dyna 2000 on 1990 and earlier bikes.

A black rectangular electronic ignition module with a silver magnetic rotor assembly. The rotor has a blue and black design. The module is shown next to its original spark advancer component.

DYNA S ELECTRONIC IGNITION

The Dyna S is a complete self-contained electronic ignition system built with the latest state-of-the-art engineering. 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. Must be used with mechanical advance unit, not included with the Dyna S. Available in Dual and Single Fire systems.

NOTE- IF THE DYNA S IS USED ON 1980 OR LATER ENGINES A MECHANICAL ADVANCE UNIT MUST BE USED.

A close-up view of a motorcycle engine, showing the cylinder head, valve train, and timing cover.

DYNA ONLINE.COM

TC88-2P DIGITAL IGNITION

The TC88-2P 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 TC88-2P 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 5750-7500 rpm. All TC88-2P functions have full digital accuracy to insure maximum performance with unparalleled quality. The TC88-2P is also fully PC Programmable for custom tuning.



TC88-3 AND DSPT-1 IGNITIONS

The TC88-3 and DSPT-1 are Single Fire, fully PRE-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 is 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 1 year warranty.

PROGRAMMING KITS & HARNESSES

Take your Dyna Ignition to the next level with the Curvemaker Programming Kit that works with the D2KI-P, TC88-2P, & 2000-HDP. Now over the counter buyers, performance tuning shops and engine builders can find all that they need to properly tune their bikes.



HARLEY IGNITIONS

DYNATEK H-D IGNITION APPLICATIONS

MODEL YEAR	PART #	SINGLE/DUAL FIRE	# OF ADVANCE CURVES	# OF RETARD CURVES/DEGREES	IGNITION PLUG & PLAY	PROGRAMMING KIT #	DIGITAL OUTPUTS	REPLACEMENT COILS
EVO TYPE ENGINES								
(DYNA 2000i DKi) DIGITAL IN CONE IGNITIONS								
1970-1998 (CARB)	D2K1-1P	SGL PLUG/SGL FIRE	8	3 (10,7,5)	NO	DIPK-1,DIPK-7 & PH-1	1/TACH	1-10
DYNA 2Ki IGNITION & COIL KITS								
1970-1998 (CARB)	D2K1-2P	SGL PLUG/SGL FIRE	8	3 (10,7,5)	NO	DIPK-1,DIPK-7 & PH-1	1/TACH	5 INCLUDED
1970-1998 (CARB)	D2K1-3P	DUAL PLUG/SGL FIRE	8	3 (10,7,5)	NO	DIPK-1,DIPK-7 & PH-1	1/TACH	1 INCLUDED
1970-1998 (CARB)	D2K1-4P	DUAL PLUG/DUAL FIRE	8	3 (10,7,5)	NO	DIPK-1,DIPK-7 & PH-1	1/TACH	4 INCLUDED
1970-1998 (CARB)	D2K1-5P	SGL PLUG/SGL FIRE	8	3 (10,7,5)	NO	DIPK-1,DIPK-7 & PH-1	1/TACH	10 INCLUDED
DIGITAL IGNITION MODULE (DYNA 2000)								
Sportsters, FLH to 93, FXR to 95	DD2000-HD1EP	BOTH	8	3 (10,7,5)	YES	DIPK-2	1/TACH	1 - 10
All 94-later Sportsters FLH, 95-later FXR	DD2000-HD1E8P	BOTH	8	3 (10,7,5)	YES	DIPK-3	1/TACH	1 - 10
Sportsters, FLH to 93, FXR to 95	DD2000-HD2EP	DUAL	8	3 (10,7,5)	YES	DIPK-2	1/TACH	1 - 8
All 94-later Sportsters FLH, 95-later FXR	DD2000-HD2E8P	DUAL	8	3 (10,7,5)	YES	DIPK-3	1/TACH	1 - 8
ACCESSORIES 7 TO 8 PIN ADAPTER 1009002 EXTENSION HARNESS 1009001								
DYNA 2000 IGNITION & TWINFIRE COIL KITS								
Sportsters, FLH to 93, FXR to 95	SFK-1	BOTH	8	3 (10,7,5)	YES	DIPK-2	1/TACH	10 INCLUDED
All 94-later Sportsters FLH, 95-later FXR	SFK-3	BOTH	8	3 (10,7,5)	YES	DIPK-3	1/TACH	10 INCLUDED
POINTS REPLACEMENT (DYNA S)								
1970-1998 (CARB)	DS6-1	DUAL	1 / ADVANCER	NONE	NO	N/A	NONE	11
1970-1998 (CARB)	DS6-2	SINGLE	1 / ADVANCER	NONE	NO	N/A	NONE	13
DYNA S IGNITION & COIL KIT								
1970-1998 (CARB)	DSK6-1	DUAL	1 / ADVANCER	NONE	NO	N/A	NONE	11 INCLUDED
1970-1998 (CARB)	DSK6-2	SINGLE	1 / ADVANCER	NONE	NO	N/A	NONE	13 INCLUDED
TWIN CAM, 883 & 1200 TYPE ENGINES								
TWIN CAM / SPORTSTER								
1999-2003	TC88-2P	SINGLE	16	0	YES	DIPK-4	NONE	14,15,16,17,18
2004-2006	TC88-3	SINGLE	16	0	YES	N/A	NONE	14,15,16,17,18
883 / 1200								
2004-2006	DSPT-1	SINGLE	16	0	YES	N/A	NONE	14,15,16,17,18

DYNATEK HARLEY-DAVIDSON® REPLACEMENT COILS

TABLE REFERENCE	COIL PART #								
1	DC1-1	5	DC3-1	9	DC8-4	13	DC10-1	17	DC12-2
2	DC1-2	6	DC3-2	10	DC8-5	14	DC11-1	18	DC6-6
3	DC1-3	7	DC3-3	11	DC7-1	15	DC11-2	19	DC6-7
4	DC2-1	8	DC6-1	12	DC8-1	16	DC12-1		

8 0 0 - 9 2 8 - 3 9 6 2





DYNA 2000 DIGITAL IGNITION

The Dyna 2000 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 require for maximum engine performance.

The Dyna 2000 also has the ability to be custom programmed via a personal computer. Like our programmable Harley-Davidson® and Dyna FS ignitions the Dyna 2000 can be programmed with a custom advance curve, retard mode curve and RPM limit using the optional DIPK-5 Curvemaker Programming Kit. There are also 2 programmable RPM outputs that can be used to activate a shift light or other RPM activated device.

DYNA 2000 FEATURES:

- **FULLY STATIC TIMEABLE** Set the timing accurately to the desired value without having the engine running.
- **INDEPENDENT 1/4 2/3 CYLINDER TIMING** The Dyna dual sensor crank trigger uses one sensor for cylinders 1 & 4 and the other cylinder for 2 & 3 allowing you to accurately set the timing for each cylinder pair on most models.
- **BUILT-IN STATIC TIMING LIGHT** An LED light built into the Dyna 2000 ignition allows you to monitor the crank trigger signal status and easily set the ignition timing.
- **FIVE DIFFERENT ADVANCE CURVES** You can advance slowly to dial out ping on high compression motors or bring the advance in quickly on quick revving motors or select a curve in between to maximize the performance of your combination.
- **FOUR DIFFERENT RETARD MODES** The Dyna 2000 is an ideal solution for turbo or nitrous combinations.
- **SAFETY INTERLOCK INPUT** Keep your side stand safety switch functional or hook up a theft prevention switch, or activate a shift lever kill for road racing.
- **BROAD RANGE REV LIMITER** Adjustable from 8500 to 16,000 rpm to let you run in any range you want.
- **DIGITAL TACH OUTPUT** Your tachometer will run smooth and accurate, even at the rev limit.
- **HIGH ENERGY** An innovative dwell control scheme maximizes spark energy to 16,000 rpm! The Dyna 2000 can be used with 2.2 ohm or 3 ohm coils.
- **COMPLETE WIRING HARNESS**
- **LOW COST!** The Dyna 2000 system in most cases costs less than a stock ignition box.
- **TEST MODE**
- **EASY MOUNTING**



SPORT BIKE IGNITIONS

DYNA 2000SE DIGITAL IGNITION

The Dynatek 2000SE Ignition is the latest from Dynatek for coil-on-plug motorcycles. This piggyback system allows you to control the ignition timing of your motorcycle's engine as well as the additional features shown below. The 2000SE uses direct coil driver technology and allows a high degree of timing adjustment.

DYNA 2000SE FEATURES

- PC PROGRAMMABLE IGNITION MAPS
- +/- 20 DEGREE TIMING RANGE
- INDIVIDUAL CYLINDER TIMING
- TIMING CAN BE ADJUSTED BASED ON BOOST OR TEMPERATURE INPUTS
- GEAR POSITION TIMING
- BUILT IN LAUNCH LIMITER
- PIT LANE LIMITER
- QUICK SHIFTER COMPATIBLE

DYNA III ELECTRONIC IGNITION DYNA IGNITION BOOSTER

The Dyna III 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.

The Dyna Ignition Booster for points equipped models improves performance by transforming inconsistent electrical surges into controlled bursts of energy to the coil for improved performance and extended point life.

D Y N A O N L I N E . C O M

DYNA S ELECTRONIC IGNITION

The Dyna S is a complete self-contained electronic ignition system built with the latest state of the art engineering. 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.



DYNA S, DYNA III & DYNA IGNITION BOOSTER APPLICATIONS

MODEL	YEAR	PART #	REPLACEMENT COILS
DYNA S ELECTRONIC IGNITIONS			
HONDA			
350/400 four cylinder	1972-1977	DS1-1	DC8-1
500/550/750 four cylinder	1969-1978	DS1-2	DC1-1
500 & 550 MODELS ARE RECOMMENDED TO USE THE DC8-1.			
GL1000	1975-1979	DS1-3	DC1-1
KAWASAKI			
900/1000/1100 Four Cylinder- Air Cooled	1973-1985	DS2-1	DC1-1
550/650/750 four cylinder	1976-1982	DS2-2	DC1-1

MODEL	YEAR	PART #	REPLACEMENT COILS
DYNA S ELECTRONIC IGNITIONS CONT.			
SUZUKI			
550/750 four cylinder (KD)	1977-1978	DS3-1	DC1-1
550/750/850/1000/1100 Four Cylinder (ND)	1977-1981	DS3-2	DC1-1
1000/1100	1982-1983	DS3-2	DC1-1
GS 4 in w/coils	1976-1978	DS3-3C	DC1-1
GS 400 TWIN W/COILS	1976-1978	DS3-3C	DC10-1 INCLUDED
DUCATI			
750 Twins	1972-1974	DS4-1	DC10-1
MOTO GUZZI			
V35/V50/V65 EXCEPT EARLY BOSCH OEM	1977-1994	DS5-1	DC10-1
DYNA III IGNITIONS			
BMW			
ALL MODELS	1970-1978	D35-1	DC2-1 for Dual Plug Heads
MOTO GUZZI			
BIG ENGINES	1974-1987	D37-1	DC10-1
DYNA IGNITION BOOSTERS			
SINGLE POINTS		DBR-1	
DUAL POINTS		DBR-2	



SPORT BIKE IGNITIONS

DYNA 2000 AND 2000SE APPLICATIONS

MODEL	YEAR	PART #	REPLACEMENT COIL
HONDA			
500/550/750 four cylinder	1969-1978	DDK1-2	
CB 750,900,1100	1979-1983	DDK1-5	1,2,3
CB 750,900,1100	1979-1983	DDK1-5C*	1 INCLUDED
CBR 600 F	1987-1990	DDK1-6	1,2,3
CBR 600 F2	1991-1994	DDK1-7	1,2,3
CBR 600 F3	1995-1997	DDK1-8	1,2,3
CB600F Hornet/599	1998-2006	DDK1-8	1,2,3
CBR600RR	2003-2006	DDK1-14	
CBR 900 RR	1993-1999	DDK1-9	1,2,3
CBR 1100XX	1997-1998	DDK1-10	1,2,3
V65 Sabre/Magna	1984-1986	DDK1-12	4,5
CBR1100XX	1999-2007	DDK1-13	6
CBR600RR	2007-2012	D2K1-1SE	
CB1000R	2008-2013	D2K1-2SE	
CBR1000RR	2008-2011	D2K1-3SE	
KAWASAKI			
KZ 900,1000,1100	1973-1985	DDK2-1	1,2,3
GPZ with Mod	1981-1985	DDK2-1	1,2,3
KZ 900,1000,1100	1973-1985	DDK2-1C*	1 INCLUDED
GPZ with Mod	1981-1985	DDK2-1C*	1 INCLUDED
KZ 650	1977-1980	DDK2-2	1,2,3
KZ 650 with coils	1977-1980	DDK2-2C	1 INCLUDED
KZ 750 includes (GPZ & Turbo)	1980-1984	DDK2-2	1,2,3
KZ 750 (GPZ & TURBO) with coils	1980-1984	DDK2-2C	1 INCLUDED
GPZ550	1981	DDK2-3	1,2,3
GPZ550 w/Coils	1981	DDK2-3C*	1 INCLUDED
ZX11 1100	1990-2000	DDK2-4	1,2,3
ZX10 1000	1988-1990	DDK2-4	1,2,3
Ninja 1000R	1986-1987	DDK2-4	1,2,3
Ninja 900R	1984-1985	DDK2-4	1,2,3
ZX7, ZX7R, ZX7RR	1991-1998	DDK2-7	1,2,3
ZX9R	1993-1997	DDK2-7	1,2,3
ZX6R	1998-2001	DDK2-11	1,2,3
ZX14	2006-2010	DDK2-19	
EX650R	2006-2011	D2K2-1SE	

REPLACEMENT COILS

1	DC4-1 - 2.2 OHM Dual Plug
2	DC1-1 - 3 OHM Dual Plug

REPLACEMENT COILS

3	DC1-2 - 3 OHM Dual Plug Mini
4	DC1-3 - 3 OHM Single Plug Mini Kit

REPLACEMENT COILS

5	DC1-4 - 3 OHM Single Plug Mini Kit
6	DC1-5 - 3 OHM Single Plug Mini Kit

MODEL	YEAR	PART #	REPLACEMENT COIL
KAWASAKI CONT			
ER6N	2006-2011	D2K2-2SE	
Versys	2006-2011	D2K2-3SE	
ZX6R	2007-2012	D2K2-4SE	
Z1000	2007-2012	D2K2-6SE	
ZX10R	2007-2010	D2K2-7SE	
ZX10R	2011-2013	D2K2-8SE	
ZG1400	2008-2013	D2K2-10SE	
ZX14R	2006-2011	D2K2-10SE	
SUZUKI			
GS 550,750,850	1977-1981	DDK3-2	1,2,3
GS 1000,1100,1150	1977-1985	DDK3-2	1,2,3
GS 1000/1100/1150 with coils	1977-1985	DDK3-2C	1 INCLUDED
Katana 600/750/1100	1988-2006	DDK3-3	1,2,3
Bandit 1200 S	1996-2005	DDK3-3	1,2,3
GSXR 1100/750 A&OC	1986-1992	DDK3-3	1,2,3
GSXR 1100 WC	1993-1998	DDK3-4	1,2,3
GSXR 750 WC	1993-1995	DDK3-4	1,2,3
RF600/900	1994-1997	DDK3-4	1,2,3
GSX1300R Hayabusa	2003-2009	DDK3-5	
GSXR600/750	2004-2013	D2K3-1SE	
GSXR1000	2005-2013	D2K3-2SE	
GSXR1300R Hayabusa	2008-2013	D2K3-3SE	
BKing	2009-2012	D2K3-4SE	
YAMAHA			
FJ 1100,1200	1984-1996	DDK7-1	1,2,3
YZF-R1	2007-2008	DDK7-2	
R6	2006-2013	D2K7-1SE	
FZ1	2006-2010	D2K7-2SE	
FZ1	2011-2013	D2K7-3SE	
R1	2009-2011	D2K7-4SE	
Nytr0, 2014 Viper	2008-2014	D2K7-5SE	
Apex	2006-2014	D2K7-6SE	
MODULE ONLY			
DYNA 2000 4CYL PROGRAMMABLE	ALL	1101225	

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DYNA 3000 HIGH PERFORMANCE DIGITAL IGNITIONS

The Dyna 3000 Digital Performance Ignition module is a 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. Eight 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.

FEATURES

- **8 SELECTABLE ADVANCE CURVES***
- **8 SELECTABLE REV LIMITS***
(increased rev limits over stock)
- **USES ALL FACTORY SENSORS**
- **MAP SENSOR OPERATION**
(applicable models only)
- **EASIER STARTING**
- **PLUG AND RIDE - 5 MINUTE INSTALLATION**
(on most models)
- **MOUNTS DIRECTLY TO FACTORY LOCATION**
- **USES FACTORY COILS OR DYNA COILS**
- **REVERSE BATTERY PROTECTION**
- **RETARD MODE - FOR NITROUS OR TURBO APPLICATIONS**
- **STATUS LED: POWER-UP/PICKUPS/TPS OPERATION**

*EXCEPT ON D3K7-4, 7-5, 7-6 & 7-7 WHICH OFFER A SINGLE PC PROGRAMMABLE ADVANCE CURVE & REV LIMIT



DYNA 3000 APPLICATIONS

MODEL	YEAR	PART #	ADVANCE CURVES	# OF RETARD CURVES/DEGREES	# OF REV LIMITS	LED INDICATORS	REPLACEMENT COILS	MAP SWITCH
HONDA								
VT1100 C2 Shadow	1997-2000	D3K1-2	10	10 / 1 TO 10	9	A,B,E	DC1-2	
VT1100C2 Shadow Ace	1997-2000	D3K1-2	10	10 / 1 TO 10	9	A,B,E	DC1-2	
VT1100C2 Shadow America	1997-1998	D3K1-2	10	10 / 1 TO 10	9	A,B,E	DC1-2	
VT1100C2 Shadow Aero	1998-2000	D3K1-2	10	10 / 1 TO 10	9	A,B,E	DC1-2	
VT1100D2 Shadow Ace	1999	D3K1-2	10	10 / 1 TO 10	9	A,B,E	DC1-2	
KAWASAKI								
Vulcan Drifter 800	2000-2006	D3K2-1	8	N/A	8	A,B,C	DC1-2	
SUZUKI								
Intruder 1400	1990-1995	D3K3-1	8	N/A	8	A,B,D	DC3-2	
Intruder 1400, S83	1996-2009	D3K3-2	8	N/A	8	A,B,D	DC3-2	
Intruder 1500	1999-2004	D3K3-4	8	N/A	8	A,B,C	DC3-2	
YAMAHA								
V-Star 650	1998-2003	D3K7-1	8	N/A	8	A,B,C	DC3-2	
V-Star 650 (49 State Only)	2004-2005	D3K7-1	8	N/A	8	A,B,C	DC3-2	
V-Star 1100	1999-2003	D3K7-2	8	N/A	8	A,B,C	DC3-2	
V-Star 1100 (49 State Only)	2004-2005	D3K7-2	8	N/A	8	A,B,C	DC3-2	
Road Star	1999-2007	D3K7-3	8	N/A	8	A,B,C	DC3-2	DC1-1
Royal Star*	1996-2001	D3K7-4	8	4 / 3,6,9,12	8		DC4-1	DC1-1
Venture/ Royal Star/RSTD*	1999-2013	D3K7-5	1	N/A	1	A,B,C,D,E	DC3-2	DC1-1
V-MAX*	1990-2007	D3K7-6	1	N/A	1	A,B,C,D,E	DC3-2	DC1-1
V-MAX*	1985-1989	D3K7-7	1	N/A	1	A,B,C,D,E	DC3-2	DC1-1
V-Star 1100 (USA Models Only)	2005-2008	D3K7-8	8	N/A	8	A,B,C,D,E	DC3-2	

* = PC PROGRAMMABLE ONLY Note: Replacement coils may require some mounting fabrication. Note: Replacement coils may require some mounting fabrication.

LED INDICATORS		LED INDICATORS	
INDICATES POWER UP	A	INDICATES MAP SENSOR OPERATION	D
INDICATES PICKUPS	B	INDICATES RETARD FUNCTION	E
INDICATES TPS OPERATION	C		

DYNA FS DIGITAL IGNITION

Dynatek offers the Dyna FS ignition system for ATV's, Motocross, Supermoto and Off-Road motorcycles. With features such as adjustable advance curves, adjustable rev limiter, increased spark energy and PC programmability with the optional Curvemaker Programming Kit, the Off-Road racer can tune the ignition system to match their modifications and track conditions for maximum performance.

PROGRAMMABLE FEATURES

- **PROGRAMMABLE TIMING CURVES (4)***
- **PROGRAMMABLE REV LIMITS**
- **INCREASED SPARK ENERGY**
- **IMPROVED THROTTLE RESPONSE**
- **EASIER STARTING**
- **TACH OUTPUT***
- **LAUNCH LIMITER***
- **PLUG-IN MODULE REPLACEMENT**
- **DATA LOGGING***
- **SHIFT KILL INTERRUPT*** *For clutchless shifting*
- **EXTERNAL CURVE SELECTOR SWITCH**
Ignition is pre-programmed with 4 timing curves that can be changed with the external curve selector switch.
- **PROGRAMMABLE RPM ACTIVATED OUTPUTS (2)** *Can be used for nitrous activation, shift light, auto shifter, or boost control.*



NON-PROGRAMMABLE FEATURES

- **IMPROVED TIMING CURVES**
- **HIGHER REV LIMIT**
- **REMOVED REVERSE REV LIMIT**
- **INCREASED SPARK ENERGY**
- **IMPROVED THROTTLE RESPONSE**
- **EASIER STARTING**
- **OVERRIDES BELT INDICATOR***
For full performance at all times
- **PLUG-IN MODULE REPLACEMENT**

*NOT AVAILABLE ON ALL MODELS, CHECK TABLE FOR EXACT OPTIONS BY MODEL.

DYNA FS PROGRAMMING KITS

The Dyna FS Programming Kit includes everything you need to reprogram the Dyna FS 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 Dyna FS programmable Ignition models and the programming cable. This kit is not recommended for inexperienced tuners.



USB PROGRAMMING KIT - DFS/2000I*

- ELIMINATES SERIAL ADAPTORS ON FS & 2000I IGNITIONS
- USES STANDARD USB A-B CABLE (INCLUDED)

- PLUGS INTO PROGRAMMING CONNECTOR ON DYNA FS AND 2000I IGNITIONS

(*DYNA 2000I REQUIRES THE PH-1 ADAPTER.)



DYNA COIL KITS

Dynatek offers our high output Mini Coils in a model specific kit with the necessary mounting hardware, wiring adapters and spark plug wire(s) for popular ATV applications. These kits take the hassle out of having to fabricate custom mounts for our coils.



8 0 0 - 9 2 8 - 3 9 6 2

DYNA F.S. APPLICATIONS

MODEL	YEAR	PART #	PROGRAMMABLE	REMOTE SERIAL PROGRAMMER/USB	# OF TIMING CURVES	# OF REV LIMITS	TACH OUTPUT	RPM SWITCH OUTPUTS	SHIFT TETHER KILL INPUT	LAUNCH LIMITER	COIL KIT	CURVE MAKER KIT	IGNITION TYPE
ARCTIC CAT													
Arctic Cat 650	2004-2006	DFS10-1				1	1	0	NO	NO			1
DVX 400	2002-2004	DFS10-3P	PRG		4	4	4	2	NO	YES		1	1
Prowler 650	2006-2009	DFS10-4			1	1	1	2	NO	NO	DCK10-1		1
AC650-H1	2006-2010	DFS10-5			1	1	1	2	NO	NO			1
Arctic Cat Prowler 700	2008-2010	DFS10-6		RSP	1	1	1	2	NO	YES	DCK10-2	3	2
Arctic Cat XTZ1000	2009-2010	DFS10-7		RSP	1	1	1	1	NO	NO	DCK10-3	3	2
1000cc ATV, Thundercat, Mudpro	2008-2009	DFS10-8	PRG	RSP	1	1	1	1	NO	NO	DCK10-7	3	2
700i ATV	2009-2012	DFS10-11	PRG	RSP	1	1	1	1	NO	NO	DCK10-8	3	2
BOMBARDIER/CAN-AM													
Baja 650/2000-2002 DS650	2000-2001	DFS11-1P	PRG		4	1	1	2	YES	YES		1	1
Baja 650/2003-2006 DS650	2002-2005	DFS11-2			1	1	1	0	NO	NO			1
Baja 650/2003-2006 DS650	2002-2005	DFS11-2P	PRG		4	1	1	2	YES	YES		1	1
HONDA													
XR50 / XR80 (Low Cost)	1988-2003	DFS1-12			1	1	NO	0	NO	NO			3
CRF50F/ CRF70F/ CRF80F/ CRF100F	2004-2015	DFS1-12			1	1	NO	0	NO	NO			3
TRX250R (Low Cost)	1986-1989	DFS1-11			1	1	NO	0	NO	NO			3
CRF250R	2007	DFS1-17P	PRG		1	1	NO	1	YES	NO		2,3	3
TRX400EX	1999-2004	DFS1-10P	PRG		4	4	NO	2	NO	NO		1	3
TRX400EX	2005-2008	DFS1-14P	PRG		4	4	NO	2	NO	NO		1	3
TRX400EX (Low Cost)	1999-2008	DFS1-10			1	1	NO	0	NO	NO			3
TRX450R	2004-2005	DFS1-13P	PRG		4	4	YES	1	NO	NO	DCK1-2	1	3
TRX450R	2004-2005	DFS1-13			1	1	NO	0	NO	NO	DCK1-2		3
TRX450R	2006	DFS1-15			1	1	NO	0	NO	NO	DCK1-2		4
TRX450R	2006	DFS1-15P	PRG		1	1	NO	0	NO	NO	DCK1-2	1	4
CRF450R	2007	DFS1-18P	PRG		1	1	NO	1	YES	NO		2,3	3
TRX650 Rincon	2003-2005	DFS1-16			2	1	NO	0	NO	NO	DCK1-1		1
Honda Ruckus	2005-2008	DFS1-19			4	1	NO	0	NO	NO	DCK1-6		1
CRF150F	2006-2015	DFS1-24P	PRG		4	1	NO	0	NO	YES		3	1
KAWASAKI													
KX250F	2007	DFS2-16P	PRG		1	1	NO	1	YES	NO		2,3	3
KFX 400	2003-2004	DFS2-11P	PRG		4	4	YES	2	NO	NO	DCK2-5	1	1
KFX450	2008-2012	DFS2-21		RSP	1	1	NO	2	NO	YES	DCK2-2	3	2
KX450F	2007	DFS2-17P	PRG		1	1	NO	1	YES	NO	DCK2-3	2,3	3

DYNA F.S. APPLICATIONS

MODEL	YEAR	PART #	PROGRAMMABLE	REMOTE SERIAL PROGRAMMER/USB	# OF TIMING CURVES	# OF REV LIMITS	TACH OUTPUT	RPM SWITCH OUTPUTS	SHIFT TETHER KILL INPUT	LAUNCH LIMITER	COIL KIT	CURVE MAKER KIT	IGNITION TYPE
KAWASAKI CONT													
Prairie 650	2002	DFS2-12			1	1	NO	0	NO	NO	DCK2-1		1
Prairie 650/700	2003-2007	DFS2-13			1	1	NO	0	NO	NO	DCK2-1		1
Prairie 650/700	2003-2007	DFS2-13P	PRG		4	1	YES	2	NO	YES	DCK2-1	2,3	1
KFX700/V-Force	2003-2009	DFS2-14			1	1	No	0	NO	NO			1
Brute Force 650/750 (Carbureted)	2005-2013	DFS2-15			1	1	No	0	NO	NO	DCK2-1		1
Brute Force 650/750 (Carbureted)	2005-2013	DFS2-15P	PRG		4	4	YES	2	NO	YES	DCK2-1	2,3	1
Brute Force 750 EFI	2008-2011	DFS2-20		RSP	1	1	NO	1	NO	NO	DCK2-7	3	2
Teryx 750	2008	DFS2-18			1	1	NO	0	NO	NO			1
Teryx 750	2008	DFS2-18P	PRG		4	4	NO	1	NO	NO	DCK2-4	2,3	1
Teryx 750	2009-2011	DFS2-19		RSP	1	1	NO	1	NO	NO	DCK2-5	3	2
KTM													
450SXF	2007	DFS13-2P			1	1	NO	1	YES	YES		2,3	1
450/505/525 SZ/XC	2008-2011	DFS13-3P	PRG		1	1	NO	1	YES	YES	DCK13-2	3	1
POLARIS													
Predator 500	2003-2004	DFS9-1P	PRG		4	4	YES	2	YES	YES		1	1
Predator 500 & Outlaw 500	2005-2007	DFS9-2P	PRG		4	4	YES	2	YES	YES		1	1
Ranger RZR, RZR-S	2008-2010	DFS9-3		RSP	1	1	NO	0	NO	NO	DCK9-1	3	2
SUZUKI													
LT-Z50/LT-Z90	2006-2010	DFS3-15R			1	1	NO	0	NO	NO			3
RMZ250	2007	DFS3-13P			1	1	NO	1	YES	NO		2,3	3
LTZ 400	2003-2004	DFS3-9P	PRG		4	4	YES	2	YES	YES	DCK3-2	1	1
LTZ 400 (Low Cost)	2003-2004	DFS3-10			1	1	NO	0	NO	NO	DCK3-2		1
LTZ400	2005-2008	DFS3-12P	PRG		4	4	YES	2	YES	YES	DCK3-2	1	1
LTZ400 (Low Cost)	2005-2008	DFS3-12			1	1	NO	0	NO	NO	DCK3-2		1
DRZ400	2000-2009	DFS3-16			1	1	NO	0	NO	NO			1
DRZ400	2000-2009	DFS3-16P	PRG		4	1	YES	2	YES	YES		1	1
DRZ400SM	2006-2009	DFS3-17P	PRG		4	1	YES	2	NO	YES		1	1
RMZ450	2007	DFS3-14P			1	1	NO	1	YES	No		2,3	3
Twin Peaks	2004-2005	DFS3-11			1	1	NO	0	NO	NO			1
Raptor 50	2006-2008	DFS7-19			1	1	NO	0	NO	NO			3
Raptor/Grizzly/Badger 80	1992-2008	DFS7-18			1	1	NO	0	NO	NO			3
Raptor 250	2008-2012	DFS7-28			1	1	NO	0	NO	NO			1

DYNA F.S. APPLICATIONS

MODEL	YEAR	PART #	PROGRAMMABLE	REMOTE SERIAL PROGRAMMER/USB	# OF TIMING CURVES	# OF REV LIMITS	TACH OUTPUT	RPM SWITCH OUTPUTS	SHIFT TETHER KILL INPUT	LAUNCH LIMITER	COIL KIT	CURVE MAKER KIT	IGNITION TYPE
YAMAHA													
YZ250F	2006-2008	DFS7-22P	PRG		1	1	NO	1	YES	NO		2,3	3
Raptor 350 (Low Cost)	2004-2012	DFS7-16			1	1	NO	0	NO	NO			1
YFM350 Warrior (Low Cost)	1997-2001	DFS7-17			1	1	NO	0	NO	NO			1
Warrior 350 (Low Cost)	2002-2004	DFS7-15			1	1	NO	0	NO	NO			1
YZF 350	1987-1994	DFS7-8P	PRG		4	4	YES	2	NO	NO	DCK7-4	1	3
YZF 350	1995-1996	DFS7-7P	PRG		4	4	YES	2	NO	NO	DCK7-4	1	3
YZF 350	1997-2006	DFS7-6P	PRG		4	4	YES	2	NO	YES	DCK7-4	1	3
WR450F	2003-2006	DFS7-27P	PRG		1	1	NO	1	NO	NO		1	1
WR450F	2007-2011	DFS7-23P	PRG		1	1	NO	1	YES	NO		1	1
YZ450F	2006-2008	DFS7-20P	PRG		1	1	NO	1	YES	NO		2,3	3
YZF 450	2004-2009	DFS7-12P	PRG		4	1	YES	2	NO	YES		1	1
YZF 450 (Low Cost)	2004-2009	DFS7-12			1	1	NO	0	NO	NO			1
YZF450R/ YZF450X EFI	2009-2012	DFS7-31		RSP	1	1	NO	2	YES	YES	DCK7-9	3	2
Rhino 450 (Low Cost)	2006-2010	DFS7-24			1	1	NO	0	NO	NO	DCK7-2		1
Rhino 660 (Low Cost)	2004-2007	DFS7-13			1	1	NO	0	NO	NO	DCK7-2		1
Rhino 660	2004-2007	DFS7-13P	PRG		4	1	YES	2	NO	YES	DCK7-2	2,3	1
Raptor 660 (Low Cost)	2002-2005	DFS7-11			1	1	NO	0	NO	NO			1
Raptor 660	2002-2005	DFS7-11P	PRG		4	4	YES	2	YES	YES		1	1
Grizzly 660 (Low Cost)	2002-2008	DFS7-14			1	1	NO	0	NO	NO			1
Grizzly 700FI	2007-2012	DFS7-25			1	1	NO	0	NO	NO	DCK7-5		2
Grizzly 700 EFI (PPRG w/ Fuel Adjust)	2007-2008	DFS7-29		RSP	1	1	NO	2	YES	YES	DCK7-5	3	2
Grizzly 700 EFI (PRG w/ Fuel Adjust)	2009-2012	DFS7-30		RSP	1	1	NO	2	YES	YES	DCK7-8	3	2
Raptor 700R (Low Cost)	2006-2012	DFS7-21			1	1	NO	0	NO	NO	DCK7-1	1	2
Raptor 700R	2006-2012	DFS7-21P	PRG		4	1	NO	2	NO	YES	DCK7-1		2
Rhino 700FI	2008-2013	DFS7-26		RSP	1	1	NO	0	NO	NO	DCK7-6	3	2

12V CDI	1	DFSPK-1
12V Inductive Ignition	2	DIPK-6
Magneto CDI	3	DIPK-7
Magneto CDI with 12V Input Required		

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ATV IGNITIONS

DYNATEK DRSP-1 FOR SELECT APPLICATIONS

For additional tuneability on EFI vehicles Dynatek offers the Remote Serial Programmer. The DRSP-1 plugs into the Dyna FS ignition module to enable the use of the 4 pre-programmed ignition advance curves as well as make fuel adjustments. There are 4 base fuel settings and the ability to add or subtract fuel in three RPM ranges. This wide range of adjustment will allow the user to tune for a wide variety of modifications. For advanced tuners the Curvemaker programming software and cable are included with the DRSP-1. Curvemaker will enable the user to access the advanced timing and accessory functions of the Dyna FS. The DRSP-1 only works with selected Dyna FS ignitions *see application chart (RSP)*. It is not compatible with the stock ignition.



DYNATEK SPEED GOVERNOR

The Dynatek Speed Governor is designed for industrial or other applications where a lower than stock speed limiter is required. The Dynatek Speed Governor allows full power to be used up to the programmed speed limit. Using factory connectors the Speed Governor is easy to install with no modifications to the factory harness.



DQS-1 QUICK SHIFTER IGNITION KIT

This unit allows any single cylinder vehicle to have quick shifter functionality. It comes with "coil cap" style connector (Denso) for easy installation on most late model applications. For applications that do not have this style of coil the connector can be removed and the unit hard wired in.

- LONG TRAVEL SENSOR DESIGNED TO KEEP UNIT AWAY FROM RIDERS BOOT AND FROM THE BIKES CHAIN.
- SENSOR IS FULLY WATERPROOF AND IMMUNE TO TEMPERATURE
- OPTIONAL REMOTE QUICKSET ADJUSTER ALLOWS YOU TO ADJUST KILL TIMES ON THE FLY.



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DYNA ARC-2 ASYNCHRONOUS RESTRIKING CDI

Dynatek offers the ARC-2 for 4 cylinder Motorcycle & Automotive Sport Compact applications. This CDI ignition is capable of producing over 50,000 Volts at the spark plug, and has the highest spark energy of any CDI on the market.



It is designed to optimize the ignition of modified vehicles, providing the strong spark needed to develop peak power for turbocharged, nitrous oxide and high compression applications. Intelligent Spark Profiling in restrike mode allows for less delay between successive sparks. It also features a built in launch limiter for drag style launches as well as a built in retard mode. The lightweight and compact ignition is for select motorcycle and automotive models that will make installation a breeze, with no need to cut into the stock harness. For other models, a universal install kit is available.



NEW FEATURES

NEW PROGRAMMABLE FEATURES

- CUSTOM RETARD CURVE
- REV LIMIT
- LAUNCH LIMIT
- SPARK ENERGY OUTPUT

- TACH SIGNAL
- FIRING MODE (ODD/EVEN)
- WASTE/ NON-WASTE SPARK

DATA RECORDING FUNCTIONS

- # OF ENGINE STARTS
- TOTAL OPERATING TIME
- MAXIMUM ENGINE SPEED
- TIME NEAR REV LIMIT

- CURRENT BATTERY VOLTAGE
- PROGRAMMED REV LIMIT
- PROGRAMMED LAUNCH LIMIT

AVAILABLE HARNESS KITS



DARC3-1
Suzuki GSX1300R



DARC-2
with Universal Harness



DARC11-2
Mitsubishi Eclipse

FEATURES

- SMALLEST LIGHTEST CDI ON THE MARKET
- OVER 189MJ DELIVERED TO THE COIL PER SPARK, THE HIGHEST OF ANY ON THE MARKET
- OVER 500V TO THE COIL PRIMARY
- OVER 50KV TO THE COIL SECONDARY (ASSUMING A 100:1 COIL)
- INTELLIGENT SPARK PROFILING (ISP) ALLOWS FOR LESS DELAY BETWEEN SUCCESSIVE SPARKS

- PROVIDES A HIGH LEVEL OF OUTPUT FROM AS LOW AS 8 VOLTS FROM THE BATTERY. WORKS WITH ANY 2 COIL OEM IGNITION, WITH OR WITHOUT FACTORY IGNITER (SOME SYSTEMS MAY REQUIRE REPLACEMENT COILS)
- SPARK RESTRIKE UP TO 4500 RPM
- BUILT IN LAUNCH LIMITER, WORKS FROM 2000-11900 RPM
- BUILT IN PROGRAMMABLE RETARD FUNCTION. ADJUSTABLE FROM 2-20 DEGREES IN 2 DEGREE INCREMENTS.
- TACH OUTPUT

ARC-2 TECHNICAL SPECIFICATIONS

OPERATING VOLTAGE: 8-20 VOLTS
OPERATING CURRENT: 7.0A @ 10,000 RPM
MAXIMUM OPERATIONAL RPM: 18,000+ RPM
IGNITION INPUTS: 2 RISING OR FALLING EDGE
IGNITION OUTPUTS: 2 INDEPENDENT CHANNELS

COIL PRIMARY ENERGY MAX: 189+ MJ
COIL PRIMARY VOLTAGE MAX: 500+ V
RESTRIKE WINDOW: 25 CRANKSHAFT DEGREES
LAUNCH LIMITER INPUT: SINGLE WIRE, GROUND TO ACTIVATE LAUNCH LIMIT.

RETARD INPUT: SINGLE WIRE, GROUND TO ACTIVATE TIMING RETARD
TACH OUTPUT: 12V SQUARE WAVE, 50% DUTY CYCLE
DIMENSIONS: 4" X 4.6" X 1.4"
WEIGHT: 1.25 LB.



DYNATEK REPLACEMENT COILS

CHOOSE FROM FOUR BODY STYLES AND FIVE DIFFERENT PRIMARY RESISTANCE RANGES TO MATCH YOUR IGNITION NEEDS.

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. Before selecting a coil, check the coil primary resistance requirements as specified by the manufacturer of the ignition being used.



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.

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PERFORMANCE COILS

TWIN FIRE IGNITION COILS

NOW AVAILABLE for 2001-2016 Harley-Davidson® EFI Big Twins and 2007-2016 EFI Sportster Models. Like all Dynatek coils, these new coils offer improved spark performance and incorporate the Ion sensor feedback for perfect compatibility with the stock Harley EFI ECU.

The Dyna Twin Fire coil is the 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. This allows the coil to 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 ignition system that incorporates dwell control, but cannot be used with the DS6-2, Dyna S or similar ignitions.



DC6-4

DC6-5

DC6-6

TWIN FIRE & MINI IGNITION COIL FEATURES:

- NO EXPOSED LAMINATIONS TO RUST AND DEGRADE PERFORMANCE.
- ULTRASONICALLY WELDED AND SEALED AGAINST MOISTURE.
- PEAK GAP CURRENT IN EXCESS OF 50MA.
- OVER 40,000 VOLTS PER OUTPUT.
- HIGH VOLTAGE AND PRIMARY TERMINALS MACHINED FROM BRASS.
- COMPACT SIZE FITS EASILY UNDER STOCK COVERS.
- HIGH IMPACT THERMOPLASTIC HOUSING.
- ACCEPTS 7 TO 8.8MM WIRES.
- 1 YEAR WARRANTY.

8 0 0 - 9 2 8 - 3 9 6 2

COIL-ON-PLUG COILS

Now available, the Dynatek High Performance Coil-on-Plug (DCOP) coils offer increased spark energy as well as a factory replacement fit. Available for many newer model motorcycles with more models coming soon.

STANDARD FEATURES

- INCREASED SPARK VOLTAGE
- FACTORY CONNECTORS
- FACTORY REACH AND DUST SEALS
- SOLD INDIVIDUALLY



DYNA COIL KITS

Dynatek offers our high output Mini Coils in a model specific kit with the necessary mounting hardware, wiring adapters and spark plug wire(s) for popular ATV, snowmobile and motorcycle applications. These kits take the hassle out of having to fabricate custom mounts for our coils.



DCK9-2



DCK3-4



DCK1-3



PERFORMANCE COILS

DYNA REPLACEMENT COILS AND APPLICATIONS

DYNA COILS	OHM	COLOR	# PER PACKAGE	IGNITION	# OF OUTPUTS	APPLICATIONS
DC1-1	3	GREEN	2	DYNA 2000HD	DUAL	DUAL PLUG/SINGLEFIRE/STREET/RACE
				DYNA 2000I/D2KI		RACE ONLY (DRAG)
				DYNA "S" HD		IMPORT BIKE REPLACEMENT
				STOCK/DYNA"S"		DUAL PLUG/SINGLEFIRE/STREET/RACE
DC1-2 MINI SERIES	3	BLACK	2	DYNA 2000HD	DUAL	DUAL PLUG/SINGLEFIRE/STREET/RACE
				DYNA 2000I/D2KI		RACE ONLY (DRAG)
				DYNA "S"		IMPORT BIKE REPLACEMENT
				STOCK		SINGLE COIL PKG OF DC1-2
DC1-3 MINI SERIES	3	BLACK	1	STOCK	DUAL	IMPORT BIKE REPLACEMENT
DC2-1	1.5	BROWN	2	DYNA "S" HD	DUAL	DUAL PLUG/DUAL FIRE
				DYNA "S" BMW		DUAL PLUG CONVERSIONS
DC3-1	3	GREEN	2	DYNA 2000HD	SINGLE	SINGLE PLUG/SINGLE FIRE/STREET/RACE
				DYNA 2000I/D2KI		RACE ONLY(DRAG)
				DYNA "S" HD		IMPORT BIKE REPLACEMENT
				STOCK		SINGLE PLUG/SINGLE FIRE/STREET/RACE
DC3-2 MINI SERIES	3	BLACK	2	DYNA 2000HD	SINGLE	SINGLE PLUG/SINGLE FIRE/STREET/RACE
				DYNA 2000I/D2KI		RACE ONLY(DRAG)
				DYNA "S"		IMPORT BIKE REPLACEMENT
				STOCK/DYNA 2000		SINGLE PLUG/SINGLE FIRE/STREET/RACE
DC3-3 MINI SERIES	3	BLACK	1	STOCK	SINGLE	IMPORT BIKE REPLACEMENT
DC4-1	2.2	GREY	2	DYNA 2000/4	DUAL	IMPORT REPLACEMENT
				STOCK		REPLACEMENT
DC6-1	3	GREEN	1	DYNA 2000HD	DUAL	SINGLE PLUG/DUAL FIRE/STREET/RACE
				DYNA 2000I/D2KI		RACE ONLY "H" STYLE
DC6-4	3	BLACK	1	DYNA 2000HD	FOUR TOWER TWIN FIRE COIL	DUAL PLUG/SINGLE FIRE/STREET/RACE. NOT FOR USE WITH THE DS6-2 DYNA S IGNITION SYSTEM
				DYNA 2000I/D2KI		SINGLE PLUG/SINGLE FIRE/STREET/RACE. NOT FOR USE WITH THE DS6-2 DYNA S IGNITION SYSTEM
DC6-5 MINI SERIES	3	BLACK	1	DYNA 2000HD	TWIN FIRE II COIL-DUAL	SINGLE PLUG/SINGLE FIRE/STREET/RACE. NOT FOR USE WITH THE DS6-2 DYNA S IGNITION SYSTEM
				DYNA 2000I/D2KI		TWIN CAM REPLACEMENT CARB ONLY, EXCEPT TOURING MODELS
DC6-6	0.5	BLACK	1	STOCK	DUAL	TWIN CAM REPLACEMENT CARB ONLY, EXCEPT TOURING MODELS
DC6-7	0.4	BLACK	1	STOCK	DUAL	2001-2006 HD EFI Big Twins, Touring
DC6-8	0.4	BLACK	1	STOCK	DUAL	2007-2013 HD EFI Sportsters
DC6-9	0.4	BLACK	1	STOCK	DUAL	2007-2013 HD EFI Big Twins
DC7-1	5	BLACK	1	DYNA"S" HD	DUAL	SINGLE PLUG/DUAL FIRE/ "H" STYLE
				POINTS HD		POINTS APPLICATION REPLACEMENT

DYNA REPLACEMENT COILS AND APPLICATIONS

DYNA COILS	OHM	COLOR	# PER PACKAGE	IGNITION	# OF OUTPUTS	APPLICATIONS
DC8-1	5	BLACK	2	DYNA "S" HD STOCK	DUAL	DUAL PLUG/SINGLE FIRE/STREET POINTS APPLICATION REPLACEMENT
DC9-1	0.7	BLUE	2	DYNA 4000	DUAL	RACE ONLY HIGH ENERGY RACE ONLY HIGH ENERGY
DC9-2	0.7	BLACK	1	DYNA 4000	FOUR TOWER TWIN FIRE COIL	
DC9-4	0.7	BLUE	2	DYNA 4000	SINGLE	RACE ONLY HIGH ENERGY
DC10-1	5	BLACK	2	DYNA "S"	SINGLE	SINGLE PLUG/SINGLE FIRE/STREET DUAL PLUG CONVERSION
DC11-1 MINI SERIES	0.5	BLACK	2	DYNA TC-88-2 DYNA TC-88-3	DUAL	STREET/RACE IMPORT BIKE REPLACEMENT SINGLE COIL PKG OF DC11-1
DC11-2 MINI SERIES	0.5	BLACK	1	DYNA TC-88-2 DYNA TC-88-3	DUAL	
DC12-1	0.5	BLACK	2	DYNA TC-88-2 DYNA TC-88-3 DYNA DSPT-1	SINGLE	STREET/RACE IMPORT BIKE REPLACEMENT
DC12-2	0.5	BLACK	1	DYNA TC-88-2 DYNA TC-88-3 DYNA DSPT-1	SINGLE	SINGLE COIL PKG OF DC12-1
DCOP1-1	0.8	BLACK	1	STOCK	SINGLE	PERFORMANCE/ OEM UPGRADE HONDA CBR600RR 2003-2016
DCOP2-1	0.8	BLACK	1	STOCK	SINGLE	PERFORMANCE/ OEM UPGRADE KAWASAKI ZX10, ZX14, ZG1400 2004-2015
DCOP2-2	0.8	BLACK	1	STOCK	SINGLE	PERFORMANCE/ OEM UPGRADE KAWASAKI ZX10R 2011-2015
DCOP2-3	0.8	BLACK	1	STOCK	SINGLE	PERFORMANCE/ OEM UPGRADE KAWASAKI EX650, VERSYS 650, ZR1000, ZX1000 NINJA 2006-2015
DCOP2-4	0.8	BLACK	1	STOCK	SINGLE	PERFORMANCE/ OEM UPGRADE KAWASAKI ZX6R 2009-2015
DCOP3-1	0.8	BLACK	1	STOCK	SINGLE	PERFORMANCE/ OEM UPGRADE GSX1300R HAYABUSA, GSX1300BK B-KING 1999-2015
DCOP7-1	0.8	BLACK	1	STOCK	SINGLE	PERFORMANCE/ OEM UPGRADE YAMAHA YFZ1000-R1

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.

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 HARLEY-DAVIDSON®

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.

DYNA S (NON-HARLEY)

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



PERFORMANCE COILS



DYNA 4000 SUPER PRO

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.

DYNA 4000 SUPER PRO IGNITION FEATURES:

- 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.
- AUTOMATICALLY SHUTS OFF WHEN THE ENGINE IS NOT RUNNING, EVEN IF THE IGNITION POWER IS LEFT ON. THIS PREVENTS BATTERY DRAIN AND COIL OVERHEATING.
- BUILT IN DIAGNOSTIC CIRCUITRY AND AN INDICATOR LED THAT CAN BE USED TO STATIC TIME THE MOTOR.
- MUST BE USED WITH DYNA DC9-1, DC9-2, OR DC9-4 COILS FOR PROPER OPERATION.
- AVAILABLE AS BOTH A DUAL OUTPUT UNIT FOR SINGLE PLUG PER CYLINDER ENGINES AND AS A QUAD OUTPUT UNIT FOR DUAL PLUG PER CYLINDER ENGINES.
- 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".

DRAG RACE PRODUCTS



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PRO SERIES CRANK TRIGGER

The Dynatek Pro Series Crank Trigger is a 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.

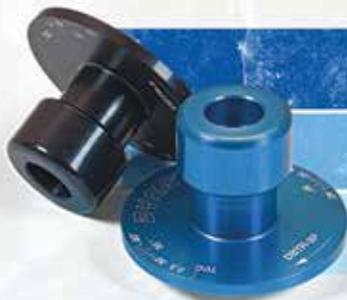
FEATURES

- **IMPROVED NOISE MARGIN** 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** electrically isolated from the engine case, giving total immunity to electronic problems associated with inadequate engine grounding.
- **LIGHTER WEIGHT**
- **PRE-WIRED FOR THE DYNA 2000 DYNA 4000 IGNITION**
- **USES STANDARD DYNA 4000 MAGNET ROTORS**
- **SHORTER MODULE HEIGHT** modules are 1/2" tall (Dyna S is 3/4" tall) allowing them to fit under GSXR ignition covers without modification.
- **LOWER COST**

DYNA BILLET ROTOR

DYNA 4000 ACCESSORIES

Dyna Billet Rotors allow simple replacement of the mechanical advancer assembly and ignition rotor with an attractive one piece anodized rotor. The Dyna Billet Rotor is laser etched with accurate timing marks to make ignition setup a breeze. The Dyna Billet Rotor comes in a blue anodized version with two magnets installed for use with the Dyna 4000 ignition as well as in a black anodized version with one magnet installed for use with other ignitions such as the Dyna 2000.



DRAG RACE PRODUCTS

TWO STAGE RETARD MODULE

TIMING CONTROL

The Dynatek Two Stage Retard Module (P/N TSRAM) offers progressive timing retard or advance in 2 separately adjustable stages. The TSRAM is adjustable for 0-20 degrees of ignition timing retard in 2 degree increments over a 4 second time span in ¼ second increments. It can also be used as a progressive timing advance device so that the user may start off with a retarded timing setting and then build the timing back in over a set time span. This is adjustable from 20-0 degrees and 0-4 seconds in ¼ second increments. If more than 2 stages of timing control are desired, 2 TSRAM modules may be connected in series. The TSRAM can be used for both 4 cylinder and V-Twin applications where the Dyna 4000 ignition system is used.



DYNA WIRES SPARK PLUG WIRES

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.

8 0 0 - 9 2 8 - 3 9 6 2

VOLTAGE & CHARGE MONITORS

THE DYNA CHARGE MONITOR

The Dyna Charge Monitor is a valuable addition to vehicles with a battery ignition and charging system. 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 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.



THE DYNA VOLTAGE MONITOR

The Dyna Voltage Monitor is a necessity for any 12 volt 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, 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.





DYNA SHIFT COUNTER

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.

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. 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.

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.
- **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.**
- **SHIFT KILL CAN BE SET AT 20, 30, 40, 50, 60, 70, 80 OR 90 MILLISECONDS**
- **CAN AUTOMATICALLY CONTROL SEMI-AUTOMATIC TRANSMISSION KILL SEQUENCES.**
- **PLUGS RIGHT INTO THE DYNA 4000 SUPER PRO IGNITION KILL INPUT**
(and can be used with other ignitions)



DYNAONLINE.COM



DYNA SHIFT MINDER

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.



MINI SHIFT LIGHTS

The DSL-2 is a small, lightweight LED based shift light for use with the Dyna Shift Minder or any aftermarket RPM switch. It may also be used alone with the RPM activated outputs used on the Dyna FS ignitions and Dyna 2000 PC Programmable Sportbike ignition. Available in a variety of anodized colors to match your color scheme.





DRL-300 REV LIMITER

- SINGLE STAGE REV-LIMITER FOR HIGH RPM PROTECTION
- CLAMPS UP TO 4 DYNATEK LOW IMPEDANCE COILS
- GREAT FOR DRAG BIKES AND OTHER APPLICATIONS SUCH AS AUTOMOTIVE HEI IGNITIONS

- HAS SEPARATE KILL INPUT INDEPENDENT OF REV-LIMITER USING 12V SIGNAL
 - DRL-300CDI AVAILABLE FOR MAGNETO CDI TYPE IGNITIONS
- *DOES NOT WORK WITH COIL-ON-PLUG

DRL-400 REV LIMITER

- 2 STAGE REV-LIMITER FOR MOST 2 AND 4 CYLINDER INDUCTIVE IGNITIONS
- GIVES PRECISE LAUNCH RPM LIMIT AND OVER-REV PROTECTION

- HOLDS A 270HP ENGINE AT STEADY RPM +/- 50 RPM UNLIKE OTHER LIMITERS THAT ARE HARD ON ENGINE COMPONENTS BY BOUNCING RPM'S
- *DOES NOT WORK WITH COIL-ON-PLUG



DRL-500 MULTI FUNCTION RPM LIMITER

- 2 STAGE MULTI-FUNCTION REV-LIMITER THAT WORKS WITH MOST MODERN 12VOLT COIL-ON-PLUG IGNITIONS
- 4 CHANNELS WITH 100RPM RESOLUTION
- LAUNCH LIMITER WITH 50RPM RESOLUTION
- SHIFT KILL INTERRUPT 0-45DEG RETARD OR KILL WITH 30-250MS INTERRUPT TIME

- DATA RECORD FUNCTION FOR # OF ENGINE STARTS (MAX RPM, SECONDS NEAR REV-LIMIT, VOLTAGE AND RPM HISTOGRAPH)
 - USB PROGRAMMABLE.
- *DOES NOT WORK WITH OEM CDI IGNITIONS

8 0 0 - 9 2 8 - 3 9 6 2



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WARNING: Products contained in this catalog are intended to be used only on racing vehicles on closed courses, and not to be used on roads or vehicles otherwise subject to emissions control requirements. In California, this product should not be used on any vehicle that is registered or licensed for use on public roads.