



**DYNATEK**  
*dyna performance electronics*

**Product Catalog**  
2008

# DYNATEK

*dyna performance electronics*

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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, [www.dynaonline.com](http://www.dynaonline.com) 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 DynaTekmail: [tech@dynaonline.com](mailto:tech@dynaonline.com) Frequently asked Tekmail questions along with responses are posted for review.

## New for 2008, Enhanced Two Stage Retard Module

The new and improved Dynatek Two Stage Retard Module (P/N TSRAM) now offers progressive timing retard or advance in 2 separately adjustable stages. The new 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 2TSRAM modules may be connected in series. The new TSRAM can be used for both 4 cylinder and V-Twin applications where the Dyna 4000 ignition system is used.



## NEW DYNA COIL KITS

New- Dynatek Coil Kits. Dynatek is now offering 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. More applications are coming soon.



MODEL	YEAR	PART #
<b>DYNA ATV COIL KITS</b>		
HONDA RINCON 650	2003 - 2006	DCK1-1
HONDA TRX450R	2004 - 2006	DCK1-2
HONDA V-65 MAGNA	1983-1986	DCK1-3
HONDA V-65 SABRE	1984-1985	DCK1-4
HONDA CBR1100XX	1997-2007	DCK1-5
KAWASAKI 650/700/750 PRAIRIE	ALL	DCK2-1
KAWASAKI 650/700/750 BRUTE FORCE	ALL	DCK2-1
KAWASAKI KFX450R	2008	DCK2-2
KAWASAKI KFX450R	2007	DCK2-3
SUZUKI LT-R450	2006	DCK3-1
YAMAHA RAPTOR 700R	2006	DCK7-1
YAMAHA RHINO 450/660	2004 - 2007	DCK7-2
YAMAHA YZF350 BANSHEE	1987-2006	DCK7-4
YAMAHA GRIZZLY 700	2007-2008	DCK7-5
YAMAHA RHINO 700	2008	DCK7-6
POLARIS SPORTSMAN 700-800	2005-2007	DCK9-1
POLARIS RANGER RZR 800	2008	DCK9-2

# ARC-2

(Asynchronous Restriking CDI)



Dynatek has introduced the ARC-2 for 4 cylinder Motorcycle & Automotive 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 will be offered in plug in kits for select motorcycle & 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

GSXR1300R Hayabusa



2003-2005 Mitsubishi  
Evo 8



Universal Harness



95-99 Mitsubishi  
Eclipse Turbo



### 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.

MODEL	YEAR	PART
<b>DYNATEK ARC-2</b>		
ARC-2 MODULE ONLY	ALL	DARC-2
UNIVERSAL INSTALLATION KIT	ALL	DARC-UNI

<b>ARC-2 MODEL SPECIFIC INSTALLATION KITS</b>		
Honda		
CBR1100XX (COILS INCLUDED)	1999 - 2003	DARC1-1
Kawasaki		
ZX10R	2003-2007	DARC2-3
ZX12R	2000 - 2005	DARC2-1
ZX14	2006 - 2007	DARC2-2
Suzuki		
GSX1300R	1999 - 2006	DARC3-1
GSXR1000	2001-2007	DARC3-1
GSXR750	200-2005	DARC3-1
Mitsubishi		
EVO 8	2003 - 2004	DARC11-1
ECLIPSE	1995 - 1999	DARC11-2
Dodge		
SRT-4	2003 - 2005	DARC12-1

### ARC-2 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
- Spark Restrike up to 4500 RPM
- Provides this high level of output from as low as 8 Volts from the battery
- Works with any 2 coil OEM ignition, with or without factory ignitor (some systems may require replacement coils)
- Built in launch limiter, works from 2000-11900 RPM
- Built in fixed timing retard function
- Tach output

# DYNATEK FI CONTROLLER



MODEL	YEAR	PART
<b>ATV MODEL FI CONTROLLER</b>		
Bombardier		
Outlander/ Renegade 800	2006 - 2008	DFCA-5
Honda		
Rincon	2006 - 2008	DFCA-1
Rancher	2007 - 2008	DFCA-10
Kawasaki		
KFX 450R	2008	DFCA-11
Polaris		
500 EFI	2006	DFCA-6
700 Twin EFI	2004	DFCA-7
700 Twin EFI	2005 - 2008	DFCA-8
800 Twin EFI	2005 - 2008	DFCA-9
Ranger RZR	2008	DFCA-15
Suzuki		
LT-R450	2006 - 2007	DFCA-2
KingQuad 450	2007 - 2008	DFCA-12
KingQuad 700 EFI	2005 - 2007	DFCA-3
Yamaha		
Raptor 700R	2006 - 2008	DFCA-4
Grizzly 700	2007 - 2008	DFCA-13
Rhino 700	2008	DFCA-16
<b>SCOOTER MODEL FI CONTROLLER</b>		
Honda		
Silverwing	2004 - 2007	DFCS-1
Yamaha		
Majesty 400	2004 - 2008	DFCS-2
T Max 500	2004 - 2008	DFCS-3
XT660-R	2004 - 2008	DFCS-4

MODEL	YEAR	PART
<b>HARLEY-DAVIDSON FI CONTROLLER</b>		
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
Twin Cam Touring Models	2006	DFCH-6
Twin Cam Touring Models	2007	DFCH-9
Softail & Dyna Models	2001-2005	DFCH-4
Softail Models	2004	DFCH-7
Softail Models	2007	DFCH-10
Dyna Models	2006	DFCH-8
Dyna Models	2007	DFCH-11
Sportster 883	2007	DFCH-12
Sportster 1200	2007	DFCH-13
V-Rod Models	2002-2007	DFCH-5
<b>CRUISER MODEL FI CONTROLLER</b>		
Honda		
VTX1800 ALL C, Retro & Neo Models	2002-2008	DFCM-1
Kawasaki & Suzuki		
Vulcan 1500 – Drifter, Nomad, Classic, Mean Streak	1999-2008	DFCM-2
Vulcan 1600 – Mean Streak, Marauder 1600	2004-2008	DFCM-3
Vulcan 2000	2004-2008	DFCM-4
Vulcan 1600 – Classic	2003-2007	DFCM-8
Suzuki C50, C50SE & M50	2006-2008	DFCM-5
Suzuki C90	2006-2008	DFCM-6
M109R	2006-2008	DFCM-11
Yamaha		
Road Star Warrior	2002-2008	DFCM-7
Stratoliner / Roadliner	2006-2008	DFCM-10
XV1300	2007	DFCM-9

## Dynatek FI Controller

The new 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 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 FI Controller returns the vehicle to the factory configuration.

## TC88-3 and DSPT-1 Ignitions

The 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 1 year warranty.



## TC88 Digital Ignition

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.



## Dyna 2000p Digital Ignition

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.



## Dyna 2KI Programmable Ignition

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.



## Dyna S Electronic Ignition

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. 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.



# Harley Ignitions

DYNA IGNITION TYPE	ENGINE APPLICATION	MODEL YEAR	PART #	# of ADVANCE CURVES	# of RETARD CURVES / DEGREES	PROGRAMMABLE * FEATURES	SELECTABLE FEATURES	STATUS LED
DIGITAL IN CONE IGNITION	1, 5, 6	1970-1998	D2KI-1P	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H	I, J, K, L	1 THRU 7
DIGITAL IN CONE IGNITION	1, 5, 6	1970-1998	D2KI-2P	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H	I, J, K, L	1 THRU 7
DIGITAL IN CONE IGNITION	1, 5, 6	1970-1998	D2KI-3P	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H	I, J, K, L	1 THRU 7
DIGITAL IN CONE IGNITION	1, 5, 6	1970-1998	D2KI-4P	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H	I, J, K, L	1 THRU 7
DIGITAL IN CONE IGNITION	1, 5, 6	1970-1998	D2KI-5P	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H	I, J, K, L	1 THRU 7
DIGITAL IGNITION MODULE	1, 5, 6	SEE BELOW	DD2000-HD1EP	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H	I, J, K, L	1 THRU 7
DIGITAL IGNITION MODULE	1, 5, 6	SEE BELOW	DD2000-HD1E8P	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H	I, J, K, L	1 THRU 7
DIGITAL IGNITION MODULE	1, 5, 6	SEE BELOW	DD2000-HD2EP	8	3 / 10, 7, 5	A, B, C, D, E, F, H	I, J, K	1 THRU 7
DIGITAL IGNITION MODULE	1, 5, 6	SEE BELOW	DD2000-HD2E8P	8	3 / 10, 7, 5	A, B, C, D, E, F, H	I, J, K	1 THRU 7
DIGITAL IGNITION MODULE	1, 5, 6	SEE BELOW	SFK-1	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H	I, J, K, L	1 THRU 7
DIGITAL IGNITION MODULE	1, 5, 6	SEE BELOW	SFK-3	8	3 / 10, 7, 5	A, B, C, D, E, F, G, H	I, J, K, L	1 THRU 7
TWIN CAN IGNITION MODULE	2, 6	1999-2003	TC88-2P	16	0	A, B, C, D, E, F, H	I, J	N/A
TWIN CAN IGNITION MODULE	2, 6	2004-2006	TC88-3	16	0	H	I, J	N/A
TC SPORTSTER 883, 1200	3, 4, 6	2004-2006	DSPT-1	16	0	H	I, J	N/A
POINTS REPLACEMENT	1, 5, 6	1970-1998	DS6-1	1 / ADVANCER	NONE	NONE	NONE	N/A
POINTS REPLACEMENT	1, 5, 6	1970-1998	DSK6-1	1 / ADVANCER	NONE	NONE	NONE	N/A
POINTS REPLACEMENT	1, 5, 6	1970-1998	DS6-2	1 / ADVANCER	NONE	NONE	NONE	N/A
POINTS REPLACEMENT	1, 5, 6	1970-1998	DSK6-2	1 / ADVANCER	NONE	NONE	NONE	N/A

PROGRAMMABLE FEATURES *	SELECT
WIDE OPEN THROTTLE CURVE	A
PART THROTTLE CURVE	B
REV LIMIT	C
REAR CYLINDER OFF SET	D
DEAD CRANKING REV'S	E
SECURITY PIN #	F
SINGLE / DUAL FIRE	G
RETARD MODE	H

DOWNLOADABLE FEATURES *
# ENGINE STARTS
TIME ENGINE @ WOT
TOTAL OPERATING TIME
LONGEST CONTINUOUS WOT and ENDING @ RPM
MAXIMUM ENGINE SPEED
TIME NEAR REV LIMIT

ENGINE APPLICATION	SELECT
HD EVO	1
HD TWIN CAM	2
HD SPORTSTER 883	3
HD SPORTSTER 1200	4
S & S	5
OTHERS (CHECK MFG)	6

SELECTABLE FEATURES	SELECT
ADVANCE CURVE	I
REV LIMIT	J
RETARD MODE	K
SINGLE / DUAL FIRE	L

YEAR MODEL	
DD2000-HD1EP	ALL TO 1993 --- EXCEPT:
DD2000-HD2EP	DYNA, FXR & SOFTAIL TO 1995
SFK-1	1970 TO 1990
	REQUIRE EXT. HARNESS DYNA PART # 1009001
DD2000-HD1E8P	1994 & LATER FLH & FLT
DD2000-HD2E8P	1994 & LATER SPORTSTERS
SFK-3	1996 & LATER DYNA, FXR

STATUS LED	SELECT
INDICATES POWER UP	1
INDICATES PICK UPS	2
OVER CURRENT PROTECTION	3
VOES SWITCH OPERATION	4
INDICATES RETARD MODE	5
INDICATES STATIC TIMING	6
PROGRAMMING FUNCTION	7

\* PROGRAMMING/DOWNLOADING FUNCTIONS REQUIRES A DOWNLOAD KIT, SEE CHART.

MODEL	YEAR	PART
<b>HARLEY-DAVIDSON FI CONTROLLER</b>		
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
Twin Cam Touring Models	2006	DFCH-6
Twin Cam Touring Models	2007	DFCH-9
Softail & Dyna Models	2001-2005	DFCH-4
Softail Models	2004	DFCH-7
Softail Models	2007	DFCH-10
Dyna Models	2006	DFCH-8
Dyna Models	2007	DFCH-11
Sportster 883	2007	DFCH-12
Sportster 1200	2007	DFCH-13
V-Rod Models	2002-2007	DFCH-5

### Dynatek FI Controller

The Fuel Injection Controller for Harley-Davidson Motorcycles 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.



# Harley Products

IGN. PLUG PLAY	DATA * RECORDING	DOWN LOAD KIT #	SINGLE FIRE DUAL FIRE	DIGITAL OUTPUTS	PERFORMANCE REPLACEMENT COILS
NO	2400 HRS	DIPK-1 & PH-1	BOTH	1 / TACH	1 THRU 10
NO	2400 HRS	DIPK-1 & PH-1	BOTH	1 / TACH	3 INCLUDED
NO	2400 HRS	DIPK-1 & PH-1	BOTH	1 / TACH	1 INCLUDED
NO	2400 HRS	DIPK-1 & PH-1	BOTH	1 / TACH	4 INCLUDED
NO	2400 HRS	DIPK-1 & PH-1	BOTH	1 / TACH	10 INCLUDED
YES	2400 HRS	DIPK-2	BOTH	1 / TACH	1 THRU 10
YES	2400 HRS	DIPK-3	BOTH	1 / TACH	1 THRU 10
YES	2400 HRS	DIPK-2	DUAL	1 / TACH	1 THRU 8
YES	2400 HRS	DIPK-3	DUAL	1 / TACH	1 THRU 8
YES	2400 HRS	DIPK-2	BOTH	1 / TACH	10 INCLUDED
YES	2400 HRS	DIPK-3	BOTH	1 / TACH	10 INCLUDED
YES	2400 HRS	DIPK-4	SINGLE	NONE	14, 15, 16, 17, 18
YES	2400 HRS	N/A	SINGLE	NONE	14, 15, 16, 17, 18
YES	2400 HRS	N/A	SINGLE	NONE	14, 15, 16, 17, 18
NO	N / A	N/A	DUAL	NONE	11
NO	N / A	N/A	DUAL	NONE	11 INCLUDED
NO	N / A	N/A	SINGLE	NONE	13
NO	N / A	N/A	SINGLE	NONE	13 INCLUDED

DYNA PERFORMANCE REPLACEMENT COILS		
PART #	SELECT	COIL APPLICATION CHART
DC1-1	1	REF. PAGE 13
DC1-2	2	REF. PAGE 13
DC1-3	3	REF. PAGE 13
DC2-1	4	REF. PAGE 13
DC3-1	5	REF. PAGE 13
DC3-2	6	REF. PAGE 13
DC3-3	7	REF. PAGE 13
DC6-1	8	REF. PAGE 13
DC6-4	9	REF. PAGE 13
DC6-5	10	REF. PAGE 13
DC7-1	11	REF. PAGE 13
DC8-1	12	REF. PAGE 13
DC10-1	13	REF. PAGE 13
DC11-1	14	REF. PAGE 13
DC11-2	15	REF. PAGE 13
DC12-1	16	REF. PAGE 13
DC12-2	17	REF. PAGE 13
DC6-6	18	REF. PAGE 13



7-8 Pin Adapter 1009002



## Programming Kit & Harness

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.

Programming Kit DIPK-2



Programming Harness PH-1

PROGRAMMING KITS & HARNESS	
KIT DESCRIPTION	PART #
Programming Kit D2Ki-P And ALL D2Ki Kits w/Coils	DIPK-1
Programming Harness (Bike Side Stub ) D2Ki Applications Only	PH-1
Programming Cable Only (DIPK-1 Kit) Computer to Module Cable	PH-5
Programming Kit 2000HD1EP 2000HD2EP and SFK-1	DIPK-2
Programming Cable Only (DIPK-2 Kit) Computer to Module Cable	PH-2
Programming Kit 2000HD1E8, 2000HD2E8 and SFK-3	DIPK-3
Programming Cable Only (DIPK-3 Kit) Computer to Module Cable	PH-3
Programming Kit TC88-2P	DIPK-4
Programming Cable Only ( DIPK-4 Kit) Computer to Module Cable	PH-4
Programming Kit 2000 4 cylinder	DIPK-5

MODEL	YEAR	PART #	ADVANCE CURVES	# of RETARD CURVES / DEGREES	# of REV LIMITS	STATUS LED	PLUG RIDE	STOCK/ PERFORMANCE COILS	DYNA PERFORMANCE REPLACEMENT COIL
<b>Honda</b>									
VALKYRIE / GL1500 C (STD), CT (Tourer)	1997-2003	D3K1-1	10	10 / 1 to 10	9	A, B, E	X	YES / DYNA	DC1-3 / 3 EA. *
SHADOW / VT1100 C2 /	1997-2000	D3K1-2	10	10 / 1 to 10	9	A, B, E	X	YES / DYNA	DC1-2 *
SHADOW ACE / VT1100 C2	1997-2000	D3K1-2	10	10 / 1 to 10	9	A, B, E	X	YES / DYNA	DC1-2 *
SHADOW AMERICA / VT1100 C2	1997-1998	D3K1-2	10	10 / 1 to 10	9	A, B, E	X	YES / DYNA	DC1-2 *
SHADOW AERO / CT1100 C2	1998-2000	D3K1-2	10	10 / 1 to 10	9	A, B, E	X	YES / DYNA	DC1-2 *
SHADOW ACE / VT110 D2	1999	D3K1-2	10	10 / 1 to 10	9	A, B, E	X	YES / DYNA	DC1-2 *
SHADOW ACE 750 / CT750C, CD, CD2	1998-2001	D3K1-3	10	10 / 1 to 10	9	A, B, E	X	YES / DYNA	DC1-2 *
SHADOW / VT1100C	1997-2000	D3K1-4	10	10 / 1 to 10	9	A, B, E	X	YES / DYNA	DC1-2 *
SHADOW SPIRIT / VT1100 C	1997-2000	D3K1-4	10	10 / 1 to 10	9	A, B, E	X	YES / DYNA	DC1-2 *
SHADOW TOURER / VT1100 T	1998-2000	D3K1-4	10	10 / 1 to 10	9	A, B, E	X	YES / DYNA	DC1-2 *
MAGNA	1994-2003	D3K1-5	10	10 / 1 to 10	9	A, B, E	X	YES / DYNA	DC1-2 *
<b>Kawasaki</b>									
VULCAN DRIFTER 800	2000-2006	D3K2-1	8	N/A	8	A, B, C	X	YES / DYNA	DC1-2 *
VULCAN 1500 G (Classic & Nomad carb. Models)	1999-2004	D3K2-2	8	N/A	8	A, B, C	X	YES / DYNA	DC1-2 *
<b>Suzuki</b>									
INTRUDER 1400	1990-1995	D3K3-1	8	N/A	8	A, B, D	X	YES / DYNA	DC3-2 *
INTRUDER 1400	1996-2003	D3K3-2	8	N/A	8	A, B, D	X	YES / DYNA	DC3-2 *
INTRUDER 1500	1998	D3K3-3	8	N/A	8	A, B, C	X	YES / DYNA	DC3-2 *
INTRUDER 1500	1999-2004	D3K3-4	8	N/A	8	A, B, C	X	YES / DYNA	DC3-2 *
<b>Yamaha</b>									
V-STAR 650	1998-2002	D3K7-1	8	N/A	8	A, B, C	X	YES / DYNA	DC3-2 *
V-STAR 1100	1999-2003	D3K7-2	8	N/A	8	A, B, C	X	YES / DYNA	DC3-2 *
V-STAR 1100 (49 state ONLY)	2004-2005	D3K7-2	8	N/A	8	A, B, C	X	YES / DYNA	DC3-2 *
ROAD STAR	1999-2007	D3K7-3	8	4 / 3, 6, 9, 12	8	N/A	X	YES / DYNA	DC4-1 *
ROYAL STAR	1996-2001	D3K7-4	8	N/A	8	A, B, C	X	YES / DYNA	DC1-2 *
VENTURE / ROYALSTAR VENTURE / RSTD	1999-2008	D3K7-5	8	N/A	8	A, B, C	X	YES / DYNA	DC1-2 *
V-MAX	1990-2007	D3K7-6	8	N/A	8	A, B, D	X	YES / DYNA	DC3-2 *
V-MAX	1985-1989	D3K7-7	8	8 / 8 ONLY	8	A, B, D, E, F, G	X	YES / DYNA	DC3-2 *

STATUS LED	
SELECT	FUNCTION
A	INDICATES POWER UP
B	INDICATES PICKUPS
C	INDICATES TPS OPERATION
D	INDICATES MAP SENSOR OPERATION
E	INDICATES RETARD FUNCTION
F	INDICATES SIDE STAND OPERATION
G	INDICATES 2 STEP REV LIMITER

\* SOME MOUNTING FABRICATION MAY BE REQUIRED

MODEL	YEAR	PART
<b>CRUISER MODEL FI CONTROLLER</b>		
Honda		
VTX1800 ALL C, Retro & Neo Models	2002-2008	DFCM-1
Kawasaki & Suzuki		
Vulcan 1500 – Drifter, Nomad, Classic, Mean Streak	1999-2008	DFCM-2
Vulcan 1600 – Mean Streak, Marauder 1600	2004-2008	DFCM-3
Vulcan 2000	2004-2008	DFCM-4
Vulcan 1600 – Classic	2003-2007	DFCM-8
Suzuki C50, C50SE & M50	2006-2008	DFCM-5
Suzuki C90	2006-2008	DFCM-6
M109R	2006-2008	DFCM-11
Yamaha		
Road Star Warrior	2002-2008	DFCM-7
Stratoliner / Roadliner	2006-2008	DFCM-10
XV1300	2007	DFCM-9

# Cruiser Products



## Dyna 3000

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. 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.

## Coils

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.

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 primary resistance requirements as specified by the manufacturer of the ignition being used. For breaker points ignitions use 5.0 ohm coils or 3.0 ohm coils with a 1 to 2 ohm ballast resistor in series with the +12 volt supply wire to the coil. Dynatek cannot be responsible for ignition or coil problems that result from using a coil of incorrect primary resistance with a particular ignition system.



## Dynatek FI Controller


The 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.

## 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 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.

Dynatek has added the ability to custom program the Dyna 2000 Sportbike ignition 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 accessory curve maker kit. There are also 2 user programmable RPM outputs that can be used to activate a shift light or other RPM activated device.



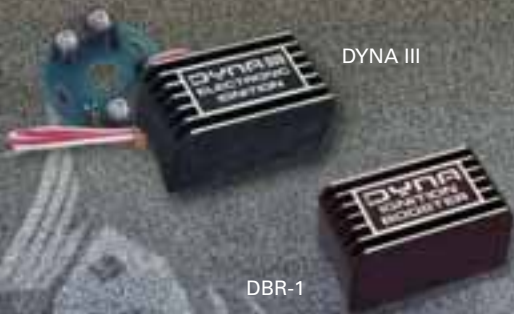
MODEL	YEAR	PART #	# of ADVANCE CURVES	# of RETARD CURVES / DEGREES	# of REV LIMITS	DIGITAL TACH OUTPUT	STATUS LED	STOCK / PERFORMANCE COILS	DYNA PERFORMANCE REPLACEMENT COIL
<b>Honda</b>									
CB 750 / 900 / 1100	1979-1983	DDK1-5	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
CB 750 / 900 / 1100	1979-1983	DDK1-5C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1
CBR 600 F	1987-1990	DDK1-6	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
CBR 600 F2	1991-1994	DDK1-7	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
CBR 600 F3	1995-1997	DDK1-8	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
CB600F Hornet / 599	1998-2006	DDK1-8	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
CBR 900 RR	1993-1999	DDK1-9	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
CBR 1100 XX	1997-1998	DDK1-10	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
V65 Sabre/Magna	1984-1986	DDK1-12	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
<b>Kawasaki</b>									
KZ 900 / 1000 / 1100	1973-1985	DDK2-1	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
GPZ W/MOD	1981-1985	DDK2-1	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
KZ 900 / 1000 / 1100	1973-1985	DDK2-1C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1
GPZ W/MOD	1981-1985	DDK2-1C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1
KZ 650	1977-1980	DDK2-2	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
KZ 650	1977-1980	DDK2-2C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1
KZ 750 (GPZ & TURBO)	1980-1984	DDK2-2	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
KZ 750 (GPZ & TURBO)	1980-1984	DDK2-2C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1
GPZ 550	1981	DDK2-3	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
GPZ 550	1981	DDK2-3C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1
ZX11 / 1100	1990-2001	DDK2-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
ZX10 / 1000	1988-1990	DDK2-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
NINJA 1000R	1986-1987	DDK2-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
NINJA 900	1984-1985	DDK2-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
ZX7 / ZX7R / ZX7RR	1991-1997	DDK2-7	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
ZX 9R	1993-1997	DDK2-7	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
ZX 6R	1998-2001	DDK2-11	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
ZX 9R	1998-2003	DDK2-12C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1
<b>Suzuki</b>									
GS 550 / 750 / 850	1977-1981	DDK3-2	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
GS 1000 / 1100 / 1150	1977-1985	DDK3-2	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
GS 1000 / 1100 / 1150	1977-1985	DDK3-2C	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1
KATANA 600 / 750 / 1100	1988-2006	DDK3-3	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
BANDIT 1200 S	1996-2005	DDK3-3	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
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	STOCK / DYNA	1, 2, 3
GSXR 1100 WC	1993-1997	DDK3-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
GSXR 750 WC	1993-1995	DDK3-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
RF 600 / 900	1994-1997	DDK3-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
<b>Yamaha</b>									
FJ 1100, 1200	ALL	DDK7-1	5	4 / 4, 8, 12, 16	8,500 to 16,000	X	A, B, C, D	STOCK / DYNA	1, 2, 3
<b>Dyna 2000 4 cyl Programmable module only</b> 1101225		<b>STATUS LED</b>	<b>SELECT</b>	<b>FUNCTION</b>			<b>DYNA PERFORMANCE COIL</b>	<b>SELECT</b>	<b>PART#</b>
			A	INDICATES POWER UP				1	DC4-1
			B	INDICATES PICKUPS				2	DC1-1
			C	STATIC TIMING				3	DC1-2
		D	OVER CURRENT PROTECTION						

\*"C" IN PART # INDICATED IGNITION KIT INCLUDES DC4-1 COIL



### Dyna III Ignition

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 III

DBR-1

### Dyna Ignition Booster

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.

#### Dyna Ignition Booster Features

- 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
- 1-Year factory warranty
- Single and dual ignition models available

### Dyna S Electronic Ignition

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.



MODEL	YEAR	PART #	REPLACEMENT COIL
<b>DYNA "S" IGNITIONS</b>			
<b>HARLEY-DAVIDSON</b>			
DUAL FIRE	1970-1998	DS6-1	DC7-1
SINGLE FIRE	1970-1998	DS6-2	DC10-1
<b>HONDA</b>			
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
<b>KAWASAKI</b>			
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
<b>SUZUKI</b>			
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
<b>DUCATI</b>			
750 TWINS	1972-1974	DS4-1	DC10-1
<b>MOTO GUZZI</b>			
V35 / V50 / V65	ALL	DS5-1	DC10-1
<b>DYNA III IGNITIONS</b>			
<b>BMW</b>			
ALL MODELS	1970-1978	D35-1	DC2-1 (Dual Plug)
<b>MOTO GUZZI</b>			
BIG ENGINES	1974-1987	D37-1	DC10-1
<b>DYNA IGNITION BOOSTERS</b>			
SINGLE POINTS		DBR-1	
DUAL POINTS		DBR-2	

# Sportbike Products

**DYNATEK**  
**DYNA FS**  
 HIGH PERFORMANCE DIGITAL IGNITION

**Features**

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

**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)

\*= Not available on all models, check table for exact options by model

MODEL	YEAR	Part #	# of Timing Curves	# of Rev Limits	Tach Output	# of RPM Switch Outputs	Shift/Tether Kill Input	Launch Limiter	Coil Kit
<b>Bombardier</b>									
BAJA 650 00-02 DS650	2000-2001	DFS11-1	1	1	No	0	No	No	
BAJA 650 00-02 DS650 PR	2000-2001	DFS11-1P	4	1	Yes	2	Yes	Yes	
BAJA 650 03-06 DS650	2002-2005	DFS11-2	1	1	No	0	No	No	
BAJA 650 03-06 DS650 PR	2002-2005	DFS11-2P	4	1	Yes	2	Yes	Yes	
<b>Honda</b>									
TRX400EX Programmable	1999-2004	DFS1-10P	4	4	No	2	No	No	
TRX400EX	1999-2007	DFS1-10	1	1	No	0	No	No	
TRX400EX Programmable	2005-2007	DFS1-14P	4	4	No	2	No	No	
TRX250R Programmable	1986-1989	DFS1-11P	4	4	No	2	No	No	
TRX250R	1986-1989	DFS1-11	1	1	No	0	No	No	
XR50 / XR80	All Years	DFS1-12	1	1	No	0	No	No	
TRX450R Programmable	2004-2005	DFS1-13P	4	4	Yes	1	No	No	DCK1-2
TRX450R	2004-2005	DFS1-13	1	1	No	0	No	No	DCK1-2
TRX450R	2006	DFS1-15	1	1	No	0	No	No	DCK1-2
TRX450R Programmable	2006	DFS1-15P	1	1	No	0	No	No	DCK1-2
TRX650 Rincon	2003-2005	DFS1-16	2	1	No	0	No	No	DCK1-1
CRF 250R Programmable	2007	DFS1-17P	1	1	No	1	Yes	No	
CRF 450R Programmable	2007	DFS1-18P	1	1	No	1	Yes	No	
<b>Kawasaki</b>									
KFX400 Programmable	2003-2004	DFS2-11P	4	4	Yes	2	No	No	
Prairie 650	2001-2002	DFS2-12	1	1	No	0	No	No	DCK2-1
Prairie 650/700	2003-2006	DFS2-13	1	1	No	0	No	No	DCK2-1
Prairie 650/700 Programmable	2003-2006	DFS2-13P	4	1	Yes	2	No	Yes	DCK2-1
KFX700 / V-Force	2003-2007	DFS2-14	1	1	No	0	No	No	
Brute Force 650/750	2005-2007	DFS2-15	1	1	No	0	No	No	DCK2-1
Brute Force 650/750 Programmable	2005-2007	DFS2-15P	4	1	Yes	2	No	Yes	DCK2-1
CRF250R Programmable	2007	DFS2-16P	1	1	No	1	Yes	No	
CRF450R Programmable	2007	DFS2-17P	1	1	No	1	Yes	No	
Teryx 750	2008	DFS2-18	1	1	No	0	No	No	
<b>Suzuki</b>									
LTZ400 Programmable	2003-2004	DFS3-9P	4	4	Yes	2	No	Yes	
LTZ400	2003-2004	DFS3-10	1	1	No	0	No	No	
LTZ400 Programmable	2005-2008	DFS3-12P	4	4	Yes	2	No	Yes	
LTZ400	2005-2008	DFS3-12	1	1	No	0	No	No	
LT-Z50/LT-Z90	2006-2008	DFS3-15	1	1	No	0	No	No	
Twin Peaks 700	2004-2005	DFS3-11	1	1	No	0	No	No	
DRZ400	2000-2008	DFS3-16	1	1	No	0	No	No	
DRZ400 Programmable	2000-2008	DFS3-16P	4	1	Yes	2	No	Yes	



**Dynatek ATV Coil Kits.**

Dynatek is now offering 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.

**ATV & Off Road**  
 Products

MODEL	YEAR	Part #	# of Timing Curves	# of Rev Limits	Tach Output	# of RPM Switch Outputs	Shift /Tether Kill Input	Launch Limiter	Coil Kit
<b>Yamaha</b>									
Raptor 50	2006-2008	DFS7-19	1	1	No	0	No	No	
Raptor/Grizzly/Badger 80	1992-2008	DFS7-18	1	1	No	0	No	No	
Banshee Programmable	1997-2006	DFS7-6P	4	4	Yes	2	No	Yes	DCK7-4
Banshee Programmable	1995-1996	DFS7-7P	4	4	Yes	2	No	No	DCK7-4
Banshee Programmable	1987-1994	DFS7-8P	4	4	Yes	2	No	No	DCK7-4
Warrior 350	2002-2004	DFS7-15	1	1	No	0	No	No	
Raptor 350	2004-2008	DFS7-16	1	1	No	0	No	No	
Raptor 660 Programmable	2002-2005	DFS7-11P	4	4	Yes	2	Yes	Yes	
Raptor 660	2002-2005	DFS7-11	1	1	No	0	No	No	
Raptor 700R	2006-2008	DFS7-21	1	1	No	0	No	No	DCK7-1
Raptor 700R Programmable	2006-2008	DFS7-21P	4	1	No	2	No	Yes	DCK7-1
YFZ450 Programmable	2004-2008	DFS7-12P	4	1	Yes	2	No	Yes	
YFZ450	2004-2008	DFS7-12	1	1	No	0	No	No	
Grizzly 660	2002-2008	DFS7-14	1	1	No	0	No	No	
Grizzly 700FI	2007-2008	DFS7-25	1	1	No	0	No	No	DCK7-5
Rhino 450	2006-2008	DFS7-24	1	1	No	0	No	No	DCK7-2
Rhino 660	2004-2007	DFS7-13	1	1	No	0	No	No	DCK7-2
Rhino 660 Programmable	2004-2007	DFS7-13P	4	1	Yes	2	No	Yes	DCK7-2
Rhino 700FI	2008	DFS7-26	1	1	No	0	No	No	DCK7-6
YZ250F Programmable	2006-2008	DFS7-22P	1	1	No	1	Yes	No	
YZ450F Programmable	2006-2008	DFS7-20P	1	1	No	1	Yes	No	
WR450F Programmable	2007	DFS7-23P	1	1	No	1	Yes	No	
<b>Polaris</b>									
Predator 500 Programmable	2003-2004	DFS9-1P	4	4	Yes	2	Yes	Yes	
Predator 500 Programmable	2005	DFS9-2P	4	4	Yes	2	Yes	Yes	
Ranger RZR	2008	DFS9-3	1	1	No	0	No	No	DCK9-1
<b>KTM</b>									
250SXF	2007	DFS13-1P	1	1	No	1	Yes	No	
450SXF	2007	DFS13-2P	1	1	No	1	Yes	No	
<b>Arctic Cat</b>									
Arctic Cat 650	2004-2005	DFS10-1	1	1	No	0	No	No	
DVX 400 Programmable	2002-2004	DFS10-3P	4	4	Yes	2	No	Yes	
Prowler 650	2006-2007	DFS10-4	1	1	No	2	No	No	
AC650-H1	2006-2007	DFS10-5	1	1	No	2	No	No	

## NOW AVAILABLE FOR POPULAR 4 STROKE OFF ROAD MOTORCYCLES

Dynatek announces the availability of the Dyna FS ignition system for Motocross, Supermoto and Off Road motorcycles. Offering the same features as the popular Dyna FS for ATV's, adjustable advance curves, adjustable rev limiter, increased spark energy and PC programmability with the optional Curvemaker Programming Kit, now the Off Road racer can tune the ignition system to match his modifications and track conditions for enhanced performance.



## External Curve Selection Switch

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



## Programming Kits

### DFSPK-1 and DIPK-6

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.



## Dynatek FI Controller

The Fuel Injection Controller for 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.



MODEL	YEAR	PART
<b>ATV MODEL FI CONTROLLER</b>		
Bombardier		
Outlander/ Renegade 800	2006 - 2008	DFCA-5
Honda		
Rincon	2006 - 2008	DFCA-1
Rancher	2007 - 2008	DFCA-10
Kawasaki		
KFX 450R	2008	DFCA-11
Polaris		
500 EFI	2006	DFCA-6
700 Twin EFI	2004	DFCA-7
700 Twin EFI	2005 - 2008	DFCA-8
800 Twin EFI	2005 - 2008	DFCA-9
Ranger RZR	2008	DFCA-15
Suzuki		
LT-R450	2006 - 2007	DFCA-2
KingQuad 450	2007 - 2008	DFCA-12
KingQuad 700 EFI	2005 - 2007	DFCA-3
Yamaha		
Raptor 700R	2006 - 2008	DFCA-4
Grizzly 700	2007 - 2008	DFCA-13
Rhino 700	2008	DFCA-16

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.



DYNA COILS	OHM	# PKG	COLOR	IGNITION	# OUTPUTS	APPLICATION
<b>DC1-1</b>	3	2	GREEN	DYNA 2000HD	DUAL	DUAL PLUG / SINGLE FIRE / STREET / RACE
				DYNA 2000i / D2Ki		
				DYNA "S" HD		RACE ONLY (DRAG)
				STOCK / DYNA"S"		IMPORT BIKE REPLACEMENT
<b>DC1-2</b> <i>MINI SERIES</i>	3	2	BLACK	DYNA 2000HD	DUAL	DUAL PLUG / SINGLE FIRE / STREET / RACE
				DYNA 2000i / D2Ki		
				DYNA "S"		RACE ONLY (DRAG)
				STOCK		IMPORT REPLACEMENT
<b>DC1-3</b> <i>MINI SERIES</i>	3	1	BLACK	STOCK	SINGLE	SINGLE COIL PKG OF DC1-2 IMPORT BIKE REPLACEMENT
<b>DC2-1</b>	1.5	2	BROWN	DYNA "S" HD	DUAL	DUAL PLUG / DUAL FIRE
				DYNA "S" BMW		DUAL PLUG CONVERSIONS
<b>DC3-1</b>	3	2	GREEN	DYNA 2000HD	SINGLE	SINGLE PLUG / SINGLE FIRE / STREET / RACE
				DYNA 2000i / D2Ki		
				DYNA "S" HD		RACE ONLY (DRAG)
				STOCK		IMPORT BIKE REPLACEMENT
<b>DC3-2</b> <i>MINI SERIES</i>	3	2	BLACK	DYNA 2000HD	SINGLE	SINGLE PLUG / SINGLE FIRE / STREET / RACE
				DYNA 2000i / D2Ki		
				DYNA "S"		RACE ONLY (DRAG)
				STOCK/ DYNA 2000		IMPORT REPLACEMENT
<b>DC3-3</b> <i>MINI SERIES</i>	3	1	BLACK	STOCK	SINGLE	SINGLE COIL PKG OF DC3-2 IMPORT BIKE REPLACEMENT
<b>DC4-1</b>	2.2	2	GREY	DYNA 2000/4	DUAL	IMPORT REPLACEMENT
				STOCK		REPLACEMENT
<b>DC6-1</b>	3	1	GREEN	DYNA 2000HD	DUAL	SINGLE PLUG / DUAL FIRE / STREET / RACE
				DYNA 2000i / D2Ki		
				DYNA "S" HD		RACE ONLY "H" STYLE
<b>DC6-4</b>	3	1	BLACK	DYNA 2000HD	FOUR (4) TOWER TWIN FIRE COIL	DUAL PLUG / SINGLE FIRE / STREET / RACE
				DYNA 2000i / D2Ki		
<b>DC6-5</b> <i>MINI SERIES</i>	3	1	BLACK	DYNA 2000HD	TWIN FIRE II COIL	SINGLE PLUG / SINGLE FIRE / STREET / RACE
				DYNA 2000i / D2Ki		
<b>DC6-6</b> <i>NEW</i>	0.5	1	BLACK	STOCK	DUAL	TWIN CAM REPLACEMENT CARBUETED ONLY
<b>DC7-1</b>	5	1	BLACK	DYNA "S" HD	DUAL	SINGLE PLUG / DUAL FIRE / "H" STYLE
				POINTS HD		POINTS APPLICATION REPLACEMENT

### 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.



DC6-5



DC6-6

DYNA COILS	OHM	# PKG	COLOR	IGNITION	# OUTPUTS	APPLICATION
DC8-1	5	2	BLACK	DYNA "S" HD STOCK	DUAL	DUAL PLUG / SINGLE FIRE / STREET POINTS APPLICATION REPLACEMENT
DC9-1	0.7	2	BLUE	DYNA 4000	DUAL	RACE ONLY HIGH ENERGY
DC9-2	0.7	1	BLACK	DYNA 4000	FOUR (4) TOWER TWIN FIRE COIL	RACE ONLY HIGH ENERGY
DC9-4	0.7	2	BLUE	DYNA 4000	SINGLE	RACE ONLY HIGH ENERGY
DC10-1	5	2	BLACK	DYNA "S"	SINGLE	SINGLE PLUG / SINGLE FIRE / STREET
DC11-1 MINI SERIES	0.5	2	BLACK	DYNA TC88-2 DYNA TC88-3	DUAL	DUAL PLUG CONVERSION STREET / RACE IMPORT BIKE REPLACEMENT
DC11-2 MINI SERIES	0.5	1	BLACK	DYNA TC88-2 DYNA TC88-3	DUAL	SINGLE COIL OF PKG OF DC11-1
DC12-1 MINI SERIES	0.5	2	BLACK	DYNA TC88-2 DYNA TC88-3 DYNA DSPT-1	SINGLE	STREET / RACE IMPORT BIKE REPLACEMENT
DC12-2 MINI SERIES	0.5	1	BLACK	DYNA TC88-2 DYNA TC88-3 DYNA DSPT-1	SINGLE	SINGLE COIL OF PKG OF DC12-1

### Dynatek Twin Fire Ignition Coils

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 users have come to expect from a Dyna coil; high voltage (greater than 30,000 volts) with fast rise times, and high energy. The DynaTwin 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 ignition system that incorporates dwell control, but cannot be used with the DS6-2, Dyna S or similar ignitions.

### 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.

DC1-2 and DC1-3



#### 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.

# Dyna Coils

## Dyna 4000 Super Pro Drag Race Ignition

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".

KIT #	APPLICATION
<b>DYNA 4000 IGNITION MODULE ONLY</b>	
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

KIT #	APPLICATION	MODULE	COIL(s)	PLUG WIRES
<b>DYNA 4000 IGNITION KITS</b>				
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

# Drag Products

## Pro Series Crank Trigger

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



## DYNATEK Billet Rotor

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 and Dyna S ignitions.



KIT #

APPLICATION

### DYNA 4000 IGNITION ACCESSORIES

TSRAM	RETARD MODULE 2 & 4 CYLINDER PROGRESSIVE
TSRM-2	RETARD MODULE, 2 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, ZX77R/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

### DYNA 4000 REMOTE DISPLAY

DRD-1

#### Dyna Digital Remote Display

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.



## Two Stage Retard Module

The new and improved Dynatek Two Stage Retard Module (P/N TSRAM) now offers progressive timing retard or advance in 2 separately adjustable stages. The new TSRAM is adjustable for 0-20 degrees of ignition timing retard in 2 degree increments over a 4 second time span in 1/4 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 1/4 second increments. If more than 2 stages of timing control are desired 2 TSRAM modules may be connected in series. The new TSRAM can be used for both 4 cylinder and V-Twin applications where the Dyna 4000 ignition system is used.



## 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.

### 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.

KIT #	APPLICATION
<b>DYNA SHIFT SYSTEMS</b>	
DSL-1	SHIFT LITE
DSL-2	SHIFT LITE MINI (RED, GREEN, BLUE, SILVER OR BLACK)
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

## 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.

## DSL-2 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 new Dyna 2000 PC Programmable Sportbike ignition. Available in a variety of anodized colors to match your color scheme.

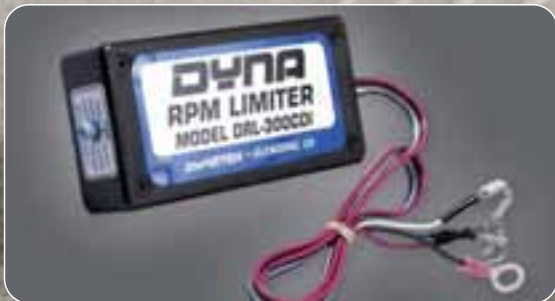


# Drag Accessories



### DRL-400 Rev Limiter

The Dyna DRL-400 Two Stage Rev Limiter has been specifically designed to maximize launch performance and over-rev protection in drag racing. The DRL-400 allows a precisely controlled launch rpm limit to be set, while also guaranteeing against over-rev damage due to missed shifts or drive train breakage. Selection between the launch limit and the upper over-rev limit is usually made through the use of a clutch lever switch. Both rpm limits are adjustable via two knobs on the DRL-400. The DRL-400 constantly monitors the engine rpm with great precision and randomly deletes ignition pulses to hold the engine exactly at the desired rpm. The DRL-400 can hold a 270 horsepower engine to a steady launch rpm with less than +/- 50 rpm wavier. Other launch rpm limiters typically make the engine rpm waive through a pounding oscillation. This can be very hard on expensive racing components. The DRL-400 works with all inductive electronic ignitions on 2 and 4 cylinder engines. It is housed in a 3 3/4" x 2 3/8" x 1" plastic case with integral mounting flanges.



### DRL-300 Rev Limiter

The DRL300 has an improved clamping capability, and more outputs than the DRL200. The DRL300 can clamp up to 4 of our blue (low impedance) coils. This means it can be used on drag bikes, and many other applications it could not manage before (automotive HEI ignitions). In addition, the output stage has also added a separate kill input. This input works separate of the rev limiter and can function even when the rev limiter has no power. This will kill the spark whenever a 12V signal is applied to the input.

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 can be used on any vehicle with a 12 volt battery/charge system and 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 Voltage & Charge Monitors

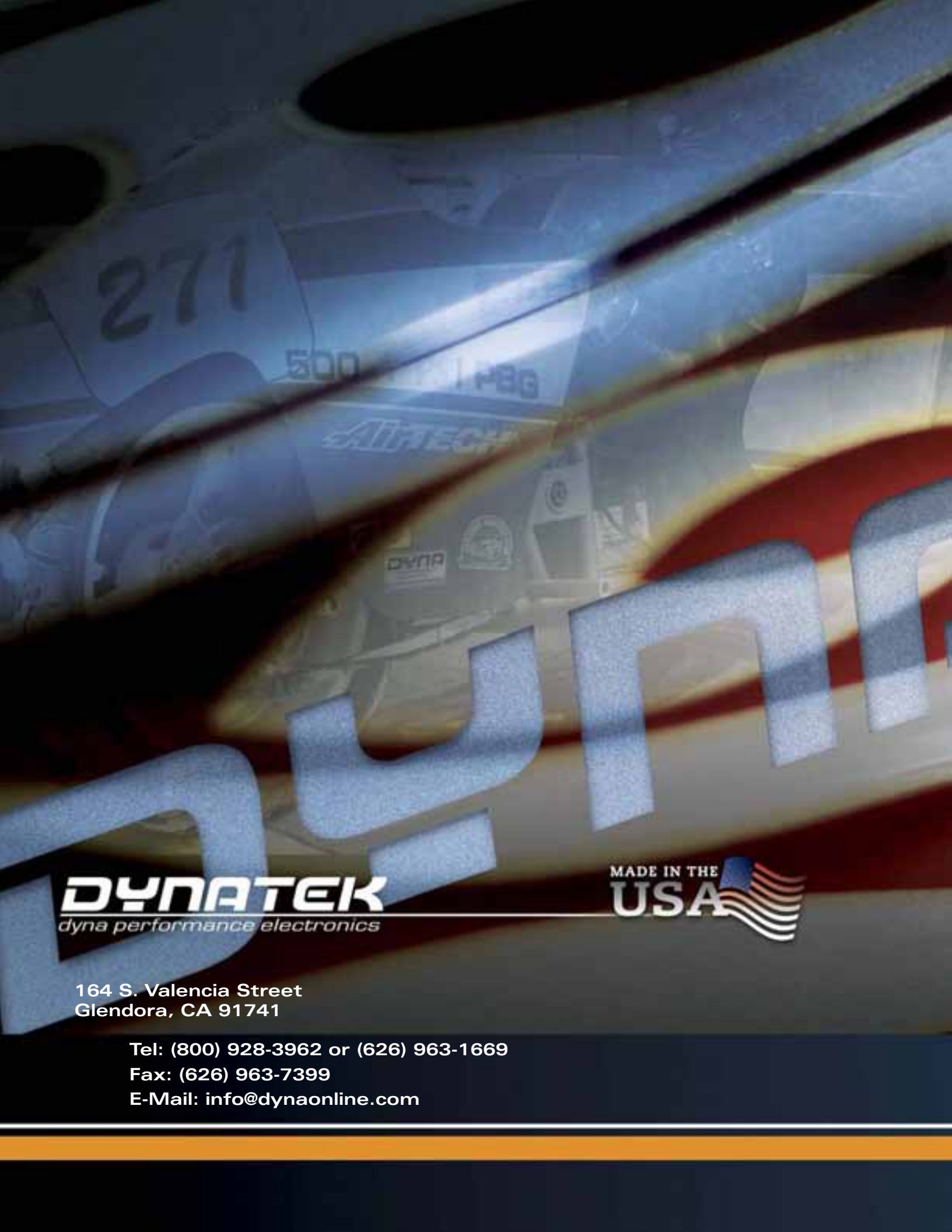
The Dyna Voltage Monitor is a necessity for any battery ignition vehicle that does not have a charging system such as many race vehicles. The Voltage Monitor gives a clear indication of battery condition at any time with a quick glance at the three indicator LED's. The control electronics are housed in a small easy to mount case and are epoxy encapsulated to form a tough durable unit. The Voltage Monitor can be used on any vehicle with a 12 volt battery system and 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.

### Dyna 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.



KIT #	APPLICATION
<b>DYNA SPARK PLUG WIRES</b>	
DW-200	7MM BLACK SILICONE, SOLID CORE
DW-300	7MM RED SILICONE, SOLID CORE
DW-600	7MM BLACK SILICONE, SUPPRESSION CORE
DW-800	8MM GREY SILICONE, SUPPRESSION CORE
DW-1100	7MM BLACK SILICONE, SUPPRESSION CORE, 90 DEGREE
DW-1200	8MM GREY SILICONE, SUPPRESSION CORE, 90 DEGREE
<b>DYNA MONITORS</b>	
DCM-1	CHARGE MONITOR
DVM-1	VOLTAGE MONITOR
<b>DYNA BOOSTER</b>	
DBR-1	IGNITION BOOSTER, SINGLE POINT
DBR-2	IGNITION BOOSTER, DUAL POINT
<b>DYNA TACH ADAPTERS</b>	
T-101	TACH ADAPTER
T-103	TACH ADAPTER
T-105	TACH ADAPTER
<b>DYNA COIL BRACKET</b>	
DCB-1	BMW COIL BRACKET
DCB-2	H-D SOFTAIL COVER BRACKET
<b>TOOLS</b>	
CT-1	SPARK PLUG WIRE CRIMP TOOL



**DYNATEK**  
*dyna performance electronics*

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