1997-2000 HONDA VALKYRIE 1500
KIT No. D3K1-1
INSTALLATION & USER’S GUIDE

1. REMOVE SEAT – Remove the seat using the ignition keyhole near the fuel petcock.

(1) Side cover removal
(2) Coolant reservoir removal

2. REMOVE THE STOCK IGNITOR BOX – The stock ignitor box is located under the seat, just behind the coolant tank reservoir. Remove the 10mm screw retaining the reservoir. Move the reservoir out of the way; it is not necessary to remove the coolant hoses. Unplug the ignitor connector and remove the box from the bike.

3. MATE THE DYNA 3000 MODULE TO THE HARNESS – Plug the factory harness into the DYNA 3000 module. Position the DYNA 3000 module in the area where the stock ignitor box was mounted, utilizing the stock rubber sleeve.

(1) The DYNA3000 is a direct replacement.
(2) Install DYNA3000 into the factory location.
4. SET THE ADVANCE AND REV LIMIT MODES – Locate the two knobs on the end of the DYNA 3000 module. Start by selecting ADVANCE MODE #1 and a REV LIMIT of 7250 RPM. These settings are identical to stock. Advance curve #5 will give you more advance on the top end and more advance in the mid range cruising speeds than the stock module. With a jet kit, you may be able to run curve #6 or #7 for even more power. But don’t try these more aggressive curves without a jetting change and premium fuel.

5. START THE BIKE – This is a good time to start the bike to make sure everything is working properly. You should notice that the bike starts better than with the stock. The DYNA 2000 ignition requires much fewer rotations of the engine to start than the stock ignition.

6. REPLACE THE SEAT – Replace the coolant reservoir, side cover and seat. Your installation should be complete. If you have any trouble starting the bike, inspect all wiring connections/fuses. You should be able to see the LED on the DYNA 3000 module blink when the ignition key is turned on. If you don’t, check your RUN/STOP switch and/or the battery voltage.

THE ADVANCE CURVES

The DYNA 3000 ignition for the Honda Valkyrie has ten built-in advance curves and ten retard curves. Curves 1 and 2 are most similar to the stock advance curve. Curves 1 through 5 should work best with a totally stock bike. If you add a jet kit and a new exhaust you should be able to run curves 6 or 7 for best power. The retard curves are activated by grounding the four inch white wire.

STATUS LED

There is a STATUS LED located between the mode knobs on the DYNA 3000 module. This LED is useful for giving you some diagnostic information about the operation of your ignition. The STATUS LED has two functions. When you first apply power to the DYNA 3000 module, the STATUS LED will blink indicating the module is on. This is a good verification that your power wiring and ignition switch is working. When the engine is cranking or running, the STATUS LED will pulse each time a signal is received from the magnetic pickup located in your engine. This function will allow you to see that the DYNA 3000 module is communicating with the pickup.

IMPROPER or SHORTED COIL

The STATUS LED will also blink rapidly if there is a problem with the ignition coils. When the power is first cycled on, the ignition coil charging current is sampled. If a coil of less than 2 ohm, or a shorted coil is detected, the ignition will not operate to save the module from possible damage. The ignition will not operate until defective/proper coil is replaced.

NOTE: MUST USE SUPPRESSION CORE IGNITION WIRES (USE FACTORY WIRES, OR AFTERMARKET SUPPRESSION WIRES).

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