



1997-2000 HONDA SHADOW 1100

Kit Part No. D3K1-2

INSTALLATION INSTRUCTIONS

INSTALLATION:

1. Remove the Ignition Key, and Riders Seat to begin the installation.
2. REMOVE LEFT SIDE COVER – The side cover is held on by three plastic bosses inserted into rubber grommets. Gently pull the side cover bosses from these grommets. If any grommets come off with the cover, reinstall them before continuing.
3. REMOVE THE BATTERY (-)NEGATIVE TERMINAL for safety.
4. REMOVE THE FUSE BOX – Remove the two screws that hold the fuse box cover in place. Unbolt the Fuse Box by removing the (2) 10mm bolts in the fuse box panel. Move the fuse box out of the way for easier access to the ignition.
5. REMOVE THE STARTER RELAY BRACKET – Remove the single (1) 10mm bolt that holds the start relay & fuel cut-off relay to the frame (next to the airbox inlet). Removing this bolt will allow the battery cable going to the starter to have some movement while installing the DYNA3000 ignition.
6. MOUNT THE DYNA3000 IGNITION MODULE – Remove the stock ignition box by pulling it straight out from the two posts. Remove the rubber sleeve from the stock module, this will be used to mount the DYNA3000. Mount the DYNA3000 in the stock location as if it were the stock ignition.
7. SET THE ADVANCE AND REV LIMIT MODES USING THE KNOBS - Start by selecting ADVANCE MODE #1 and a REV LIMIT of 6000. These settings are identical to stock, and will give you a good baseline to start with. Advance curve #3 will give you a little more advance on the top end and a little more advance in the mid range cruising speeds than the stock module. This should pep up a stock motor with more power in the cruising rpm range. Putting a jet kit in the carb will wake up the motor even more. With a jet kit, you may be able to run curve #4 or #5 for even more power. But don't try these more aggressive curves without a jetting change and premium fuel.
8. START THE BIKE – Before installing the body cover & seat, this is a good time to start the bike to make sure everything is working properly. Reconnect the battery terminal and turn the ignition key on. You should be able to see the LED on the DYNA3000 module flash once when the ignition key is turned on. If you don't see the diagnostic LED flash once, check your connections and/or the battery voltage.
9. REPLACE THE LEFT BODY SIDE COVER. Reinstall the body cover, being careful to insert each plastic boss into each mounting grommet. Your installation is complete. If you have any trouble starting the bike, inspect all wiring connections.

THE ADVANCE CURVES:

The DYNA3000 ignition for the Honda Shadow 1100 has ten built-in advance curves. There are four curves which rise aggressively in the mid rpm range to give you better mid range power. These are curves 2 through 5. These curves give you a choice of final timing from 31 degrees with curve 2 and 33 degrees with curve 5. Most engines will work best with one of these curves. Curve 1 is most similar to the stock curve. Curve 2 is a good starting point if you are not sure what your engine will like best. The best way to optimize ignition timing is by putting your bike on a rear wheel dyno at a local shop to see which makes the best horsepower. Curves 6, 7 and 8 are more conservative curves, which rise more slowly across the rpm range. These curves are more appropriate for high revving, high compression engines which would detonate with too much low-end advance. These curves are for extreme engines only. If your engine does not experience detonation with curves 1 through 5 then stay with them. If you do have a detonation problem try curves 6 and 7.

NITROUS/BLOWER RETARD MODE:

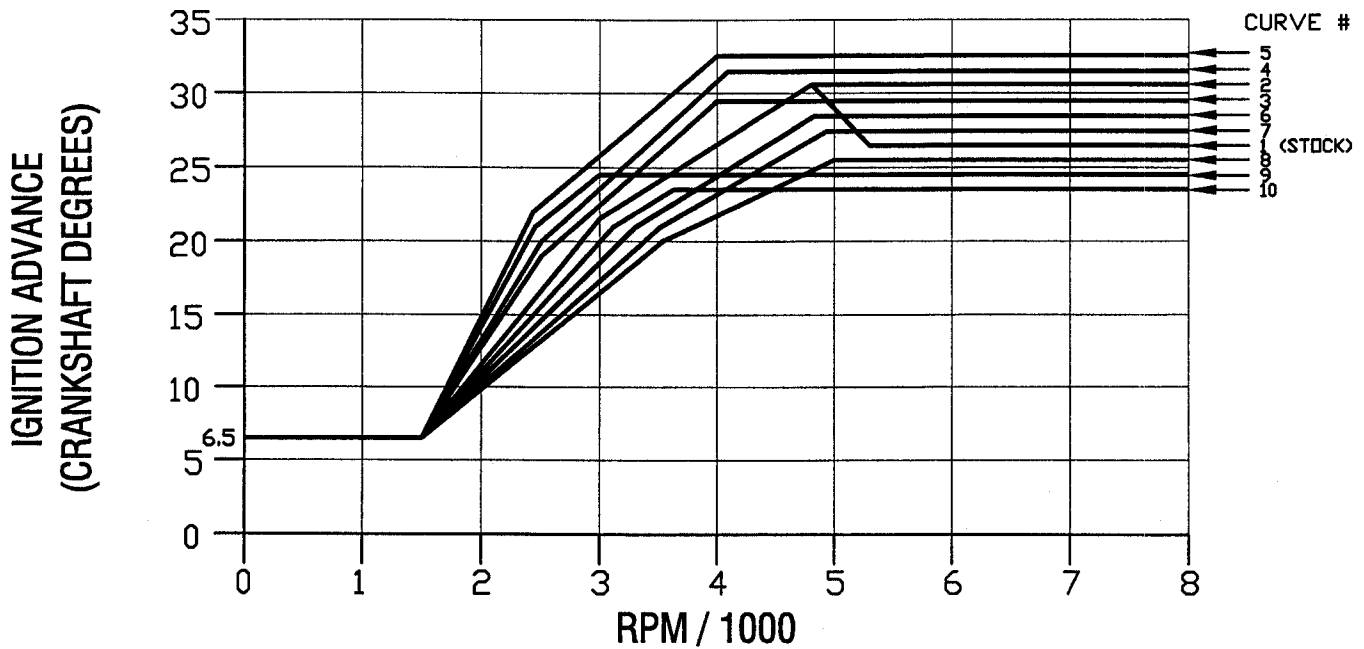
An ignition retard feature (up to 10°) is available for blower or nitrous applications. This feature is first programmed, then activated by grounding the white wire anytime retard is needed. To program the amount of retard (1° to 10°), first turn the ignition key off. Then, move the REV-LIMIT knob to the "PROG" position. Then, turn the ADVANCE MODE knob to the number of degrees retard (1 to 10) that will be subtracted when the white wire is grounded. Now, turn the ignition key on, the module ****WILL NOT RUN****, instead the STATUS LED will flash the corresponding number of degrees of retard. This number is permanently stored in EEPROM memory. Finally, turn the ignition key off again, then turn the REV-LIMIT knob to the desired rev-limiting value, and turn the ADVANCE KNOB to the desired curve during normal operation. This completes the programming of the retard value.

STATUS LED:

The STATUS LED located on the side of the DYNA3000 is useful for giving you diagnostic information about the operation of your ignition. When you first apply power to the DYNA3000 module, the STATUS LED will flash once, indicating the module is on. This is a good verification that your power wiring and ignition switch is working. Finally, 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 stock pickup.

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DYNA 3000 IGNITION CURVES



CURVE1 = STOCK ADVANCE
(Assumes 6.5° base timing)

DYNATEK		
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