

# 1997-2001 HONDA SHADOW 750

## DYNA 3000 IGNITION

### INSTALLATION INSTRUCTIONS

#### INSTALLATION:

1. Remove the Ignition Key, and Riders Seat to begin the installation. The ignition is located under the front seat.
2. MOUNT THE DYNA3000 IGNITION MODULE – Remove the stock ignition box by pulling it up & out from the two posts. Mount the DYNA3000 in the stock location as if it were the stock ignition.
3. SET THE ADVANCE AND REV LIMIT MODES USING THE KNOBS - Start by selecting ADVANCE MODE #1 and a REV LIMIT of 6500. 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.
4. 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. Turn the ignition key and RUN/STOP switch 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.
5. REPLACE THE RIDERS SEAT - Reinstall the front seat. 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 750 has ten built-in advance curves. Curve 1 is most similar to the stock curve. Curve 2 or 3 is a good starting point if you are not sure what your engine will like best. There are four curves which rise aggressively to give you better low & mid range power. These are curves 4 through 7. These curves give you a choice of final timing from 28 degrees with curve 4 and 31 degrees with curve 7. 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 torque & horsepower. Curves 8, 9 and 10 are more conservative curves, which rise more slowly across the rpm range. These curves are more appropriate for 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 7 then stay with them. If you do have a detonation problem try curves 9 or 10.

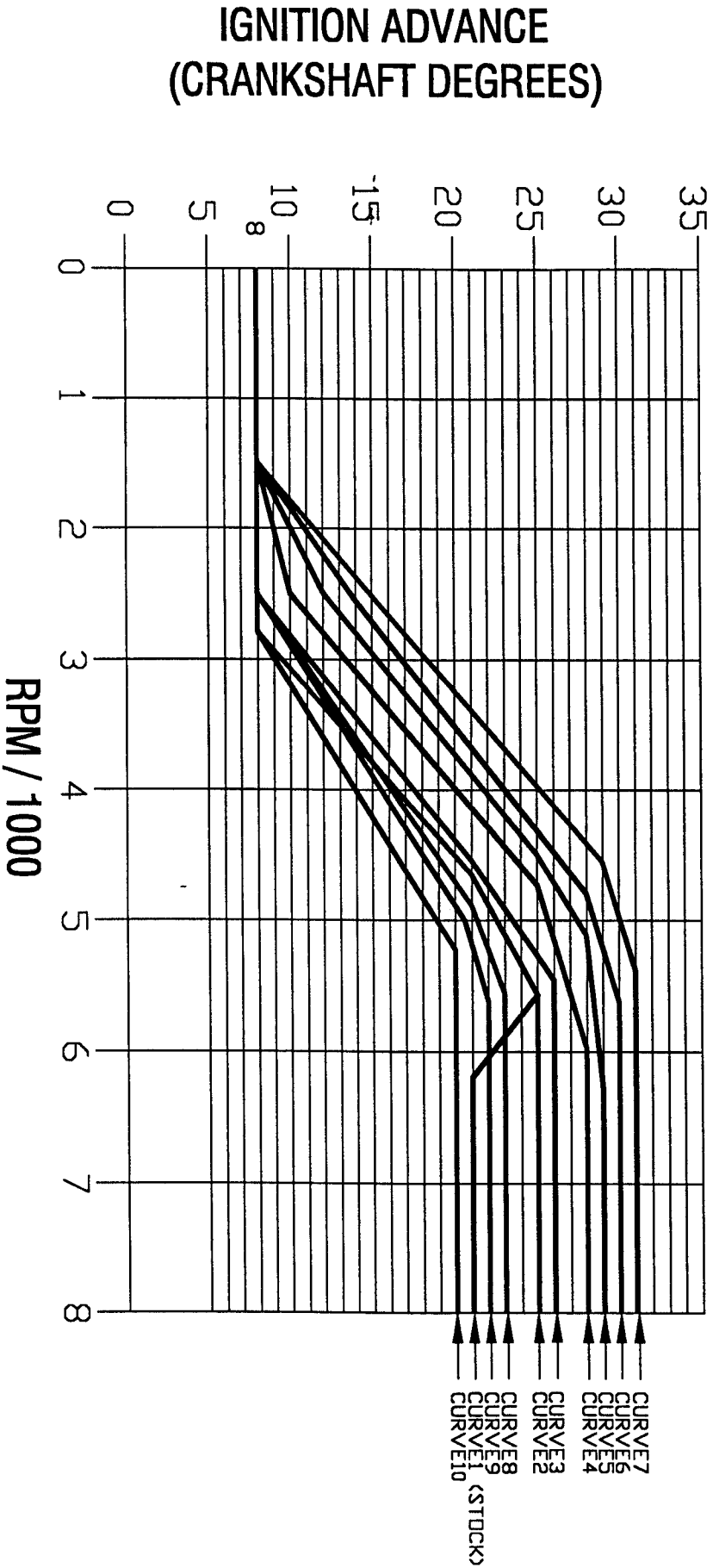
#### NITROUS/BLOWER RETARD MODE:

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 (from 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 forever, until re-programmed with another retard setting value. 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. With the ignition on, and the engine not running, you can verify the retard input (extra white wire) by grounding it. The LED will turn on when this input is activated. 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.

# DYNA 3000 IGNITION CURVES



**CURVE1 = STOCK ADVANCE**  
 (Assumes 8° base timing)

DYNATEK	
164 S. VALENCIA ST., GLENORA, CA 91724 (626)953-1669	
TITLE HONDA SHADOW 750 ADV. CURVES	
DATE 3-20-01	MODEL HONDA SHADOW 750
REV 1.0	