

# 1999-2000 YAMAHA V STAR 1100

## DYNA 3000 IGNITION

### INSTALLATION INSTRUCTIONS

1. REMOVE SEAT – The stock ignition location is under the seat. Remove the bolt at the rear of the main seat and remove the seat.
2. REMOVE THE STOCK IGNITOR BOX – Turn Ignition Key OFF. Remove the two screws retaining the ignitor box. Unplug the two harness plugs and remove the box from the bike.
3. SET THE ADVANCE AND REV LIMIT MODES – Start by selecting ADVANCE MODE #1 and a REV LIMIT of 6000. These are the stock settings that will give you a good baseline to start with.
4. MOUNT THE DYNA 3000 MODULE TO THE BIKE – Plug the two harness connectors into the ignition. Mount the DYNA 3000 module to the stock location.
5. START THE BIKE – This is a good time to start the bike to make sure everything is working properly. If you have any trouble starting the bike, inspect all wiring connections. You should be able to see the LED on the DYNA 2000 module blink when the ignition key is turned on. If you don't, check your Ignition key, RUN/STOP switch, then ignition fuse.
6. REPLACE THE SEAT -Your installation is complete.

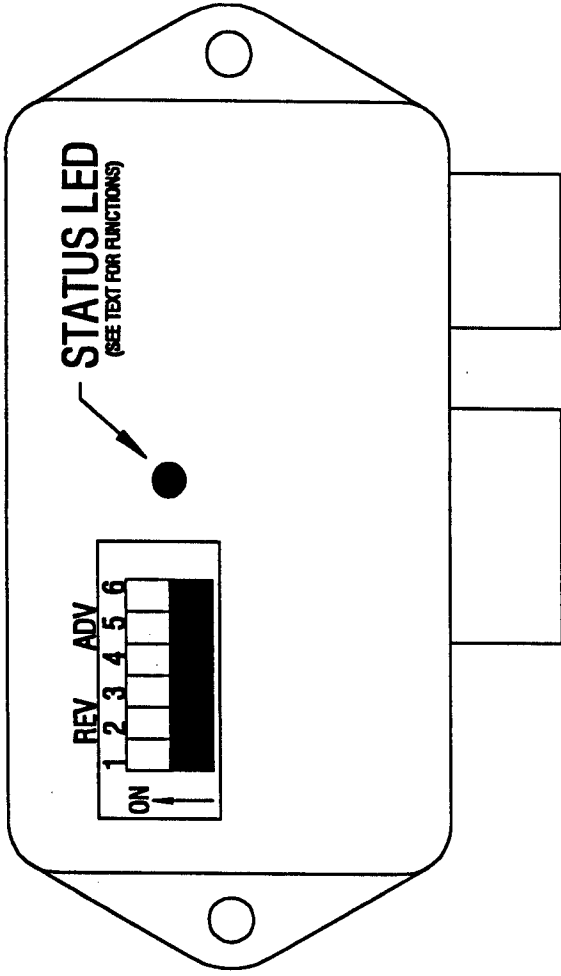
#### THE ADVANCE CURVES

The DYNA 3000 ignition for the Yamaha V-Star has eight built-in advance curves. Curves 1 through 4 are most similar to the stock advance curve. These curves should be used with a motor that has not been internally modified. Curve 1 or 2 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 3 or 4 for best power. 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. Putting a jet kit in the carb will wake up the motor a bit. With a jet kit, you may be able to run curve #4 for even more power. But don't try the more aggressive curves without a jetting change and premium fuel. Curves 5 through 7 are traditional best power curves for v twin engines. If you increase the compression and improve your cylinder head flow with cams and/or porting you may be able to run these more aggressive curves. A stock, unmodified V Star motor will not run well with these aggressive curves. Finally, Curve 8 is a retard curve for nitrous/blower applications.

#### THE STATUS LED

There is a red STATUS LED located next to the mode switches on the DYNA 3000 module. This LED is useful for giving diagnostic information about the operation of your ignition. The Status LED has several functions. When you first apply power to the DYNA 3000 module, the Status LED will blink once, indicating the module is on. This is a good verification that your ignition fuse, 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 stock pickup. When the ignition is ON, and the engine is NOT running, the STATUS LED will show the operation of the TPS (Throttle Position Sensor). Twist the throttle more than 50%, and the STATUS LED will illuminate, indicating the TPS is working properly. If the TPS is disconnected, the STATUS LED will illuminate and the ignition will stay on the Wide Open Throttle curve. Best mileage will be achieved when the TPS is operating properly, allowing maximum ignition timing during part throttle acceleration (see Ignition Curves Graph).

Example: All Dip Switches OFF (DOWN) = 6000 RPM Limit, Advance Curve1 Selected.

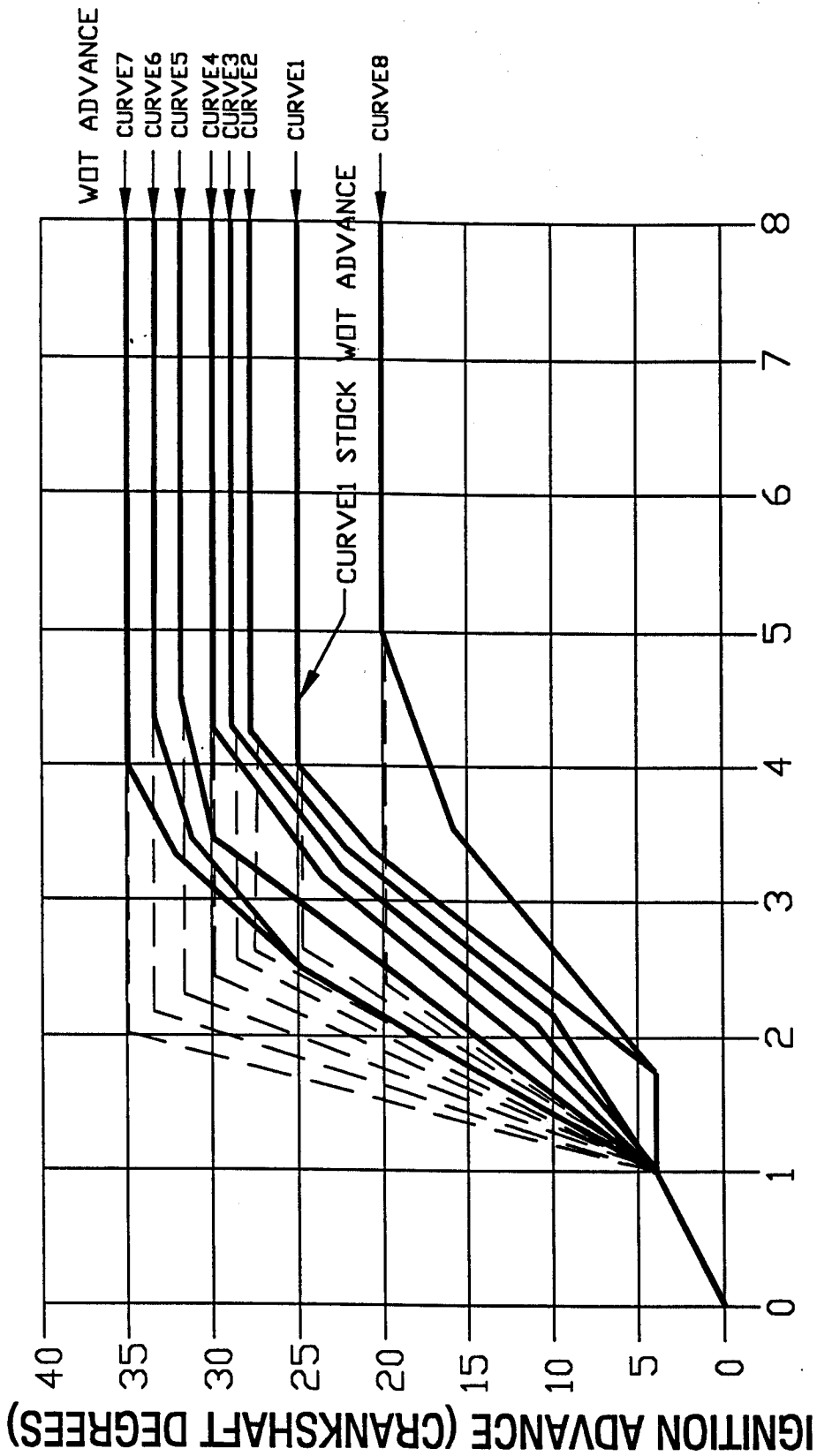


ON	6000	7000	ADV1	ADV5
OFF	6250	7250	ADV2	ADV6
	6500	7500	ADV3	ADV7
	6750	8000	ADV4	ADV8

DYNATEK	
164 S. VALENCIA ST., GLENORA, CA 91741 (626)293-1663	
TITLE	DYNA3000 MODE SETTINGS
DATE	4-18-00
MODEL	YAMAHA VSTAR 1100
REV	1.0

# DYNA 3000 IGNITION CURVES

NOTE - DASHED LINES INDICATE PART THROTTLE CURVE WHEN USING TPS SENSOR



RPM / 1000

DYNATEK

164 S. VALENCIA ST., GLENDBRA, CA 91751 (925)298-1649

TITLE YAMAHA V STAR 1100 ADV. CURVES

DATE	MODEL	REV
4-18-00	YAMAHA V STAR 1100	1.0