

1999 YAMAHA V-STAR 1100

DYNA 2000 IGNITION

INSTALLATION INSTRUCTIONS

1. REMOVE SEAT – Remove the two 4mm Allen bolts at the rear of the main seat and remove the seat.
2. REMOVE THE STOCK IGNITOR BOX – The stock ignitor box is located under the seat. Remove the two screws retaining the ignitor box. Unplug the two harness plugs and remove the box from the bike.
3. MATE THE DYNA 2000 MODULE TO ITS HARNESS – Locate the DYNA 2000 ignition module in your kit and the included main wiring harness. Plug the harness into the DYNA 2000 module. Position the DYNA 2000 module in the area where the stock ignitor box was mounted.
4. PLUG THE DYNA 2000 HARNESS INTO THE BIKE HARNESS – Plug the six-position connector of the DYNA 2000 harness into the mating six-position connector that went to the stock ignitor box. Plug the eight-position connector of the DYNA 2000 harness into the mating eight-position connector that went to the stock ignitor box. Tuck the connectors under the plastic tray, for clearance of the seat.
5. TACH OUTPUT – A tach output wire is available on the DYNA 2000 module. This is the 2 inch long yellow wire on the DYNA 2000 harness. This is a one pulse per revolution tach pulse that can be used to drive an aftermarket tachometer if one is added to the bike.
6. MOUNT THE DYNA 2000 MODULE TO THE BIKE – The DYNA 2000 module can be mounted to the plastic ignitor tray using the supplied Velcro.
7. SET THE ADVANCE AND REV LIMIT MODES – Locate the two knobs on the end of the DYNA 2000 module. Start by selecting ADVANCE MODE #9 and a REV LIMIT of 6500. These settings will give you a good baseline to start with. Advance curve #9 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 #8 or #7 for even more power. But don't try these more aggressive curves without a jetting change and premium fuel.
8. 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.
9. REPLACE THE SEAT -Your installation should be complete. 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 RUN/STOP switch and/ or the battery voltage.

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THE ADVANCE CURVES

The DYNA 2000 ignition for the Yamaha V-Star has ten built-in advance curves. Curves 6 through 10 are most similar to the stock advance curve. These curves should be used with a motor that has not been internally modified. Curve 8 or 9 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 7 or 6 for best power. Curves 1 through 5 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. The stock V-Star motor will not run well with these aggressive curves.

STATUS LED

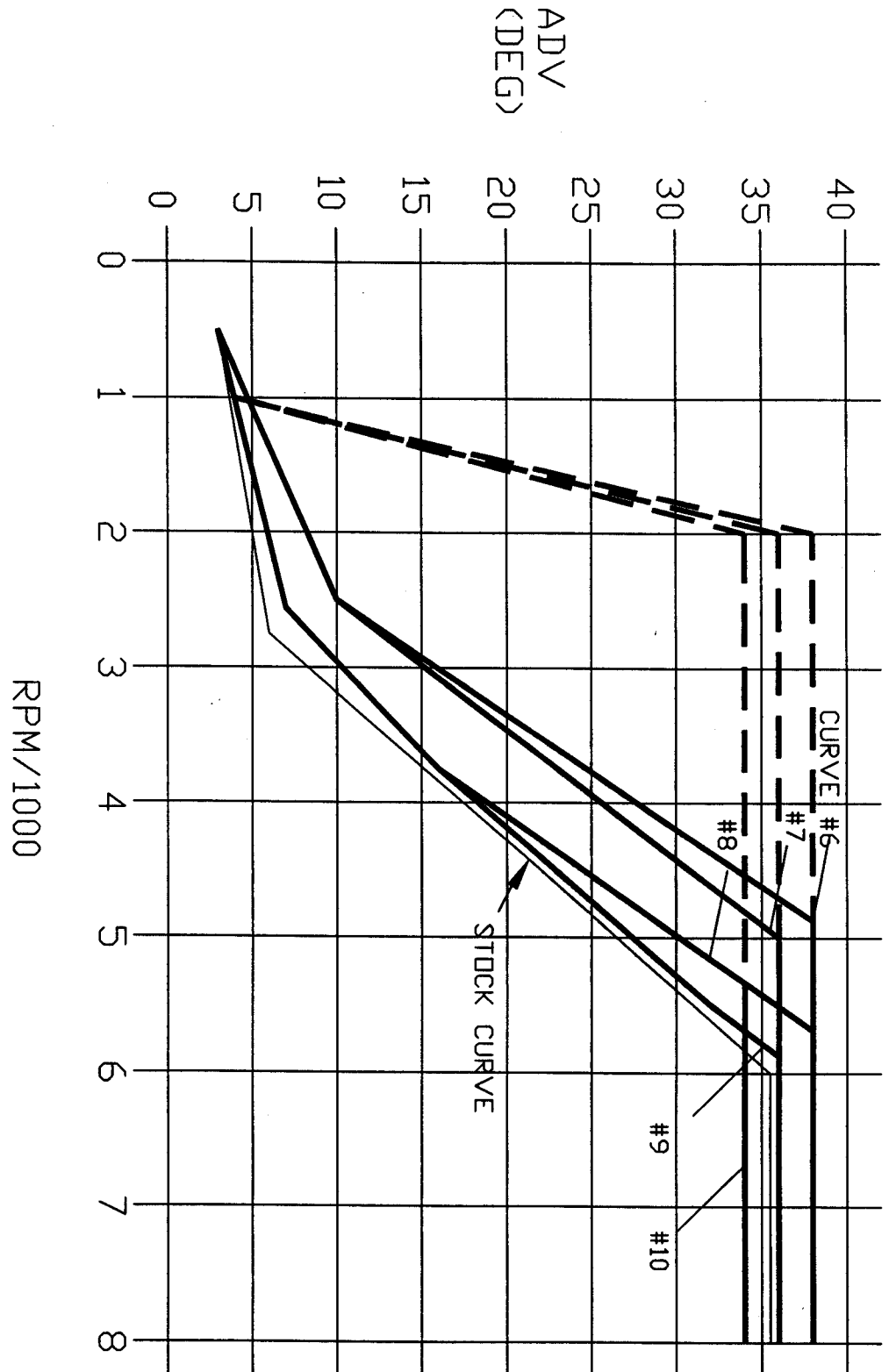
There is a STATUS LED located between the mode knobs on the DYNA 2000 module. This LED is useful for giving you some diagnostic information about the operation of your ignition. The STATUS LED has two functions. When you first apply power to the DYNA 2000 module, the STATUS LED will blink indicating 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 2000 module is communicating with the pickup.

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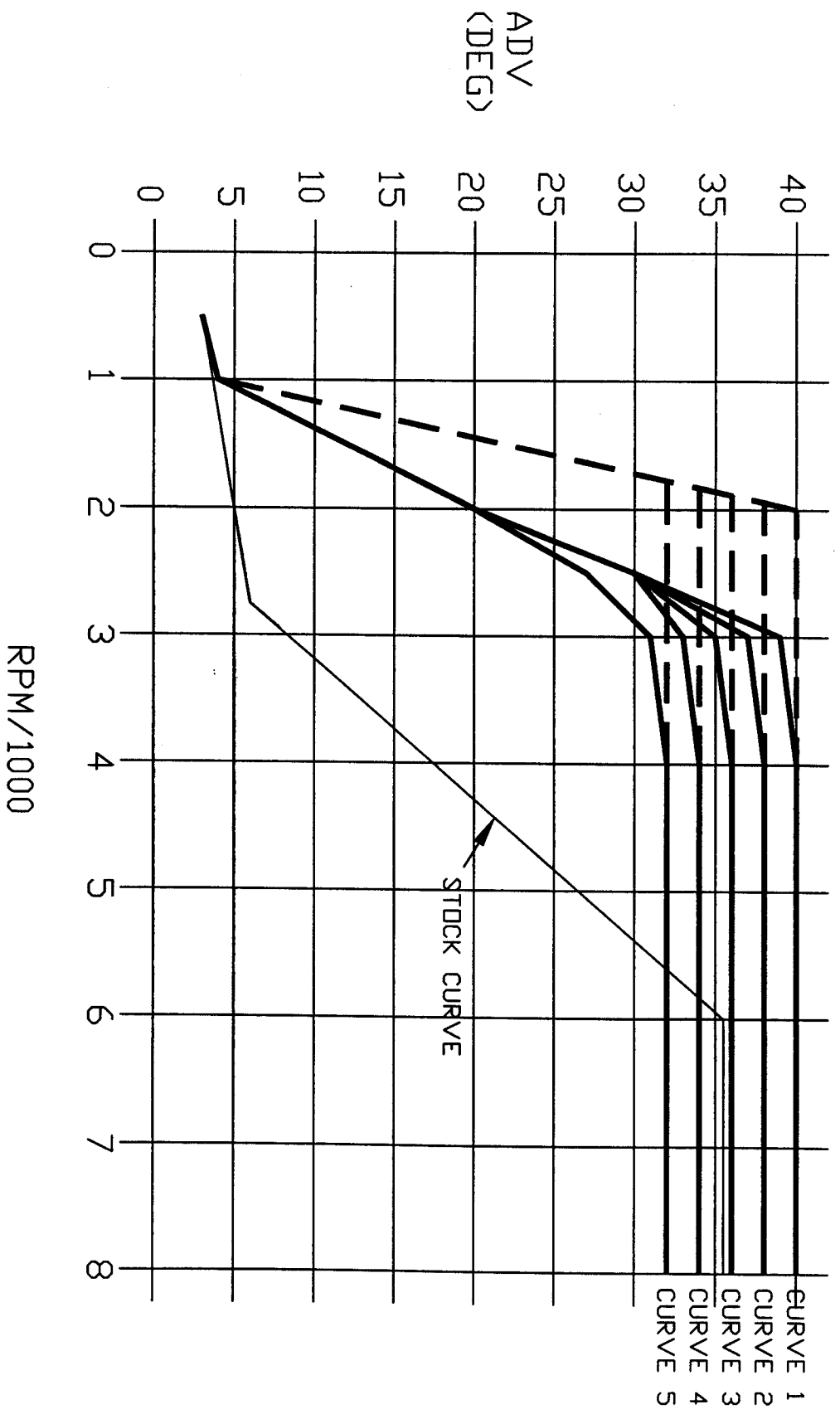
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NOTE - DASHED LINES INDICATE LIGHT THROTTLE CURVE WHEN USING TPS OR VACUUM SENSOR



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TITLE V STAR CURVES 6-10	
DATE 7-26-99	DRAWING NO. V STAR CURVES6-10.DWG
REV -	

NOTE - DASHED LINES INDICATE LIGHT THROTTLE CURVE WHEN USING TPS OR VACUUM SENSOR



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164 S. VALENCIA ST., GLENDBORO, CA 91741 (662)963-1669	
TITLE	V STAR CURVE 1-5
DATE	7-26-99
DRAWING NO.	V STAR CURVE1-5.DWG
REV	-