

Dyna FS Ignition

Congratulations on your purchase of a Dyna ignition. Please take a moment to read these instructions completely before installing the ignition. The installation will only take a few minutes, but proper setup of this ignition for your specific bike will take longer.

This kit includes: DynaFS ignition, Curve Selector Switch, and instruction sheet. This is a complete kit, and includes everything needed to install the ignition.

Installation

- 1) Locate stock ignition box.
- 2) Unplug stock ignition, taking care not to damage the harness connector. There is a small tab on the harness connector(s) that must be pushed in to unplug it.
- 3) Remove the rubber ignition strap/sleeve. Remove the stock ignition from the bike. Keep the stock ignition in a safe place - it may be required for troubleshooting.
- 4) Place the ignition in the bracket, and reattach the rubber strap. Plug the Dyna ignition in. Plug in the Curve Selector Switch. You may want to put the switch wiring under the rubber strap to keep it from getting damaged while riding.
- 5) Mount switch in desired location. You may want to mount it so that it is easily accessible for initial tuning. Do not cut or lengthen the wires!

Calibration

The Dyna FS ignition is preprogrammed with 4 timing curves. The curves are selected by the curve selector switch. Removing the switch will cause the ignition to default to the stock timing curve.

Curve 1 is a broad power band curve, with more ignition advance at low RPM, and less advance at high RPM compared to the stock ignition. This curve is designed to give more power at low RPM and provide more overrev than the stock curve.

Curve 2 has more ignition advance than stock at all RPM's. It is designed to provide an extremely strong power band in the lower RPM range.

Curve 3 has less advance than stock at all RPM's. It is designed to provide a high RPM power band.

Curve 4 is identical to the curve that came with the stock ignition module. Due to improved microprocessor control and significantly higher spark energy, the performance of this curve will be enhanced. A quicker throttle response and increased power gain should be noticeable.

Use of this ignition may require rejetting of the carburetor to supply more fuel to maximize performance gains. If you are unsure of this tuning process, the services of a competent mechanic should be employed. Curve 4, the stock curve, is least likely to require any sort of jetting adjustment. Using the other curves may result in a lean misfire condition at high RPMs when the jetting is not properly set. Do not operate the engine in a lean condition for extended periods or damage may result.

Troubleshooting

Troubleshooting the Dyna ignition is simple. If the bike will not start or run properly, reinstall the stock ignition. If this fixes the problem, then the Dyna ignition should be returned to Dynatek for testing. If this does not fix the problem, then the problem is somewhere else on the bike. Follow the troubleshooting procedures outlined in your owners manual.

If the bike runs, but poorly, put the stock ignition back on the bike. If this fixes the problem, reinstall the Dyna ignition. Then follow the procedures in the calibration section to set the Dyna ignition up to work with your bike. If calibration doesn't fix the problem, the ignition should be returned for testing. If the problem persists when using the stock ignition then the problem is external to the Dyna ignition. Follow the test procedures outlined in your bike owners manual to pinpoint the problem.