



# DYNATEK

*dyna performance electronics*

## 2015 PRODUCT CATALOG



ATV & OFF-ROAD • HARLEY • METRIC CRUISERS • SPORTBIKE • DRAG RACING PRODUCTS

# DYNATEK

*dyna performance electronics*



## NEW FOR 2015

### DYNATEK COIL-ON-PLUG COILS

Now available, the new Dynatek High Performance Coil-on-Plug (DCOP) coils offer increased spark energy as well as a factory replacement fit. Available for many newer model motorcycles with more models coming soon.

#### STANDARD FEATURES

- INCREASED SPARK VOLTAGE
- FACTORY REACH AND DUST SEALS
- FACTORY CONNECTORS
- SOLD INDIVIDUALLY

### DYNATEK COIL-ON-PLUG COILS

MODEL	YEAR	PART #	MODEL	YEAR	PART #
<b>KAWASAKI</b>			<b>SUZUKI</b>		
ZX10R	2004-2010	DCOP2-1	GSX1300R (RZ) Hayabusa	1999-2012	DCOP3-1
ZG1400 Concours	2008-2012	DCOP2-1	GSX1300BK (BKA) B-King	2008	DCOP3-1
ZX14	2006-2011	DCOP2-1	<b>YAMAHA</b>		
ZX10R	2011-2012	DCOP2-2	YZF1000-R1	2009-2011	DCOP7-1
EX650/ Versys 650	2010-2012	DCOP2-3			
ZR1000/ ZX1000 Ninja	2011-2012	DCOP2-3			
ZX6R	2009-2012	DCOP2-4			



NEW PRODUCT FOR 2015



## DYNA FUSION EFI

AVAILABLE FOR MOST HARLEY-DAVIDSON®, SPORTBIKE, METRIC CRUISER, AND OFF ROAD VEHICLES, THE NEW DYNATEK FUSION EFI USES RPM AND THROTTLE POSITION INPUTS TO BASE FUEL ADJUSTMENTS ON. IN SOME CASES ADDITIONAL INPUTS CAN BE USED SUCH AS CYLINDER HEAD OR WATER TEMPERATURE AS WELL AS GEAR POSITION OR BOOST.

The Fusion EFI has 250 RPM resolution and 10 throttle position columns giving you up to 640 individual mapping points for fuel and an equal number for ignition timing (if ignition equipped). This is the kind of "point specific" adjustability that is necessary with today's bikes and the parts that are available for them.

## STANDARD FEATURES

- USB POWERED FROM COMPUTER
- 2 POSITION MAP SWITCHING FUNCTION BUILT IN (Map switch not included)
- GEAR POSITION (Allows for map adjustment based on gear)
- 10 THROTTLE POSITION COLUMNS
- BUILT IN QUICK SHIFTER ADJUSTABILITY (Adjustable per gear sensor and shift rods not included)
- ENHANCED "ACCEL PUMP" UTILITY
- "WARM UP" FUEL ADJUSTMENT (Unit reads engine temp and allows fuel adjustments based on it)
- INDIVIDUAL CYLINDER MAPPING
- ANALOG INPUT (Allows user to use any 0-5 volt sensor and build an adjustment table based on its input such as boost)

## DYNATEK FUSION EFI WITH FUEL AND IGNITION CONTROL\*

For select single and twin cylinder engines, fuel delivery and spark advance adjustments can now be made with the NEW Dynatek Fusion EFI with Fuel AND Ignition control\*. Experience the best of both worlds!



- ALLOWS +/- 20 DEGREES OF TIMING ADJUSTMENT
- ADJUST TIMING PER CYLINDER
- ADJUST TIMING PER GEAR
- RAISE YOUR REV LIMIT (ONLY AVAILABLE ON SELECT MODELS)
- ADJUST TIMING BASED ON TEMPERATURE OR BOOST INPUTS
- BUILT IN LAUNCH LIMITER
- GEAR POSITION TIMING
- BOOST/NITROUS RETARD TIMING
- PIT LANE LIMITER

Another feature of the Fusion EFI with Fuel and Ignition is the ability to use any TWO of these functions at the same time: Map Switch, Quick Shifter, Pit Lane Speed Limiter, and Launch Control. \*Select models. All others offer fuel control only.

## AVAILABLE ACCESSORIES QUICK SHIFTER AND DYNATUNE - SEE PAGE 4 FOR MORE INFO.

## DYNATEK FUSION EFI APPLICATIONS

MODEL	YEAR	PART #	MODEL	YEAR	PART #	MODEL	YEAR	PART #	MODEL	YEAR	PART #
<b>ARCTIC CAT</b>			<b>HONDA</b>			<b>KAWASAKI CONTINUED</b>			<b>SUZUKI CONTINUED</b>		
Thundercat 1000 / XT *	2008-2013	DFE-11-011	CRF250R *	2010-2013	DFE-16-026	ZX-10R	2011-2015	DFE-17-028	GSX 1300 Hayabusa	2008-2015	DFE-20-008
1000 TRV *	2009	DFE-11-011	CRF250R *	2014-2015	DFE-16-050	ZX-14R	2006-2011	DFE-17-012	B.King	2008-2012	DFE-20-004
Wildcat Trail	2014	DFE-11-109	Rancher 420 *	2014	DFE-16-059	ZX-14R	2012-2015	DFE-17-005	<b>YAMAHA</b>		
<b>BMW</b>			CRF450 *	2010-2012	DFE-16-027	ZG1400 Concours	2008-2009	DFE-17-013	WR250X/R *	2008-2015	DFE-22-043
F700 GS	2013-2015	DFE-12-013	CRF450 *	2013-2015	DFE-16-037	ZG1400 Concours	2010-2014	DFE-17-022	YZF450 R / X *	2009-2014	DFE-22-044
F800 GS	2008-2015	DFE-12-008	Foreman *	2012-2013	DFE-16-028	Vulcan 1700 Models *	2009-2015	DFE-17-033	YZ450F *	2010-2013	DFE-22-045
F800 ST	2007-2015	DFE-12-009	Foreman 500 *	2014	DFE-16-060	Vulcan 2000 *	2008-2011	DFE-17-034	YZ450F *	2014	DFE-22-063
S1000RR	2010-2014	DFE-12-012	CBR500R / CB500 *	2013-2014	DFE-16-039	<b>POLARIS</b>			YZF 600 R6S	2009	DFE-22-001
R1200 GS	2008-2009	DFE-12-001	CBR 600 RR	2003-2006	DFE-16-023	Sportsman Ace 330 *	2014	DFE-19-026	YZF 600 R6	2008-2009	DFE-22-005
R1200 GS	2010-2012	DFE-12-014	CBR 600 RR	2007-2012	DFE-16-001	Sportsman 550 *	2009-2014	DFE-19-016	YZF 600 R6	2010-2014	DFE-22-031
R1200 GS	2013-2014	DFE-12-016	CBR 600 RR	2013-2014	DFE-16-041	Ranger 570 *	2012-2014	DFE-19-024	FZ6 Fazer	2004-2009	DFE-22-014
R1200 R / RT	2009-2012	DFE-12-002	Big Red *	2009-2013	DFE-16-033	RZR 570 *	2012-2015	DFE-19-015	FZ6R	2009-2014	DFE-22-008
K1300 S/R	2009-2014	DFE-12-004	Pioneer *	2014	DFE-16-058	Ranger RZR/S *	2008-2010	DFE-19-013	Raptor *	2006-2014	DFE-22-046
<b>BOMBARDIER</b>			VT750 Models *	2009-2015	DFE-16-017	Ranger RZR/S/4 *	2011-2014	DFE-19-011	Rhino 700 *	2008-2013	DFE-22-047
Commander 800 *	2011-2015	DFE-25-007	VFR 800 VTec	2006-2009	DFE-16-005	Sportsman 850 *	2009-2011	DFE-19-014	Viking *	2014	
Commander 1000 *	2011-2015	DFE-25-008	CBR 1000 RR	2004-2007	DFE-16-022	Sportsman 850 *	2012	DFE-19-018	Rhino / Fazer	2011-2012	DFE-22-040
Maverick *	2013-2015	DFE-25-016	CBR 1000 RR	2008-2011	DFE-16-002	Sportsman/Scrambler *	2013-2015	DFE-19-019	FZ-09	2014	DFE-22-058
<b>HARLEY-DAVIDSON®</b>			CBR 1000 RR	2012-2014	DFE-16-034	Ranger XP900 *	2013-2015	DFE-19-020	XV950 *	2009-2014	DFE-22-048
Street 500 *	2015	DFE-15-012	CB1000R	2008-2014	DFE-16-013	RZR XP900 *	2015	DFE-19-027	Bolt 950	2015	DFE-22-035
Street 750 *	2015	DFE-15-014	CB1100	2013	DFE-16-040	RZR XP900 *	2011	DFE-19-012	FZ1	2009-2010	DFE-22-015
883 Sportsters *	2007-2009	DFE-15-001	VFR1200	2010-2014	DFE-16-020	RZR XP900 *	2012-2014	DFE-19-017	FZ1	2011-2014	DFE-22-030
883 Sportsters *	2010-2013	DFE-15-009	VT1300 Models *	2010-2015	DFE-16-025	RZR XP1000 *	2014	DFE-19-021	YZFR1	2004-2006	DFE-22-037
883 Sportsters *	2014-2015	DFE-15-017	VTX 1800 *	2002-2008	DFE-16-035	Scrambler 1000 *	2014-2015	DFE-19-023	YZFR1	2007-2008	DFE-22-036
1200 Sportsters *	2007-2009	DFE-15-002	<b>INDIAN</b>			<b>SUZUKI</b>			YZFR1	2009-2011	DFE-22-006
1200 Sportsters *	2010-2013	DFE-15-010	Chief *	2014	DFE-29-001	KingQuad 400 *	2011-2015	DFE-20-026	YZFR1	2012-2014	DFE-22-054
1200 Sportsters *	2014-2015	DFE-15-018	<b>KAWASAKI</b>			GSXR 600	2006-2010	DFE-20-005	XTZ1200	2011-2014	DFE-22-041
XR1200 *	2009-2012	DFE-15-015	KFX450 *	2008-2014	DFE-17-036	GSXR 600	2011-2014	DFE-20-028	FJR 1300	2006-2012	DFE-22-017
Touring Models *	2002-2006	DFE-15-027	ZX-6 R	2007-2008	DFE-17-026	SV 650 & SV 650 S	2009-2010	DFE-20-009	FJR 1300	2013	DFE-22-056
Touring Models *	2007	DFE-15-028	ZX-6 R	2009-2012	DFE-17-003	DL 650 (V-Strom)	2007-2011	DFE-20-003	XVS1300 *	2007-2014	DFE-22-049
Touring Models *	2008-2013	DFE-15-011	ZX-6 R	2013-2015	DFE-17-047	DL 650 (V-Strom) *	2012-2015	DFE-20-032	Stryker *	2011-2014	DFE-22-042
Touring Models *	2014-2015	DFE-15-019	EX650R / ER6n / Versys *	2006-2011	DFE-17-030	GSX650F	2009	DFE-20-012	Road Star *	2008-2014	DFE-22-050
Softail Models *	2001-2006	DFE-15-024	EX650R / ER6n / Versys *	2012-2014	DFE-17-042	GSXR 750	2006-2010	DFE-20-006	Road Star Warrior	2002-2009	DFE-22-011
Softail Models *	2007-2011	DFE-15-004	Brute Force 750 *	2008-2011	DFE-17-031	GSXR 750	2011-2015	DFE-20-029	Stratoliner / Roadliner	2006-2014	DFE-22-012
Softail Models *	2012-2015	DFE-15-021	Brute Force 750 *	2012-2015	DFE-17-039	DL 1000 (V-Strom)	2002-2012	DFE-20-017	Raider	2008-2013	DFE-22-013
Softail Deluxe / Heritage *	2009-2011	DFE-15-007	Teryx *	2009-2013	DFE-17-037	SV1000 & SV1000S *	2003-2007	DFE-20-041	V-Max	2009-2014	DFE-22-003
Dyna Models *	2004-2005	DFE-15-025	Teryx 4 *	2012-2013	DFE-17-044	GSXR 1000	2005-2006	DFE-20-025	<b>VICTORY</b>		
Dyna Models *	2006-2011	DFE-15-005	Teryx 4 *	2014-2015	DFE-17-054	GSXR 1000	2007-2008	DFE-20-024	Victory 100* Models *	2008-2011	DFE-19-001
Dyna Models *	2012-2015	DFE-15-022	VN900 *	2006-2015	DFE-17-032	GSXR 1000	2009-2015	DFE-20-007	Victory 106* Models *	2009-2014	DFE-19-002
V-Rod *	2002-2007	DFE-15-026	Z1000 / Ninja 1000	2010-2013	DFE-17-021	Bandit 1250	2007-2009	DFE-20-010	Victory Vision *	2009-2014	DFE-19-006
V-Rod *	2008-2011	DFE-15-006	Z1000	2014-2015	DFE-17-055	GSX1250F	2010-2012	DFE-20-021	Victory Crossroads / Crosscountry F&I	2011-2014	DFE-19-009
V-Rod *	2012-2015	DFE-15-023	ZX-10R	2008-2010	DFE-17-004	GSX 1300 Hayabusa	2002-2007	DFE-20-023			

\*FUEL AND IGNITION

## QUICK SHIFTER

THE DYNATEK QUICK SHIFTER (DQS) CONNECTS TO THE NEW 2000SE IGNITION AND FUSION EFI FUEL & IGNITION MODULES THAT ALLOWS FULL THROTTLE, CLUTCHLESS SHIFTING. THIS IS DONE BY MOMENTARILY CUTTING THE FUEL AND/OR IGNITION, WHICH UNLOADS THE TRANSMISSION. DURING THIS TIME, THE RIDER CAN SHIFT UP TO THE NEXT GEAR WITHOUT ROLLING OFF THE THROTTLE OR USING THE CLUTCH.

The amount of "kill time" is adjustable by the user via the Control Center software. The user can also set a minimum RPM for the system to function. This keeps the system from activating at too low of an RPM, such as low speed road riding.

This Dynatek Quick Shifter sensor mounts inline with the shift rod. The customer must provide the appropriate "length and thread" shift rod. This sensor is available in both "push" and "pull" styles depending on the direction the shift rod moves during an up shift. For most applications, a Shift Rod Kit is available.



QUICK SHIFTER  
SHIFT RODS

SHIFT  
ROD-C

SHIFT  
ROD-D

SHIFT  
ROD-B

SHIFT  
ROD-A

DSQ-2



PART #	DESCRIPTION
<b>QUICK SHIFTER SENSORS</b>	
DSQ-2	Pull Type sensor
DSQ-3	Push type sensor
<b>QUICK SHIFTER SHIFT RODS</b>	
32104060 Shift Rod A	UNIVERSAL TIE ROD, F-M6x F-M6
32104050 Shift Rod B	UNIVERSAL TIE ROD, M-M6xM-M6
32104030 Shift Rod C	UNIVERSAL TIE ROD, F-M6xM-M6
32105030 Shift Rod D	UNIVERSAL TIE ROD, F-M8xM-M6

## DYNATUNE

THE DYNATUNE KIT MONITORS THE FUEL MIXTURE BY INSTALLING THE INCLUDED WIDE BAND O2 SENSOR(S) IN THE EXHAUST. IT THEN SENDS THIS INFORMATION TO THE DYNATEK CONTROL MODULE AND AUTOMATICALLY CORRECTS IT AS YOU RIDE, LETTING YOU FEEL THE CHANGES AS THEY HAPPEN. EACH MAP THAT WE OFFER HAS PRESET AIR/FUEL RATIO TARGET VALUES INCLUDED THAT WE FIND TO BE THE BEST OVERALL SETTINGS. THIS LETS YOU SIMPLY PLUG IN THE UNIT AND LET IT DO THE WORK.

For advanced users who would like to change the Air/Fuel ratios from our baseline, they are fully adjustable. Each throttle opening/RPM combination is individually adjustable, so that you can have both fuel economy, during cruise, while maintaining peak output at larger throttle openings. For most models of bikes it is also possible to adjust the Air/Fuel ratios "per gear." This gives you total control of the fueling in every gear and throttle/RPM area if required.

The DynaTune kit can be configured to run and make adjustments at all times or by using the "map switch port" on the Dynatek Control Module. You can set it up so that you can switch back and forth between the tuning mode and the base map settings. You can configure the DynaTune kit to wait until the bike is at a certain operating temperature before beginning to make adjustments.

### AVAILABLE DYNATUNE KITS:

#### SINGLE CHANNEL

A single channel kit that includes a single wideband O2 sensor.

DT-1 UNIVERSAL



#### DUAL CHANNEL

A dual channel kit includes two wideband O2 sensors and is designed for twin cylinder motorcycles/ATVs that use the Dynatek Fusion EFI, allowing control of two cylinders simultaneously.

DT-2 UNIVERSAL • DT-3 HARLEY J1850 MODELS • DT-4 HARLEY CANBUS MODELS (2011-2012 SOFTAIL, 2012 DYNA)



## DYNATEK FI CONTROLLER

THROUGH DYNATEK'S FUEL INJECTION CONTROLLER, THE FUEL CIRCUITS ON CURRENT VEHICLES CAN BE MODIFIED BOTH RICHER AND LEANER THAN STOCK BY AS MUCH AS +250% TO -100%\* IN ANY PARTICULAR AREA OF THE POWER SPREAD. ALSO, UP TO 3 PRE-PROGRAMMED FUEL CURVE MAPS ARE ADJUSTABLE TO YOUR PREFERENCE.

Riders can literally select between a FI Controller Fuel Curve Map, custom-built maps, or even fine tune low, mid or high RPM ranges while sitting on the bike and without plugging in to a computer. Standard +/- 10% increments from selected map settings, on USB equipped models different ranges are available using the supplied Control Center software.



- USES OEM STYLE CONNECTORS AND HIGH QUALITY WIRING HARNESES.
- FULLY ADJUSTABLE COMPUTER COMPATIBILITY\* FOR ULTIMATE TUNING AND PERSONALIZATION.
- SMALL, LIGHTWEIGHT AND EASY-TO-FIT ON THE BIKE.
- SOFTWARE IS COMPATIBLE WITH DYNOJET'S POWER COMMANDER MAPS, SO YOU CAN DOWNLOAD POWER COMMANDER MAPS TO THE FI CONTROLLER.
- PRE-PROGRAMMED WITH FI CONTROLLER FUEL CURVE MAPS SPECIFIC TO MAKE AND MODEL
- NO COMPUTER NECESSARY FOR MODIFYING FUEL MANAGEMENT.

(\*Only available with USB equipped models, older model FI Controller only have -100%/+100% fuel adjustability with all changes made by adjusting the potentiometers- see installation guide for further details.)



### COMPUTING POWER FOR USB EQUIPPED MODELS ONLY

For racers and riders looking for the ultimate in precise adjustment and fuel map customization and creation, Dynatek's Control Center Software allows PC-based Fuel Curve map creation at 250-RPM increments and 10 different throttle positions. Modification parameters vary upon make and model of machine and fuel changes made in these increments are automatically interpolated between the RPM and throttle position ranges ensuring a smooth final power curve.

Users can load up to 3 of their personally built Fuel Curve Maps into the FI Controller and select between them while in the saddle — eliminating the need to "re-boot" with the computer every time a new map is desired.

## DYNATEK FI CONTROLLER APPLICATIONS

YEAR	MODEL	USB	PART #	YEAR	MODEL	USB	PART #	YEAR	MODEL	USB	PART #
<b>ARCTIC CAT</b>				<b>HONDA</b>				<b>SUZUKI CONTINUED</b>			
2010	450H1	YES	DFCA-18	2007-2012	Rancher 420	YES	DFCA-10	2007-2009	KingQuad 450		DFCA-12
2009-2010	550H1	YES	DFCA-21	2006-2012	Rincon	YES	DFCA-1	2009	KingQuad 500	YES	DFCA-42
2006-2010	700 EFI	YES	DFCA-14	2009	Big Red	YES	DFCA-31	2005-2008	KingQuad 700	YES	DFCA-3
2008-2010	700H1	YES	DFCA-22	2008-2009	TRX700XX	YES	DFCA-32	2008-2012	KingQuad 750	YES	DFCA-41
2008	Prowler 700	YES	DFCA-19	2006-2009	SWT400	YES	DFCS-5	2010-2012	RMZ250	YES	DFCD-6
2008-2010	Thundercat 950	YES	DFCA-20	2010-2011	CRF250R	YES	DFCD-7	2008-2012	RMZ450	YES	DFCD-3
2009-2010	Prowler 1000	YES	DFCA-23	2009-2011	CRF450R	YES	DFCD-1	2010-2011	RMZ450Z	YES	DFCD-8
<b>BOMBARDIER/CAN-AM</b>				2002-2008	VTX1800 (ALL C, Retro & Neo Models)	YES	DFCM-1	2007-2012	Burgman 400	YES	DFCS-6
2006-2010	Outlander/Renegade 800	YES	DFCA-5	<b>KAWASAKI</b>				2004-2012	Burgman 650	YES	DFCS-7
2008-2010	Outlander 400	YES	DFCA-29	2008-2012	KFX450R	YES	DFCA-11	2005-2008	Suzuki C50, C50SE & M50		DFCM-5
2008-2014	DS450	YES	DFCA-24	2008-2012	Brute Force 750	YES	DFCA-33	2005-2013	Suzuki C90		DFCM-6
2007-2010	Outlander 500	YES	DFCA-25	2009-2012	Teryx 750	YES	DFCA-34	2004-2008	Suzuki Marauder	YES	DFCM-3
2006-2009	Outlander 650	YES	DFCA-26	2009-2012	KX450F	YES	DFCD-2	2006-2013	Suzuki M109R		DFCM-11
2010	Outlander 650	YES	DFCA-27	1999-2008	Vulcan 1500 – Drifter, Nomad, Classic, Mean Streak	YES	DFCM-2	<b>YAMAHA</b>			
2011	Commander 800	YES	DFCA-48	2004-2008	Vulcan 1600 – Mean Streak	YES	DFCM-3	2009-2012	YZF-450R/X	YES	DFCA-46
2011	Commander 1000	YES	DFCA-49	2004-2007	Vulcan 2000	YES	DFCM-4	2009-2012	Grizzly 550	YES	DFCA-45
<b>HARLEY-DAVIDSON MODELS®</b>				2003-2007	Vulcan 1600 Classic	YES	DFCM-8	2006-2012	Raptor 700R	YES	DFCA-4
1997-1998	Touring Models w/ EVO Eng	YES	DFCH-1	<b>POLARIS</b>				2007-2012	Grizzly 700	YES	DFCA-13
1999-2001	Twin Cam Touring Models	YES	DFCH-2	2004	700 Twin EFI		DFCA-7	2008-2012	Rhino 700	YES	DFCA-16
2002-2005	Twin Cam Touring Models		DFCH-3	2006-2009	Ranger XP	YES	DFCA-50	2010-2012	YZ450F	YES	DFCD-4
2001-2005	Softtail & Dyna Models		DFCH-4	2005-2008	700 Twin EFI		DFCA-8	2007-2010	C3	YES	DFCS-8
2002-2014	V-Rod Models		DFCH-5	2005-2008	800 Twin EFI	YES	DFCA-9	2009-2010	Zuma 125	YES	DFCS-9
2006	Twin Cam Touring Models	YES	DFCH-6	2010	Ranger 800 XP	YES	DFCA-39	2007-2009	Morphous	YES	DFCS-10
2006	Softtail Models	YES	DFCH-7	2009-2011	850 Twin	YES	DFCA-37	2004-2009	Majesty 400	YES	DFCS-11
2006	Dyna Models	YES	DFCH-8	2008-2009	RZR	YES	DFCA-15	2008-2012	T-Max 500	YES	DFCS-12
2007	Twin Cam Touring Models	YES	DFCH-9	2009-2010	RZR-S	YES	DFCA-17	2002-2010	Road Star Warrior	YES	DFCM-7
2007-2011	Softtail Models	YES	DFCH-10	2011-2012	RZR-S	YES	DFCA-47	2006-2013	Stratoliner/Roadliner	YES	DFCM-10
2007-2011	Dyna Models	YES	DFCH-11	<b>SUZUKI</b>				2007-2013	XV1300	YES	DFCM-9
2007-2013	Sportster 883	YES	DFCH-12	2009-2012	LTZ400	YES	DFCA-44				
2007-2013	Sportster 1200	YES	DFCH-13	2006-2007	LT-R450	YES	DFCA-2				
2008	Twin Cam Touring Models	YES	DFCH-14	2008-2010	LT-R450	YES	DFCA-43				
2009-2013	Twin Cam Touring Models	YES	DFCH-15								

## DYNA 2000i (2Ki) PROGRAMMABLE/DYNA 2000P

### PROGRAMMABLE FEATURES

- PART THROTTLE CURVE
- WIDE OPEN THROTTLE CURVE
- REV LIMIT
- REAR CYLINDER OFF SET
- DEAD CRANKING REV'S
- SECURITY PIN #
- SINGLE / DUAL FIRE\*
- RETARD MODE

(\* Models DD2000-HD2EP & DD2000-HD2E8P are Dual Fire only)

### DOWNLOADABLE FEATURES

- # OF ENGINE STARTS
- TOTAL OPERATING TIME
- TIME NEAR REV LIMIT
- LONGEST CONTINUOUS WOT & ENDING @ RPM
- ENGINE TIME @ WOT
- MAXIMUM ENGINE SPEED

### SELECTABLE FEATURES

- ADVANCE CURVE
- REV LIMIT
- RETARD MODE
- SINGLE/DUAL FIRE\*

(\*Models DD2000-HD2EP & DD2000-HD2E8P are Dual Fire only)

### STATUS LED INDICATIONS

- POWER UP
- PICK UPS
- RETARD MODE
- PROGRAMMING FUNCTION
- OVERCURRENT PROTECTION
- VOES SWITCH OPERATION
- STATIC TIMING



D2KI-5P

## DYNA 2000i (2Ki) PROGRAMMABLE IN-CONE IGNITION

THE DYNA 2000i (2Ki) IS A COMPLETELY SELF CONTAINED PROGRAMMABLE IGNITION SYSTEM THAT MOUNTS ENTIRELY IN THE CONE ON EVO AND SHOVELHEAD ENGINES. OFFERING ALL OF THE SAME FEATURES AS THE 2000P SYSTEM AS WELL AS PC PROGRAMMABILITY THE DYNA 2000I IS THE ANSWER FOR ALL YOUR IGNITION NEEDS.

## DYNA 2000P DIGITAL IGNITION MODULE

The Dyna 2000 Digital Ignition System for Harley-Davidson® Motorcycles, which has become the standard for performance and versatility in the Harley aftermarket, has been enhanced to include even more features. These new modules include expanded advance curve functionality with the option to use vacuum advance compensation via a V.O.E.S. switch. The new modules also include a special retard mode for use with turbocharged and nitrous bikes.

The Dyna 2000 allows selection between four different advance curves. The new modules offer a quick curve which simulates a mechanical advancer for hot rod motors. There are also four independent rev limiter settings from 6000 to 7500 RPM. The new Retard Mode allows selection of ignition retard of 5, 7, or 10 degrees upon activation of retard input. Dyna 2000 ignition modules use the stock factory pick-up and simply plug into the existing factory wiring harness on 1991-1998 model bikes. An extension harness is available for installing the Dyna 2000 on 1990 and earlier bikes.



SFK-3P

## DYNA S ELECTRONIC IGNITION

The Dyna S is a complete self-contained electronic ignition system built with the latest state-of-the-art engineering. The Dyna S is completely housed behind the ignition cover and uses a magnetic rotor with the original spark advancer, so the factory advance curve is maintained. Must be used with mechanical advance unit, not included with the Dyna S.

**AVAILABLE IN DUAL AND SINGLE FIRE SYSTEMS.**



## TC88-2P DIGITAL IGNITION

Dynatek's TC88-2P Digital Performance Ignition signals a new era in Twin Cam ignition power and capability. The TC88-2P enhances the power of the Single Fire ignition by allowing selection between 16 programmable advance curves, covering the entire range of engine modifications. From stock to insanely modified engines, the TC88-2P provides the widest range and highest level of advance curve functionality for Twin Cam available in today's market. There are also eight different rev limiter settings from 5750-7250 RPM. All TC88-2P functions have full digital accuracy to insure maximum performance with unparalleled quality. The TC88-2P is also fully PC Programmable for custom tuning.



## TC88-3 AND DSPT-1 IGNITIONS

The TC88-3 and DSPT-1 are Single Fire, fully pre-programmed performance ignitions with 16 programmable advance curves and 8 Rev limiter settings. All functions feature full digital accuracy and full J1850 compatibility with all stock devices. Coil compatibility from stock to performance (less than 1 ohm resistance). Coil current is constantly monitored to provide constant full spark energy. Utilizes all stock sensors, stock OE connectors and the stock OE mounting. Reverse battery and spike protection are also built in and these ignitions feature a 1 year warranty.

## PROGRAMMING KITS & HARNESSES

Take your Dyna Ignition to the next level with the Curvemaker Programming Kit that works with the D2KI-P, TC88-2P, & 2000-HDP. Now over the counter buyers, performance tuning shops and engine builders can find all that they need to properly tune their bikes.



KIT DESCRIPTION	PART #	KIT DESCRIPTION	PART #
<b>PROGRAMMING KITS/HARNESSES</b>		<b>PROGRAMMING KITS/HARNESSES</b>	
PROGRAMMING KIT D2KI-P AND ALL D2KI KITS W/COILS	DIPK-1	PRO. CABLE ONLY (DIPK-2 KIT) PC TO MODULE	PH-3
PROGRAMMING HARNESS (BIKE SIDE STUB) D2KI ONLY	PH-1	PROGRAMMING KIT TC88P	DIPK-4
PROGRAMMING CABLE ONLY (DIPK-1 KIT) PC TO MODULE	PH-5	PRO. CABLE ONLY (DIPK-4 KIT) PC TO MODULE	PH-4
PROGRAMMING KIT 2000-HD1EP, 2000HD2EP & SFK-1	DIPK-2	PROGRAMMING KIT 2000 4 CYLINDER	DIPK-5
PRO. CABLE ONLY (DIPK-2 KIT) PC TO MODULE	PH-2	USB PROGRAMMING KIT DFS & 2000I APPLICATIONS*	DIPK-7
PROGRAMMING KIT 2000-HD1E8, 200-HD2E8 AND SFK-3	DIPK-3	(* Requires PH-1 adapter)	

# DYNATEK H-D IGNITION APPLICATIONS

MODEL YEAR	PART #	SINGLE/ DUAL FIRE	# OF ADVANCE CURVES	# OF RETARD CURVES/ DEGREES	IGNITION PLUG & PLAY	PROGRAMMING KIT #	DIGITAL OUTPUTS	REPLACEMENT COILS
<b>EVO TYPE ENGINES</b>								
<b>DIGITAL IN CONE IGNITIONS (DYNA 2000i DKi)</b>								
1970-1998 (CARB)	D2KI-1P	SGL PLUG/SGL FIRE	8	3 (10,7,5)	NO	DIPK-1,DIPK-7 & PH-1	1/TACH	1-10
1998-2003 Sportster								
<b>DYNA 2KI IGNITION &amp; COIL KITS</b>								
1970-1998 (CARB)	D2KI-2P	SGL PLUG/SGL FIRE	8	3 (10,7,5)	NO	DIPK-1,DIPK-7 & PH-1	1/TACH	5 INCLUDED
1970-1998 (CARB)	D2KI-3P	DUAL PLUG/SGL FIRE	8	3 (10,7,5)	NO	DIPK-1,DIPK-7 & PH-1	1/TACH	1 INCLUDED
1970-1998 (CARB)	D2KI-4P	DUAL PLUG/DUAL FIRE	8	3 (10,7,5)	NO	DIPK-1,DIPK-7 & PH-1	1/TACH	4 INCLUDED
1970-1998 (CARB)	D2KI-5P	SGL PLUG/SGL FIRE	8	3 (10,7,5)	NO	DIPK-1,DIPK-7 & PH-1	1/TACH	10 INCLUDED
<b>DIGITAL IGNITION MODULE (DYNA 2000)</b>								
Sportsters, FLH to 93, FXR to 95	DD2000-HD1EP	BOTH	8	3 (10,7,5)	YES	DIPK-2	1/TACH	1 - 10
All 94-later Sportsters FLH, 95-later FXR	DD2000-HD1E8P	BOTH	8	3 (10,7,5)	YES	DIPK-3	1/TACH	1 - 10
Sportsters, FLH to 93, FXR to 95	DD2000-HD2EP	DUAL	8	3 (10,7,5)	YES	DIPK-2	1/TACH	1 - 8
All 94-later Sportsters FLH, 95-later FXR	DD2000-HD2E8P	DUAL	8	3 (10,7,5)	YES	DIPK-3	1/TACH	1 - 8
<b>ACCESSORIES</b>			<b>7 TO 8 PIN ADAPTER 1009002</b>			<b>EXTENSION HARNESS 1009001</b>		
<b>DYNA 2000 IGNITION &amp; TWINFIRE COIL KITS</b>								
Sportsters, FLH to 93, FXR to 95	SFK-1	BOTH	8	3 (10,7,5)	YES	DIPK-2	1/TACH	10 INCLUDED
All 94-later Sportsters FLH, 95-later FXR	SFK-3	BOTH	8	3 (10,7,5)	YES	DIPK-3	1/TACH	10 INCLUDED
<b>POINTS REPLACEMENT (DYNA S)</b>								
1970-1998 (CARB)	DS6-1	DUAL	1/ADVANCER	NONE	NO	N/A	NONE	11
1970-1998 (CARB)	DS6-2	SINGLE	1/ADVANCER	NONE	NO	N/A	NONE	13
<b>DYNA S IGNITION &amp; COIL KIT</b>								
1970-1998 (CARB)	DSK6-1	DUAL	1/ADVANCER	NONE	NO	N/A	NONE	11 INCLUDED
1970-1998 (CARB)	DSK6-2	SINGLE	1/ADVANCER	NONE	NO	N/A	NONE	13 INCLUDED
<b>TWIN CAM, 883 &amp; 1200 TYPE ENGINES</b>								
<b>TWIN CAM / SPORTSTER</b>								
1999-2003	TC88-2P	SINGLE	16	0	YES	DIPK-4	NONE	14,15,16,17,18
2004-2006	TC88-3	SINGLE	16	0	YES	N/A	NONE	14,15,16,17,18
<b>883 /1200</b>								
2004-2006	DSPT-1	SINGLE	16	0	YES	N/A	NONE	14,15,16,17,18

## DYNATEK HARLEY-DAVIDSON® REPLACEMENT COILS

TABLE REFERENCE	COIL PART #								
1	DC1-1	5	DC3-1	9	DC6-4	13	DC10-1	17	DC12-2
2	DC1-2	6	DC3-2	10	DC6-5	14	DC11-1	18	DC6-6
3	DC1-3	7	DC3-3	11	DC7-1	15	DC11-2	19	DC6-7
4	DC2-1	8	DC6-1	12	DC8-1	16	DC12-1		



DC1-2 MINI

DC3-2 MINI

DC6-6

DC7-1

DC11-1 MINI

DC12-1 MINI



DC6-5

DC6-4

**DYNA TWIN FIRE IGNITION COILS WILL ENHANCE THE BENEFITS, AND ARE THE PERFECT COMPLIMENT TO THE DD2000-HD1EP AND DYNA 2000i (2Ki) DIGITAL IGNITION SYSTEMS. THE DC6-4 COIL HAS ALL THE FEATURES USERS HAVE COME TO EXPECT FROM A DYNA COIL: HIGH VOLTAGE (GREATER THAN 30,000 VOLTS) WITH FAST RISE TIMES, AND HIGH ENERGY.**

The Dyna Twin Fire coil is the new standard for performance and packaging efficiency for single fire ignition installations on Harley-Davidson® Motorcycles. The Twin Fire coil incorporates two individual performance ignition coils into one easy to mount package. This solves the problem of trying to mount two ignition coils on Harleys when installing single fire ignition systems. The DC6-5 Twin Fire Mini coil is only slightly larger than the stock Harley coil and uses the stock mounting bracket.

**FOR MORE INFO ON HARLEY REPLACEMENT COILS REFER TO PAGES 22-23. NOT FOR USE WITH DYNA S IGNITION SYSTEM**



## DYNA FUSION EFI

The Fusion EFI is Dynatek's newest product and provides the fuel and ignition adjustments customers demand at an affordable price with ease of use. Fusion EFI is available for most Harley-Davidson® vehicles. It uses engine RPM and throttle position inputs to base adjustments on and additional inputs can be used, such as manifold pressure or temperature. Map fuel and ignition for individual cylinders, gear position, adjust "warm up" fuel settings, use the accelerator pump utility, switch between two maps on the fly and more. Optional accessories include DynaTune wideband O2 module for real-time "auto-tuning", and a Quick Shifter.

## AVAILABLE ACCESSORIES

- QUICK SHIFTER
- DYNATUNE

SEE PAGE 4 FOR MORE INFO.

MODEL	YEAR	PART #	MODEL	YEAR	PART #	MODEL	YEAR	PART #
Street 500*	2015	DFE-15-012	Touring Models*	2002-2006	DFE-15-027	Dyna Models*	2006-2011	DFE-15-005
Street 750*	2015	DFE-15-014	Touring Models*	2007	DFE-15-028	Dyna Models*	2012-2015	DFE-15-022
883 Sportsters*	2007-2009	DFE-15-001	Touring Models*	2008-2013	DFE-15-011	V-Rod*	2002-2007	DFE-15-026
883 Sportsters*	2010-2013	DFE-15-009	Touring Models*	2014-2015	DFE-15-019	V-Rod*	2008-2011	DFE-15-006
883 Sportsters*	2014-2015	DFE-15-017	Softail Models*	2001-2006	DFE-15-024	V-Rod*	2012-2015	DFE-15-023
1200 Sportsters*	2007-2009	DFE-15-002	Softail Models*	2007-2011	DFE-15-004	<b>*FUEL AND IGNITION</b>		
1200 Sportsters*	2010-2013	DFE-15-010	Softail Models*	2012-2015	DFE-15-021			
1200 Sportsters*	2014-2015	DFE-15-018	Softail Deluxe / Heritage*	2009-2011	DFE-15-007			
XR1200*	2009-2012	DFE-15-015	Dyna Models*	2004-2005	DFE-15-025			

## DYNATUNE KITS

The Dynatune kit monitors the fuel mixture. It then sends this information to the Fusion and automatically corrects it as you ride, letting you feel the changes as they happen.

The Dynatune Kit maps each cylinder separately and can also adjust differently for each gear if desired. Gear position information is built into each Fusion for Harley-Davidson®, so no additional wiring is required.

### AVAILABLE KITS FOR HARLEY-DAVIDSON® MODELS

DT-3 HARLEY J1850 MODELS • DT-4 HARLEY CANBUS MODELS (2011-2012 SOFTAIL, 2012 DYNA)



## DYNATEK FI CONTROLLER

- OEM PLUG AND PLAY CONNECTORS
- DYNO TESTED AND DEVELOPED BASE MAPS
- LOW, MID AND HIGH RANGE ADJUSTMENTS THAT ALLOW YOU TO RICHEN OR LEAN DIFFERENT PARTS OF THE FUEL CURVE WITH NO COMPUTER REQUIRED

The Dynatek Fuel Injection Controller is a plug in module that offers 3 user selectable base fuel curves that are designed to improve engine operation and can be modified to suit a wide variety of modifications. These adjustments are made via 3 potentiometers that adjust the fuel curve in the proper ranges for the application. Fuel mixture can be enriched or leaned as required.

SEE PAGE 5 FOR DETAILS

## DYNATEK TWIN FIRE IGNITION COILS

DYNATEK ANNOUNCES THE AVAILABILITY OF NEW DYNATEK COILS FOR 2001-2013 HARLEY-DAVIDSON® EFI BIG TWINS AND 2007-2013 EFI SPORTSER MODELS.

Like all Dynatek coils, these new coils offer improved spark performance and incorporate the Ion sense feedback for perfect compatibility with the stock Harley EFI ECU.



**DC6-7**  
2001-2006 EFI  
BIG TWIN MODELS



**DC6-8**  
2007-2013 EFI  
SPORTSTER MODELS



**DC6-9**  
2007-2013 EFI  
BIG TWIN MODELS

## DYNA 3000 HIGH PERFORMANCE DIGITAL IGNITIONS

The Dyna 3000 Digital Performance Ignition module is a plug & play model for metric cruisers. The Dyna 3000 system combines state of the art microprocessor technology with direct mounting on factory locations so you can maximize engine performance by setting ignition timing to fit your specifications. Eight adjustable timing curves and a fully adjustable rev limiter allows even more flexibility in tailoring the ignition to your needs.

Dyna 3000 Cruiser Edition Digital Performance Ignition gives you increased power, torque and peak horsepower over the stock factory ignition. Experience larger gains and greater engine efficiency when used with after-market performance products. The Dyna 3000 makes it all work better, every time.

### FEATURES:

- 8 SELECTABLE ADVANCE CURVES
- 8 SELECTABLE REV LIMITS (increased rev limits over stock)
- USES ALL FACTORY SENSORS
- MAP SENSOR OPERATION (applicable models only)
- EASIER STARTING
- PLUG AND RIDE - 5 MINUTE INSTALLATION (on most models)
- MOUNTS DIRECTLY TO FACTORY LOCATION
- USES FACTORY COILS, OR DYNA COILS
- REVERSE BATTERY PROTECTION
- RETARD MODE - FOR NITROUS OR TURBO APPLICATIONS
- STATUS LED: POWER-UP / PICKUPS / TPS OPERATION



D3K7-8  
YAMAHA  
V-STAR

D3K2-1  
KAWASAKI VULCAN  
DRIFTER 800



## DYNA FUSION EFI

THE NEW DYNATEK FUSION EFI USES RPM AND THROTTLE POSITION INPUTS TO BASE FUEL ADJUSTMENTS ON. IN SOME CASES ADDITIONAL INPUTS CAN BE USED SUCH AS CYLINDER HEAD OR WATER TEMPERATURE AS WELL AS GEAR POSITION OR BOOST.

The Fusion EFI has 250 RPM resolution and 10 throttle position columns giving you up to 640 individual mapping points for fuel and an equal number for ignition timing (if ignition equipped). This is the kind of "point specific" adjustability that is necessary with today's bikes and the parts that are available for them.

## AVAILABLE ACCESSORIES

- QUICK SHIFTER
- DYNATUNE
- SEE PAGE 4 FOR MORE INFO.

MODEL	YEAR	PART #	MODEL	YEAR	PART #	MODEL	YEAR	PART #
<b>HONDA</b>			<b>SUZUKI</b>			<b>YAMAHA</b>		
VT750 Models*	2009-2015	DFE-16-017	Bandit 1250	2007-2009	DFE-20-010	Stratoliner / Roadliner	2006-2014	DFE-22-012
VT1300 Models*	2010-2015	DFE-16-025	B King	2008-2012	DFE-20-004	Raider	2008-2013	DFE-22-013
VTX 1800 *	2002-2008	DFE-16-035	<b>YAMAHA</b>			V-Max	2009-2014	DFE-22-003
<b>INDIAN</b>			XV950 *	2009-2014	DFE-22-048	<b>VICTORY</b>		
Chief *	2014	DFE-29-001	Bolt 950	2015	DFE-22-035	Victory 100" Models *	2008-2011	DFE-19-001
<b>KAWASAKI</b>			XVS1300 *	2007-2014	DFE-22-049	Victory 106" Models *	2009-2014	DFE-19-002
VN900 *	2006-2015	DFE-17-032	Stryker *	2011-2014	DFE-22-042	Victory Vision *	2009-2014	DFE-19-006
Vulcan 1700 Models *	2009-2015	DFE-17-033	Road Star *	2008-2014	DFE-22-050	Victory Crossroads / Cross-country F&I	2011-2014	DFE-19-009
Vulcan 2000 *	2008-2011	DFE-17-034	Road Star Warrior	2002-2009	DFE-22-011			

\*FUEL AND IGNITION

## FI CONTROLLER

- OEM PLUG AND PLAY CONNECTORS
- DYNO TESTED AND DEVELOPED BASE MAPS
- LOW, MID AND HIGH RANGE ADJUSTMENTS THAT ALLOW YOU TO RICHEN OR LEAN DIFFERENT PARTS OF THE FUEL CURVE WITH NO COMPUTER REQUIRED

The Dynatek Fuel Injection Controller is a plug in module that offers 3 user selectable base fuel curves that are designed to improve engine operation and can be modified to suit a wide variety of modifications. These adjustments are made via 3 potentiometers that adjust the fuel curve in the proper ranges for the application. Fuel mixture can be enriched or leaned as required.

SEE PAGE 5 FOR DETAILS



# DYNA 3000 APPLICATIONS

MODEL	YEAR	PART NUMBER	ADVANCE CURVES	# OF RETARD CURVES/ DEGREES	# OF REV LIMITS	LED INDICATORS	REPLACEMENT COILS
<b>HONDA</b>							
Shadow/VT1100 C2	1997-2000	D3K1-2	10	10 / 1 TO 10	9	A,B,E	DC1-2
Shadow Ace/VT1100 C2	1997-2000	D3K1-2	10	10 / 1 TO 10	9	A,B,E	DC1-2
Shadow America/VT1100 C2	1997-1998	D3K1-2	10	10 / 1 TO 10	9	A,B,E	DC1-2
Shadow Aero/CT1100 C2	1998-2000	D3K1-2	10	10 / 1 TO 10	9	A,B,E	DC1-2
Shadow Ace/VT1100 D2	1999	D3K1-2	10	10 / 1 TO 10	9	A,B,E	DC1-2
<b>KAWASAKI</b>							
Vulcan Drifter 800	2000-2006	D3K2-1	8	N/A	8	A,B,C	DC1-2
Vulcan 1500 G	1999-2004	D3K2-2	8	N/A	8	A,B,C	DC1-2
<b>SUZUKI</b>							
Intruder 1400	1990-1995	D3K3-1	8	N/A	8	A,B,D	DC3-2
Intruder 1400, S83	1996-2009	D3K3-2	8	N/A	8	A,B,D	DC3-2
Intruder 1500	1999-2004	D3K3-4	8	N/A	8	A,B,C	DC3-2
<b>YAMAHA</b>							
V-Star 650	1998-2003	D3K7-1	8	N/A	8	A,B,C	DC3-2
V-Star 650 (49 State Only)	2004-2005	D3K7-1	8	N/A	8	A,B,C	DC3-2
V-Star 1100	1999-2003	D3K7-2	8	N/A	8	A,B,C	DC3-2
V-Star 1100 (49 State Only)	2004-2005	D3K7-2	8	N/A	8	A,B,C	DC3-2
V-Star 1100 (49 State Only)	2005-2008	D3K7-8	8	N/A	8	A,B,C	DC3-2
Road Star	1999-2007	D3K7-3	8	4 / 3,6,9,12	8		DC4-1
Royal Star	1996-2001	D3K7-4*	1	N/A	1	A,B,C,D,E	DC3-2
Venture/Royalstar Venture/Rstd	1999-2013	D3K7-5*	1	N/A	1	A,B,C,D,E	DC3-2
V-Max	1990-2007	D3K7-6*	1	N/A	1	A,B,C,D,E	DC3-2
V-Max	1985-1989	D3K7-7*	1	N/A	1	A,B,C,D,E	DC3-2

\* = PC PROGRAMMABLE ONLY

Note: Replacement coils may require some mounting fabrication.

## LED INDICATORS

Indicates Power Up	A
Indicates Pickups	B
Indicates Tps Operation	C
Indicates Map Sensor Operation	D
Indicates Retard Function	E

## DYNA REPLACEMENT COILS

Dynatek ignition coils are high tech, top quality coils, designed for maximum performance. They produce spark voltages in excess of 30,000 volts and spark energies second to none. Dynatek coils are available in a wide variety of resistances and output configurations to allow easy replacement of stock coils.

**SEE PAGE 23 FOR AVAILABLE KITS**



DC3-2 COILS

## DYNA FS DIGITAL IGNITION

Dynatek offers the Dyna FS ignition system for ATV's, Motocross, Supermoto and Off Road motorcycles. With features such as adjustable advance curves, adjustable rev limiter, increased spark energy and PC programmability with the optional Curvemaker Programming Kit, the Off Road racer can tune the ignition system to match their modifications and track conditions for maximum performance.

### PROGRAMMABLE FEATURES

- PROGRAMMABLE TIMING CURVES (4)\*
- PROGRAMMABLE REV LIMITS
- INCREASED SPARK ENERGY
- IMPROVED THROTTLE RESPONSE
- EASIER STARTING
- TACH OUTPUT\*
- LAUNCH LIMITER\*
- PLUG-IN MODULE REPLACEMENT
- DATA LOGGING\*
- SHIFT KILL INTERRUPT\* *For clutchless shifting*
- EXTERNAL CURVE SELECTOR SWITCH  
*Ignition is pre-programmed with 4 timing curves that can be changed with the External Curve Selector Switch.*
- PROGRAMMABLE RPM ACTIVATED OUTPUTS (2)  
*Can be used for Nitrous Activation, Shift Light, Auto Shifter, or Boost Control.*

### NON-PROGRAMMABLE FEATURES

- IMPROVED TIMING CURVES
- HIGHER REV LIMIT
- REMOVED REVERSE REV LIMIT
- INCREASED SPARK ENERGY
- IMPROVED THROTTLE RESPONSE
- EASIER STARTING
- OVERRIDES BELT INDICATOR *For full performance at all times*
- PLUG-IN MODULE REPLACEMENT  
*(\*Not available on all models, check table for exact options by model.)*



**DFSPK-1**  
SERIAL PROGRAMMING KIT

### DYNA FS PROGRAMMING KITS

The Dyna Programming Kit includes everything you need to reprogram the DynaFS programmable ignition. Easy to understand interface, simple saving, recalling and printing of curves, and quick reprogramming of the ignition make this the most user friendly programmable ignition software available. The kit includes the software to reprogram all available DynaFS programmable Ignition models and the programming cable. This kit is not recommended for inexperienced tuners.



**DIPK-7**  
PROGRAMMING KIT

### USB PROGRAMMING KIT - DFS/2000i\*

- ELIMINATES SERIAL ADAPTORS ON FS & 2000I IGNITIONS
- USES STANDARD USB A-B CABLE (INCLUDED)
- PLUGS INTO PROGRAMMING CONNECTOR ON DYNA FS AND 2000I IGNITIONS

(\*Dyna 2000i requires the PH-1 adapter.)

### DYNA COIL KITS

Dynatek offers our high output Mini Coils in a model specific kit with the necessary mounting hardware, wiring adapters and spark plug wire(s) for popular ATV applications. These kits take the hassle out of having to fabricate custom mounts for our coils.

**SEE PAGES 23 FOR AVAILABLE MODELS**



**DCK9-2 COIL KIT**  
FOR 08 POLARIS  
RANGER RZR 800



**DCK3-4 COIL KIT**  
FOR 07-11 SUZUKI  
KING QUAD 450/500

# DYNAES. DIGITAL IGNITION APPLICATIONS

MODEL	YEAR	PART #	PROGRAMMABLE	REMOTE SERIAL PROGRAMMER/USB	# OF TIMING CURVES	# OF REV LIMITS	TACH OUTPUT	RPM SWITCH OUTPUTS	SHIFT TETHER KILL INPUT	LAUNCH LIMITER	COIL KIT	CURVE MAKER KIT	IGNITION TYPE
<b>ARCTIC CAT</b>													
Arctic Cat 650	2004-2006	DFS10-1			1	1	NO	0	NO	NO			1
DXV 400	2002-2004	DFS10-3P	PRG		4	4	YES	2	NO	YES		1	1
Prowler 650	2006-2009	DFS10-4			1	1	NO	2	NO	NO	DCK10-1		1
AC650-H1	2006-2010	DFS10-5			1	1	NO	2	NO	NO			1
Arctic Cat Prowler 700	2008-2010	DFS10-6		RSP	1	1	NO	2	NO	YES	DCK10-2	3	2
Arctic Cat XTZ1000	2009-2010	DFS10-7		RSP	1	1	NO	1	NO	NO	DCK10-3	3	2
1000cc ATV, Thundercat, Mudpro	2008-2009	DFS10-8	PRG	RSP	1	1	NO	1	NO	NO	DCK10-7	3	2
700i ATV	2009-2012	DFS10-11	PRG	RSP	1	1	NO	1	NO	NO	DCK10-8	3	2
<b>BOMBARDIER/CAN-AM</b>													
Baja 650/2000-2002 DS650	2000-2001	DFS11-1P	PRG		4	1	YES	2	YES	YES		1	1
Baja 650/2003-2006 DS650	2002-2005	DFS11-2			1	1	NO	0	NO	NO			1
Baja 650/2003-2006 DS650	2002-2005	DFS11-2P	PRG		4	1	YES	2	YES	YES		1	1
<b>HONDA</b>													
XR50 / XR80 (Low Cost)	ALL YEARS	DFS1-12			1	1	NO	0	NO	NO			3
TRX250R (Low Cost)	1986-1989	DFS1-11			1	1	NO	0	NO	NO			3
CRF250R	2007	DFS1-17P	PRG		1	1	NO	1	YES	NO		2,3	3
TRX400EX	1999-2004	DFS1-10P	PRG		4	4	NO	2	NO	NO		1	3
TRX400EX	2005-2008	DFS1-14P	PRG		4	4	NO	2	NO	NO		1	3
TRX400EX (Low Cost)	1999-2008	DFS1-10			1	1	NO	0	NO	NO			3
TRX450R	2004-2005	DFS1-13P	PRG		4	4	YES	1	NO	NO	DCK1-2	1	3
TRX450R	2004-2005	DFS1-13			1	1	NO	0	NO	NO	DCK1-2		3
TRX450R	2006	DFS1-15			1	1	NO	0	NO	NO	DCK1-2		4
TRX450R	2006	DFS1-15P	PRG		1	1	NO	0	NO	NO	DCK1-2	1	4
CRF450R	2007	DFS1-18P	PRG		1	1	NO	1	YES	NO		2,3	3
TRX650 Rincon	2003-2005	DFS1-16			2	1	NO	0	NO	NO	DCK1-1		1
Honda Ruckus	2005-2008	DFS1-19			4	1	NO	0	NO	NO	DCK1-6		1
CRF150F	2006-2015	DFS1-24P	PRG		4	1	NO	0	NO	YES		3	1
<b>KAWASAKI</b>													
KX250F	2007	DFS2-16P	PRG		1	1	NO	1	YES	NO		2,3	3
KFX 400	2003-2004	DFS2-11P	PRG		4	4	YES	2	NO	NO	DCK2-5	1	1
KFX450	2008-2012	DFS2-21		RSP	1	1	NO	2	NO	YES	DCK2-2	3	2
KX450F	2007	DFS2-17P	PRG		1	1	NO	1	YES	NO	DCK2-3	2,3	3
Prairie 650	2002	DFS2-12			1	1	NO	0	NO	NO	DCK2-1		1
Prairie 650/700	2003-2007	DFS2-13			1	1	NO	0	NO	NO	DCK2-1		1
Prairie 650/700	2003-2007	DFS2-13P	PRG		4	1	YES	2	NO	YES	DCK2-1	2,3	1
KFX700/V-Force	2003-2009	DFS2-14			1	1	NO	0	NO	NO			1
Brute Force 650/750 (Carbureted)	2005-2013	DFS2-15			1	1	NO	0	NO	NO	DCK2-1		1
Brute Force 650/750 (Carbureted)	2005-2013	DFS2-15P	PRG		4	4	YES	2	NO	YES	DCK2-1	2,3	1
Brute Force 750 EFI	2008-2011	DFS2-20		RSP	1	1	NO	1	NO	NO	DCK2-7	3	2
Teryx 750	2008	DFS2-18			1	1	NO	0	NO	NO			1
Teryx 750	2008	DFS2-18P	PRG		4	4	NO	1	NO	NO	DCK2-4	2,3	1
Teryx 750	2009-2011	DFS2-19		RSP	1	1	NO	1	NO	NO	DCK2-5	3	2
<b>KTM</b>													
450SX	2007	DFS13-2P			1	1	NO	1	YES	YES		2,3	1
450/505/525 SZ/XC	2008-2011	DFS13-3P	PRG		1	1	NO	1	YES	YES	DCK13-2	3	1
<b>POLARIS</b>													
Predator 500	2003-2004	DFS9-1P	PRG		4	4	YES	2	YES	YES		1	1
Predator 500 & Outlaw 500	2005-2007	DFS9-2P	PRG		4	4	YES	2	YES	YES		1	1
Ranger RZR, RZR-S	2008-2010	DFS9-3		RSP	1	1	NO	0	NO	NO	DCK9-1	3	2
<b>SUZUKI</b>													
LT-250/LT-Z90	2006-2010	DFS3-15R			1	1	NO	0	NO	NO			3
RMZ250	2007	DFS3-13P			1	1	NO	1	YES	NO		2,3	3
LTZ 400	2003-2004	DFS3-9P	PRG		4	4	YES	2	YES	YES	DCK3-2	1	1
LTZ 400 (Low Cost)	2003-2004	DFS3-10			1	1	NO	0	NO	NO	DCK3-2		1
LTZ400	2005-2008	DFS3-12P	PRG		4	4	YES	2	YES	YES	DCK3-2	1	1
LTZ400 (Low Cost)	2005-2008	DFS3-12			1	1	NO	0	NO	NO	DCK3-2		1
DRZ400	2000-2009	DFS3-16			1	1	NO	0	NO	NO			1
DRZ400	2000-2009	DFS3-16P	PRG		4	1	YES	2	YES	YES		1	1
DRZ400SM	2006-2009	DFS3-17P	PRG		4	1	YES	2	NO	YES		1	1
RMZ450	2007	DFS3-14P			1	1	NO	1	YES	NO		2,3	3
Twin Peaks	2004-2005	DFS3-11			1	1	NO	0	NO	NO			1

# DYNA FS APPLICATIONS

MODEL	YEAR	PART #	PROGRAMMABLE	REMOTE SERIAL PROGRAMMER/ USB	# OF TIMING CURVES	# OF REV LIMITS	TACH OUTPUT	RPM SWITCH OUTPUTS	SHIFT TETHER KILL INPUT	LAUNCH LIMITER	COIL KIT	CURVE MAKER KIT	IGNITION TYPE
<b>YAMAHA</b>													
Raptor 50	2006-2008	DFS7-19			1	1	NO	0	NO	NO			3
Raptor/Grizzly/Badger 80	1992-2008	DFS7-18			1	1	NO	0	NO	NO			3
Raptor 250	2008-2012	DFS7-28			1	1	NO	0	NO	NO			1
YZ250F	2006-2008	DFS7-22P	PRG		1	1	NO	1	YES	NO		2,3	3
Raptor 350 (Low Cost)	2004-2012	DFS7-16			1	1	NO	0	NO	NO			1
YFM350 Warrior (Low Cost)	1997-2001	DFS7-17			1	1	NO	0	NO	NO			1
Warrior 350 (Low Cost)	2002-2004	DFS7-15			1	1	NO	0	NO	NO			1
YFZ 350	1987-1994	DFS7-8P	PRG		4	4	YES	2	NO	NO	DCK7-4	1	3
YFZ 350	1995-1996	DFS7-7P	PRG		4	4	YES	2	NO	NO	DCK7-4	1	3
YFZ 350	1997-2006	DFS7-6P	PRG		4	4	YES	2	NO	YES	DCK7-4	1	3
WR450F	2003-2006	DFS7-27P	PRG		1	1	NO	1	NO	NO		1	1
WR450F	2007-2009	DFS7-23P	PRG		1	1	NO	1	YES	NO		1	1
YZ450F	2006-2008	DFS7-20P	PRG		1	1	NO	1	YES	NO		2,3	3
YFZ 450	2004-2009	DFS7-12P	PRG		4	1	YES	2	NO	YES		1	1
YFZ 450 (Low Cost)	2004-2009	DFS7-12			1	1	NO	0	NO	NO			1
YFZ450R/ YFZ450X EFI	2009-2012	DFS7-31		RSP	1	1	NO	2	YES	YES	DCK7-9	3	2
Rhino 450 (Low Cost)	2006-2010	DFS7-24			1	1	NO	0	NO	NO	DCK7-2		1
Rhino 660 (Low Cost)	2004-2007	DFS7-13			1	1	NO	0	NO	NO	DCK7-2		1
Rhino 660	2004-2007	DFS7-13P	PRG		4	1	YES	2	NO	YES	DCK7-2	2,3	1
Raptor 660 (Low Cost)	2002-2005	DFS7-11			1	1	NO	0	NO	NO			1
Raptor 660	2002-2005	DFS7-11P	PRG		4	4	YES	2	YES	YES		1	1
Grizzly 660 (Low Cost)	2002-2008	DFS7-14			1	1	NO	0	NO	NO			1
Grizzly 700FI	2007-2012	DFS7-25			1	1	NO	0	NO	NO	DCK7-5		2
Grizzly 700 EFI (Programmable w/ Fuel Adjust)	2007-2008	DFS7-29		RSP	1	1	NO	2	YES	YES	DCK7-5	3	2
Grizzly 700 EFI (Programmable w/ Fuel Adjust)	2009-2012	DFS7-30		RSP	1	1	NO	2	YES	YES	DCK7-8	3	2
Raptor 700R (Low Cost)	2006-2012	DFS7-21			1	1	NO	0	NO	NO	DCK7-1	1	2
Raptor 700R	2006-2012	DFS7-21P	PRG		4	1	NO	2	NO	YES	DCK7-1		2
Rhino 700FI	2008-2013	DFS7-26		RSP	1	1	NO	0	NO	NO	DCK7-6	3	2

IGNITION TYPE	TABLE REFERENCE	CURVE MAKER KIT
12V CDI	1	DFSPK-1
12V Inductive Ignition	2	DIPK-6
Magneto CDI	3	DIPK-7
Magneto CDI with 12V Input Required		

RSP = Remote Serial Programmer Available - DRSP-1

## DYNATEK DRSP-1 FOR SELECT APPLICATIONS

For additional tuneability on EFI vehicles Dynatek offers the Remote Serial Programmer. The DRSP-1 plugs into the Dyna FS ignition module to enable the use of the 4 pre-programmed ignition advance curves as well as make fuel adjustments. There are 4 base fuel settings and the ability to add or subtract fuel in three RPM ranges. This wide range of adjustment will allow the user to tune for a wide variety of modifications. For advanced tuners the Curvemaker programming software and cable are included with the DRSP-1. Curvemaker will enable the user to access the advanced timing and accessory functions of the Dyna FS. The DRSP-1 only works with selected Dyna FS ignitions. It is not compatible with the stock ignition.



DRSP-1 KIT

## DYNA FUSION EFI

Available for most Harley-Davidson®, Sportbike, Metric Cruiser, and Off Road vehicles, the New Dynatek Fusion EFI uses RPM and throttle position inputs to base fuel adjustments on. In some cases additional inputs can be used such as cylinder head or water temperature as well as gear position or boost.

## AVAILABLE ACCESSORIES

- QUICK SHIFTER
- DYNATUNE

SEE PAGE 4 FOR MORE INFO.

## DYNATEK FUSION EFI WITH FUEL AND IGNITION CONTROL\*

For select single and twin cylinder engines, fuel delivery and spark advance adjustments can now be made with the NEW Dynatek Fusion EFI with Fuel AND Ignition control\*. Experience the best of both worlds!

Another feature of the Fusion EFI with Fuel and Ignition is the ability to use any TWO of these functions at the same time: Map Switch, Quick Shifter, Pit Lane Speed Limiter, and Launch Control. (\*Select models. All others offer fuel control only)



MODEL	YEAR	PART #	MODEL	YEAR	PART #	MODEL	YEAR	PART #
<b>ARCTIC CAT</b>			<b>KAWASAKI</b>			<b>POLARIS CONTINUED</b>		
Thundercat 1000 / XT *	2008-2013	DFE-11-011	KFX450 *	2008-2014	DFE-17-036	RZR XP900 *	2012-2014	DFE-19-017
1000 TRV *	2009	DFE-11-011	Brute Force 750 *	2008-2011	DFE-17-031	RZR XP1000 *	2014	DFE-19-021
Wildcat Trail	2014	DFE-11-109	Brute Force 750 *	2012-2015	DFE-17-039	Scrambler 1000 *	2014-2015	DFE-19-023
<b>BOMBARDIER</b>			Teryx *	2009-2013	DFE-17-037	<b>SUZUKI</b>		
Commander 800 *	2011-2015	DFE-25-007	Teryx 4 *	2012-2013	DFE-17-044	KingQuad 400 *	2011-2015	DFE-20-026
Commander 1000 *	2011-2015	DFE-25-008	Teryx 4 *	2014-2015	DFE-17-054	<b>YAMAHA</b>		
Maverick *	2013-2015	DFE-25-016	<b>POLARIS</b>			WR250X/R *	2008-2015	DFE-22-043
<b>HONDA</b>			Sportsman Ace 330 *	2014	DFE-19-026	YZF450 R / X *	2009-2014	DFE-22-044
CRF250R *	2010-2013	DFE-16-026	Sportsman 550 *	2009-2014	DFE-19-016	YZ450F *	2010-2013	DFE-22-045
CRF250R *	2014-2015	DFE-16-050	Ranger 570 *	2012-2014	DFE-19-024	YZ450F *	2014	DFE-22-063
Rancher 420 *	2014	DFE-16-059	RZR 570 *	2012-2015	DFE-19-015	Raptor *	2006-2014	DFE-22-046
CRF450 *	2010-2012	DFE-16-027	Ranger RZR/S *	2008-2010	DFE-19-013	Rhino 700 *	2008-2013	DFE-22-047
CRF450 *	2013-2015	DFE-16-037	Ranger RZR/S/A *	2011-2014	DFE-19-011	Viking *	2014	
Foreman *	2012-2013	DFE-16-028	Sportsman 850 *	2009-2011	DFE-19-014	<b>*FUEL AND IGNITION</b>		
Foreman 500 *	2014	DFE-16-060	Sportsman 850 *	2012	DFE-19-018			
Big Red *	2009-2013	DFE-16-033	Sportsman/Scrambler *	2013-2015	DFE-19-019			
Pioneer *	2014	DFE-16-058	Ranger XP900 *	2013-2015	DFE-19-020			
VT750 Models *	2009-2015	DFE-16-017	RZR XP900 *	2015	DFE-19-027			
VFR 800 VTec	2006-2009	DFE-16-005	RZR XP900 *	2011	DFE-19-012			



## DYNATEK FI CONTROLLER

Through Dynatek's Fuel Injection Controller, the fuel circuits on current vehicles can be modified both richer and leaner than stock by as much as -100% to +250%\* in any particular area of the power spread. Also, up to 3 pre-programmed Fuel Curve Maps are adjustable to your preference.

- ONLY AVAILABLE WITH USB EQUIPPED MODELS, OLDER MODEL FI CONTROLLER ONLY HAVE -100%/+100% FUEL ADJUSTABILITY WITH ALL CHANGES MADE BY ADJUSTING THE POTENTIOMETERS.

**SEE PAGES 5 FOR MORE DETAILS**



YEAR	MODEL	Part #
<b>ATV/UTV MODELS</b>		
<b>ARCTIC CAT</b>		
2010	450H1	DFCA-18
2009-2010	550H1	DFCA-21
2006-2010	700 EFI	DFCA-14
2008-2010	700H1	DFCA-22
2008	Prowler 700	DFCA-19
2008-2010	Thundercat 950	DFCA-20
2009-2010	Prowler 1000	DFCA-23
<b>BOMBARDIER/CAN-AM</b>		
2006-2010	Outlander/Renegade 800	DFCA-5
2008-2010	Outlander 400	DFCA-29
2008-2010	DS450	DFCA-24
2007-2010	Outlander 500	DFCA-25
2006-2009	Outlander 650	DFCA-26
2010	Outlander 650	DFCA-27
2011	Commander 800	DFCA-48
2011	Commander 1000	DFCA-49
<b>HONDA</b>		
2007-2012	Rancher 420	DFCA-10
2006-2012	Rincon	DFCA-1
2009	Big Red	DFCA-31
2008-2009	TRX700XX	DFCA-32

## NEW DYNATEK SPEED GOVERNOR

The new Dynatek Speed Governor is designed for industrial or other applications where a lower than stock speed limiter is required. The Dynatek Speed Governor allows full power to be used up to the programmed speed limit. Using factory connectors the Speed Governor is easy to install with no modifications to the factory harness.

## DQS-1 QUICK SHIFTER IGNITION KIT

This unit allows any single cylinder vehicle to have quick shifter functionality. It comes with "coil cap" style connector (Denso) for easy installation on most late model applications. For applications that do not have this style of coil the connector can be removed and the unit hard wired in.

- LONG TRAVEL SENSOR DESIGNED TO KEEP UNIT AWAY FROM RIDERS BOOT AND FROM THE BIKES CHAIN.
- SENSOR IS FULLY WATERPROOF AND IMMUNE TO TEMPERATURE
- OPTIONAL REMOTE QUICKSET ADJUSTER ALLOWS YOU TO ADJUST KILL TIMES ON THE FLY.



YEAR	MODEL	Part #
<b>ATV/UTV MODELS CONTINUED</b>		
<b>KAWASAKI</b>		
2008-2012	KFX450R	DFCA-11
2008-2012	Brute Force 750	DFCA-33
2009-2012	Teryx 750	DFCA-34
<b>POLARIS</b>		
2004	700 Twin EFI	DFCA-7
2006-2009	Ranger XP	DFCA-50
2005-2008	700 Twin EFI	DFCA-8
2005-2008	800 Twin EFI	DFCA-9
2010	Ranger 800 XP	DFCA-39
2009-2011	850 Twin	DFCA-37
2008-2009	RZR	DFCA-15
2009-2010	RZR-S	DFCA-17
2011-2012	RZR-S	DFCA-47
<b>SUZUKI</b>		
2009-2012	LTZ400	DFCA-44
2006-2007	LT-R450	DFCA-2
2008-2010	LT-R450	DFCA-43
2007-2009	KingQuad 450	DFCA-12
2009	KingQuad 500	DFCA-42
2005-2008	KingQuad 700	DFCA-3
2008-2012	KingQuad 750	DFCA-41
<b>YAMAHA</b>		
2009-2012	YFZ-450R/X	DFCA-46
2009-2012	Grizzly 550	DFCA-45
2006-2012	Raptor 700R	DFCA-4
2007-2012	Grizzly 700	DFCA-13
2008-2012	Rhino 700	DFCA-16
<b>DIRT/OFF-ROAD BIKE MODELS</b>		
<b>HONDA</b>		
2010-2011	CRF250R	DFCD-7
2009-2011	CRF450R	DFCD-1
<b>KAWASAKI</b>		
2009-2012	KX450F	DFCD-2
<b>SUZUKI</b>		
2010-2012	RMZ250	DFCD-6
2008-2012	RMZ450	DFCD-3
2010-2011	RMZ450Z	DFCD-8
<b>YAMAHA</b>		
2010-2012	YZ450F	DFCD-4
<b>DYNATEK SPEED GOVERNOR</b>		
08-10	Kawasaki Mule 4010	DSG2-1
09-10	Kawasaki Teryx 750	DSG2-2
08-09	Arctic Cat Prowler 700	DSG10-1
07-12	Honda Rancher 420	DSG1-1



## DYNA ARC-2 *ASYNCHRONOUS RESTRIKING CDI*

DYNATEK OFFERS THE ARC-2 FOR 4 CYLINDER MOTORCYCLE & AUTOMOTIVE APPLICATIONS. THIS CDI IGNITION IS CAPABLE OF PRODUCING OVER 50,000 VOLTS AT THE SPARK PLUG, AND HAS THE HIGHEST SPARK ENERGY OF ANY CDI ON THE MARKET.

It is designed to optimize the ignition of modified vehicles, providing the strong spark needed to develop peak power for turbocharged, nitrous oxide and high compression applications. Intelligent Spark Profiling in restrike mode allows for less delay between successive sparks. It also features a built in launch limiter for drag style launches as well as a built in retard mode. The lightweight and compact ignition will be offered in plug in kits for select motorcycle and automotive models that will make installation a breeze, with no need to cut into the stock harness. For other models, a universal install kit is available.

### FEATURES

- SMALLEST LIGHTEST CDI ON THE MARKET
- OVER 189MJ DELIVERED TO THE COIL PER SPARK, THE HIGHEST OF ANY ON THE MARKET
- OVER 500V TO THE COIL PRIMARY
- OVER 50KV TO THE COIL SECONDARY (ASSUMING A 100:1 COIL)
- INTELLIGENT SPARK PROFILING (ISP) ALLOWS FOR LESS DELAY BETWEEN SUCCESSIVE SPARKS
- PROVIDES THIS HIGH LEVEL OF OUTPUT FROM AS LOW AS 8 VOLTS FROM THE BATTERY. WORKS WITH ANY 2 COIL OEM IGNITION, WITH OR WITHOUT FACTORY IGNITOR (SOME SYSTEMS MAY REQUIRE REPLACEMENT COILS)

- SPARK RESTRIKE UP TO 4500 RPM
- BUILT IN LAUNCH LIMITER, WORKS FROM 2000-11900 RPM
- BUILT IN PROGRAMMABLE RETARD FUNCTION. ADJUSTABLE FROM 2-20 DEGREES IN 2 DEGREE INCREMENTS.
- TACH OUTPUT



### AVAILABLE HARNESS KITS:



DARC11-2  
MITSUBISHI ECLIPSE



DARC-2  
WITH UNIVERSAL HARNESS



### ARC-2 TECHNICAL SPECIFICATIONS:

OPERATING VOLTAGE:	8-20 VOLTS
OPERATING CURRENT:	7.0A @ 10,000 RPM
MAXIMUM OPERATIONAL RPM:	18,000 + RPM
IGNITION INPUTS:	2 RISING OR FALLING EDGE
IGNITION OUTPUTS:	2 INDEPENDENT CHANNELS
COIL PRIMARY ENERGY MAX:	189+ MJ
COIL PRIMARY VOLTAGE MAX:	500+ V
RESTRIKE WINDOW:	25 CRANKSHAFT DEGREES
LAUNCH LIMITER INPUT:	SINGLE WIRE, GROUND TO ACTIVATE LAUNCH LIMIT.
RETARD INPUT:	SINGLE WIRE, GROUND TO ACTIVATE TIMING RETARD
TACH OUTPUT:	12V SQUARE WAVE, 50% DUTY CYCLE
DIMENSIONS:	4" X 4.6" X 1.4"
WEIGHT:	1.25 LB.

MODEL	YEAR	PART #
<b>DYNATEK ARC-2</b>		
ARC-2 Module Only	ALL	DARC-2
Universal Installation KIT	ALL	DARC-UNI
Universal Tach Adapter KIT	ALL	DARC-TA1
<b>MODEL SPECIFIC INSTALLATION KITS</b>		
<b>HONDA</b>		
CBR1100XX (Coils Included)	1999-2003	DARC1-1
<b>KAWASAKI</b>		
ZX10R	2003-2010	DARC2-3
ZX12R	2000-2005	DARC2-1
ZX14	2006-2010	DARC2-2
<b>SUZUKI</b>		
GSX1300R	1999-2009	DARC3-1
GSXR1000	2001-2007	DARC3-1
GSXR750	2000-2005	DARC3-1
<b>YAMAHA</b>		
R1	2007-2008	DARC7-1
<b>MITSUBISHI</b>		
Evo 8	2003-2004	DARC11-1
Eclipse	1995-1999	DARC11-2
Evo 8 w/AEM EMS	2003-2004	DARC11-3
<b>DODGE</b>		
SRT-4	2003-2005	DARC12-1
<b>HYUNDAI</b>		
Genesis Coupe 2.0 Liter Turbo	2009-2012	DARC14-1

## DYNA FUSION EFI

Available for most Harley-Davidson®, Sportbike, Metric Cruiser, and Off Road vehicles, the New Dynatek Fusion EFI uses RPM and throttle position inputs to base fuel adjustments on. In some cases additional inputs can be used such as cylinder head or water temperature as well as gear position or boost.



### AVAILABLE ACCESSORIES

- QUICK SHIFTER
- DYNATUNE
- SEE PAGE 4 FOR MORE INFO.

MODEL	YEAR	PART #	MODEL	YEAR	PART #	MODEL	YEAR	PART #
<b>BMW</b>			<b>ZX-6 R</b>			<b>SUZUKI CONTINUED</b>		
F700 GS	2013-2015	DFE-12-013	EX650R / ER6n / Versys*	2013-2015	DFE-17-030	Bandit 1250	2007-2009	DFE-20-010
F800 GS	2008-2015	DFE-12-008	EX650R / ER6n / Versys*	2012-2014	DFE-17-042	GSX1250F	2010-2012	DFE-20-021
F800 ST	2007-2015	DFE-12-009	Z1000 / Ninja 1000	2010-2013	DFE-17-021	GSX 1300 Hayabusa	2002-2007	DFE-20-023
S1000RR	2010-2014	DFE-12-012	Z1000	2014-2015	DFE-17-055	GSX 1300 Hayabusa	2008-2015	DFE-20-008
R1200 GS	2008-2009	DFE-12-001	ZX-10R	2008-2010	DFE-17-004	<b>YAMAHA</b>		
R1200 GS	2010-2012	DFE-12-014	ZX-10R	2011-2015	DFE-17-028	YZF 600 R6S	2009	DFE-22-001
R1200 GS	2013-2014	DFE-12-016	ZX-14R	2006-2011	DFE-17-012	YZF 600 R6	2008-2009	DFE-22-005
R1200 R / RT	2009-2012	DFE-12-002	ZX-14R	2012-2015	DFE-17-005	YZF 600 R6	2010-2014	DFE-22-031
K1300 S/R	2009-2014	DFE-12-004	ZG1400 Concours	2008-2009	DFE-17-013	FZ6 Fazer	2004-2009	DFE-22-014
<b>HONDA</b>			ZG1400 Concours	2010-2014	DFE-17-022	FZ6R	2009-2014	DFE-22-008
CBR500R / CB500*	2013-2014	DFE-16-039	<b>SUZUKI</b>			FZ8 / Fazer	2011-2012	DFE-22-040
CBR 600 RR	2003-2006	DFE-16-023	GSXR 600	2006-2010	DFE-20-005	FZ-09	2014	DFE-22-058
CBR 600 RR	2007-2012	DFE-16-001	GSXR 600	2011-2014	DFE-20-028	FZ1	2009-2010	DFE-22-015
CBR 600 RR	2013-2014	DFE-16-041	SV 650 & SV 650 S	2009-2010	DFE-20-009	FZ1	2011-2014	DFE-22-030
VFR 800 Vtec	2006-2009	DFE-16-005	DL 650 (V-Strom)	2007-2011	DFE-20-003	YZF R1	2004-2006	DFE-22-037
CBR 1000 RR	2004-2007	DFE-16-022	DL 650 (V-Strom)*	2012-2015	DFE-20-032	YZF R1	2007-2008	DFE-22-036
CBR 1000 RR	2008-2011	DFE-16-002	GSX650F	2009	DFE-20-012	YZF R1	2009-2011	DFE-22-006
CBR 1000 RR	2012-2014	DFE-16-034	GSXR 750	2006-2010	DFE-20-006	YZF R1	2012-2014	DFE-22-054
CB1000R	2008-2014	DFE-16-013	GSXR 750	2011-2015	DFE-20-029	XTZ1200	2011-2014	DFE-22-041
CB1100	2013	DFE-16-040	DL 1000 (V-Strom)	2002-2012	DFE-20-017	FJR 1300	2006-2012	DFE-22-017
VFR1200	2010-2014	DFE-16-020	SV1000 & SV1000S*	2003-2007	DFE-20-041	FJR 1300	2013	DFE-22-056
<b>KAWASAKI</b>			GSXR 1000	2005-2006	DFE-20-025	V-Max	2009-2014	DFE-22-003
ZX-6 R	2007-2008	DFE-17-026	GSXR 1000	2007-2008	DFE-20-024	<b>*FUEL AND IGNITION</b>		
ZX-6 R	2009-2012	DFE-17-003	GSXR 1000	2009-2015	DFE-20-007			

## DYNA 2000 DIGITAL IGNITION

The Dyna 2000 for four cylinder engines represents a breakthrough in motorcycle ignition flexibility. The Dyna 2000 system consists of a state-of-the-art microprocessor controlled ignition module along with an adjustable Dyna dual sensor crank trigger. For the first time, you can actually set the ignition timing to what you require for maximum engine performance.

### DYNA 2000 FEATURES:

- **FULLY STATIC TIMEABLE** Set the timing accurately to the desired value without having the engine running.
- **INDEPENDENT 1/4 2/3 CYLINDER TIMING** The Dyna dual sensor crank trigger uses one sensor for cylinders 1 & 4 and the other cylinder for 2 & 3 allowing you to accurately set the timing for each cylinder pair on most models.
- **BUILT-IN STATIC TIMING LIGHT** An LED light built into the Dyna 2000 ignition allows you to monitor the crank trigger signal status and easily set the ignition timing.
- **FIVE DIFFERENT ADVANCE CURVES** You can advance slowly to dial out ping on high compression motors or bring the advance in quickly on quick revving motors or select a curve in between to maximize the performance of your combination.
- **FOUR DIFFERENT RETARD MODES** The Dyna 2000 is an ideal solution for turbo or nitrous combinations.
- **SAFETY INTERLOCK INPUT** Keep your side stand safety switch functional or hook up a theft prevention switch, or activate a shift lever kill for road racing.

- **BROAD RANGE REV LIMITER** Adjustable from 8500 to 16,000 RPM to let you run in any range you want.
- **DIGITAL TACH OUTPUT** Your tachometer will run smooth and accurate, even at the rev limit.
- **HIGH ENERGY** An innovative dwell control scheme maximizes spark energy to 16,000 RPM! The Dyna 2000 can be used with 2.2 ohm or 3 ohm coils.
- **COMPLETE WIRING HARNESS**
- **LOW COST!** The Dyna 2000 system in most cases costs less than a stock ignition box.
- **TEST MODE**
- **EASY MOUNTING**



## DYNA 2000 PROGRAMMABLE

Dynatek has added the ability to custom program the Dyna 2000 Sportbike ignition via a personal computer. Like our programmable Harley-Davidson® and Dyna FS ignitions the Dyna 2000 can be programmed with a custom advance curve, retard mode curve and RPM limit using the optional DIPK-5 Curvemaker Serial Programming Kit. There are also 2 use programmable RPM outputs that can be used to activate a shift light or other RPM activated device.

## DYNA 2000 AND 2000SE APPLICATIONS

MODEL	YEAR	PART #	REPLACEMENT COIL	MODEL	YEAR	PART #	REPLACEMENT COIL
<b>HONDA</b>				<b>KAWASAKI CONTINUED</b>			
500/550/750 4 cyl	1969-1978	DDK1-2		Versys	2006-2011	D2K2-3SE	
CB 750/900/1100	1979-1983	DDK1-5	1,2,3	ZX6R	2007-2012	D2K2-4SE	
CB750/900/1100	1979-1983	DDK1-5C	1 INCLUDED	Z750	2007-2011	D2K2-5SE	
CBR 600F	1987-1990	DDK1-6	1,2,3	Z1000	2007-2012	D2K2-6SE	
CBR 600F2	1991-1994	DDK1-7	1,2,3	ZX10R	2007-2010	D2K2-7SE	
CBR 600F3	1995-1997	DDK1-8	1,2,3	ZX10R	2011-2013	D2K2-8SE	
CB600F Hornet/599	1998-2006	DDK1-8	1,2,3	ZG1400	2008-2013	D2K2-9SE	
CBR 600RR	2003-2006	DDK1-14		Z14R	2006-2011	D2K2-10SE	
CBR 900RR	1993-1999	DDK1-9	1,2,3	<b>SUZUKI</b>			
CBR1100XX	1997-1998	DDK1-10	1,2,3	GS 550/750/850	1977-1981	DDK3-2	1,2,3
V65 Sabre/Magna	1984-1986	DDK1-12	4,5	GS 1000/1100/1150	1977-1985	DDK3-2	1,2,3
CBR1100XX	1999-2007	DDK1-13	6	GS 1000/1100/1150	1977-1985	DDK3-2C	1 INCLUDED
CBR600RR	2007-2012	D2K1-1SE		Katana 600/750/1100	1988-2006	DDK3-3	1,2,3
CBR1000R	2008-2013	D2K1-2SE		Bandit 1200S	1996-2005	DDK3-3	1,2,3
CBR1000RR	2008-2011	D2K1-3SE		GSXR 1100/750 A&OC	1986-1992	DDK3-3	1,2,3
<b>KAWASAKI</b>				GSXR 1100 WC	1993-1998	DDK3-4	1,2,3
KZ 900/1000/1100	1973-1985	DDK2-1	1,2,3	GSXR 750 WC	1993-1995	DDK3-4	1,2,3
GPZ W/MOD	1981-1985	DDK2-1	1,2,3	RF 600/900	1994-1997	DDK3-4	1,2,3
KZ 900/1000/1100	1973-1985	DDK2-1C	1 INCLUDED	GSX1300R Hayabusa	2003-2009	DDK3-5	
GPZ W/MOD	1981-1985	DDK2-1C	1 INCLUDED	GSXR600/750	2004-2013	D2K3-1SE	
KZ 650	1977-1980	DDK2-2	1,2,3	GSXR1000	2005-2013	D2K3-2SE	
KZ 650	1977-1980	DDK2-2C	1 INCLUDED	GSXR1300R Hayabusa	2008-2013	D2K3-3SE	
KZ 750 (GPZ & TURBO)	1980-1984	DDK2-2	1,2,3	BKING	2009-2013	D2K3-4SE	
KZ 750 (GPZ & TURBO)	1980-1984	DDK2-2C	1 INCLUDED	<b>YAMAHA</b>			
GPZ 550	1981	DDK2-3	1,2,3	FJ 1100/1200	ALL	DDK7-1	1,2,3
GPZ 550	1981	DDK2-3C	1 INCLUDED	YZF-R1	2007-2008	DDK7-2	
ZX 11/1100	1990-2000	DDK2-4	1,2,3	R6	2006-2013	D2K7-1SE	
ZX10/1000	1988-1990	DDK2-4	1,2,3	FZ1	2006-2010	D2K7-2SE	
Ninja 1000R	1986-1987	DDK2-4	1,2,3	FZ1	2011-2013	D2K7-3SE	
Ninja 900R	1984-1985	DDK2-4	1,2,3	R1	2009-2011	D2K7-4SE	
ZX7/ZX7R/ZX7RR	1991-1998	DDK2-7	1,2,3	Nytro, 2014 Viper	2008-2014	D2K7-5SE	
ZX 9R	1993-1997	DDK2-7	1,2,3	Apex	2006-2014	D2K7-6SE	
ZX 6R	1998-2001	DDK2-11	1,2,3	<b>MODULE ONLY</b>			
ZX 14	2006-2010	DDK2-19		DYNA 2000 4CYL PROGRAMMABLE	ALL	1101225	
EX650 R	2006-2011	D2K2-1SE					
ERN6N	2006-2011	D2K2-2SE					

### AVAILABLE REPLACEMENT COILS:

1	DC4-1 - 2.2 OHM Dual Plug	3	DC1-2 - 3 OHM Dual Plug Mini	5	DCK1-4 - 3 OHM Single Plug Mini Kit
2	DC1-1 - 3 OHM Dual Plug	4	DCK1-3 - 3 OHM Single Plug Mini Kit	6	DCK1-5 - 3 OHM Single Plug Mini Kit

## DYNA 2000SE DIGITAL IGNITION

The Dynatek 2000SE Ignition is the latest from Dynatek.

It is a piggyback unit that allows you to control the ignition timing of your motorcycle's engine. The 2000SE uses direct coil driver technology and allows a high degree of timing adjustment.

### DYNA 2000SE FEATURES:

- PC PROGRAMMABLE IGNITION MAPS
- +/- 20 DEGREE TIMING RANGE
- INDIVIDUAL CYLINDER TIMING
- TIMING CAN BE ADJUSTED BASED ON BOOST OR TEMPERATURE INPUTS
- GEAR POSITION TIMING
- BUILT IN LAUNCH LIMITER
- PIT LANE LIMITER
- QUICK SHIFTER COMPATIBLE

## DYNA S ELECTRONIC IGNITION

The Dyna S is a complete self-contained electronic ignition system built with the latest state of the art engineering. The Dyna S is completely housed behind the ignition cover and uses a magnetic rotor with the original spark advancer, so the factory advance curve is maintained.

**DS2-1 DYNA S IGNITION (COILS NOT INCLUDED)**

## DYNA III IGNITION/BOOSTER DYNA III ELECTRONIC IGNITION

The Dyna III increases the high RPM coil energy storage by approximately 70%! The Dyna III allows the coils to build up to maximum current, and even at high RPM's, you get a more powerful consistent charge to the plugs for top operating efficiency. The sealed aluminum module is unaffected by dirt, moisture, oil or vibration.

### DYNA IGNITION BOOSTER

Boost ignition power in your points equipped motorcycle. The unique Dyna Ignition Booster improves performance by transforming the usual inconsistent electrical surges into precisely controlled bursts of energy to the coil for more thorough and efficient combustion.

**D35-1  
DYNA III  
IGNITION**

**DBR-2  
IGNITION  
BOOSTER**

## DYNA S, DYNA III & DYNA IGNITION BOOSTER APPLICATIONS

MODEL	YEAR	PART #	REPLACEMENT COILS	MODEL	YEAR	PART #	REPLACEMENT COILS
<b>DYNA S ELECTRONIC IGNITIONS</b>				<b>DYNA S ELECTRONIC IGNITIONS CONTINUED</b>			
<b>HONDA</b>				<b>DUCATI</b>			
350/400 4 CYL	1972-1977	DS1-1	DC8-1	750 TWINS	1972-1974	DS4-1	DC10-1
500/550/750 4CYL	1969-1978	DS1-2	DC1-1	<b>MOTO GUZZI</b>			
500 & 550 MODELS ARE RECOMMENDED TO USE THE DC8-1.				V35/V50/V65 EXCEPT EARLY BOSCH OEM	ALL	DS5-1	DC10-1
GL 1000	1975-1979	DS1-3	DC1-1	<b>DYNA III IGNITIONS</b>			
<b>KAWASAKI</b>				<b>BMW</b>			
900/1000/1100 4CYL AIR COOLED	1973-1985	DS2-1	DC1-1	ALL MODELS	1970-1978	D35-1	DC2-1 for Dual Plug Heads
KZ 550/650/750 4 CYL	1976-1982	DS2-2	DC1-1	<b>MOTO GUZZI</b>			
<b>SUZUKI</b>				<b>BIG ENGINES</b>			
550/750 4 CYL (KD)	1977-1978	DS3-1	DC1-1	1974-1987	D37-1	DC10-1	
550/750/850 4 CYL (ND)	1977-1981	DS3-2	DC1-1	<b>DYNA IGNITION BOOSTERS</b>			
1000/1100 4 CYL (ND)	1977-1981	DS3-2	DC1-1	<b>SINGLE POINTS</b>			
1000/1100 4 CYL (ND)	1982-1983	DS3-2	DC1-1	DBR-1			
GS 400 TWIN W/COILS	1976-1978	DS3-3C	DC10-1 INCLUDED	<b>DUAL POINTS</b>			
				DBR-2			

# NEW

## DYNATEK COIL-ON-PLUG COILS

Now available, the new Dynatek High Performance Coil-on-Plug (DCOP) coils offer increased spark energy as well as a factory replacement fit. Available for many newer model motorcycles with more models coming soon

### STANDARD FEATURES

- INCREASED SPARK VOLTAGE
- FACTORY REACH AND DUST SEALS
- FACTORY CONNECTORS
- SOLD INDIVIDUALLY

MODEL	YEAR	PART #
<b>KAWASAKI</b>		
ZX10R	2004-2010	DCOP2-1
ZG1400 Concours	2008-2012	DCOP2-1
ZX14	2006-2011	DCOP2-1
ZX10R	2011-2012	DCOP2-2
EX650/ Versys 650	2010-2012	DCOP2-3
ZR1000/ ZX1000 Ninja	2011-2012	DCOP2-3
ZX6R	2009-2012	DCOP2-4

MODEL	YEAR	PART #
<b>SUZUKI</b>		
GSX1300R (RZ) Hayabusa	1999-2012	DCOP3-1
GSX1300BK (BKA) B-King	2008	DCOP3-1
<b>YAMAHA</b>		
YZF1000-R1	2009-2011	DCOP7-1

## DYNA COIL KITS

Dynatek offers our high output Mini Coils in a model specific kit with the necessary mounting hardware, wiring adapters and spark plug wire(s) for popular ATV and motorcycle applications. These kits take the hassle out of having to fabricate custom mounts for our coils.



DCK1-3 HONDA V-65 MAGNA COIL KIT

## DYNA COIL KIT APPLICATIONS

MODEL	YEAR	PART #	MODEL	YEAR	PART #	MODEL	YEAR	PART #
<b>ARCTIC CAT</b>			<b>HONDA CONTINUED</b>			<b>SUZUKI CONTINUED</b>		
Prowler 650	2006-2009	DCK10-1	Ruckus	2005-2008	DCK1-6	Sv1000	2003-2007	DCK3-3
Prowler 700	2009-2012	DCK10-2	CRF405R	2009	DCK1-7	King Quad 450/500	2007-2011	DCK3-4
Prowler 700	2013	DCK10-10	SH150 Scooter	2010	DCK1-8	<b>YAMAHA</b>		
XTZ1000	2009-2010	DCK10-3	Rancher 420	2007-2012	DCK1-9	Raptor 700R	2006-2012	DCK7-1
AC450H1	2010	DCK10-4	Honda Big Red	2009-2011	DCK1-10	Rhino 450/660	2004-2007	DCK7-2
M600 Snowmobile	2007-2011	DCK10-5	Honda Grom 125	2014	DCK1-11	YZF350 Banshee	1987-2006	DCK7-4
M800/1000 Snowmobile	2007-2011	DCK10-6	<b>KAWASAKI</b>			Grizzly 700	2007	DCK7-5
Thundercat 1000	2010	DCK10-7	650/700/750 Prairie	2002-2013	DCK2-1	Grizzly 700	2008-2011	DCK7-8
700I	2009-2012	DCK10-8	650/700/750 Brute Force Carbureted	2002-2013	DCK2-1	Rhino 700	2008-2010	DCK7-6
Wildcat 1000	2012	DCK10-9	KFX450R	2008-2010	DCK2-2	V-Star 1100	2005-2008	DCK7-7
Arctic Cat Prowler 700	2013	DCK10-10	KFX450R	2007	DCK2-3	YZF450R / YFZ450X	2009-2011	DCK7-9
ATV/ TRV/ Mudpro/ Cruiser 1000	2012-2013	DCK10-11	Teryx 750	2008	DCK2-4	<b>POLARIS</b>		
<b>CAN-AM</b>			Teryx 750 750 EFI	2009-2010	DCK2-6	Sportsman 700-800 EFI Only	2005-2007	DCK9-1
Commander 1000	2011	DCK11-1	KFX-400	2003-2006	DCK2-5	Ranger RZR 800	2008	DCK9-2
<b>HONDA</b>			Brute Force 750 EFI	2008-2010	DCK2-7	Ranger RZR 800	2009	DCK9-3
Rincon 650	2003-2005	DCK1-1	<b>KTM</b>			Polaris RMK800 Snowmobile	2011-2012	DCK9-4
TRX450R	2004-2008	DCK1-2	450/505/525 SZ/XC	2008-2011	DCK13-1	XP 900	2011-2012	DCK9-5
V-65 Magna	1983-1986	DCK1-3	<b>SUZUKI</b>					
V-65 Sabre	1984-1985	DCK1-4	LT-R450	2006	DCK3-1			
CBR1100xx	1997-2007	DCK1-5	LTZ-400	2003-2004	DCK3-2			

## DYNATEK REPLACEMENT COILS

CHOOSE FROM FOUR BODY STYLES AND FIVE DIFFERENT PRIMARY RESISTANCE RANGES TO MATCH YOUR IGNITION NEEDS. ADVANCED MAGNETIC CORE TECHNOLOGY OF THE DYNATEK MINI SERIES COILS DELIVERS HIGH OUTPUT IN ONE OF THE SMALLEST PACKAGES AVAILABLE. GREAT FOR CUSTOMS WHERE COILS NEED TO BE HIDDEN.

Dynatek ignition coils are high tech, top quality coils, designed for maximum performance. They produce spark voltages in excess of 30,000 volts and spark energies second to none. Dynatek coils are available in a wide variety of resistances and output configurations to allow easy replacement of stock coils. Dynatek coils work with factory electronic ignitions, points, and aftermarket ignitions.

These high tech, top quality coils are designed for maximum performance. Dyna Coils are made to replace stock coils. Choose from three configurations and five variations of resistance for different applications. Dyna Coils work with point ignitions, aftermarket electronic ignitions and factory electronic ignitions. Before selecting a coil, check the coil primary resistance requirements as specified by the manufacturer of the ignition being used.



## DYNATEK TWIN FIRE IGNITION COILS

DYNATEK ANNOUNCES THE AVAILABILITY OF NEW DYNATEK COILS FOR 2001-2013 HARLEY-DAVIDSON® EFI BIG TWINS AND 2007-2013 EFI SPORTSTER MODELS.

Like all Dynatek coils, these new coils offer improved spark performance and incorporates the Ion sense feedback for perfect compatibility with the stock Harley EFI ECU.



### AVAILABLE MODELS:

- DC6-7 FOR 2001-2006 EFI BIG TWIN MODELS
- DC6-9 FOR 2007-2013 EFI BIG TWIN MODELS
- DC6-8 FOR 2007-2013 EFI SPORTSTER MODELS

**DYNA TWIN FIRE IGNITION COILS WILL ENHANCE THE BENEFITS OF, AND IS THE PERFECT COMPLIMENT TO THE DD2000-HD1EP AND D2KI DIGITAL IGNITION SYSTEM. THE DC6-4 COIL HAS ALL THE FEATURES USERS HAVE COME TO EXPECT FROM A DYNA COIL; HIGH VOLTAGE (GREATER THAN 30,000 VOLTS) WITH FAST RISE TIMES, AND HIGH ENERGY.**

The DynaTwin Fire coil is the new standard for performance and packaging efficiency for single fire ignition installations on Harley-Davidson® Motorcycles. The Twin Fire coil incorporates two individual performance ignition coils into one easy to mount package. This solves the problem of trying to mount two ignition coils on Harleys when installing single fire ignition systems. The DC6-5 Twin Fire Mini coil is only slightly larger than the stock Harley coil and uses the stock mounting bracket.

The DC6-5 Twin Fire Mini coil will fit under the tank on most XL and FLH models as well as in the stock location on the side of the motor for FXR models or rear of the motor for Dyna and Softail models. The DC6-4 is used for all dual spark plug head applications. The DynaTwin Fire coil can be used with any electronic ignition system that incorporates dwell control, but cannot be used with the DS6-2, Dyna S or similar ignitions.



## DYNATEK MINIATURE SERIES COILS

Advanced magnetic core technology delivers high output in one of the smallest packages available. Great for customs where coils need to be hidden. These coils are designed for use with the Dyna 2000 and 3000 series ignitions, factory installed electronics, or other after-market ignitions that employ dwell control.

### TWIN FIRE & MINI COIL FEATURES & BENEFITS:

- NO EXPOSED LAMINATIONS TO RUST AND DEGRADE PERFORMANCE.
- HIGH VOLTAGE AND PRIMARY TERMINALS MACHINED FROM BRASS.
- ULTRASONICALLY WELDED AND SEALED AGAINST MOISTURE.
- COMPACT SIZE FITS EASILY UNDER STOCK COVERS.
- PEAK GAP CURRENT IN EXCESS OF 50MA.
- HIGH IMPACT THERMOPLASTIC HOUSING.
- OVER 40,000 VOLTS PER OUTPUT.
- ACCEPTS 7 TO 8.8MM WIRES.
- 1 YEAR WARRANTY.



DC1-3, DC12-2 & DC6-6

HIGH PERFORMANCE COILS

# DYNA REPLACEMENT COILS AND APPLICATIONS

DYNA COILS	OHM	COLOR	# PER PACKAGE	IGNITION	# OF OUTPUTS	APPLICATIONS	DYNA COILS	OHM	COLOR	# PER PACKAGE	IGNITION	# OF OUTPUTS	APPLICATIONS
DC1-1	3	GREEN	2	DYNA 2000HD	DUAL	DUAL PLUG/SINGLEFIRE/STREET/RACE	DC6-5	3	BLACK	1	DYNA 2000HD	TWIN FIRE II COIL-DUAL	SINGLE PLUG/SINGLE FIRE/STREET/RACE
				DYNA 2000I/D2KI									
				DYNA "S" HD		RACE ONLY (DRAG)							
				STOCK/DYNA "S"		IMPORT BIKE REPLACEMENT							
DC1-2 MINI SERIES	3	BLACK	2	DYNA 2000HD	DUAL	DUAL PLUG/SINGLEFIRE/STREET/RACE	DC6-6	0.5	BLACK	1	STOCK	DUAL	TWIN CAM REPLACEMENT CARB ONLY
				DYNA 2000I/D2KI									
				DYNA "S"		RACE ONLY (DRAG)							
				STOCK		IMPORT BIKE REPLACEMENT							
DC1-3 MINI SERIES	3	BLACK	1	STOCK	DUAL	SINGLE COIL PKG OF DC1-2	DC6-7	0.4	BLACK	1	STOCK	DUAL	2001-2006 HD EFI Big Twins, Touring
						IMPORT BIKE REPLACEMENT							
DC2-1	1.5	BROWN	2	DYNA "S" HD	DUAL	DUAL PLUG/DUAL FIRE	DC6-8	0.4	BLACK	1	STOCK	DUAL	2007-2013 HD EFI Sportsters
				DYNA "S" BMW		DUAL PLUG CONVERSIONS							
DC3-1	3	GREEN	2	DYNA 2000HD	SINGLE	SINGLE PLUG/SINGLE FIRE/STREET/RACE	DC6-9	0.4	BLACK	1	STOCK	DUAL	2007-2013 HD EFI Big Twins
				DYNA 2000I/D2KI									
				DYNA "S" HD		RACE ONLY(DRAG)							
				STOCK		IMPORT BIKE REPLACEMENT							
DC3-2 MINI SERIES	3	BLACK	2	DYNA 2000HD	SINGLE	SINGLE PLUG/SINGLE FIRE/STREET/RACE	DC7-1	5	BLACK	1	DYNA "S" HD	DUAL	SINGLE PLUG/DUAL FIRE/"H" STYLE
				DYNA 2000I/D2KI									
				DYNA "S"		RACE ONLY(DRAG)							
				STOCK/DYNA 2000		IMPORT BIKE REPLACEMENT							
DC3-3 MINI SERIES	3	BLACK	1	STOCK	SINGLE	SINGLE COIL PKG OF DC3-2	DC8-1	5	BLACK	2	DYNA "S" HD	DUAL	DUAL PLUG/SINGLE FIRE/STREET
						IMPORT BIKE REPLACEMENT							
DC4-1	2.2	GREY	2	DYNA 2000/4	DUAL	IMPORT REPLACEMENT	DC9-1	0.7	BLUE	2	DYNA 4000	DUAL	RACE ONLY HIGH ENERGY
				STOCK		REPLACEMENT							
DC6-1	3	GREEN	1	DYNA 2000HD	DUAL	SINGLE PLUG/DUAL FIRE/STREET/RACE	DC9-2	0.7	BLACK	1	DYNA 4000	FOUR TOWER TWIN FIRE COIL	RACE ONLY HIGH ENERGY
				DYNA 2000I/D2KI									
DC6-4	3	BLACK	1	DYNA 2000HD	FOUR TOWER TWIN FIRE COIL	DUAL PLUG/SINGLE FIRE/STREET/RACE	DC9-4	0.7	BLUE	2	DYNA 4000	SINGLE	RACE ONLY HIGH ENERGY
				DYNA 2000I/D2KI									
DC10-1	5	BLACK	2	DYNA "S"	SINGLE	SINGLE PLUG/SINGLE FIRE/STREET	DC10-1	5	BLACK	2	DYNA "S"	SINGLE	SINGLE PLUG/SINGLE FIRE/STREET
DC11-1	0.5	BLACK	2	DYNA TC-88-2	DUAL	DUAL PLUG CONVERSION	DC11-1	0.5	BLACK	2	DYNA TC-88-2	DUAL	STREET/RACE
				DYNA TC-88-3		IMPORT BIKE REPLACEMENT							
DC11-2	0.5	BLACK	1	DYNA TC-88-2	DUAL	SINGLE COIL PKG OF DC11-1	DC11-2	0.5	BLACK	1	DYNA TC-88-2	DUAL	
				DYNA TC-88-3									
DC12-1	0.5	BLACK	2	DYNA TC-88-2	SINGLE	STREET/RACE	DC12-1	0.5	BLACK	2	DYNA TC-88-2	SINGLE	IMPORT BIKE REPLACEMENT
				DYNA TC-88-3									
DC12-2	0.5	BLACK	1	DYNA TC-88-2	SINGLE	SINGLE COIL PKG OF DC12-1	DC12-2	0.5	BLACK	1	DYNA TC-88-2	SINGLE	
				DYNA TC-88-3									
				DYNA "S" HD		RACE ONLY "H" STYLE							

These are general recommendations. Please see enclosed coil applications or contact technical support for recommendations.

## DYNA IGNITION SYSTEM COIL REQUIREMENTS:

### DYNA 4000 PRO IGNITION

Must use DC9-1, DC9-2 or DC9-4. The DYNA 4000 ignition system is designed for racing only and is matched to the characteristics of the DC9 series coil for optimum energy production.

### SINGLE PLUG HEAD

Single Fire - Use two single output coils, street or strip.

Dual Fire - Use one dual output coil, street or strip.

### DUAL PLUG HEAD

Single Fire - Use two dual output coils, street only.

Dual Fire - Use two dual output coils, street or strip.

Dual Plug Head, single fire racing applications Use two DC2-1, 1.5 ohm coils, connected in series for each cylinder. Since these coils are dual tower, one tower of each coil must be shorted to chassis ground.

### DYNA S HARLEY-DAVIDSON®

Recommended - DC7-1, DC8-1, DC10-1, DC3-1, DC6-1.

Use coil with 5.0 ohms primary resistance for street use, 3.0 ohms primary resistance for racing applications.

### DYNA S (NON-HARLEY)

Recommended - DC1-1. Use coil with 3.0 ohms primary resistance.

## DYNA 4000 SUPER PRO

**THE DYNA 4000 SUPER PRO IGNITION IS A HIGH ENERGY INDUCTIVE IGNITION DESIGNED TO MEET THE NEEDS OF THE PROFESSIONAL DRAG RACER. THE DYNA 4000 INCLUDES A BUILT-IN TWO STAGE REV LIMITER THAT IS USED FOR LAUNCH CONTROL AND OVER REV PROTECTION.**

The best ignition imaginable for a high RPM, high horsepower engine would have a long spark duration and deliver high spark energy. This is exactly what the DYNA 4000 has been designed to accomplish. By using specially designed coils, and special microprocessor based control circuitry to manage the high currents that these coils draw, the DYNA 4000 can deliver four times the spark energy of the most popular CD booster all the way up to 17,000 RPM! These high energy sparks also have the desirable long duration characteristics of inductive ignitions. This translates directly into better engine performance across the board.

The DYNA 4000 is not only a powerful ignition system, but also the smoothest two stage rev limiter available. The DYNA 4000 has a programmable launch limiter activated by a clutch switch to help maintain consistency at the starting line. A programmable over rev limiter is also implemented to prevent engine damage due to drive line breakage or missed shifts. The DYNA 4000 launch system is the choice of world champion drag racers due to its rock steady limiting characteristics. Other popular launch limiters cause engine harming banging and popping due to their unsteady limiting. The DYNA 4000 holds the RPM to a perfectly steady and smooth limit while preparing to launch.

## DYNA 4000 SUPER PRO IGNITION FEATURES:

- USES THE DYNA PRO SERIES CRANK TRIGGER AS A PICKUP. THE DYNA 4000 SUPER PRO IS SIMPLY CONNECTED BETWEEN THE TRIGGER AND THE IGNITION COILS.
- AUTOMATICALLY SHUTS OFF WHEN THE ENGINE IS NOT RUNNING, EVEN IF THE IGNITION POWER IS LEFT ON. THIS PREVENTS BATTERY DRAIN AND COIL OVERHEATING.
- BUILT IN DIAGNOSTIC CIRCUITRY AND AN INDICATOR LED THAT CAN BE USED TO STATIC TIME THE MOTOR.
- MUST BE USED WITH DYNA DC9-1, DC9-2, OR DC9-4 COILS FOR PROPER OPERATION.
- AVAILABLE AS BOTH A DUAL OUTPUT UNIT FOR SINGLE PLUG PER CYLINDER ENGINES AND AS A QUAD OUTPUT UNIT FOR DUAL PLUG PER CYLINDER ENGINES.
- AVAILABLE FOR BOTH IN LINE FOUR CYLINDER AND HARLEY DAVIDSON® ENGINES.
- THE DYNA 4000 SUPER PRO IS HOUSED IN AN EASILY MOUNTED CASE, APPROXIMATELY 6" X 3 3/4" X 1 1/4".



## DYNA 4000 APPLICATIONS & ACCESSORIES

PART #	APPLICATION	MODULE	COILS	PLUG WIRES	PART #	APPLICATION	MODULE TYPE
<b>DYNA 4000 IGNITION MODULE ONLY</b>					<b>DYNA 4000 IGNITION ACCESSORIES</b>		
DP4000-HD1S	HD SINGLE PLUG, DUAL FIRE				TSRAM	2&4 CYL. PROGRESSIVE	RETARD MODULE
DP4000-HD2S	HD dual plug SINGLE FIRE				TSRM-2	2 CYL.	RETARD MODULE
DP4000-HDTF	HD TOP FUEL, DUAL PLUG, DUAL FIRE				DSC-2	SHIFT COUNTER (6 SPEED)	SHIFT COUNTER
DP4000-2S	4 CYLINDER, DUAL PLUG				DCT1-5	HON CBR750, 900, 1100	CRANK TRIGGER
<b>DYNA 4000 IGNITION KITS</b>					DCT1-6	HON CBR 600F	CRANK TRIGGER
DPK4-HD1F	HD SINGLE PLUG, DUAL FIRE	DP4000-HD1S	DC9-1 (1)	DW800	DCT1-10	HON CBR 600 F2, 600 F3	CRANK TRIGGER
DPK4-HD1SF	HD SINGLE PLUG, SINGLE FIRE	DP4000-HD1S	DC9-4 (2)	DW800	DCT1-10	HON CBR 1100XX	CRANK TRIGGER
DPK4-HD2DF	HD DUAL PLUG, DUAL FIRE	DP4000-HD2S	DC9-1 (2)	DW800	DCT1-10	HON CBR 900 RR	CRANK TRIGGER
DPK4-HD2SF	HD dual plug, SINGLE FIRE	DP4000-HD2S	DC9-4 (4)	DW800	DCT2-1	KAW/KZ	CRANK TRIGGER
DPK4-HDTF	HD TOP FUEL, DUAL PLUG, DUAL FIRE	DP4000-HDTF	DC9-1 (2)	DW800	DCT2-4	KAW ZX10 1000, ZX 1100, NINJA 900R/1000R	CRANK TRIGGER
DPK4-2	4 CYLINDER, DUAL PLUG KIT	DP4000-2S	DC9-2 (2)	DW800	DCT2-7	KAW ZX7,ZX7R,ZX7RR,ZX9R	CRANK TRIGGER
					DCT2-11	1998-2000 KAWZX6	CRANK TRIGGER
					DCT3-2	SUZ 750/1100/1150	CRANK TRIGGER
					DCT3-3	SUZ 86-92 GSXR, BANDIT 1200 S	CRANK TRIGGER
					DCT3-3	KATANA 600/750/1100	CRANK TRIGGER
					DCT3-4	SUZ 93-95 GSXR 750 WC	CRANK TRIGGER
					DCT3-5	SUZ HAYABUSA 2003-2009	MAGNETIC PICKUP
					DCT7-1	YAMAHA FJ 1100,1200	CRANK TRIGGER
					DCTHD	HARLEY-DAVIDSON®	CRANK TRIGGER
					DBTR-1P	1979-1983 HON CB 750,900,1100	BILLET TIMING ROTOR
					DBTR-2P	1973-1985 KAW KZ 900,1000,1100	BILLET TIMING ROTOR
					DBTR-3P	Suz GS 550,750,1000,1100	BILLET TIMING ROTOR

NOTE FOR ALL DYNA 2000 DCT APPLICATIONS ADD "A" TO END OF PART NUMBER

## PRO SERIES CRANK TRIGGER

The Dynatek Pro Series Crank Trigger is a crankshaft pickup for use with the Dyna 2000 Sportbike and Dyna 4000 Pro Ignition System. The Pro Series Pickup consists of a blue anodized aluminum base plate with two injection molded pickup assemblies. The Pro Series Crank Trigger is a superior pickup for the 4000 for the following reasons:

### FEATURES

- **IMPROVED NOISE MARGIN** *The Pro Series Crank Trigger provides a stronger pickup signal with more distinct high and low voltage levels for improved triggering of the ignition in harsh environments.*
- **TOTAL IMMUNITY TO ENGINE GROUNDING PROBLEMS** *The Pro Series Crank Trigger is electrically isolated from the engine case, giving total immunity to electronic problems associated with inadequate engine grounding.*
- **LIGHTER WEIGHT**
- **PRE-WIRED FOR THE DYNA 2000 DYNA 4000 IGNITION** *The Pro Series Crank Trigger is a direct plug in!*
- **USES STANDARD DYNA 4000 MAGNET ROTORS**
- **SHORTER MODULE HEIGHT - THE PRO SERIES** *Crank Trigger modules are 1/2" tall (Dyna S is 3/4" tall) allowing them to fit under GSXR ignition covers without modification.*
- **LOWER COST**



**DCT3-3 CRANK TRIGGER FOR SUZUKI 86-92 GSXR & BANDIT 1200 S**



**DBTR-3 & 3P BILLET ROTORS**

## DYNA BILLET ROTOR *DYNA 4000 ACCESSORIES*

Dyna Billet Rotors allow simple replacement of the mechanical advancer assembly and ignition rotor with an attractive one piece anodized rotor. The Dyna Billet Rotor is laser etched with accurate timing marks to make ignition setup a breeze. The Dyna Billet Rotor comes in a blue anodized version with two magnets installed for use with the Dyna 4000 ignition as well as in a black anodized version with one magnet installed for use with other ignitions such as the Dyna 2000.

## TWO STAGE RETARD MODULE *TIMING CONTROL*

The Dynatek Two Stage Retard Module (P/N TSRAM) now offers progressive timing retard or advance in 2 separately adjustable stages. The new TSRAM is adjustable for 0-20 degrees of ignition timing retard in 2 degree increments over a 4 second time span in 1/4 second increments. It can also be used as a progressive timing advance device so that the user may start off with a retarded timing setting and then build the timing back in over a set time span. This is adjustable from 20-0 degrees and 0-4 seconds in 1/4 second increments. If more than 2 stages of timing control are desired, 2TSRAM modules may be connected in series. The new TSRAM can be used for both 4 cylinder and V-Twin applications where the Dyna 4000 ignition system is used.



**TSRAM**



## DYNA WIRES *SPARK PLUG WIRES*

Dynatek "Dyna" Wires are made from high grade automotive, silicon jacketed, high tension cable. All wires are supplied with finished spark plug boot ends and loose coil terminals to allow the final length to be determined by the user. Wires are available with a solid copper core for use on older vehicles where electrical interference is not an issue. For use on new vehicles with electronic advance ignitions or other sensitive electronic equipment, use DYNA suppression wires with a high grade graphite core for best performance and electrical noise suppression. Both wire types ensure maximum energy transfer.



## DYNA SHIFT COUNTER

**THE DYNA SHIFT COUNTER IS THE MISSING LINK OF THE CHAIN OF SYSTEMS ON A DRAG BIKE. THE SHIFT COUNTER PROVIDES THE PROPER INTERACTION BETWEEN THE AIR SHIFTER SYSTEM, THE IGNITION SYSTEM, THE TRANSMISSION, AND OTHER SYSTEMS.**

The Shift Counter consists of a small box, approximately 3" x 2.5" x 1", with six screw terminals on one end. Above each screw terminal is an LED lamp to indicate which terminal (or gear) is active. When a terminal is active, it is a source of 12 volts which can be used to activate other devices.

The Shift Counter must be used in conjunction with an electric switching valve on the air shifter system (electric over air setup). The Shift Counter trigger input is connected to the handle bar electric shift button. When the electric shift button is pressed, the Shift Counter is triggered and rotates its outputs to the next gear. At the time of the 1-2 shift, the Shift Counter will deactivate the 1st gear screw terminal and activate the 2nd gear terminal. During the shift the Shift Counter will generate a shift kill pulse of the selected duration to kill the ignition during the shift. When the Shift Counter is used on a vehicle, an air kill switch is no longer necessary.

The Shift Counter will continue to function similarly each time the shift button is pushed, rotating its outputs on each successive shift until the vehicle is in high gear.

### SHIFT COUNTER FEATURES:

- **BUILT-IN PROGRAMMABLE ELECTRONIC SHIFT KILL** (replaces failure prone, not easily adjustable, mechanical air kill switches) Includes 1-2 auto, 1-2-3 auto and 1-2-3-4 auto modes.
- **SHIFT KILL CAN BE SET AT 20, 30, 40, 50, 60, 70, 80 OR 90 MILLISECONDS**
- **GEAR SELECTOR OUTPUTS ALLOW YOU TO CONTROL OTHER DEVICES ACCORDING TO CURRENT GEAR SELECTION. YOU CAN ACTIVATE MULTI-STAGE NITROUS SYSTEMS, WASTE GATES, FUEL SYSTEMS, TIMING CONTROL, OR ANYTHING ELSE ACCORDING TO TRANSMISSION GEAR.**
- **CAN AUTOMATICALLY CONTROL SEMI-AUTOMATIC TRANSMISSION KILL SEQUENCES.**
- **PLUGS RIGHT INTO THE DYNA 4000 SUPER PRO IGNITION KILL INPUT** (and can be used with other ignitions)



SHIFT COUNTER

## DYNA SHIFT MINDER

**THE DYNA SHIFT MINDER SYSTEM IS THE ULTIMATE IN RACING SHIFT LIGHT PRODUCTS.**

The Shift Minder System consists of an attractive billet aluminum Shift Light and the Shift Minder control module. The Dyna Shift Light is a hallmark of the quality, reliability, and innovation that Dynatek strives to include in every product. Machined billet aluminum with an attractive black and gold anodize finish contribute to a custom rugged appearance. The Dyna Shift Light is more than the most attractive shift light on the market, it is also track proven to be the most reliable. Repeated track testing on Pro Stock drag vehicles has proven the Dyna Shift Light to be capable of withstanding the rigors of racing with highly extended bulb life compared to other products.

The Dyna Shift Light is activated by the Dyna Shift Minder control module. The Shift Minder control module is a small electronic box which monitors the engine RPM in order to trigger the Shift Light at precisely the right time. The Shift Minder control module has been designed with extremely accurate circuitry to insure triggering accuracy to better than 1%. The Shift Minder control module is adjustable to switch at any of 64 different RPM settings with a 125 RPM increment between settings. The Shift Minder control module is self contained and requires no additional parts for RPM switch point selection.



DSM-2 & DSL-1  
SHIFT MINDER/SHIFT  
LITE

## MINI SHIFT LIGHTS

The DSL-2 is a small, lightweight LED based shift light for use with the Dyna Shift Minder or any aftermarket RPM switch. It may also be used alone with the RPM activated outputs used on the Dyna FS ignitions and new Dyna 2000 PC Programmable Sportbike ignition. Available in a variety of anodized colors to match your color scheme.



DSL-2  
SHIFT LITE  
MINI

## DRL-500 MULTI FUNCTION RPM LIMITER

The DRL-500 Module is an add-on multi-function rev-limiter that will work with all +12volt inductive ignition systems. The DRL-500 cannot raise the stock rev-limit. The DRL-500 Module will not work with OEM capacitive discharge (CDI) ignitions.

- 4-CHANNEL RPM LIMITER, 100RPM RESOLUTION
- LAUNCH LIMITER, 50RPM RESOLUTION, OPTIONAL HANDLEBAR RPM SWITCH
- VEHICLE SPEED LIMITER
- SHIFT KILL INTERRUPT, 0° TO 45° RETARD OR KILL, 30MS TO 250MS INTERRUPT TIME
- RPM ACTIVATED SWITCHES (X2)
- USB PROGRAMMABLE
- STATUS LED
- DATA RECORDER: HOUR METER - NUMBER OF ENGINE STARTS - MAXIMUM ENGINE SPEED - SECONDS NEAR REV LIMIT - BATTERY VOLTAGE - HISTOGRAPH OF RPM



## VOLTAGE & CHARGE MONITORS

### THE DYNA VOLTAGE MONITOR

The Dyna Voltage Monitor is a necessity for any battery ignition vehicle that does not have a charging system such as many race vehicles. The Voltage Monitor gives a clear indication of battery condition at any time with a quick glance at the three indicator LED's. The control electronics are housed in a small easy to mount case and are epoxy encapsulated to form a tough durable unit. The Voltage Monitor can be used on any vehicle with a 12 volt battery system and has three indicator LED's to show battery condition: green, amber, and red. When the green LED is on, the battery is charged. When the amber LED is on, the battery is starting to get low. When the red LED is on, the battery is low and should be recharged before further use.

### THE DYNA CHARGE MONITOR

The Dyna Charge Monitor is a valuable addition to vehicles with a battery ignition and a charge system as found on nearly all stock vehicles. The Charge Monitor allows easy determination of the operational state of the charging system with a quick glance at the indicator LED's. The Charge Monitor can be used on any vehicle with a 12 volt battery/charge system and has three indicator LED's to show the charge status: red, amber, and red. When the right most red LED is on, the battery is being overcharged due to a faulty voltage regulator. When the green LED is on, the battery is being charged at a normal voltage. When the left most red LED is on, the battery voltage is getting very low and the charge circuit or battery is failing.



### DRL-300 REV LIMITER

The DRL300 has an improved clamping capability, and more outputs than the DRL200. The DRL300 can clamp up to 4 of our blue (low impedance) coils. This means it can be used on drag bikes, and many other applications it could not manage before (automotive HEI ignitions). In addition, the output stage has also added a separate kill input. This input works separate of the rev limiter and can function even when the rev limiter has no power. This will kill the spark whenever a 12V signal is applied to the input.

### DRL-400 REV LIMITER

The Dyna DRL-400 Two Stage Rev Limiter has been specifically designed to maximize launch performance and over-rev protection in drag racing. The DRL-400 allows a precisely controlled launch RPM limit to be set, while also guaranteeing against over-rev damage due to missed shifts or drive train breakage. Selection between the launch limit and the upper over-rev limit is usually made through the use of a clutch lever switch. Both RPM limits are adjustable via two knobs on the DRL-400. The DRL-400 constantly monitors the engine RPM with great precision and randomly deletes ignition pulses to hold the engine exactly at the desired RPM. The DRL-400 can hold a 270 horsepower engine to a steady launch RPM with less than +/- 50 RPM wavier. Other launch RPM limiters typically make the engine RPM waive through a pounding oscillation. This can be very hard on expensive racing components. The DRL-400 works with all inductive electronic ignitions on 2 and 4 cylinder engines. It is housed in a 3 3/4" x 2 3/8" x 1" plastic case with integral mounting flanges.



## DYNA SHIFT SYSTEMS & ACCESSORIES

KIT NUMBER	APPLICATION	KIT NUMBER	APPLICATION	KIT NUMBER	APPLICATION
<b>DYNA SHIFT SYSTEMS</b>		<b>DYNA RPM LIMITERS CONTINUED</b>		<b>DYNA WIRES CONTINUED</b>	
DSL-1	SHIFT LITE	DRL-300CDI	MAGNETO CDI RPM LIMITER	DW-800	GREY SILICONE, 8MM, SUPP
DSL-2	SHIFT LITE, MINI (SPECIFY COLOR) (Black, Silver, Red, Green, Blue)	DRL-400	2 STAGE REV LIMITER	DW-1100	BLACK SILICONE, 7MM, SUPP
DSM-2	SHIFT MINDER 2 CYL	DRL-400-HD	2 STAGE REV LIMITER HD	DW-1200	GREY SILICONE, 8MM SUPP
DSM-2HD-EFI	SHIFT MINDER 2 CYL 2007-2011 H-D EFI MODELS	DRL-400-HD-EFI	2 STAGE REV LIMITER HD 2007-2011 H-D EFI MODELS	<b>DYNA MONITORS</b>	
DSM-2H	SHIFT MINDER 4 CYL	DRL-500-UNI	2 STAGE REV LIMITER 4 CHANNEL UNIVERSAL	DCM-1	CHARGE MONITOR
DSM-4	SHIFT MINDER 4 CYL	DRL-500-4R	2 STAGE REV LIMITER 4 CHANNEL RIGHT SIDE +12V	DVM-1	VOLTAGE MONITOR
DSM-4H	SHIFT MINDER 4 CYL	DRL-500-4L	2 STAGE REV LIMITER 4 CHANNEL LEFT SIDE +12V	<b>DYNA BOOSTERS</b>	
DSMS-2	SHIFT MINDER SYS 2 CYL	DRS-500	REMOTE SWITCH FOR DRL-500	DBR-1	SINGLE POINTS
DSMS-2HD-EFI	SHIFT MINDER SYS 2 CYL 2007-2011 H-D EFI MODELS	<b>DYNA TACH ADAPTERS</b>		DBR-2	DUAL POINTS
DSMS-2H	SHIFT MINDER SYS 4 CYL	T-101	TACH ADAPTER	<b>DYNA COIL BRACKET</b>	
DSMS-4	SHIFT MINDER SYS 4 CYL	T-103	TACH ADAPTER	DCB-1	BMW
DSMS-4H	SHIFT MINDER SYS 4 CYL	T-105	TACH ADAPTER	DCB-2	SOFTAIL BRACKET
<b>TOOLS</b>		<b>DYNA WIRES</b>			
CT-1	SPARK PLUG WIRE CRIMP TOOL	DW-200	BLACK SILICONE, 7 MM		
<b>DYNA RPM LIMITERS</b>		DW-300	RED SILICONE, 7 MM		
DRL-300	INDUCTIVE RPM LIMITER	DW-600	BLK SILICONE, 7MM, SUPP		



**DYNATEK**  
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