

HONDA MAGNA 750 DYNA 3000 IGNITION INSTALLATION INSTRUCTIONS

1994-2002 HONDA MAGNA 750 VF750C/CD/C2

INSTALLATION:

1. REMOVE SIDE COVERS – The side covers are held on by plastic bosses inserted into rubber grommets. Gently pull the side cover bosses straight out from these grommets. If any grommets come off with the cover, reinstall them before continuing.
2. REMOVE THE SEAT – Remove the 12mm bolt at the rear of the seat. Pull the seat slightly backwards, and lift the seat off.
3. REMOVE THE (-)NEGATIVE TERMINAL from the BATTERY for safety. Use a 10mm socket.
4. RIGHT SIDE – Remove the two 8mm bolts that hold the battery tray to the frame.
5. LEFT SIDE – Remove the three 8mm bolts holding the battery tray to the frame. Two of the bolts are on the upper frame rail, the other bolt is behind the frame rail, near the battery.
6. MOVE BATTERY TRAY – The battery tray has to be moved to the left side of the bike approximately 1inch to allow clearance for removing the stock ignition and installing the DYNA3000 ignition.
7. MOUNT THE DYNA3000 IGNITION MODULE – Remove the stock ignition box by pulling it straight out from the two posts, while pushing the battery tray over to the left. Unplug the stock ignition from the harness. Depress the plastic clips firmly, and wiggle the connector and pull firmly. Do not pull on the wires. Next, remove the rubber sleeve from the stock module, this will be used to mount the DYNA3000. Plug the connector into the DYNA3000 and mount it in the stock location as if it were the stock ignition, with the knobs facing upward. Cable/zip tie the top main wiring harness from interfering with the knobs on the DYNA3000.
8. SET THE ADVANCE AND REV LIMIT MODES USING THE KNOBS - Start by selecting ADVANCE MODE #1 and a REV LIMIT of 10500. These settings are identical to stock, and will give you a good baseline to start with. Advance curve #4 will give you a little more advance on the bottom end and a little more advance in the mid range cruising speeds than the stock module. This should pep up a stock motor with more power in the cruising rpm range.
9. START THE BIKE – Before installing the battery tray, body cover & seat, this is a good time to start the bike to make sure everything is working properly. Reconnect the battery terminal and turn the ignition key on. You should be able to see the LED on the DYNA3000 module flash once when the ignition key is turned on. If you don't see the diagnostic LED flash once, check your connections and/or the battery voltage.
10. REPLACE THE BATTERY TRAY BOLTS. Reinstall the body covers, being careful to insert each plastic boss into each mounting grommet. Your installation is complete. If you have any trouble starting the bike, inspect all wiring connections.

THE ADVANCE CURVES:

The DYNA3000 ignition for the Honda Magna 750 has ten built-in advance curves, grouped into three separate ranges. Group1 has the stock curve#1, and a stock curve#2 without high-rpm timing retard. Curve#3 is a lazy curve, best suited for a bone stock bike that exhibits a lean midrange flat spot. Curve#4 starts the advance at 1500rpm and is a good option for bikes with a jet kit. Group2 starts initial timing at 3° over stock at idle. Curve#5 peaks at 38° at 5000rpm and is a good for engines with drop-in cams and reduced cranking pressure. Curve#6 peaks at 37° at 4500 rpm. Curve#7 would be considered for a high compression street engine. Group3 starts initial timing at 8° over stock at idle. Curve#8 begins the advance slope at 2000rpm and peaks at 37° by 6000 rpm. Curve#9 starts timing early at 1500rpm, and peaks at 37° by 5000rpm. Curve#10 has high advance for big compression, and final advance is 40° by 5000rpm.

NITROUS/BLOWER RETARD MODE:

An ignition retard feature (up to 10°) is available for blower, nitrous, or very high compression applications. This feature is first programmed, then activated by grounding the white wire anytime retard is needed. To program the amount of retard (1° to 10°), first turn the ignition key off. Then, move the REV-LIMIT knob to the "PROG" position. Then, turn the ADVANCE MODE knob to the number of degrees retard (1 to 10) that will be subtracted when the white wire is grounded. Now, turn the ignition key on, the module ****WILL NOT RUN****, instead the STATUS LED will flash the corresponding number of degrees of retard. This number is permanently stored in EEPROM memory. Finally, turn the ignition key off again, then turn the REV-LIMIT knob to the desired rev-limiting value, and turn the ADVANCE KNOB to the desired curve during normal operation. This completes the programming of the retard value.

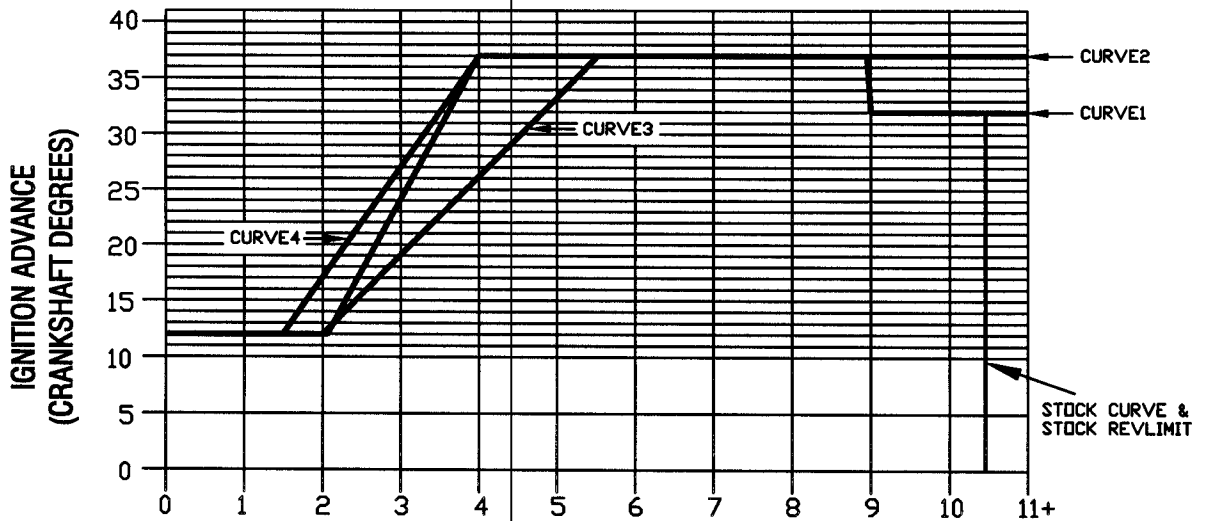
STATUS LED:

The STATUS LED located on the side of the DYNA3000 is useful for giving you diagnostic information about the operation of your ignition. When you first apply power to the DYNA3000 module, the STATUS LED will flash once, indicating the module is on. This is a good verification that your power wiring and ignition switch is working. Finally, when the engine is cranking and running, the STATUS LED will pulse on each rotation of the crankshaft when the signal is received from the magnetic pickup located in your engine. This function will allow you to see that the DYNA 3000 module is communicating with the stock pickup.

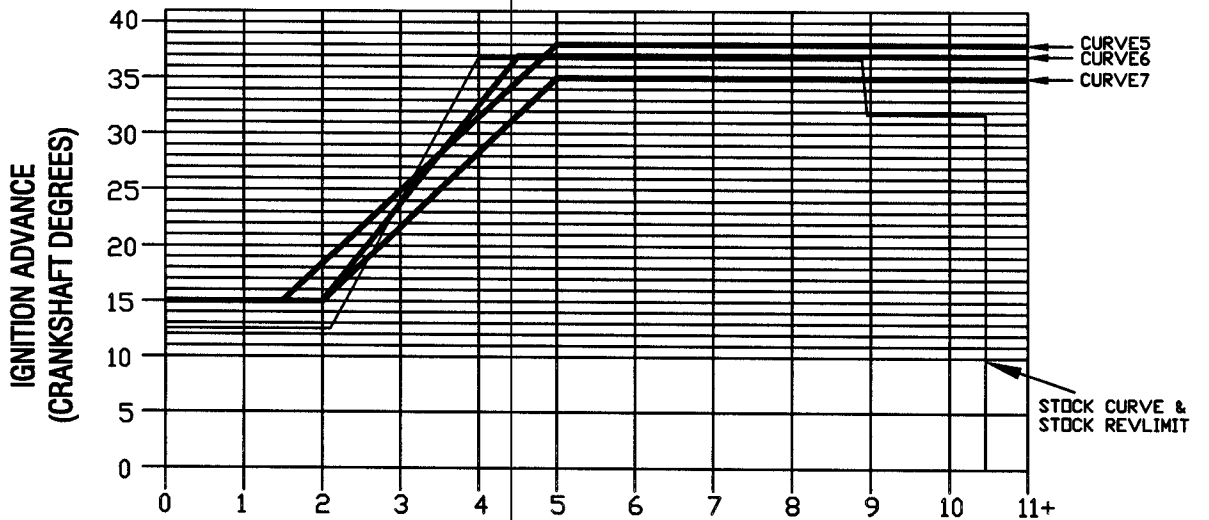
DYNA 3000 IGNITION CURVES

WOT CURVES:

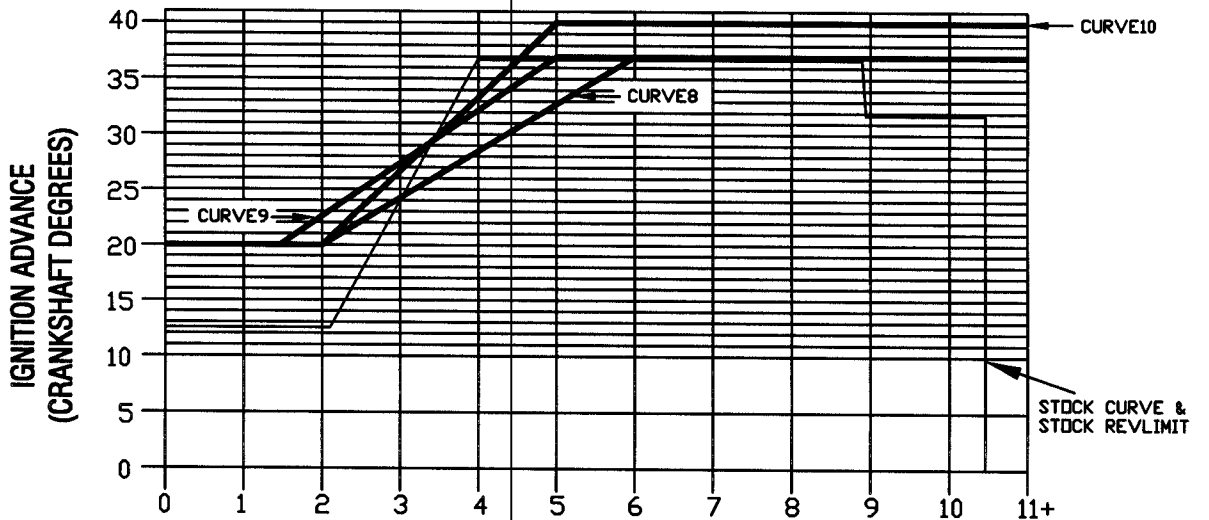
GROUP 1



GROUP 2



GROUP 3



RPM / 1000

CURVE1 = STOCK ADVANCE
(Assumes 12° base timing)

DYNATEK		
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TITLE HONDA MAGNA ADV. CURVES		
DATE 12-11-01	MODEL HONDA MAGNA 750	REV 1.1