

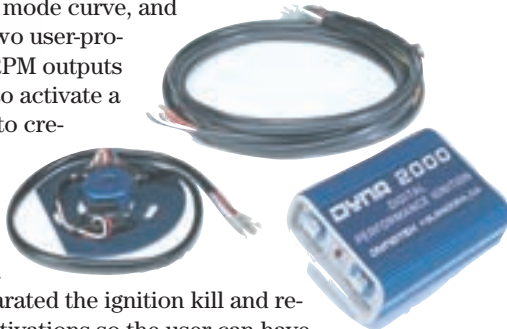


**DYNA 2000**

The Dyna 2000 Programmable Sportbike Ignition for four cylinder engines can be programmed with a custom advance curve, retard mode curve, and RPM limit. Two user-programmable RPM outputs can be used to activate a shift light or to create an RPM window switch to activate a nitrous system.

Dynatek separated the ignition kill and retard mode activations so the user can have BOTH functions. Also offers Data Logging for monitoring how the vehicle has been operated.

- Easy mounting
- 1 year warranty
- Improved starting
- Digital tach output
- Increased fuel economy and power
- Ten different advance curves
- Throttle position sensor input
- Diagnostic LED indicator light
- Broad range adjustable rev limiter



**DYNA 4000 SUPERPRO**

The Dyna 4000 represents a new level of sophistication in booster technology. The Dyna 4000 Pro significantly increases spark energy and also includes a built-in two-stage rev limiter. The system includes ignition module, coils, and wires. Note: Must be used with a Dyna trigger ignition pickup plus two-step clutch lever.



**DYNA 3000**

The Dyna 3000 for metric cruisers is the high performance replacement ignition you need. It uses all of the factory sensors and plugs into the stock wire harness. With eight Selectable Advance Curves, eight Selectable Rev Limits (increased rev limits over stock) you can expect easier starting, increased gas mileage, and increased horsepower and torque. The Dyna 3000 also has a special retard mode for nitrous, turbo or blower applications.



**DYNA 4000 PROGRAMMABLE RETARD**

With the addition of the Dyna 4000 Programmable Retard Module, a single stage ignition timing retard function can be activated or deactivated at any time during a run. The Programmable Retard Module can be set to any value from 2° to 20° in 2° increments.

**DYNA S**

The Dyna S is a complete self contained electronic ignition system. This unit is housed completely behind the ignition cover. Improves overall performance. Extends spark plug life and provides perfect ignition timing once and for all.



**DYNA 4000**

**CRANK TRIGGERS**

Provides a stronger pickup signal for improved triggering of the 4000 in harsh environments, giving total immunity to electronic problems. Pre-wired for the DYNA 4000 ignition.



**BILLET TIMING ROTORS**

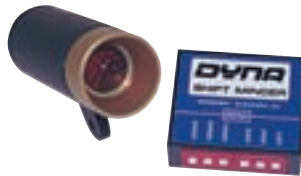
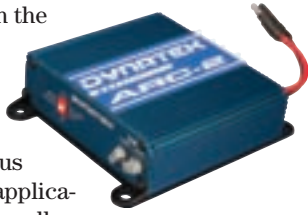
Eliminates mechanical advancer.





## ARC-2: ASYNCHRONOUS RESTRIKING CDI

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. 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 allows for less delay between successive sparks. Also features a built-in launch limiter for drag style launches as well as a built-in retard mode. Lightweight and compact ignition. Direct plug-in wire harnesses available for Kawasaki ZX10/12/14, Suzuki GSXR750/1000, GSX1300R, Honda CBR1100XX and Yamaha R1; for other models, a universal installation kit is available.



## THE DYNA SHIFT MINDER SYSTEM

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. Activated by the Dyna Shift Minder Control Module designed with extremely accurate circuitry to insure triggering accuracy to better than 1%. Adjustable in 125 RPM increments up to 16,000 RPM. The Shift Minder Control Module is self contained and requires no additional parts for RPM switch point selection. Designed to work with the tach signal on most new two and four cylinder sportbikes. The Shift Minder also has a built in bulb test feature, when power is first applied, an attached shift light will turn on momentarily indicating bulb connection.

The Shift Minder control module is available separately and can be used with the new superbright LED miniature lights available in red, blue, green, black, and silver anodized aluminum housings .



Can also be hooked to an air shifter solenoid for automatic shifting at a preset RPM or as an RPM activated switch to turn on a nitrous injection system, activate a high speed fuel system circuit or any other RPM controlled function.

## DYNA FS OFF ROAD PERFORMANCE IGNITION

The Dyna FS for ATV's. Direct plug-in performance. Used by winning pro racers worldwide.

### PROGRAMMABLE IGNITION FEATURES

- four programmable timing curves and rev limits
- increased spark energy
- improved throttle response
- easier starting
- two programmable RPM activated outputs (for nitrous activation, shift light, auto shifter, or boost control)
- tach output
- launch limiter
- shift kill interrupt (allows clutchless shifting)
- data logging
- external curve selector switch
- plug-in module replacement (easy mounting)

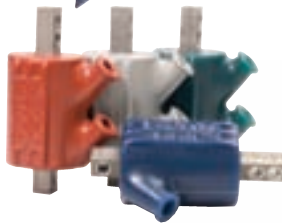


## DYNATEK SHIFT COUNTER

A stand alone device useful for triggering other electrical devices by gear position. Also has a built-in programmable electronic shift kill function that replaces the typical air kill switch.

## DYNA IGNITION COILS

These high tech, top quality coils are designed for maximum performance. They produce spark voltages in excess of 30,000 volts and spark energies second to none. Dyna coils work with point ignitions, aftermarket electronic ignitions, and factory ignitions.



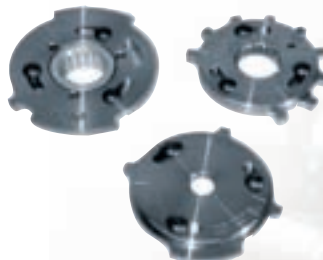
## HIGH PERFORMANCE PLUG WIRE SET

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.



## ADJUSTABLE TIMING ADVANCERS

Offer an adjustment range of +10° to -10° of total timing. This inexpensive bolt-on performance product works great on stock or modified bikes and is a "must have" for turbo and nitrous applications.





### MSD SB6 PROGRAMMABLE MOTORCYCLE IGNITION

Melt the pavement as you streak off the line with MSD's new SB6 programmable ignition installed on your Kawasaki ZX14 or Hayabusa.

Once plugged into the factory harness, you can select from 10 preprogrammed timing curves, or plug your PC to the USB port and start mapping. You can program timing maps, rev limits, shift points and much more with the easy-to-use Pro-Data+ software.

- Programmable timed launch limiter
  - Alter the timing curve to match riding conditions
  - Record and review RPM and timing functions
  - Custom fit harness with sealed connectors



- Advance or retard the factory timing: adjust timing -20°/+5°
- Load up to 10 timing curves
- Shift light: set up to five shift point from 2,000 RPM to 12,500 RPM
- Shift light intensity: set intensity of light from 1% to 100%
- Shift kill: set kill time from 20ms to 99ms
- Shift kill delay: set kill delay from 1ms to 50ms
- View real-time engine parameters
- Time controlled launch rev limiter
- Programmable retard for nitrous hits
- Plug-n-play installation
- Sensor input for TPS, MAP or O<sub>2</sub>, 0-5 volts
- On-board ignition data acquisition
- USB for PCs



### MSD LAUNCH MASTER

The MSD Powersports Launch Master is a universal low RPM limiter. It will provide consistent launches and quicker 60-foot times by setting an RPM limit to stage with. Once the green light comes on, release the clutch and take off—but be sure to hold on! The RPM is adjusted with two built-in rotary dials ranging from 1,800-9,900 RPM in 100 RPM increments. A handy LED shows when the launch rev limit is active.

- Easily set an RPM limit to use for the launch
- Matching connectors for easy installation
- Delivers firm, consistent holeshots

**NOTE: THE 4350 LAUNCH MASTER IS NOT COMPATIBLE WITH CDI IGNITION SYSTEM OR KAWASAKI ZX12 MOTORCYCLES.**

### MC-4 DIGITAL MOTORCYCLE IGNITION

This unit does it all! Single or dual spark plug; 1, 2 or 4 cylinder selectable. Optional hand held programmer. Optional launch RPM selector. Optional tester (all options). 0-25° start retard. Mappable run timing curve. Launch ramp delay by time (0-2.5 sec). Three step retards by RPM or switch. 0-2.50 second step retard off delay for precise nitrous control. Progressive timing retard by time for progressive NOS. Launch timing curve to prevent tire slippage. Gear retard—retard a different amount for each gear. Shift kill feature with programmable delays. Shift kill modes for manual, auto 1-2 and auto 1-2-3. Optional boost retard curve when used with an external MAP sensor for turbo applications (2-45 psi). Built in RPM activated window switch. Sequential shift light. Sequential shifter—turns any air shifter into a fully automatic shifter (3 amps max). Tach output wire for tachs or data recorders. Monitor mode for easy set up of three step switches.

### MSD SHIFT LIGHT KIT

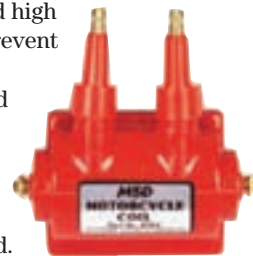
The most universal and easy-to-use shift light available! Digital shift light can be installed on all types of motorcycle and ATV applications. The tiny digital controller gives you the ability to program RPM activation points through the easy-to-view LED. Programmable from 100-16,000 RPM in 10 RPM increments. Six bright LED's are easy to view in daylight and can be dimmed at night. Comes complete with shift light and



GMR pickup for easy installation.

### MSD MOTORCYCLE COIL

The MSD Motorcycle Coil has extremely low resistance and a high turn ratio to produce maximum spark energy from the MSD motorcycle ignition. Deep, widely spaced high tension terminals prevent arcing between the spark plug wires and provide positive spark plug wire attachment. Sold as each. Special mounting is required.



**OPTIONAL DIRECT CONNECT MC-4 WIRE HARNESS** for GSX1300R, GSXR1000 and ZX14





**FULL SPECTRUM POWER**



**FULL SPECTRUM POWER PULSE AND SPEEDCELL BATTERY SYSTEMS**

World's smallest, lightest, most powerful motorsports battery. Weight savings up to 7 lbs. Available for all sizes from 450cc dirt bikes to 1600cc drag bikes. Perfect for hard to start bikes eliminating need for 24 volt systems. Also ideal for total loss systems. Hand built in the USA.

**PULSE:** The evolution of Speedcell. Available in P2 and P3 configuration, These systems are the lightest batteries available. With OEM style terminals for clean installation.

**SPEEDCELL:** The original lightweight battery. Available in 12v and 16v configurations. All Speedcell series batteries include proprietary Quick Disconnect harness and mounting hardware.

**Powerful:** Our smallest system produces 120 cranking amps. Our largest system produces in excess of 500 cranking amps.

**Safe:** Pulse and Speedcell battery systems are built using mil-spec A123 cells which are stable and non volatile.

Built specifically for motorcycle applications; capable of withstanding the rigors of racing and 100G load. Every Pulse and Speedcell battery system is built to Department Of Defense (DoD) standard. Ideal for extreme accel and decel environments. Not to be confused with other batteries. There is only one Full Spectrum Power.

**P1:** Smallest and lightest of the Speedcell line. Suitable for bikes under 525cc with comp. release, and 600cc four cylinder bikes with stock charging systems in race trim. Not suggested for street apps, or temps lower than 45° F.

**Specs:** 120 amp discharge (similar to CCA for lead acid batteries); 2.3 amp hour capacity; 60mm (L) x 60mm (W) x 75mm (H); 380 grams

**P2:** In Pulse or Speedcell series. Our most popular size. Suitable for a wide range of bikes from 1000cc four cylinder bikes with stock charging systems to V-Twin's up to 1000cc. Even used on 1098 Ducati's but not recommended for this application in temps less than 4° F.

**Specs:** 240 amp discharge (similar to CCA for lead acid batteries); 4.6 amp hour capacity; 120mm (L) x 60mm (W) x 75mm (H); 700 grams

**P3:** In Pulse or Speedcell series. Suitable for all large cc V-Twin's and inline four cylinder bikes greater than 1000cc's. Includes the ZX-14 and Hayabusa using stock bore and stroke. A good choice for 1000cc inline four cylinder bikes using kit-type charging systems, or drag racers running total-loss systems.

**Specs:** 360 amp discharge (similar to CCA for lead acid batteries); 6.9 amp hour capacity; 120mm (L) x 90mm (W) x 75mm (H); 990 grams

**P4:** Our largest and most powerful system. Suitable for custom applications—large displacement, high comp, extreme use. For drag racing, grudge bikes, and heavily modified unlimited class street bikes, and custom choppers.

**Specs:** 480 amp discharge (similar to CCA for lead acid batteries); 9.2 amp hour capacity; 120mm (L) x 120mm (W) x 75mm (H); 1330 grams

**NEW!**



**DYNOJET UNIVERSAL IGNITION QUICK SHIFTER**

This is a stand alone universal Ignition Quick Shifter module. This unit allows any vehicle with 4 cylinders or less (motorcycle, ATV, mini sprint, etc.) to have quick shifter functionality without the need for a Power Commander. It comes with "coil cap" style connectors for easy installation on most late model motorcycles. For applications that do not have this style of coil the connectors can be removed and the unit hard wired in.



User-adjustable "kill times" incorporate gear position inputs so that the "kill times" can be adjusted for each gear. "Kill time" can be set shorter in high gears, while also allowing smoother and more positive shifts in lower gears (particularly the 1-2 shift).

Additionally the unit features "intellishift." The controller automatically staggers the

"kill times" to cylinder for increased smoothness during lower RPM, part throttle shifts. No computer is required for setup. Must be used with one of the 3 DQS shifts sensors (sold separately).

**IGNITION RETARD CONTROLLERS**

These plug-in modules disable factory limiting performance. In most cases they eliminate ignition retard in lower gears, greatly improving throttle response. Additionally some units eliminate the high gear speed limiter. Orient Express carries the best of these from Dynojet, Ivans Performance, Billetproof, and Healtech.



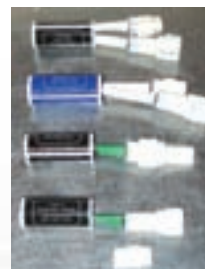
**DYNOJET'S IRC SERIES FOR CBR1000RR AND CBR600RR**

This product eliminates the stock ignition retard at 100% throttle. Significant horsepower increases—simple plug-in installation. *NOTE: USA Models Only!*



**IVANS PERFORMANCE TRE'S.**

For ignition retard elimination on Kawasaki ZX10 and ZX14 and Suzuki SV650/1000, TL1000S/R, DL1000,GSXR600/750 FI models. On M109, GSXR1000, GSX1300R and B-King top gear speed limiter is also disabled. Note: gear position indicator will show 0 in neutral but will display all other gear positions as 4th or 5th gear. Smart versions also available for smoother idle in neutral.



**BILLETPROOF RACING TRE'S**

For all GSXR600/750/1000 FI Models, GSX1300R and B-King. Ignition retard and speed limit disabled with "smart" technology for smoother idle in neutral.





**HEALTECH X-TRE**

X-TRE is an advanced timing retard eliminator, which preserves the function of the OEM dash gear indicator. It is achieved by having a microchip encode/decode the communication

link between the ECM and the dashboard in real time. The X-TRE unit mounts out of sight, and works well with other electronic devices like a Power Commander or a SpeedoHealer, etc. For Suzuki GSXR600 06-09; GSXR750 06-09; GSXR1000 05-09; GSX1300R 08-09; B KING 08-09; GLADIUS 2009 and Kawasaki ZX6R 07-09; ZX10R 08-09.



**SPEEDOHEALER**

The SpeedoHealer is an electronic device which will enable your bike's speedo and odometer to show accurate information. Can convert Km/h to MPH in real time. The SpeedoHealer is the best calibrator available.

Top Speed Memory recalls top speed to your factory speedometer display at the press of a button. For most late model sportbikes.



**SIMS PERFORMANCE 24 VOLT STARTER HARNESS FOR GSX1300R**

This harness will automatically send 24 volts to your starter when you start the bike, then switch back to a 12 volt system to fully charge both batteries automatically once the bike is started. Individually labeled flexible heavy gauge wire make installation a snap.



**GPX PRO GPS LAP TIMER/ DATALOGGER**

*You'll wonder how you ever raced without one.*

Packed with features designed to give you superior insight into your time on the race track, the GPX Pro isn't just a lap timer, it's a professional-grade racing tool with the club racer's budget in mind.

The GPX Pro is a versatile data logger adaptable enough to handle many different applications be it Road-Track or Dragstrip. With five channels of data acquisition and four separate racing modes, the GPX assures that if it can be raced, a GPX belongs on it. The GPX is jam packed with features found in models costing hundreds of dollars more.

**Features:**

- GPS-based lap times to 1/100 seconds
- Track maps with full data analysis capabilities

Let GPX's mapping and data analysis give you a hand. By allowing you to see things like your throttle position, RPM and speed through the turns, you'll know exactly where you have room to improve.

- Min/max RPM and speed for each lap
- Automatic track recognition and start/finish line setup
- Add up to five lap segment splits and adjust them at any time
- Store hundreds of laps and sessions
- Tachometer input with digital pickup or inductive wrap
- Eight adjustable LED RPM and shift lights
- Hour meter and total miles/kilometers traveled
- GPS speed and five data acquisition channels
- Data acquisition inputs selectable

With GPX, out of the box you have the ability to record gear, throttle position, wheel speed, RPM, temperature, pressure and suspension data... all with configurable alarms.

- Built in GPS receiver/antenna or optional external antenna
- Huge 240x160 backlit 32 shade grey scale graphics display
- Design your own screen layouts
- Dimensions: 4.53" (115mm) x 3.07" (78mm) x 0.84" (21.3mm)



- 3-axis accelerometer records and graphs your racing G's
- Selectable modes—circuit racing, point-to-point, drag racing

From quarter mile to eighth mile to the Baja 1000... GPX will record it all! Drag mode also includes a tree start using the tachometer's LEDs, enabling you to practice your starts and record your reaction times.

- Acceleration and braking tests
- Internal rechargeable lithium ion battery
- Fast USB download

**FBG HIGH POWER MOTORCYCLE BATTERY**

Can't turn over that big block, high compression motor? You need the Fast By Gast battery—70 amps of cranking power. Battery measures 6 7/8x5 1/2x3 3/4. Not a stock replacement.



**IGNITION KILL SWITCH**

Designed to fit front brake master cylinder, and replaces the original clamp/shell perch. Also available with integrated On/Off switch. Fits: ZX10/ZX14, GSXR600-1000, GSX1300R. Supplied with AMA-legal tether. May also fit other models:



6mm mount bolts on 32mm zero offset centers.

**HANDLEBAR MOUNT KILL SWITCHES**

These are (NO) normally open switches for battery type ignition. Will fit 7/8" handlebar. Aluminum. Plug has snap-in features. Cannot fall out or wiggle loose. Supplied with pull cord tether.

