

DYNA 3000 DIGITAL PERFORMANCE IGNITION KAWASAKI VULCAN KIT No. D3K2-2 1999-2000 NOMAD 1500 & 2000 CLASSIC 1500

INSTALLATION INSTRUCTIONS

NOTE – THIS KIT WILL NOT WORK ON THE PRE-2000 CLASSICS.

1. **REMOVE THE SEAT** – Remove the two seat retainer bolts. The bolts are located one on each side of the seat closest to the rear of the seat. The seat will lift easily from the front. Remove the seat from the bike.
2. **REMOVE THE GROUND CABLE FROM THE BATTERY** – For safety, remove the key from the ignition, and remove the negative (-) cable from the battery during installation.
3. **REMOVE THE RIGHT BODY SIDE COVER** – This is the cover located just below the seat on the right side of the bike. Remove the Phillips screw retaining the cover and gently pull off the cover.
4. **REMOVE THE BOLTS HOLDING THE COOLANT RECOVERY TANK** – The coolant recovery tank is located under the right body side cover. Remove the two retaining bolts on the recovery tank. Let the tank hang from its' hoses. It is not necessary to completely remove the tank.
5. **REMOVE THE STOCK IGNITOR BOX** – The ignitor box is located under the coolant recovery tank. Remove the two bolts retaining the ignitor box. Unplug the harness plugs from the ignitor box and remove the stock box from the bike.
6. **MOUNT THE DYNA IGNITION MODULE** – Install the Dyna3000 ignition as you would a stock ignitor box.
7. **SET THE MODE SWITCHES** –Locate the dip switches on the back of the ignition module. Start by selecting ADVANCE MODE #1 and a REV LIMIT of 6000 (all switches down). These settings will give you a good baseline to start with. Advance curve #4 will give you a little more advance on the top end and a little more advance in the mid range cruising speeds than the stock module. This should pep up a stock

motor and give you more power in the cruising rpm range. Putting a jet kit in the carb will wake up the motor even more. With a jet kit, you may be able to run curve #2, #3 or #4 for even more power. But don't try these more aggressive curves without a jetting change and premium fuel.

8. **START THE BIKE** – This is a good time to start the bike to make sure everything is working properly. You should notice that the bike starts almost instantaneously even if the motor is dead cold. The DYNA 3000 ignition requires much fewer rotations of the engine to start than the stock ignition.
9. **INSTALL THE COOLANT RECOVERY TANK** – Tuck the connectors and wires carefully behind the coolant recovery tank, being careful not to pinch any wires.
10. **REPLACE THE RIGHT BODY SIDE COVER & REPLACE THE SEAT.** Your installation should be complete. If you have any trouble starting the bike, inspect all wiring connections. You should be able to see the LED on the DYNA 3000 module blink when the ignition key is turned on. If you don't, check your RUN/STOP switch and/ or the battery voltage.

THE ADVANCE CURVES

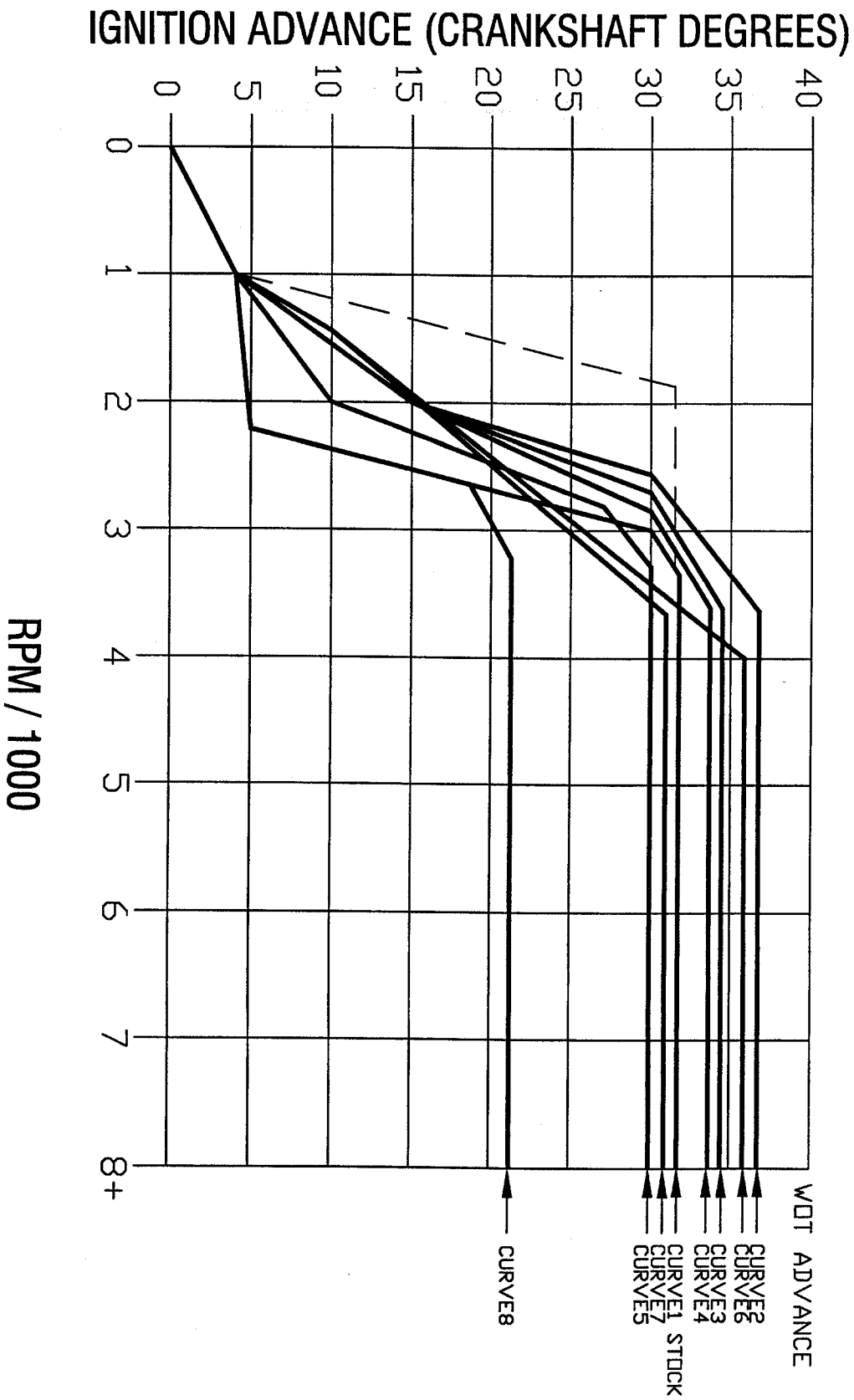
The DYNA 3000 ignition for the Kawasaki Vulcan has eight built-in advance curves. There are five curves which rise aggressively in the mid rpm range to give you better mid range power. These are curves 1 through 5. These curves give you a choice of final timing from 32 degrees with curve 1 to 37 degrees with curve 2. Most engines will work best with one of these curves. Curve 1 is most similar to the stock curve. Curve 1 is a good starting point if you are not sure what your engine will like best. The best way to optimize ignition timing is by putting your bike on a rear wheel dyno at a local shop to see which makes the best horsepower. Curves 6 and 7 are more conservative curves which rise more slowly across the rpm range. These curves are more appropriate for high revving, high compression engines which would detonate with too much low end advance. These curves are for extreme engines only. If your engine does not experience detonation with curves 1 through 5 then stay with them. If you do have a detonation problem try curves 6 or 7. Curve 8 is a retard curve for nitrous or blower applications.

STATUS LED

There is a STATUS LED located to the right of the dip switches on the DYNA 3000 module. This LED is useful for giving you some diagnostic information about the operation of your ignition. The STATUS LED has three functions. When you first apply power to the DYNA 3000 module, the STATUS LED will blink indicating the module is on. This is a good verification that your wiring and ignition switch are working. Before starting the bike, the LED will indicate throttle position. You will notice that above ½ throttle, the LED will come on. When the engine is cranking or running, the STATUS LED will pulse each time a signal is received from the magnetic pickup located in your engine. This function will allow you to see that the DYNA 3000 module is communicating with the stock pickups.

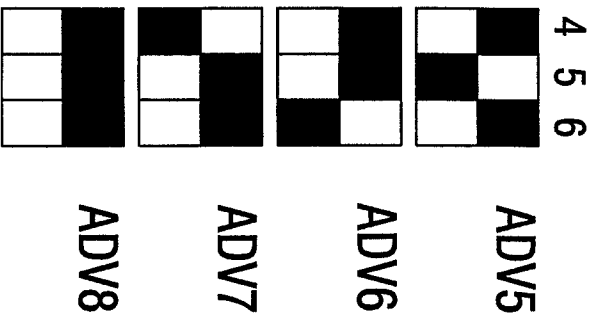
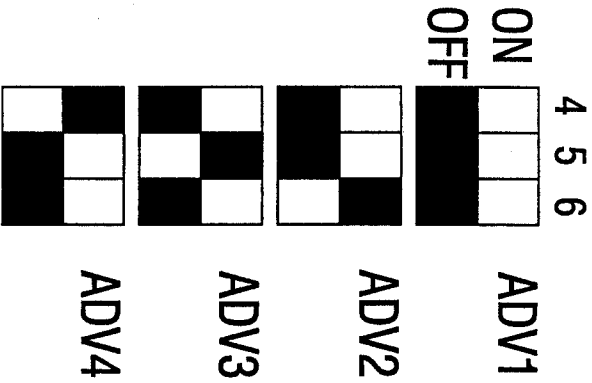
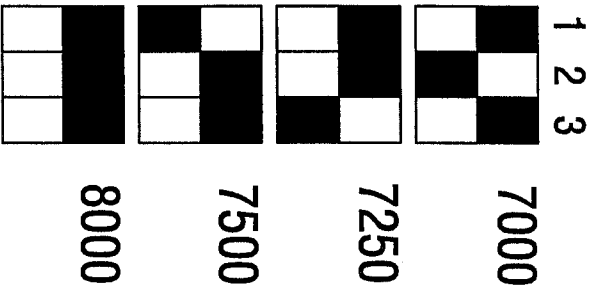
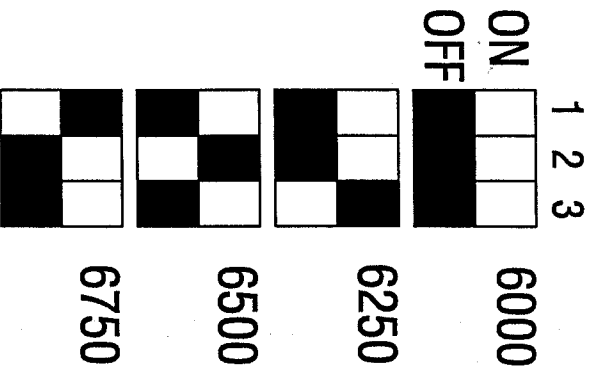
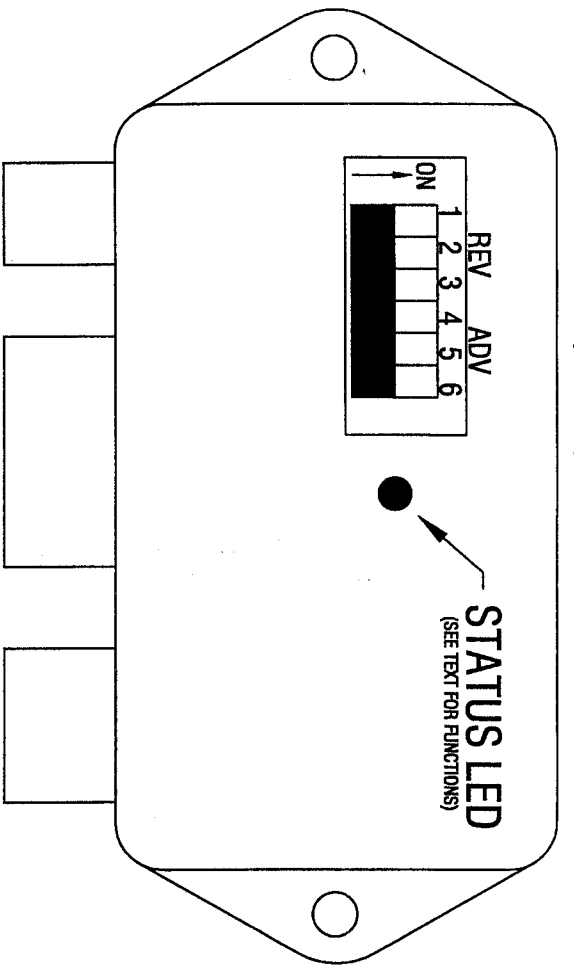
DYNA 3000 IGNITION CURVES

NOTE - DASHED LINES INDICATE PART THROTTLE CURVE WHEN USING TPS SENSOR



DYNATEK	
164 S. VALENCIA ST., GLENDBRA, CA 91741 (626)293-1659	
TITLE	Y2K KAWASAKI VULCAN 1500 ADV. CURVES
DATE	6-28-00
MODEL	KAWASAKI VULCAN 1500
REV	1.0

Example: All Dip Switches OFF (DOWN) = 6000 RPM Limit, Advance Curve1 Selected.



2000 VULCAN 1500 & NDMAD 1500

DYNATEK

164 S. VALENCIA ST., GLENDORA, CA 91741 (626)293-1669

TITLE DYNNA3000 MODE SETTINGS

DATE	MODEL	REV
4-14-00	KAW VULCAN 1500	1.0