

DYNA 2000 IGNITION KIT FOR 2000 KAWASAKI VULCAN 750 INSTALLATION AND USERS GUIDE

1. REMOVE SEAT – Remove the two 10mm bolts at the rear of the main seat and remove the seat.
2. REMOVE THE STOCK IGNITOR BOX – The stock ignitor box is located under the seat. Remove the right side cover underneath the seat. Remove the two screws retaining the ignitor box. Unplug the two harness plugs and remove the box from the bike.
3. MATE THE DYNA 2000 MODULE TO ITS HARNESS – Locate the DYNA 2000 ignition module in your kit and the included main wiring harness. Plug the harness into the DYNA 2000 module. Using the supplied bracket, position the DYNA 2000 module in the area where the stock ignitor box was mounted. Be sure to use the shorter supplied mounting bolts so they won't cut into the battery.
4. PLUG THE DYNA 2000 HARNESS INTO THE BIKE HARNESS – Plug the six-position connector of the DYNA 2000 harness into the mating six-position connector that went to the stock ignitor box. Plug the four-position connector of the DYNA 2000 harness into the mating four-position connector that went to the stock ignitor box. Tuck the wires and connectors around the ignition, for clearance of the seat and side cover.
5. SET THE ADVANCE AND REV LIMIT MODES – Locate the two knobs on the end of the DYNA 2000 module. Start by selecting ADVANCE MODE #1 and a REV LIMIT of 8500. These settings will give you a good baseline to start with. The stock ignition does not have a rev limiter. Advance curve #2 will give you a little more advance in the mid range cruising speeds than the stock module. Putting a jet kit in the carb will wake up the motor a bit. With a jet kit, you may be able to run curve #5 or #6 for even more power. But don't try these more aggressive curves without a jetting change and premium fuel.
6. 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 better than with the stock. The DYNA 2000 ignition requires much fewer rotations of the engine to start than the stock ignition.
7. 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 2000 module blink when the ignition key is turned on. If you don't, check your RUN/STOP switch and/ or the battery voltage.

STATUS LED

There is a STATUS LED located between the mode knobs on the DYNA 2000 module. This LED is useful for giving you some diagnostic information about the operation of your ignition. The STATUS LED has two functions. When you first apply power to the DYNA 2000 module, the STATUS LED will blink indicating the module is on. This is a good verification that your power wiring and ignition switch is working. 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 2000 module is communicating with the pickup.

DYNATEK

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ADVANCE CURVES

The DYNA 2000 ignition for the Kawasaki Vulcan 750 has ten built-in advance curves. Curves 1 through 6 are most similar to the stock advance curve. These curves should be used with a motor that has not been internally modified. Curve 1 or 2 should work best with a totally stock bike. If you add a jet kit and a new exhaust you should be able to run curves 5 or 6 for best power. Curves 7 through 10 are traditional best power curves for v twin engines. If you increase the compression and improve your cylinder head flow with cams and/or porting you may be able to run these more aggressive curves. The stock Vulcan motor will not run well with these aggressive curves.

DYNA 2000 ADVANCE CURVES VULCAN 750

