

KAWASAKI VULCAN 800 CLASSIC DYNA 2000 IGNITION INSTALLATION INSTRUCTIONS

1. REMOVE SEAT – Remove the seat retainer bolt located at the rear of the seat. Grab the seat with both hands on the sides of the seat below the area you would sit in. Gently lift up and push toward the rear of the bike at the same time. If you do it right, the seat will come off easily.
2. REMOVE THE LEFT SIDE BODY SIDE COVER – Remove the Phillips screw that retains the cover and gently pull off the cover.
3. REMOVE THE BATTERY – Remove the bracket that sits above the battery, which is retained by three bolts. Remove the POSITIVE and NEGATIVE battery cables. Remove the battery from the bike.
4. PULL THE STARTER SOLENOID FORWARD OFF ITS MOUNT - The starter solenoid sits in the battery box on the rear side of the battery. Simply pull it towards the front of the bike to dislodge it from its mounts. Let it hang in the battery box.
5. REMOVE THE STOCK IGNITOR BOX – The igniter box sits behind the battery on the right. Remove the two bolts that retain the igniter box. Unplug the two harness plugs from the igniter and remove the igniter box from the bike.
6. MOUNT THE DYNA 2000 MODULE TO THE BIKE – Locate the DYNA 2000 module and the main wiring harness in your kit. Plug the wiring harness into the DYNA 2000 module. Using the mounting bracket included with your kit, mount the DYNA 2000 module to the position where the igniter box was originally installed. Mount the DYNA module such that the adjustment knobs point toward the rear of the bike. Use the stock igniter bolts to mount the DYNA 2000 module to the bike.
7. REPOSITION THE STARTER SOLENOID ON ITS MOUNTS
8. SET THE BATTERY BACK INTO THE BATTERY BOX
9. INSTALL THE BATTERY GROUND CABLE AND DYNA 2000 GROUND WIRE – Locate the BLACK ground wire on the DYNA 2000 harness. This wire has a ¼ inch ring terminal on the end. Bolt the DYNA 2000 ground wire and the NEGATIVE battery cable to the NEGATIVE battery post.
10. REINSTALL THE POSITIVE BATTERY CABLE TO THE BATTERY
11. ROUTE THE DYNA 2000 HARNESS – Locate the leg of the DYNA harness that has a BLACK and YELLOW wire in it. Extend this leg of the harness under the left side frame rail and into the area under the left body side cover. Locate the leg of the DYNA 2000 harness that contains 16 GA RED and BLUE wires with spade terminals on the end. Extend this leg of the harness under the left side frame rail and into the area under the left body side cover also.

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with curve 5. Most engines will work best with one of these curves. Curve 4 is most similar to the stock curve. Curve 3 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 to see which makes the best horsepower. Curves 6 through 10 are more conservative curves that rise more slowly across the rpm range. These curves are more appropriate for high revving, high compression engines that 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 through 10.

STATUS LED

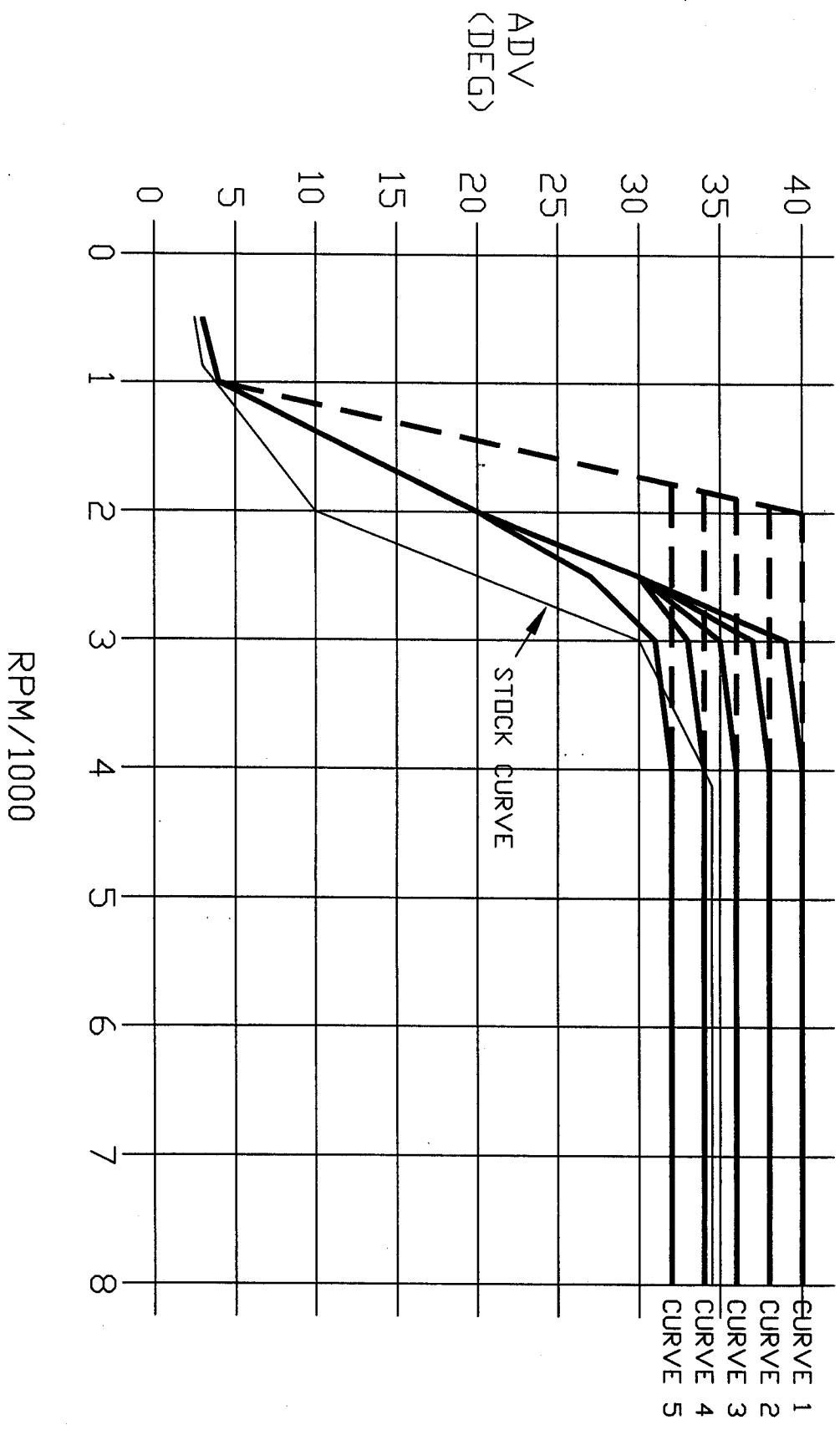
There is a STATUS LED located between the mode knobs on the DYNA 2000 module. This LED is useful for giving you some diagnostic information about the operation of your ignition. The STATUS LED has two functions. When you first apply power to the DYNA 2000 module, the STATUS LED will blink indicating 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 one of the magnetic pickups located in your engine. This function will allow you to see that the DYNA 2000 module is communicating with the pickups.

SAFETY KILL INPUT

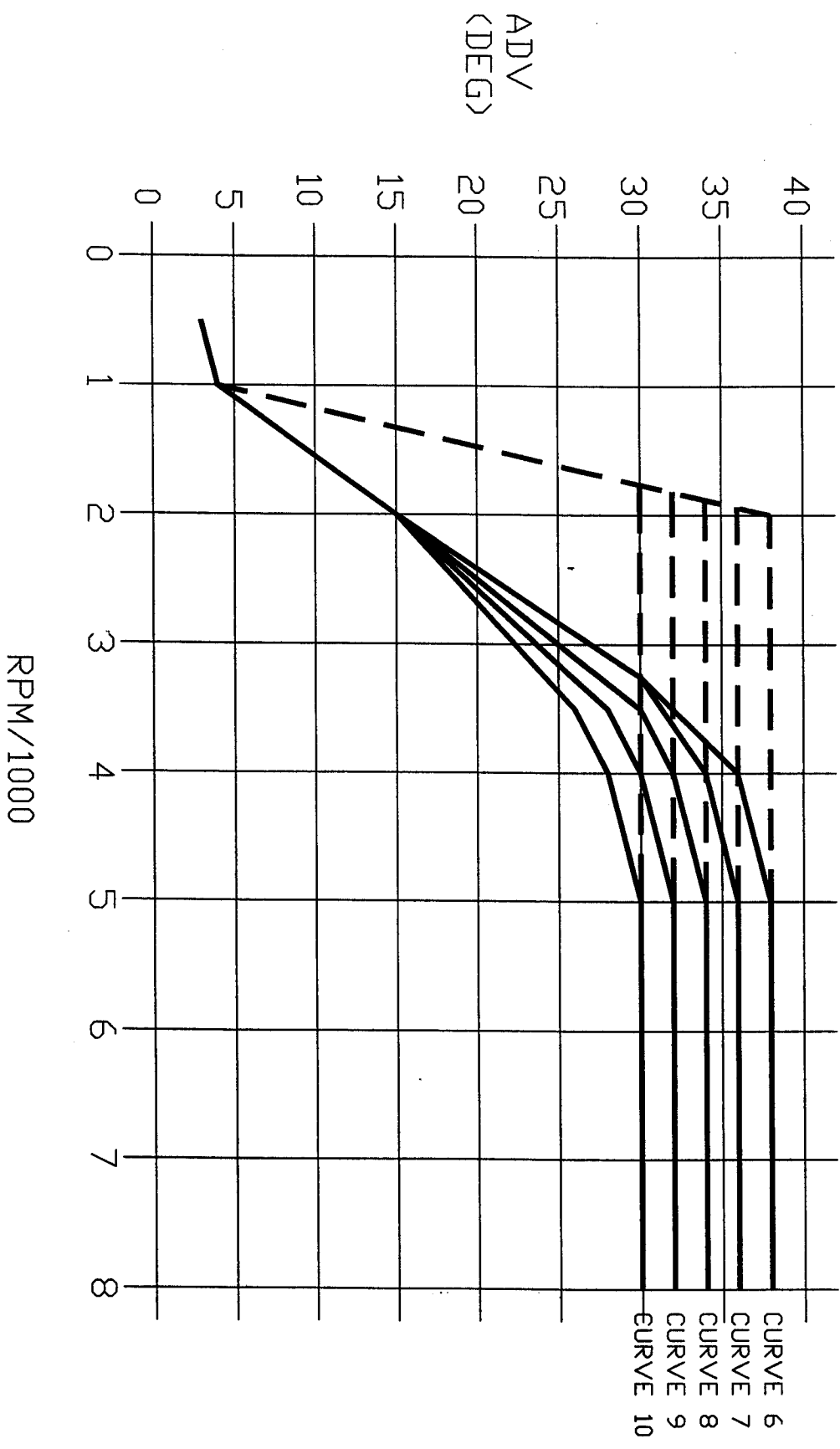
The DYNA 2000 module has an input that can be used as safety sides stand kill. In order to use this function, locate the main DYNA harness plug that goes into the DYNA 2000 module. On this plug you will see an Orange wire and Black wire leading to the ground terminal. Cut the Orange wire near the terminal and crimp on the receptacle terminal included in this kit. Locate the Orange extension wire included in your kit. Plug the two orange wires together. Locate the 8-position factory harness connector on the stock igniter box. The stock igniter box sits in front of the battery. Going to this connector, you will find a Light Blue wire. This wire is the side stand safety kill wire. Splice the loose end of the Orange safety kill wire into the factory Light Blue wire. This completes the safety kill installation. The Safety Kill wire on the DYNA 2000 must be grounded for the ignition to run. This is why the Black wire was originally connected to the Orange wire in your kit. When the side stand is up or the transmission is in neutral or the clutch lever is pulled in, a ground will be supplied to the Orange wire through the stock harness. When the side stand is down and the clutch lever is out and the transmission is in gear all at the same time, the ground is taken away from the Orange wire and the ignition shuts off. This is the same way that the stock ignition safety kill works.

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NOTE - DASHED LINES INDICATE LIGHT THROTTLE CURVE WHEN USING TPS OR VACUUM SENSOR



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RPM/1000

