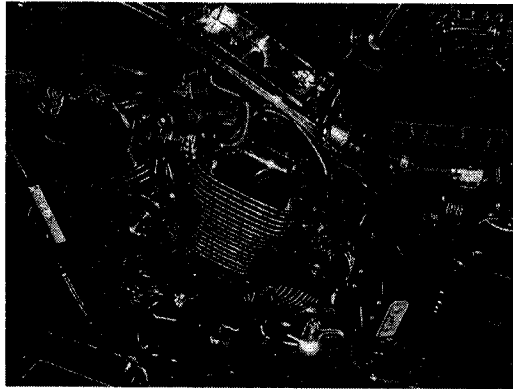


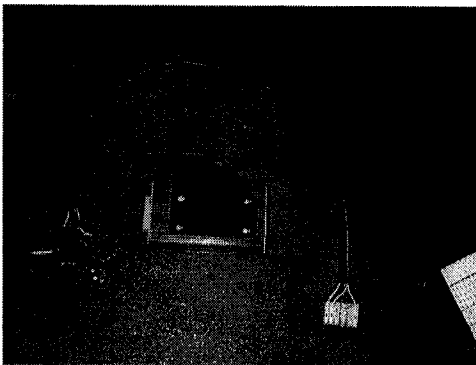
1999-2000 SUZUKI INTRUDER 1500LC DYNA 2000 IGNITION INSTALLATION INSTRUCTIONS

1. Remove the Ignition Key, and the Negative (Ground) terminal from the battery for safety.
2. REMOVE THE SEAT – Using a 6mm Allen wrench and a 10mm socket wrench, remove the seat for easier access to the Dyna 2000 Ignition mounting location.
3. REMOVE LEFT SIDE COVERS – Using 4mm and 5mm Allen wrenches; (1) remove the left frame head cover (small black cover near steering neck), (2) remove the left upper cover (false fuel tank cover), and (3) remove the lower left frame cover (beneath the seat). Removing these 3 covers and the seat will expose the stock ignition system, and the DYNA 2000 Ignition mounting location.

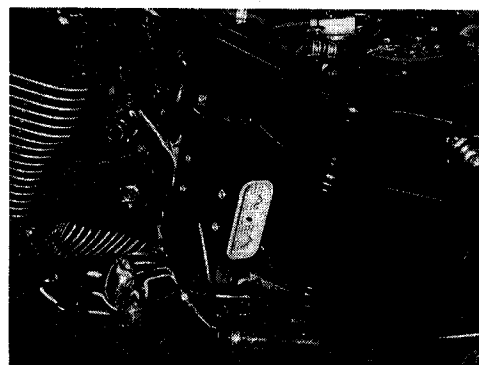


The complete DYNA2000 installation.

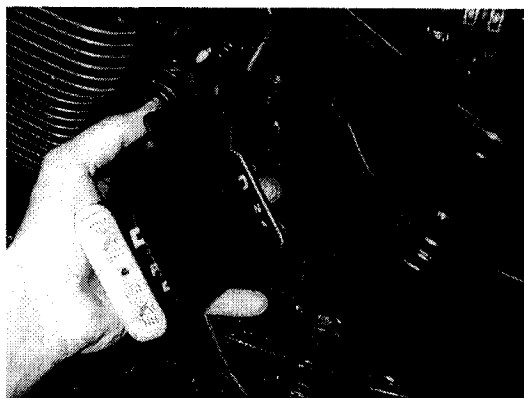
4. MOUNT THE DYNA 2000 IGNITION MODULE – Mount the module to the left side of the frame, adjacent to the fuel tank using the supplied angle bracket and mounting bolt. The fuel tank is located below the riders' seat. Note: The 4 phillips head screws MUST be secured into the Dyna Ignition Module for proper fitment.



Secure mounting bracket to back of DYNA2000.

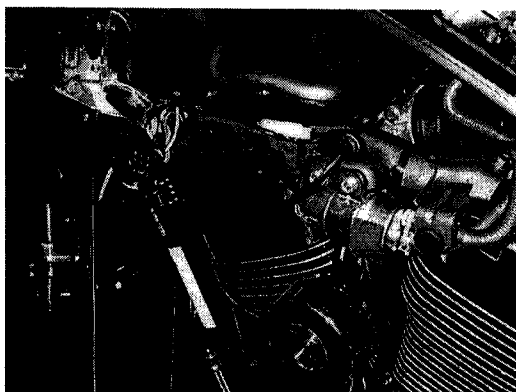


DYNA2000 mounts to side of fuel tank.



Use included Velcro to secure module from vibration.

5. **MATE THE DYNA 2000 MODULE TO ITS HARNESS** – Locate the included main wiring harness in your kit. Plug the harness into the DYNA 2000 module.
6. **PLUG THE DYNA 2000 HARNESS INTO THE BIKE HARNESS** – Unplug the six and eight position connectors from the stock ignition module. LEAVE THE STOCK IGNITION MODULE on the bike. Plug the DYNA 2000 intercepting harness into the mating six and eight position connectors that went to the stock ignition box. Tuck the mated connectors behind the stock ignition module, to allow clearance for the upper false fuel tank cover. Route the electrical harness around the fuel pump, then behind the ignition key.



Stock module remains on the bike, DYNA2000 “intercepts” and piggy-backs the stock module.



Tuck connectors behind stock module.

7. **TACH OUTPUT** – A tachometer output wire is available on the DYNA 2000 module. This is the yellow wire with a protected female bullet connector on the DYNA 2000 harness. This is a one pulse per revolution tach pulse that can be used to drive an aftermarket tach if one is added to the bike.
8. **SET THE ADVANCE AND REV LIMIT MODES** – Locate the two knobs on the end of the DYNA 2000 module. Start by selecting ADVANCE MODE #4 and a REV LIMIT of 6000. These settings will give you a good baseline to start with. Advance curve #3 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 with from 10% to 20% 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 or #1 for even more power. But don't try these more aggressive curves without a jetting change and premium fuel.
9. **START THE BIKE** – Before installing the body covers, 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 DYNA 2000 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. You should notice that the bike starts almost instantaneously even if the motor is dead cold. The DYNA 2000 ignition starts much faster than the stock ignition.

10. **REPLACE THE LEFT BODY SIDE COVERS.** Reinstall the body covers, be careful not to pinch any wiring under the panels. Your installation is complete. If you have any trouble starting the bike, inspect all wiring connections.

THE ADVANCE CURVES

The DYNA 2000 ignition for the Suzuki Intruder has ten 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 39 degrees with curve 1 to 29 degrees with curve 5. Most engines will work best with one of these curves. Curve 5 is most similar to the stock curve. Curve 4 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 through 10 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 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 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 flash once, indicating the module is on. This is a good verification that your power wiring and ignition switch are 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.