DYNATEK

SUZUKI INTRUDER 1500LC
1998 & 1999-2001 MODELS
Kit Nos. D3K3-3 & D3K3-4
INSTALLATION INSTRUCTIONS

NOTE: 1998 INTRUDER 1500 USES MODULE NUMBER 1101128. INTURDER 1500 MODELS FOR 1999 THRU 2001 USE MODULE NUMBER 1101127

1. Remove the Ignition Key, and the Negative (Ground) terminal from the battery for safety.

2. REMOVE LEFT SIDE COVERS – Using 4mm and 5mm Allen wrenches; (1) remove the left frame head cover (small black cover near steering neck), and (2) remove the left upper cover (false fuel tank cover). Removing these 2 covers will expose the stock ignition system.

3. SET THE ADVANCE AND REV LIMIT MODES USING THE DIP SWITCHES - Start by selecting ADVANCE MODE #1 and a REV LIMIT of 6000. These settings are identical to stock, and will give you a good baseline to start with. Advance curve #2 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 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 #3 or #4 for even more power. But don't try these more aggressive curves without a jetting change and premium fuel.

4. MOUNT THE DYNA 3000 IGNITION MODULE – Remove the stock ignition box. Take note to the bolt and spacer configuration. Mount the DYNA 3000 in the stock location as if it were the stock ignition.

5. 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 3000 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.

6. 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 3000 ignition for the Suzuki Intruder has eight built-in advance curves. There are four curves which rise aggressively in the mid rpm range to give you better mid range power. These are curves 2 through 5. These curves give you a choice of final timing from 31 degrees with curve 2 to 39 degrees with curve 4. Most engines will work best with one of these curves. Curve 1 is most similar to the stock curve. Curve 2 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 and 7. Curve8 is a retard curve for nitrous or blower applications.

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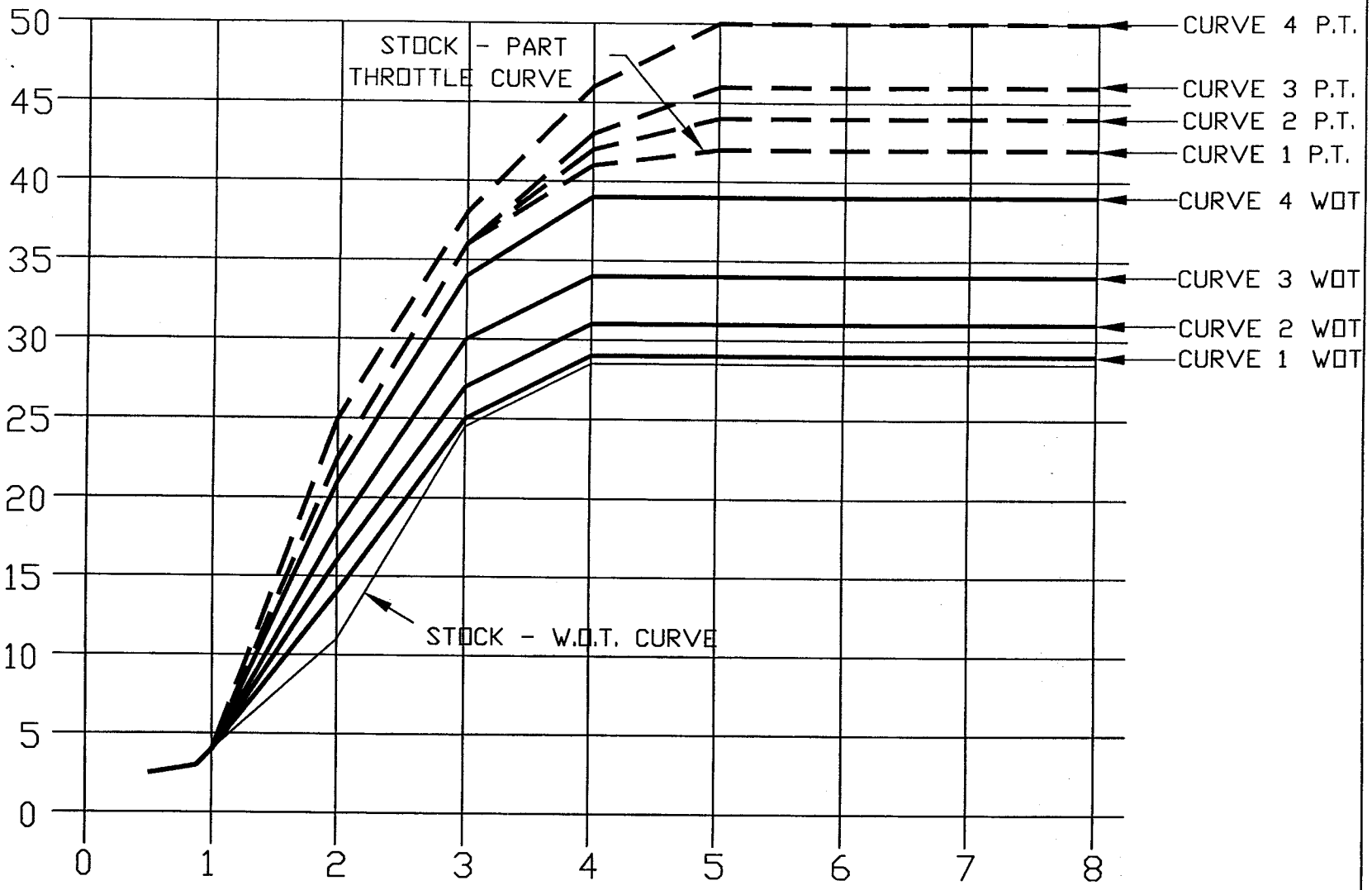
STATUS LED

The STATUS LED located on the back of the DYNA 3000 is useful for giving you 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 flash once, indicating the module is on. This is a good verification that your power wiring and ignition switch are working. When the ignition is ON, and the engine is NOT running, the STATUS LED will show the operation of the TPS (Throttle Position Sensor). Twist the throttle more than 50%, and the STATUS LED will illuminate, indicating the TPS is working properly. If the TPS is disconnected, the STATUS LED will illuminate and the ignition will stay on the Wide Open Throttle curve. Best mileage will be achieved when the TPS is operating properly. When the TPS is operating normally, the ignition will use a Part-Throttle advance curve for best gas mileage. Finally, 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 pickup.

2801136
Rev. 3-13-01

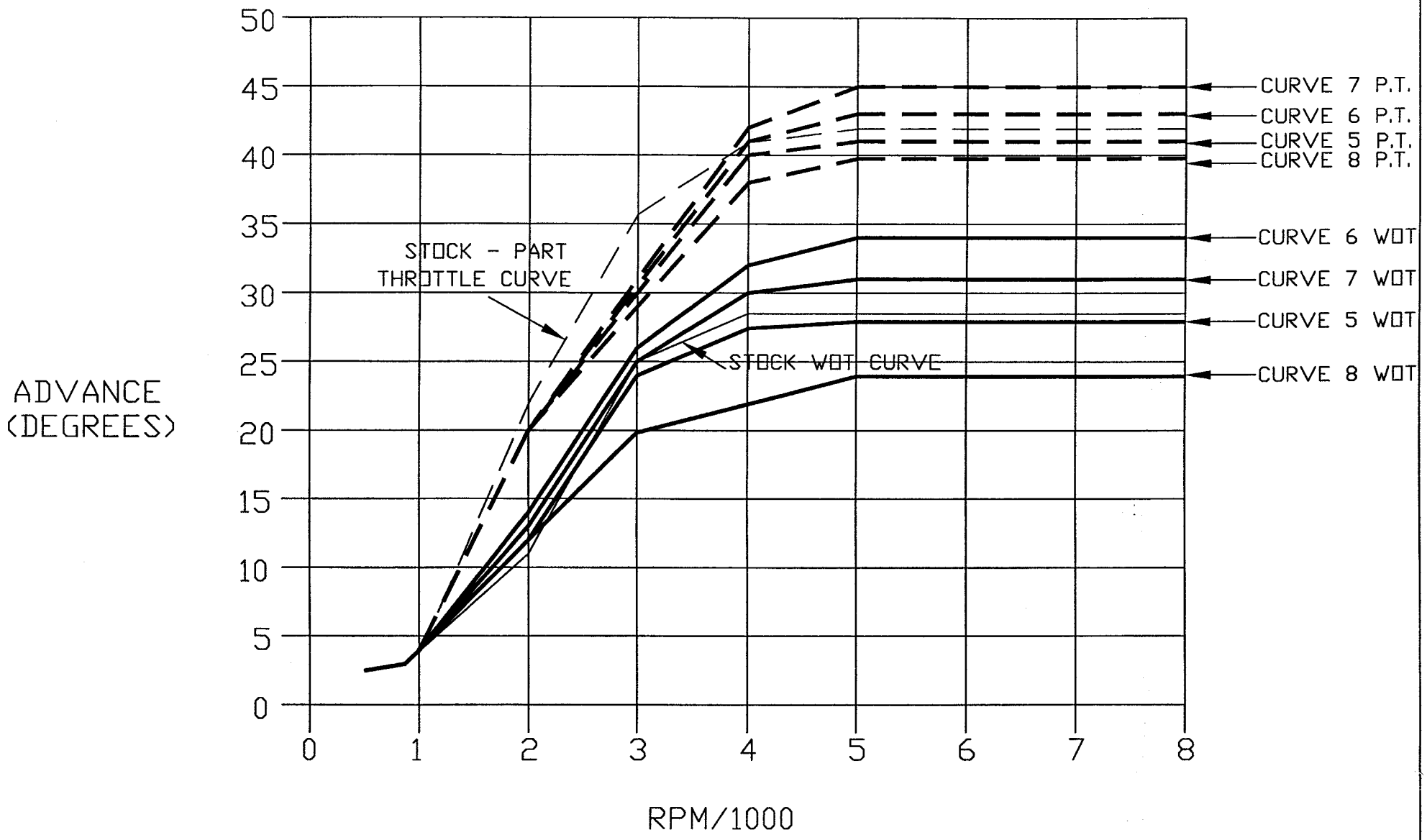
NOTE - DASHED LINES INDICATE PART THROTTLE (P.T.) CURVE USING TPS SENSOR



DYNA3000 CURVES 1-4

DYNATEK 164 S. VALENCIA ST., GLENDORA, CA 91741 (626)963-1669		
TITLE SUZUKI INTRUDER1500 ADVANCE CURVES		
DATE 8-9-00	MODEL SUZUKI INTRUDER 1500	REV 1.0

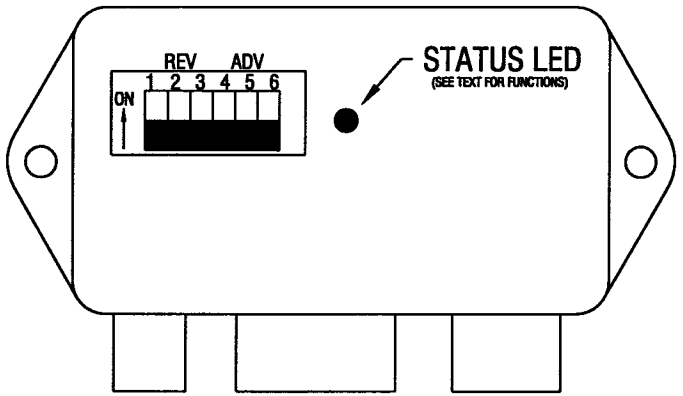
NOTE - DASHED LINES INDICATE PART THROTTLE (P.T.) CURVE USING TPS SENSOR

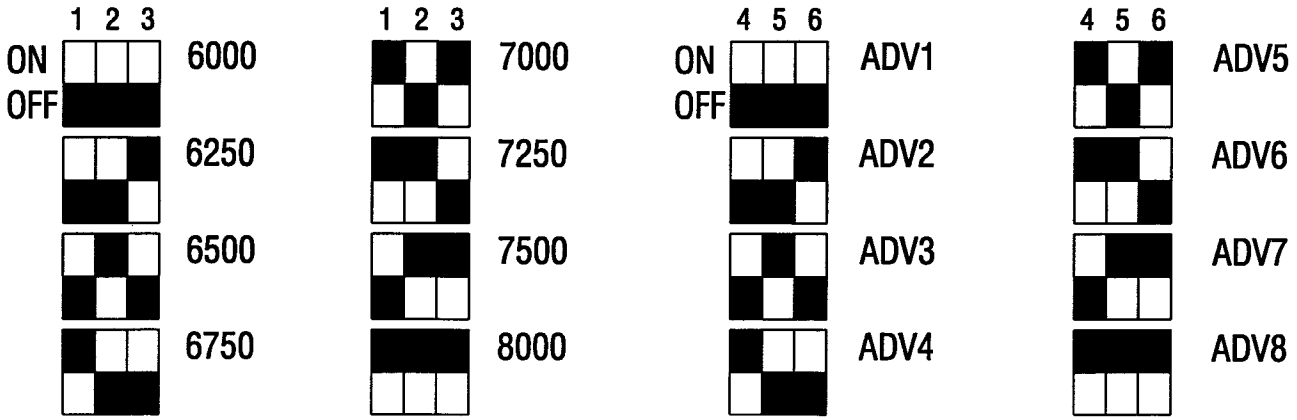


DYNA3000 CURVES 5-8

DYNATEK 164 S. VALENCIA ST., GLENDORA, CA 91741 (626)963-1669		
TITLE SUZUKI INTRUDER1500 ADVANCE CURVES		
DATE 8-9-00	MODEL SUZUKI INTRUDER 1500	REV 1.0

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





DYNATEK		
TITLE: DYNA3000 MODE SETTINGS		
DATE: 5-1-00	MODEL: SUZUKI INTRUDER 1500	REV: 1.0