



SUZUKI INTRUDER 1400 1990-95 & 1996-2009 MODELS DYNA 3000 IGNITION

Note: All models use the same base ignition part number 1101108. The Dynatek ignition for the 1990-1995 models comes with a wiring adaptor.

INSTALLATION INSTRUCTIONS:

1. **REMOVE SEAT** – The stock ignition location is under the main front seat. The rear seat back-rest can be pulled off, exposing the tool compartment cover. Remove the cover and the tool bag. Under the tool bag is a rubber bumper where the rear seat attached. Remove the rear seat, then remove the front seat.
2. **REMOVE THE STOCK IGNITOR BOX** – Turn Ignition Key OFF. Remove the two screws retaining the ignitor box (noting the washers used for spacers underneath the ignition box). Unplug the two harness plugs and remove the box from the bike.
3. **SET THE ADVANCE AND REV LIMIT MODES** – Start by selecting ADVANCE MODE #1 and a REV LIMIT of 6500. These are the stock settings that will give you a good baseline to start with.

Note: The 1990-1995 Intruder 1400 kit is supplied with an adapter harness. Plug this into the module and select Curve 6 (which is closest to stock advance), and a REV LIMIT of 6500.

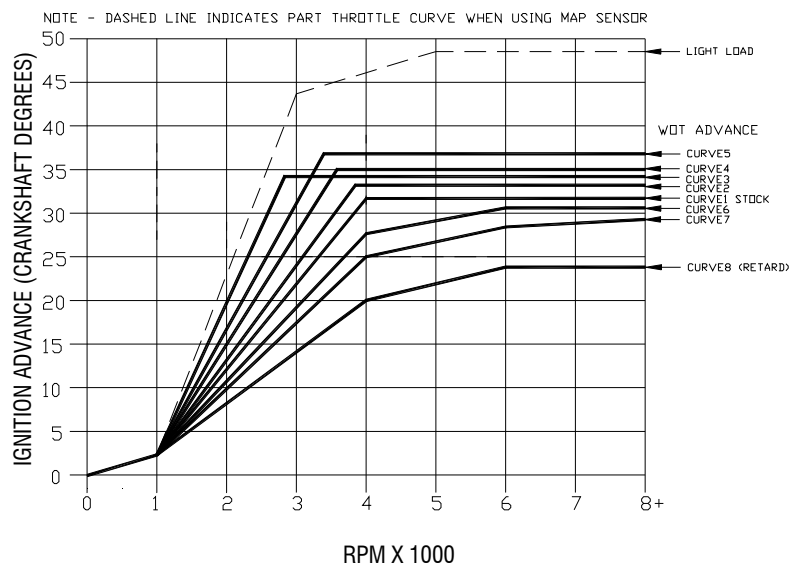
4. **MOUNT THE DYNA 3000 MODULE TO THE BIKE** – Plug the two harness connectors into the ignition.
5. **START THE BIKE** – This is a good time to start the bike to make sure everything is working properly. If you have any trouble starting the bike, inspect all wiring connections. You should be able to see the LED on the DYNA 3000 module blink when the ignition key is turned on. If you don't, check your Ignition key, RUN/STOP switch, then ignition fuse.
6. **REPLACE THE SEAT** - Mount the DYNA 3000 module to the stock location. Replace both seats and backrest. Your installation is complete.

THE ADVANCE CURVES

The DYNA 3000 ignition for the Suzuki Intruder 1400 has eight built-in advance curves. Curves 1 through 5 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 3 or 4 for best power. Advance curve #3 will give you a little more advance on the top end and 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 for even more power. Don't try the more aggressive curves without a jetting change and premium fuel. Curves 6 and 7 are traditional best power curves for modified 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. A stock, unmodified Intruder motor will not run well with these aggressive curves. Finally, Curve 8 is a retard curve for nitrous/blower applications. All of the curves utilize a part-throttle curve (see Ignition Curves Graph) during light load/cruising situations.

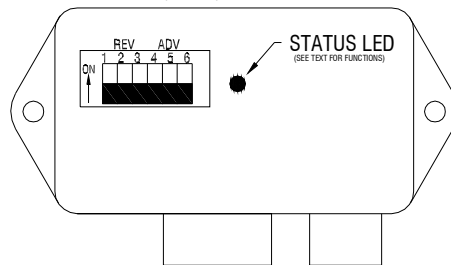
THE STATUS LED

There is a red STATUS LED located next to the mode switches on the DYNA 3000 module. This LED is useful for giving diagnostic information about the operation of your ignition. The Status LED has several functions. When you first apply power to the DYNA 3000 module, the Status LED will blink once, indicating the module is on. This is a good verification that the ignition fuse, 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 3000 module is communicating with the pickups. When the ignition is ON, and the engine is NOT running, the STATUS LED will show the operation of the MAP Sensor (Manifold Absolute Pressure Sensor). When vacuum is applied, the STATUS LED will illuminate, indicating the MAP sensor input is working. Best mileage will be achieved when the MAP sensor is installed and operating properly, allowing maximum ignition timing during part throttle acceleration (see Ignition Curves Graph).



DYNA 3000 IGNITION
SUZUKI INTRUDER 1400 ADVANCE CURVES

Example: All Dip Switches OFF (DOWN) = 5000 RPM Limit, Advance Curve1 Selected.



	1	2	3	
ON	□	□	□	5000
OFF	■	■	■	
	□	■	□	5500
	■	□	■	6000
	■	■	□	6500

	1	2	3	
	■	□	■	7000
	■	■	□	7500
	□	■	■	8000
	■	□	■	8500
	□	□	□	

	4	5	6	
ON	□	□	□	ADV1
OFF	■	■	■	
	□	■	□	ADV2
	■	□	■	ADV3
	■	■	□	ADV4

	4	5	6	
	■	■	□	ADV5
	■	□	■	ADV6
	□	■	■	ADV7
	■	■	■	ADV8
	□	□	□	

Note: These pictures are for visual inspection of the 1990-1995 adapter harness. For reference only.

