DYNATEK
dyna performance electronics

Dyna FS Ignition DFS3-12

2005 Suzuki LT-Z400 w/TPS & 2005 Kawasaki KFX400 w/TPS

10,500 RPM LIMIT (9,100 stock)

Congratulations on your purchase of a Dynatek ignition. Please take a moment to read these instructions completely before installing the ignition. The installation will only take a few minutes, but proper setup for your specific bike will take longer. The DynaFS ignition was designed to work best with the stock coil, coil wire, plug cap, and spark plug. Use resistor type spark plugs ONLY. Use the stock resistor style spark plug cap.

Installation

1) Turn ignition key off, and for safety, remove the battery negative (-) cable. Locate the stock ignition box, it is mounted to the left side of the airbox, below the riders left leg. Remove the two 8mm bolts that hold the ignition to the bike. Notice the top ignition mounting tab is sandwiched between the metal frame tab and the plastic airbox. The lower bolt uses a square nut. Be careful not to lose the square nut, it can fall out of its slot.

2) Unplug the stock ignition, taking care not to damage the harness connector. There is a small tab on the harness connector that must be pushed in to unplug it. Remove the stock ignition from the bike. Keep the stock ignition in a safe place - it may be required for troubleshooting.

3) Install the Dyna ignition in the stock ignition mounting location. Plug the harness.

Calibration

The DynaFS is programmed with a performance advance curve. A quicker throttle response and increased power over the stock curve is achieved. The advance is based on throttle position and varies smoothly from Closed Throttle to WOT.

This ignition will allow the engine to rev to a higher RPM. Stock rev limit is 9100rpm. The revlimit is pre-programmed to 10,500. Because the rev limit is increased, the performance limits of other engine parts (valvetrain for example) may be found. It may be necessary to replace these parts for best engine performance.

Troubleshooting

Troubleshooting the Dyna ignition is simple. If the bike will not start or run at all, reinstall the stock ignition. If this fixes the problem, then the Dyna ignition should be returned to Dynatek for testing. If this does not fix the problem, then the problem is somewhere else on the bike. Follow the troubleshooting procedures outlined in your bike shop manual.

If the bike runs, but poorly, put the stock ignition back on the bike. If this fixes the problem, reinstall the Dyna ignition. If you are using non stock plug wires, plug cap, ignition coil, spark plug, or stator, replace them with OEM units. If the problem persists when using the stock ignition then the problem is external to the Dyna ignition.

WARNING:

Installation of a grounded tether kill switch to the ignition coil signal will damage the CDI and void the warranty.
12V DC-CDI (LTZ400/KFX400/etc.): Use a <u>normally closed</u> tether kill switch connected in series with the +12V input to the ignition. When the tether is removed, it should disconnect the +12V power to the ignition.

LTZ400/KFX400 +12V POWER INPUT: BLACK/ORANGE at the ignition module.

The RUN/STOP SWITCH is another +12V input into the ignition module. Either wire (ORANGE/WHITE or ORANGE) can be disconnected to remove +12V from the ignition.
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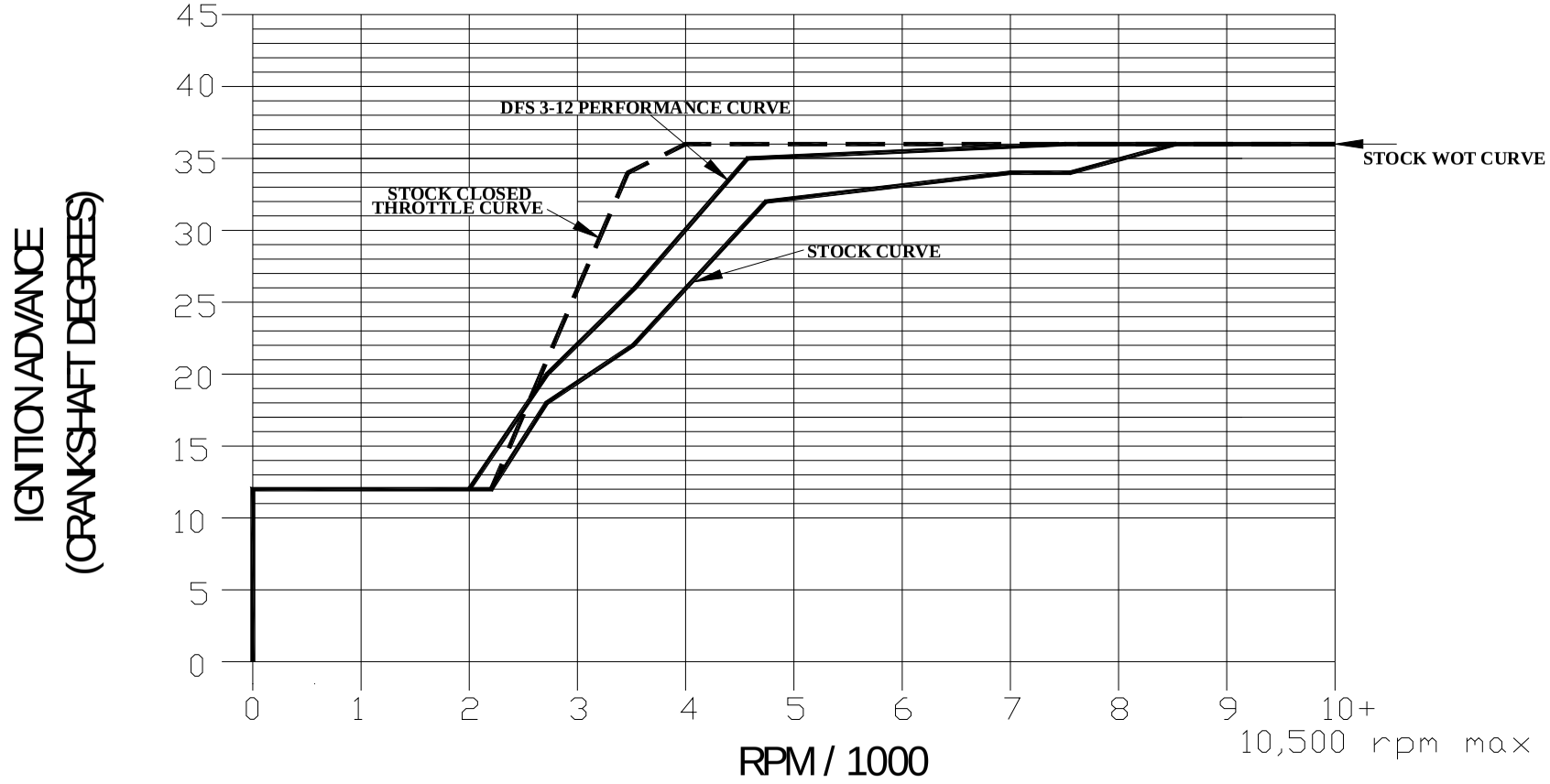
2005 DYNA FS / SUZUKI LT-Z400 QUADSPORT IGNITION CURVES



Preprogrammed with 10,500 Limit (9,100=stock)

Note: Advance is based on TPS (throttle position sensor) and it varies smoothly from Closed Throttle to WOT.

(Chart includes the 10° base timing)

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TITLE: DFS3-12 SUZUKI LT-Z400 ADV. CURVES		
DATE: 12-20-05	MODEL: 2005 SUZUKI LT-Z400	REV: 1.0