

Dyna FS Ignition

DFS 2-12 2001-2002 Kawasaki Prairie 650

DFS 2-13 2003- Kawasaki Prairie 650

DFS 2-13 2004-2006 Kawasaki Prairie 700

DFS 2-15 2005-2006 Kawasaki Brute Force 650/750

DFS 10-1 2004-2006 Arctic Cat 650

DFS 3-11 2004-2005 Suzuki Twin Peaks 700

CAUTION! 9,200 RPM LIMIT (8,500 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 under the seat, near the rear of the bike.
- 2) Unplug the stock ignition, taking care not to damage the harness connectors. There is a small tab on each 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) Place the Dyna ignition in the stock rubber sleeve and replace it in the stock ignition mounting location. Plug the Dyna ignition in.

Calibration

The Dyna FS ignition is preprogrammed with a performance curve, based off of the stock curve. The final timing has been increased 5°.

Use of this ignition may require rejetting of the carburetor to supply more fuel to maximize performance gains. If you are unsure of this tuning process, the services of a competent mechanic should be employed. Do not operate the engine in a lean condition for extended periods or damage may result.

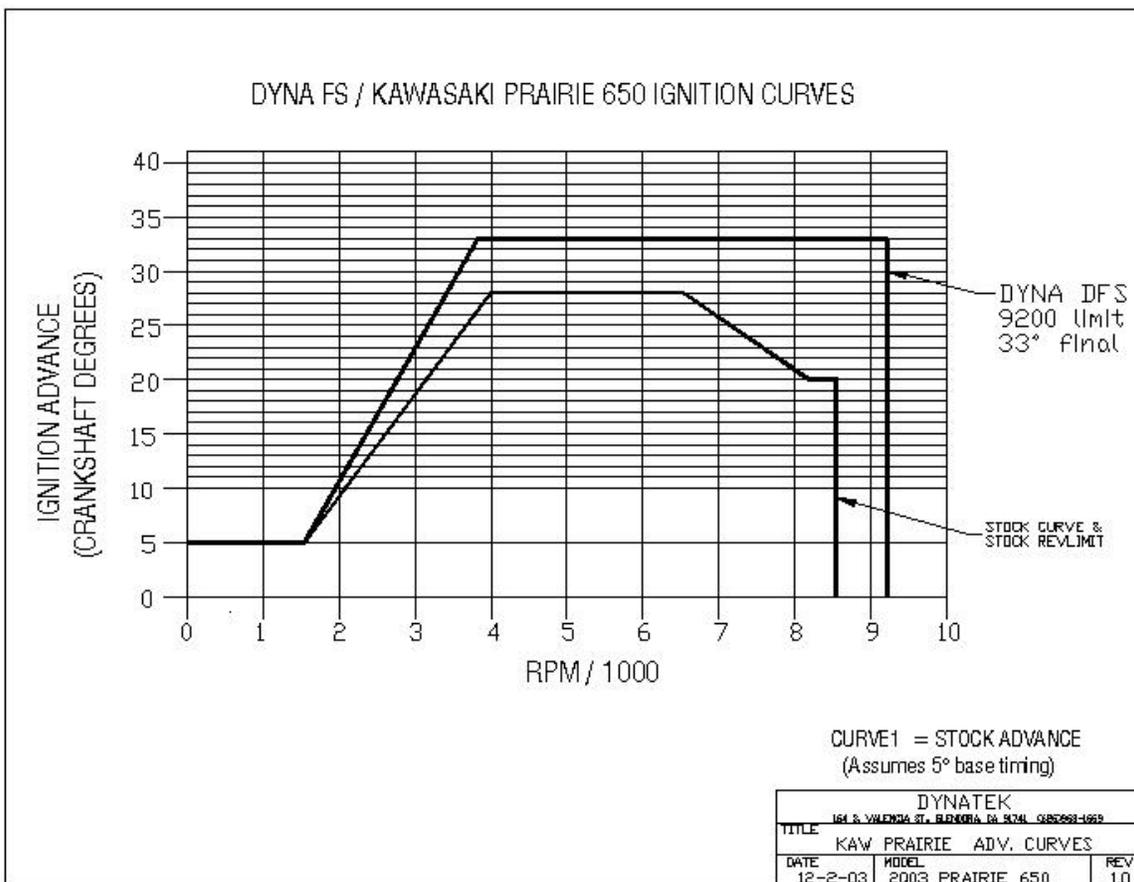
This ignition will allow the engine to rev to a higher RPM than what it has before. Stock rev limit is 8,500rpm. The DFS rev limit is pre-programmed to 9,200. Because the rev limit is increased, the performance limits of other engine parts (valvetrain for example) may be found. It may be necessary to replace these parts for best engine performance. Consult with an engine builder for answers on what works best for your engine.

Note: The reverse limiter is completely defeated (constant override). The belt reset indicator not applicable. The drive belt should be inspected per owners manual.

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. Then follow the procedures in the calibration section to set the Dyna ignition up to work with your bike. If calibration doesn't fix the problem, the ignition should be returned for testing. 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 (Prairie 650/Predator 500/Raptor 660/LTZ400/KFX400/etc.): Use a normally closed 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. If a normally closed tether kill switch cannot be located, then a grounded tether can be used to ground the pickup signal (Black/White wire at the ignition module)