



Dynatek Coil Kit DCK 2-7

Kawasaki Brute Force 750 4x4i 2008+ (Injected Models)

Congratulations on your purchase of a Dynatek Ignition Coil Kit. Please take a moment to read these instructions completely before installing the ignition coil. The installation will take about 1 hour.

WARNING: Injected models require 3 ohm coils. Use of the 0.5 ohm (one-half ohm) coils supplied in the DCK2-1 kit for carbureted models may damage the injection computer.

This kit includes: (2) Mini-Coils, 3.0ohm single output (4) Mounting brackets
(2) 15" Spark plug wires, with boot at coil end (4) M6 x 30 bolts
(3) 8" Zip-ties (4) M6 flat washers
(4) M6 lock nuts

This is a complete kit, and includes everything needed to install the ignition coils.

Note: The stock sparkplug boots and protective sleeves will be reused in this application.

Note: Route all wires carefully. Secure wires in factory loops or use cable ties to ensure electrical wires do not chafe or touch anything hot. Pay close attention to the wiring detail and wire crimping, successful installation depends on this.

Tools Required: Metric socket/ wrench set Pliers / needle nose
Screw driver set Wire cutters

Installation

- 1) Turn ignition key off. Remove seat. Disconnect the battery ground wire.
- 2) **REAR COIL**, (Right side, above floor board)
Remove right side body panels that cover engine. Remove air duct to transmission. (see picture 1) Above the rear coil is a wire harness. Disconnect the mount holding this harness to the frame. Use a small strait blade screw driver to push snap down. Then slide mount forward to get it off post. Unplug the sparkplug boot from rear cylinder spark plug. Disconnect wire harness spade terminals from coil. Remove the coil mounting bolt, and the stock coil. Hold each sparkplug wire near the cap and unscrew the cap counterclockwise. Slide protective sleeve off wire.
- 3) **FRONT COIL**, (Left front wheel well)
Remove the body panel around handlebars. Unplug the sparkplug boot from front cylinder spark plug. Disconnect wire harness spade terminals from coil. Remove the coil mounting bolt, and the stock coil. Hold each sparkplug wire near the cap and unscrew the cap counterclockwise. Slide protective sleeve off wire.
- 4) **COIL MOUNTING**, (see pictures 2,3 and 6,7)
Place brackets on coils as shown. Bolts should sandwich coil between brackets and flat washers. Tighten locknuts last, but not to final torque. Leave loose so coil can be positioned to frame. Position coils on frame, using one mounting tab, and one zip-tie. (see pictures 3,7) Tighten and torque all bolts securely once coil is in desired position. Press new spark plug wire onto the coil. Route the sparkplug wires in the stock location to spark plugs. Trim the new spark plug wires to length. Cut 4" inch off rear wire, and 6" inch off front wire. Slide protective sleeves onto the new wires. Put a little grease on the wire end. Screw the spark plug caps onto the wires. Press caps onto spark plugs. Push the rubber boots onto the coil towers to eliminate any gap, as this is a potential source of high-voltage arcing.
- 5) Attach primary wires to rear coil. Yellow/red wire to tab with Red dot. Blue/White wire to tab with no dot. (see picture 4) Attach primary wires to front coil. Yellow/red wire to tab with Red dot. Green/White wire to tab with no dot. (see picture 8)
- 6) Check the wiring. Use cable ties to keep harnesses against frame. Make sure connections are tight and secure. Replace body parts, panels, and connect battery. Turn ignition key on. Start the engine. Installation is complete!



1. Disassembly required to access rear coil.



2. Rear coil assembled.



3. Rear coil installed.



4. Rear coil wires connected.



5. Remove panel under handlebars to access front coil wires.



6. Front coil assembled.



7. Front coil installed.



8. Front coil wires connected.