VORTEX PERFORMANCE PTY LTD
HEALESVILLE, VICTORIA
AUSTRALIA
www.vortexcdi.com

Polaris Outlaw 525

VORTEX X10 CDI

OPERATOR INSTRUCTIONS

Thankyou for purchasing your Vortex **X10** CDI. We hope you will enjoy the benefits of this revolutionary new product. We have developed the **X10** in order to not only increase the performance of your engine but also to give you the flexibility to change the engines power characteristics to suit track conditions or you're riding style.

The **VORTEX X10 CDI** has the addition of a **10 Position Micro Switch** which allows the user to change up to 10 settings using a small screwdriver. This 10-position switch also interacts with the Dual Curve Handlebar Switch to allow the settings to be accessed via the handlebar switch.
The operation of the Dual Curve and X10 switch is as follows:

HANDLEBAR SWITCH **"MAP 1"** = **X10** Switch **Position 1**
HANDELBAR SWITCH **"MAP X10"** = **X10** Switch **Position 1,2,3.....0**

Therefore with the handlebar switch in the **"Map 1"** position it is always equal to the X10 Switch Position 1. However for the handlebar switch position **"Map X10"** this can be X10 Switch position 1 through to 0 .

Although we have called the Handlebar Switch **"MAP 1"** and **"MAP X10"** the type of power delivery produced will depend on what has been programmed into the ignition. For example in the case of big bore engine such as YZ250 or a CR450F we have one main power setting in **"Map 1"** switch position and a range of smoother power delivery for slippery track conditions or race starts in **X10 switch** position 2- 0. (Only Accessed when the handlebar switch on **"MAP X10"**)
However in the case of a small bore 2 stroke the CDI will typically have programmed the best overall Power Map in Position 1 with a variety of different power settings ranging from low (X10 Switch Position 2) through to high (X10 Switch Position 0).

NOTE 1: Use a small flat blade screwdriver to gently rotate the **X10** Switch. This is a plastic electronic switch and therefore must be treated carefully. Any agreed warranty will be void if the user has physically damaged the switch.

NOTE 2: Although the **X10** Switch is of the highest quality and has a in built O-Ring seal and comes with a rubber cap it is advisable not to blast directly onto the switch with a high pressure hose or washer as any water forced past the o-ring may cause long term corrosion effects on the internal workings of the switch.This is a precautionary warning only as we have extensively tested the **X10** switch in adverse conditions and have detected no problems.

INDEMNITY

Note: This is a performance product and is designed for competition use only. The manufacturer or their distributor accepts no responsibility for damage or injury caused by this product. Because we cannot control the application or use of this product, the buyer assumes all risks of any and all damage that may occur to their self, their machinery or third party due to the use of this product. The product is guaranteed against manufacturing defects.

X10 CDI SETTINGS
POLARIS
OUTLAW
PL525 07-09

X10 Map File Name: pl52x7t2.saf

Handlebar Switch Position	X10 Switch Position	Main Curve Name	Power Type	Rev Limit RPM	POSSIBLE USES
"MAP 1"	1	pl527d1.igc	Power Map 1	10,400	ALL
"MAP X10"	2	pl527tr2.igc	Traction Map 1	10,400	MUD / HARD PACK / START
"MAP X10"	3	pl527tr3.igc	Traction Map 2	10,400	MUD / HARD PACK / START
"MAP X10"	4	pl527tr4.igc	Traction Map 3	10,400	MUD / HARD PACK / START
"MAP X10"	5	pl527tr5.igc	Torque Map 1	10,400	HI COMP / SAND
"MAP X10"	6	pl527d6.igc	Torque Map 2	10,400	HI COMP / SAND
"MAP X10"	7	pl527t7.igc	Power Map 2	10,400	LOAM
"MAP X10"	8	pl527t8.igc	Power Map 3	10,400	LOAM
"MAP X10"	9	pl527a99.igc	Standard Map +Rev Limit	10,100	
"MAP X10"	0	pl527v99.igc	Standard Map +Rev Limit	10,450	
		NOTE:	STANDARD REV LIMIT	9,400	

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13/11/2007