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TRX700XX 08-10 VORTEX X10 ECU INSTALLATION INSTRUCTIONS

Thankyou for purchasing your Vortex X10 ECU (Engine Control Unit). We hope you will enjoy the benefits of our product. Please read and follow the below mounting and operation instructions carefully.

Step 1: Remove the bikes headlight and plastic cover.

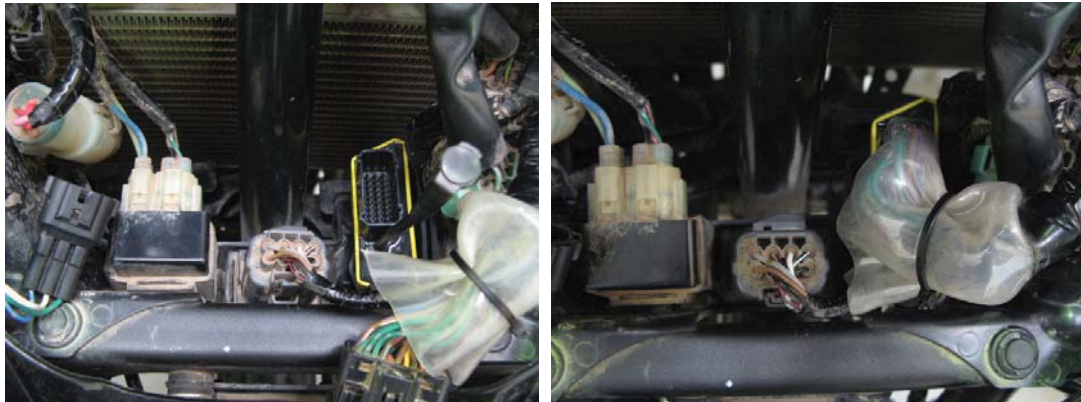
Step 2: Wash and Remove any dirt around the standard ECU box and connector with detergent and a low pressure hose. Allow to dry or blow off any excess water with high pressure air. **Give extra attention to any dirt near the connector housing as any dirt that enters the connector when it is unplugged can cause permanent damage to the wiring harness.**

Step 3: Remove the Standard ECU by lifting it out of it's plastic carrier. Then **CAREFULLY** unplug the 33Way connector on the ECU .

Note: These connectors have a locking tab that needs to be pressed before carefully unplugging the connector.

Step 4: Remove the Vortex ECU from its package and slide into the Rubber Mounting Boot supplied as per the below picture.

Step 5: Cut a slot in the standard plastic ECU carrier and slide the Vortex ECU into this slot as per below. Secure the ECU into the plastic carrier on the bike with the large zip ties provided.



Step 6: Carefully plug the 33 Way connector onto the VORTEX ECU and push firmly until the locking tab clicks. Use the smaller zip ties provided to secure any loose wiring.

Step 7: Replace the plastic cover and front headlight. Installation of the Vortex CDI is now **complete!**

SEE PAGE 2 FOR SWITCH OPERATION

MAP SELECTOR & FUEL TRIM Switch Operation:

The Vortex X10 ECU has 10 Pre-programmed Power settings from “Mild to Wild”. By changing the position of the X10 Switch on the ECU the user can change the type of power delivery for different rider styles or track conditions. See Map listing chart for explanation of the power type expected from each setting. In addition there are three switches which will modify the fuel supplied to the motor through the EFI system. These switches are divided as follows:

LO: 2.5-25% Throttle(Like a Pilot Jet on a Carby)

MID: 33-66% Throttle(Like a Needle Jet on a Carby)

HI: 75-100% Throttle(Like a Main Jet on a Carby)

Each switch position is either + or – fuel in 2.5% increments. The base position is “5,5,5” with position 6 through 0 adding fuel and position 4 through 1 is subtracting fuel from the selected X10 Map. For example if a fuel trim switch is on position 6 then 2.5% fuel is added to the selected map. If a fuel trim switch is in position 3 then 5% fuel is subtracted from the selected map.

SWITCH # 1 = minus (-) 10%

SWITCH # 2 = minus (-) 7.5%

SWITCH # 3 = minus (-) 5.0%

SWITCH # 4 = minus (-) 2.5%

SWITCH # 5 = Base 0%

SWITCH # 6 = plus (+) 2.5%

SWITCH # 7 = plus (+) 5.0%

SWITCH # 8 = plus (+) 7.5%

SWITCH # 9 = plus (+) 10.0%

SWITCH # 0 = plus (+) 12.5%

NOTE: It is not advisable to go leaner on any setting unless you are an experienced engine tuner or are monitoring the Air/Fuel ratio with a wideband sensor / reader. Air / Fuel Ratios great than 15:1 can cause serious engine damage.

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 ECU SETTINGS
TRX700XX 08-12**

X10 Map File Name: TRX700XX_08-12 RELEASE-6 (FW 0-3-10) 26-2-13.Vecu1

| X10 Switch Position | POWER TYPE | FUEL MAPPED A/F RATIO | Rev Limit RPM | Rev Limit Style |
|---------------------|------------------------|------------------------------------|---------------|-----------------|
| 1 | POWER MAP 1 | FUEL MAP 1 (DRI PIPE & FILTER KIT) | 8,900 | SPARK CUT/200 |
| 2 | TRACTION MAP 1 | FUEL MAP 1 (DRI PIPE & FILTER KIT) | 8,900 | SPARK CUT/200 |
| 3 | TRACTION MAP 2 | FUEL MAP 1 (DRI PIPE & FILTER KIT) | 8,900 | SPARK CUT/200 |
| 4 | POWER MAP 2 | FUEL MAP 2 (RICHER +10%) | 8,900 | SPARK CUT/200 |
| 5 | TORQUE MAP 2 (HI COMP) | FUEL MAP 1 (DRI PIPE & FILTER KIT) | 8,900 | SPARK CUT/200 |
| 6 | TORQUE MAP 3 (HI COMP) | FUEL MAP 1 (DRI PIPE & FILTER KIT) | 8,900 | SPARK CUT/200 |
| 7 | POWER MAP 2 | FUEL MAP 1 (DRI PIPE & FILTER KIT) | 8,900 | SPARK CUT/200 |
| 8 | POWER MAP 1 | FUEL MAP 3 (DRI PIPE & FILTER KIT) | 8,900 | SPARK CUT/200 |
| 9 | POWER MAP 3 | FUEL MAP 3 (DRI PIPE & FILTER KIT) | 8,900 | SPARK CUT/200 |
| 0 | STANDARD IGN MAP | STANDARD FUEL MAP + | 8,800 | SPARK CUT/200 |

NOTE:- TESTED WITH DUNCAN RACING EXHAUST SYSTEM & PRO DESIGN FILTER KIT

Date Revision Record

| | | |
|------------|--|---------------------------|
| 31/03/2010 | Release Date | Standard Rev Limit: 8,500 |
| 22/04/2010 | Update FW Version 0-2-9 (Fan operation) | |
| 1/06/2010 | Update FW Version 0-2-10 (Starting & Maps 2 & 3 Softer off bottom) | |
| 29/07/2010 | Update FW Version 0-2-14 (FUEL MAPS & ACCEL TRIM) | |
| 20/09/2010 | Update FW Version 0-2-22 | |
| 11/12/2012 | Update FW Version 0-3-10 | |
| 26/02/2013 | ADD RICHER FUEL MAP IN POSITION 4 | |

WARNING: HIGHER REV LIMITS ARE FOR RACING ENGINES AND MAY REDUCE ENGINE SERVICE LIFE

WARNING: ALL MAPS HAVE BEEN TESTED WITH AND WE RECOMMEND USING 98 RON OR HIGHER FUEL IF FUEL LESS THAN 95 RON FUEL IS USED WITH THIS PRODUCT MAY CAUSE DETONATION AND ENGINE DAMAGE

USA AKI = (R+M)/2 = 92

AUSTRALIA & NZ RON = 98