

VORTEX X10 CDI from Duncan Racing International

By Jeff Beckley



I tend to be somewhat skeptical about things, and when a product claims that it has "Instant Plug in Performance no mods to wire", all of my BS alarms begin to sound off. I've seen too many bolt-on performance pieces that were just plain piss-poor and disappointing. If they did manage to mount easily, as advertised, they soon came off. Many are poorly crafted, not very well thought out, or function the same or worse than the stock part that they replaced.

I am pleased to say that the VORTEX X10 CDI Ignition, available exclusively from Duncan Racing International (DRI), is not one of those aforementioned products. This programmable CDI box delivers. Yes, that's right, I said programmable. The Vortex is a dual curve programmable CDI that is manufactured in Australia and offers race tested factory designed ignition curves for improved engine performance.

All wiring necessary for installation is in the kit, which also includes a handlebar switch for Dynamic Map selection. This allows you as the rider to switch between your two pre-selected ignition curves. Map 1, which is preset, is for your low-end grunt, coming out of corners in 1st and 2nd gears or hole shots. Map 2 is for top end ignition performance, giving you maximum spark energy at higher speeds in your taller gears. The Map 2 selection, offers 10 different power settings, which are extremely easy to adjust using a small screwdriver. This is so cool, because if you're like me, you hate to hit the rev limiter on the stock CDI, when you know that there is more power available. The Vortex X10 CDI allows you to create more top-end performance easily! There is a programmable rev limiter, but a technician with Vortex PC software must set this up. There is also PC Programming Software available for engine developers and you can contact DRI directly, for more information about this option.

The guys at Duncan mounted it under the hood of our TRX450R, next to the stock CDI, so we could do a side-by-side comparison, which is actually kind of funny, because there is no comparison. We tested it out in the big bowls of Glamis, where I used to find myself restricted at top speeds by the stock CDI, choking my power before I felt it should have peaked. Now as I revved up in third to hit fourth and pushed my Map 2 selection, you could actually hear, and more importantly, feel the change. This is bolt-on performance that actually works, and impressively at that. The quad was able to run higher into the RPM range and able to put out more efficient power at the top-end, and never burbled and sputtered at the top of any gear. I found that selecting #7 on the mapping dial worked really well for me in the dunes and found that it was extremely easy to use the button on the handlebars to switch back and forth as I needed.

Overall, I am very impressed with the VORTEX X10 CDI that is available exclusively from Duncan Racing International.

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