

JUST ADD DIRT

Parts Review

AMR Stage 2 CDI Box

by Mark Misek

Are you always on the lookout to increase the fun factor of your ATV? Would you like for your motor to respond faster and create more power? If so, the AMR Stage 2 CDI Box may be just right for you,

especially if you ride on a budget. Last year, I was looking for upgrades to my Honda 400ex. I came across the AMR Stage 2 CDI box through the Dirt Store here at Just-Add-Dirt and I was intrigued. Most "rev boxes" that I have seen for the 400ex are just that, ignition boxes that increase the rev limiter, but according to AMR, their Stage 2 CDI provides *"Increased Rev Limit (gain about 750-1000 rpm over stock), Proven Performance, Overrides for full performance at all times,*



Are you looking for more "snap" from your quad for days like these?

Hotter Spark, Improved Throttle Response, Easier Starting, Aggressive Advanced Timing Curve and Shift point Eliminates stock ignition "cut out", Easy Plug-in application (no connectors or soldering needed) and a 2 YEAR WARRANTY!!" I wasn't interested in increasing the revving potential of my motor significantly but an improved timing curve and hotter spark would be well worth the \$59.95 price tag. If you don't have a 400ex, AMR makes Stage 2 and Stage 3 CDI boxes and coils for most modern sport quads.



Compare the AMR Racing CDI to the stock CDI. Notice the difference in size.

The CDI arrived promptly and with installation instructions. I immediately noted that it was significantly smaller than the OEM CDI box. Smaller is lighter and that is often better on ATV applications, though in this case it led to a slight fitment issue.

On the 400ex, installation does not require removal of the front plastic. It is pretty easy to reach underneath the front fenders, remove the connector clips and slip the CDIs in and out of the rubber boot. In order to secure the smaller CDI into place, I retained the stock mounting boot to attach to the ATV frame and used a zip tie to secure the CDI within the stock boot. This is not my ideal mount, but was

sturdy and I had no further issues.

JUST ADD DIRT

Parts Review

AMR Stage 2 CDI Box

Now, it's time to test. I Crank over the quad with the AMR Stage 2 CDI installed and it fired up instantly. There was a notable difference in performance. The quad was more responsive from idle to the higher redline and felt like it was generating more grunt power. When the motor responds better, it increases the "fun factor" tremendously. Keep in mind that the CDI does not make a night and day difference in power, so don't expect a miracle, but do expect enough difference that you won't want to go back to the stock CDI. This performance increase is very impressive for a plug in performance item under \$60.

I later installed an AMR coil in addition to the AMR CDI box and felt that it actually delayed startup and response at lower RPM riding. It wasn't bad, but I felt that the quad actually

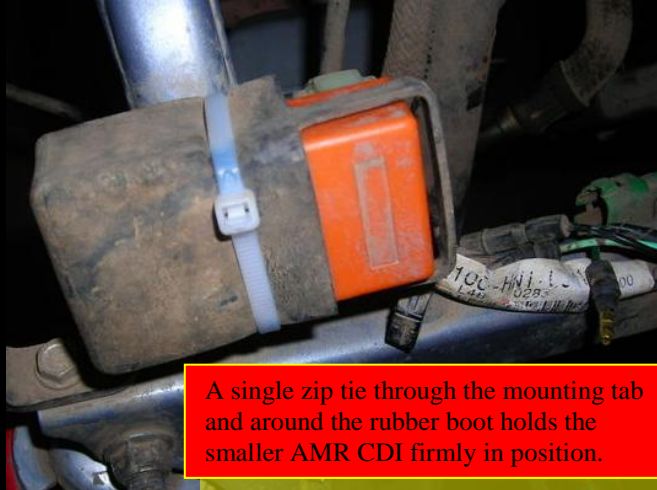


ran just a

little better with the stock coil. Further testing found the AMR coil to be an improvement with the stock CDI was installed. Overall, I found that my best preference was with the AMR CDI and the stock coil.

I have used the AMR Stage 2 CDI in my 400ex for over a year with no faults, failures or complaints. I

Tips and Tricks: When installing any electrical connections, use of electrical contact grease will help waterproof the connections. I used a cut off Q-tip to avoid creating a short between the connections here.



A single zip tie through the mounting tab and around the rubber boot holds the smaller AMR CDI firmly in position.

have enjoyed the increased "snap" from the motor as well as adjustment to the rev limit. This CDI has been through three very wet and muddy hare scrambles as well as multiple high speed trail rides and has never failed me or any other part of the electrical system. The AMR Stage 2 CDI is definitely **Dirt Worthy**.

Dirt Worthy

89

	Compliments:	Complaints:	Score
Fitment / Installation:	Electrical Connections meet OEM standards. Fitment is secure and has a positive "snap"	Box is physically smaller than OEM and requires modification to fit properly.	11/15
Performance:	Immediately noticeable increase in engine response and power output. Allows engine to rev further.	Advanced timing is not fully complimentary with AMR coil.	28/35
Durability:	Has held up to a year of racing abuse proving to be water, weather and vibration resistant. Has a two year warranty to back it up.		25/25
Price:	At a retail of \$59.95, this price is spot on		25/25

Available through the Dirt Store here at www.just-add-dirt.com