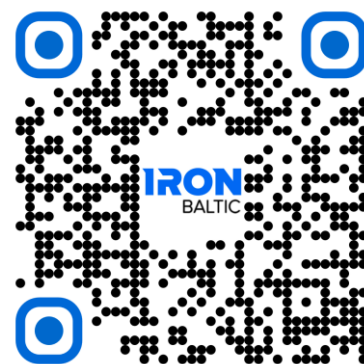


IRON BALTIC

VAUHTI VARIKKO

DOWNLOAD MANUAL



<https://code.ironbaltic.com/u/iy5d1p3o>

STAGE 3 MUD & BIG TIRES

CFMOTO CFORCE 1000 MV GEN.3

Code 80.10500

Version 04022026



Distributor **IronBaltic, Estonia**

Producer **Vauhti Varikko, Finland**

Keep this manual for future reference!

If you need any spare parts, please send this packaging data to your local dealer or to Iron Baltic sales@ironbaltic.com

Iron Baltic Ltd | +372 653 3711 | sales@ironbaltic.com | www.ironbaltic.com

SPECIFICATION

Pos.	Description	Code	Amount
1	Secondary clutch helix	80.9501	1
2	Secondary clutch spring (BLACK-YELLOW)	80.9601	1
3	Weight arm (pre-set for 1000cc)	80.10100ML	3
4	Primary spring		1
5	Bolt M6x8 DIN6912		3
6	Bolt M6x16 DIN6912		3
7	Ø6 NordLock washer		3
8	Ø6 DIN125 washer		6
9	Bolt M8x60 DIN933	OT.02.02.250	1
10	Sticker (VauhtiVarikko)	PM.13.05.024	1
11	Sticker (IronBaltic)	PM.13.05.007	1



INSTRUCTIONS

Thank You that you have chosen our clutch kit. Our clutch kit helps to transfer the engine power better to the wheels so you can use the engine potential more effectively and vehicle is smoother to use. We have gone through long testing period – including real life driving tests as well as the dynamometer tests - before we have chosen this specific setup combination.

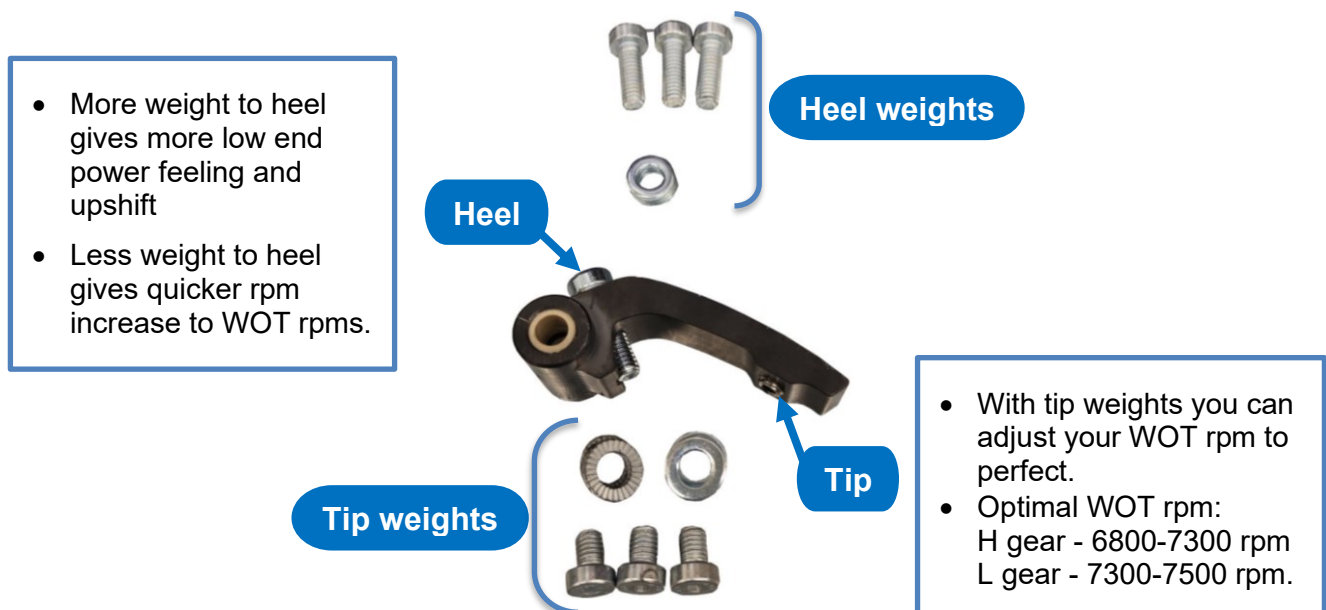
Clutch upgrade kits are fully tested and accepted by most CFMOTO distributors. Correctly installed upgrade kit will not cause any damages to your vehicle. The manufacturer of the clutch kit is not responsible for any damage or failure of your vehicle or in case the warranty of your machine will be voided. To ensure correct installation and to avoid possible inconveniences we recommend ordering the installation from an authorized CFMOTO dealer.

STAGE 3 Big Tire & Mud Kit (Tires 29"-34") for CFORCE 1000 MV

- Big tire kit for Mud use! Helps to transfer the engine power better to the wheels!
- Smoother engagement!
- The lower part of Helix will let you drive at low speed with higher rpm and therefore gives you more HP and Torque to the wheels. This will give you a lot of tire-turning torque to hammer through thick mud.
- The higher part of the helix is designed to give more and more upshifting with same rate as your engine is making more power!
- Quicker backshift which results in crisp throttle response!
- Reduces belt slip and heat.
- This is the kit for you if you love riding in thick mud or have big tires!

This kit also includes STAGE 3 PLUS:

- STAGE 3 PLUS is meant only for professional use!
- **PowerECU is strongly recommended!**
- Weight arms are pre-adjusted for CFORCE 1000 for sea-level altitude. If used at higher altitude, you can unscrew preset tip weight to gain higher WOT rpm.
- Always use NordLock/wedgelock washers or thread lock fluid when installing weights.



We recommend using official dealership installation services; they have the correct tools and knowledge for such installation.



TOOLS REQUIRED FOR INSTALLATION:

- Torx key T30
- Hex key 4 mm
- Spanner 8 mm
- Socket 10 mm
- Deep/long socket 38mm

1. Remove left side passenger footrest



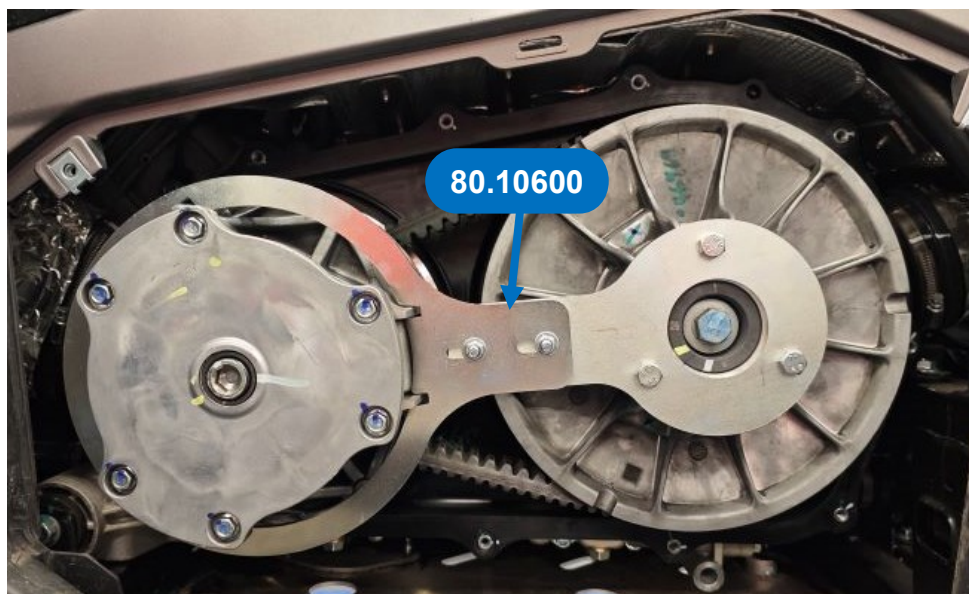
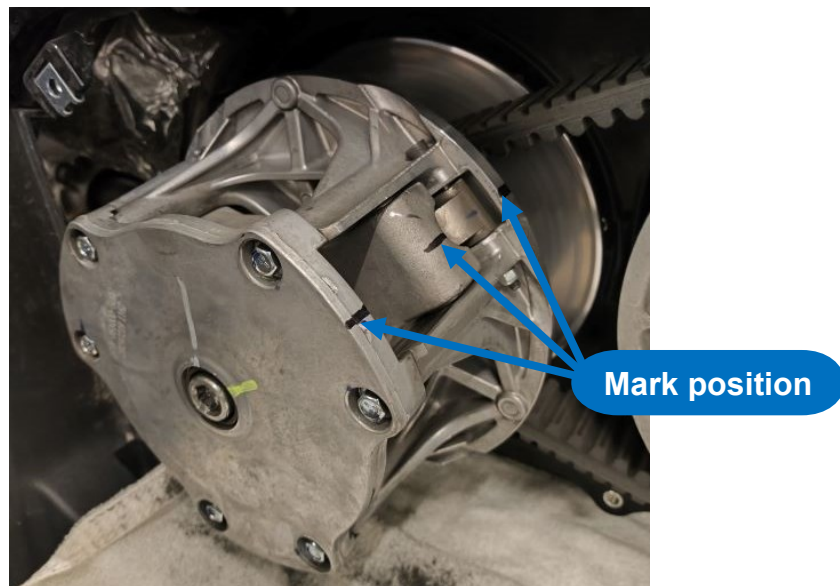
2. Remove plastic cover



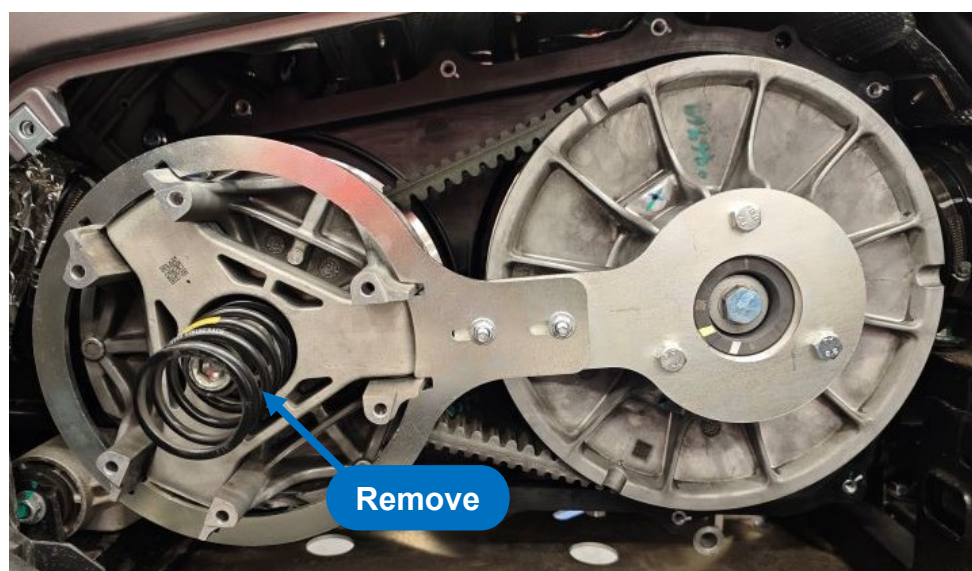
3. Open CVT cover. Remember the order of the bolts because some bolts are longer!



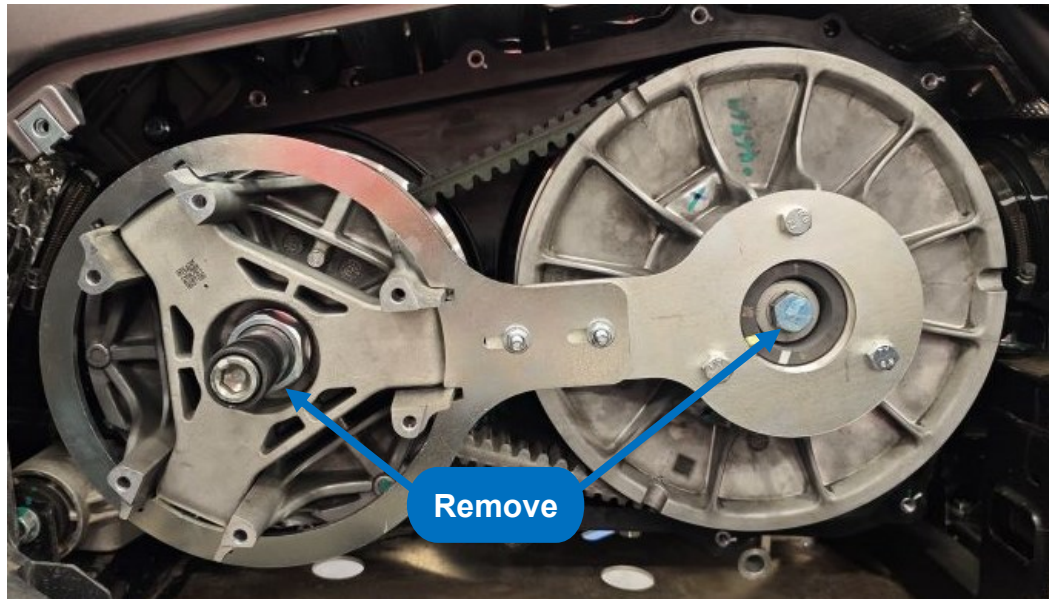
4. Mark the position of clutch basket, plate and spider! Install clutch holding tool 80.10600.



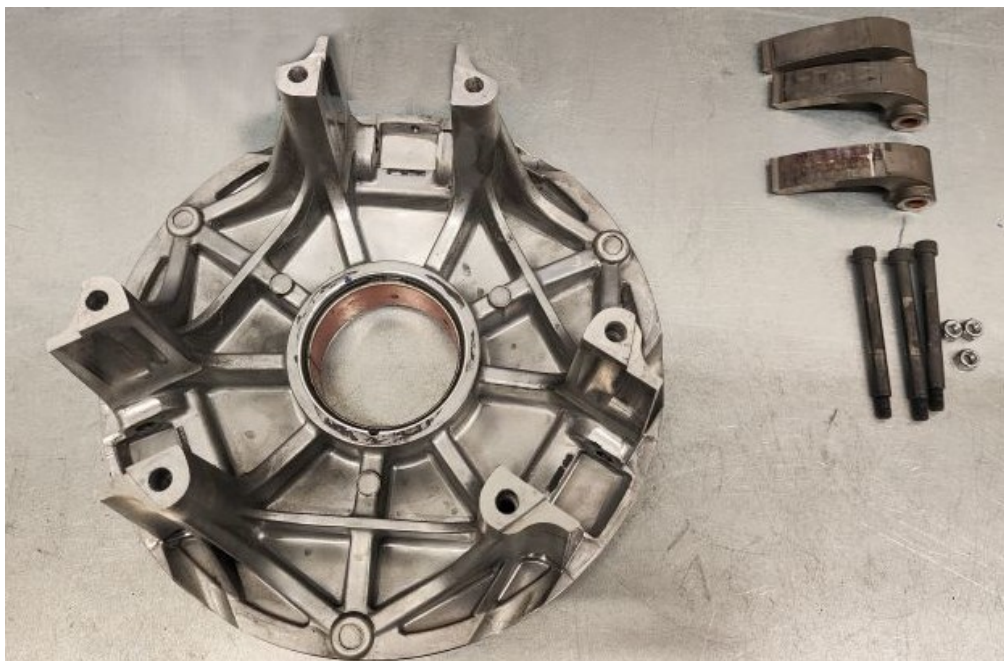
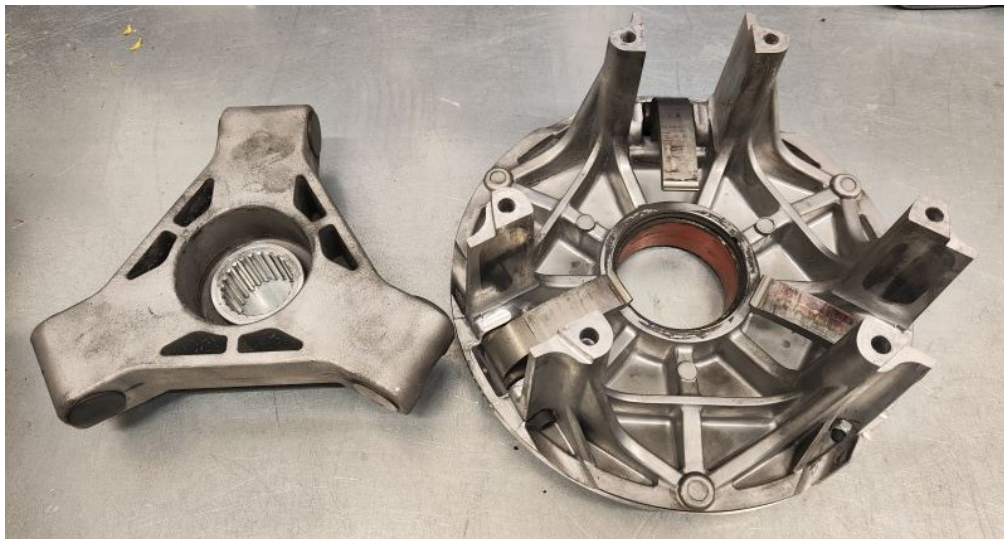
5. Remove primary clutch top plate and primary spring.
Remove bolts 1,3 and 5 first.
While holding the top plate, remove bolts 2,4 and 6 gradually in clockwise direction.



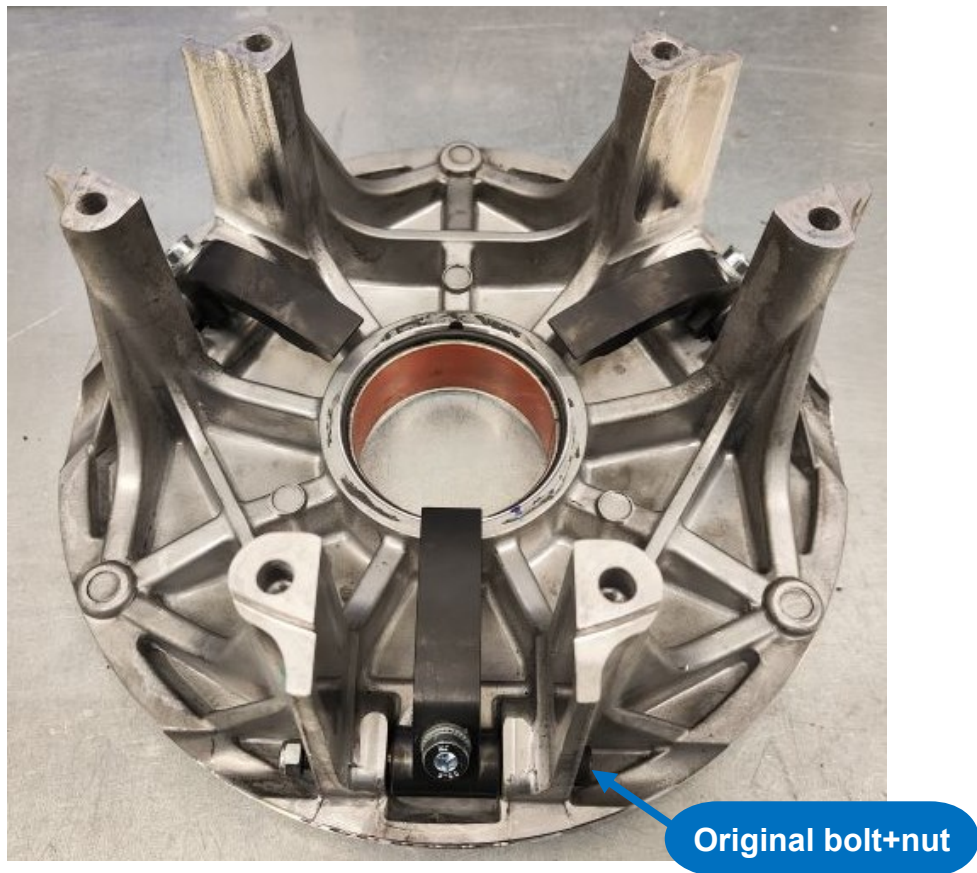
6. Remove primary clutch center nut and secondary clutch bolt (both have standard thread). After removing the nut and bolt, remove the clutch holding tool.



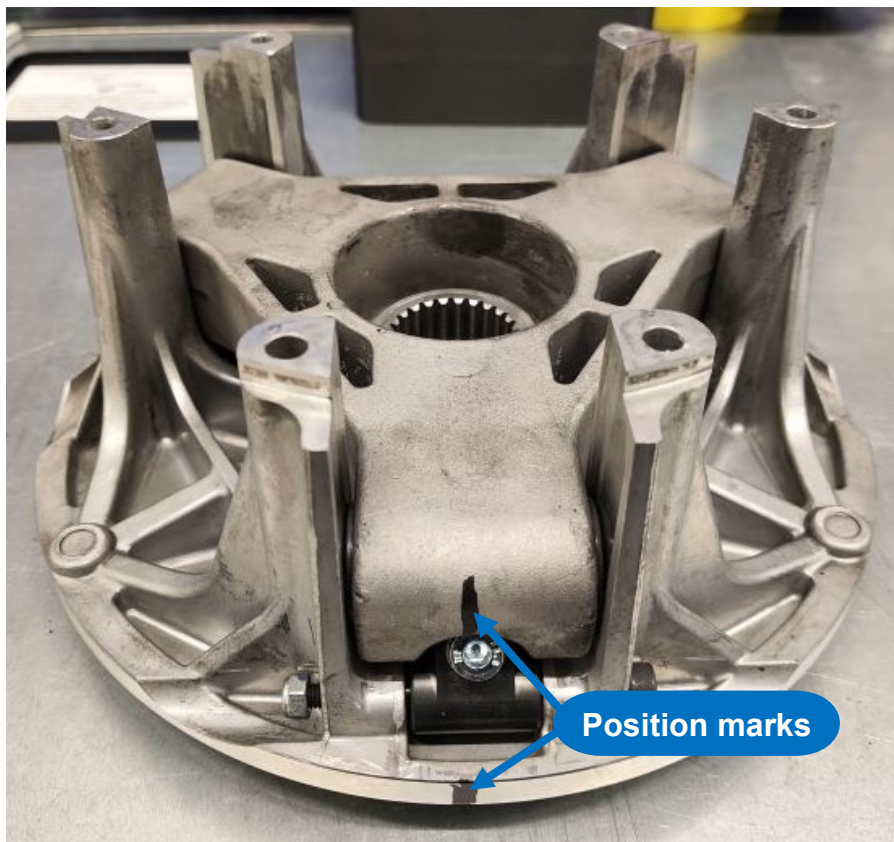
7. Remove the spider from the clutch basket and original weight arms.
NB! Clean everything before reassembling.



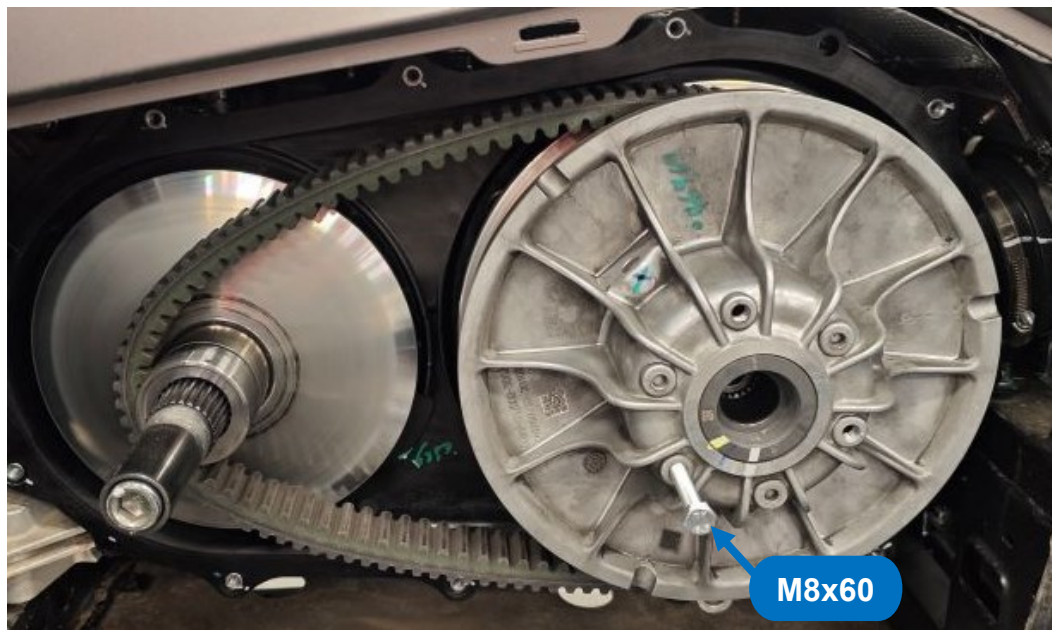
8. Install new weight arms (Pos.3) Use original bolts and nuts.



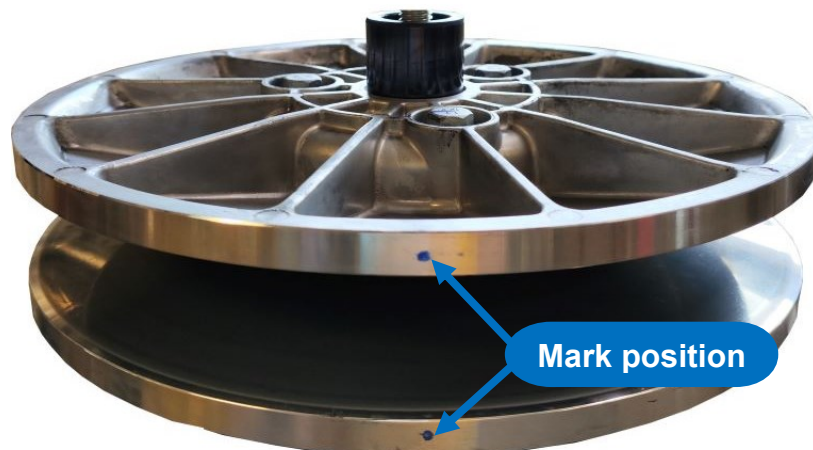
9. Reinstall spider into the clutch basket. NB! Align the position marks made before!



10. Use supplied M8x60 bolt to loosen the belt.
Remove the secondary clutch and M8x60 bolt afterwards.
NB! Notice the direction the belt is on, so you can reinstall it in the same direction afterwards
NB! There is a distance washer behind the secondary clutch, make sure not to lose it!



11. Mark the position of clutch sheaves! Remove 3 bolts holding the clutch sheave and separate two halves.

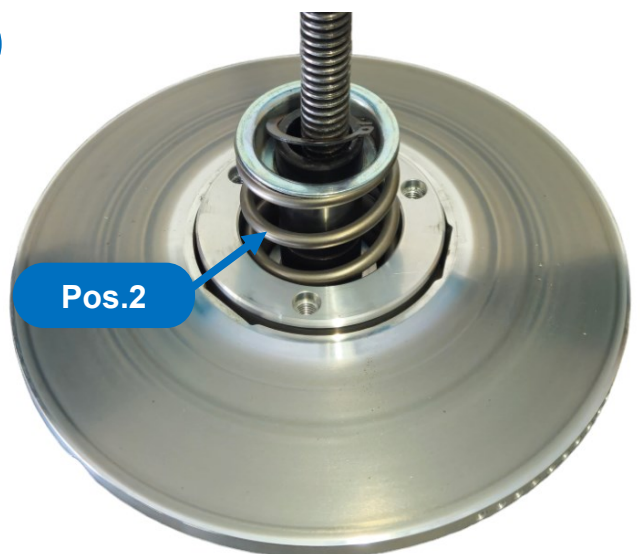


12. Compress* the spring and remove the circlip. Slowly remove the tension from the spring and remove the support washer, spring and helix.

**A special tool (clutch spring compression tool: 80.400) is required.*



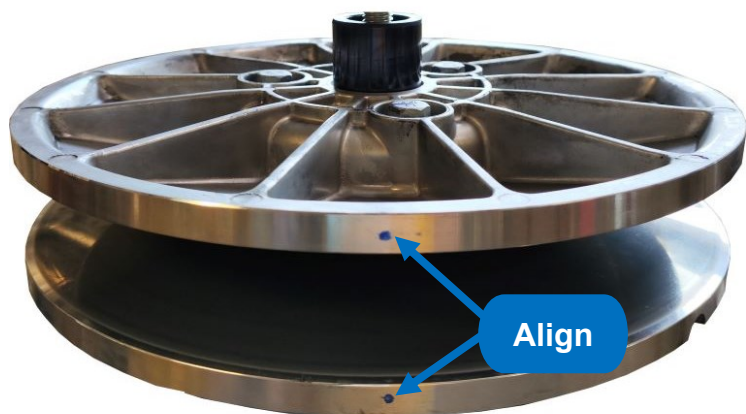
13. Install new helix and spring. Place the support washer and circlip on top of the new spring.



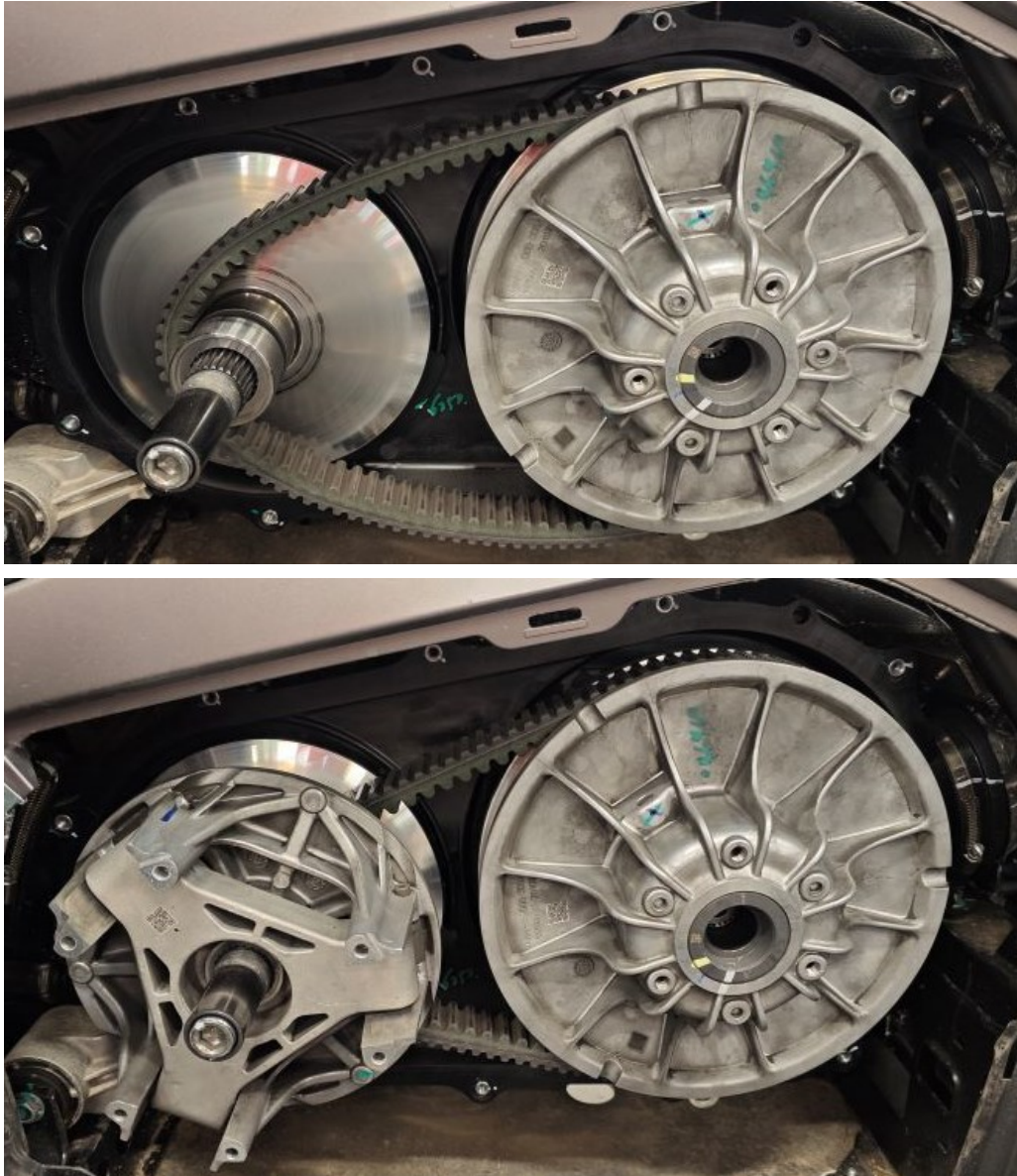
14. Compress the spring with compression tool (80.400) and reinstall the circlip. Slowly remove the tension from the spring.



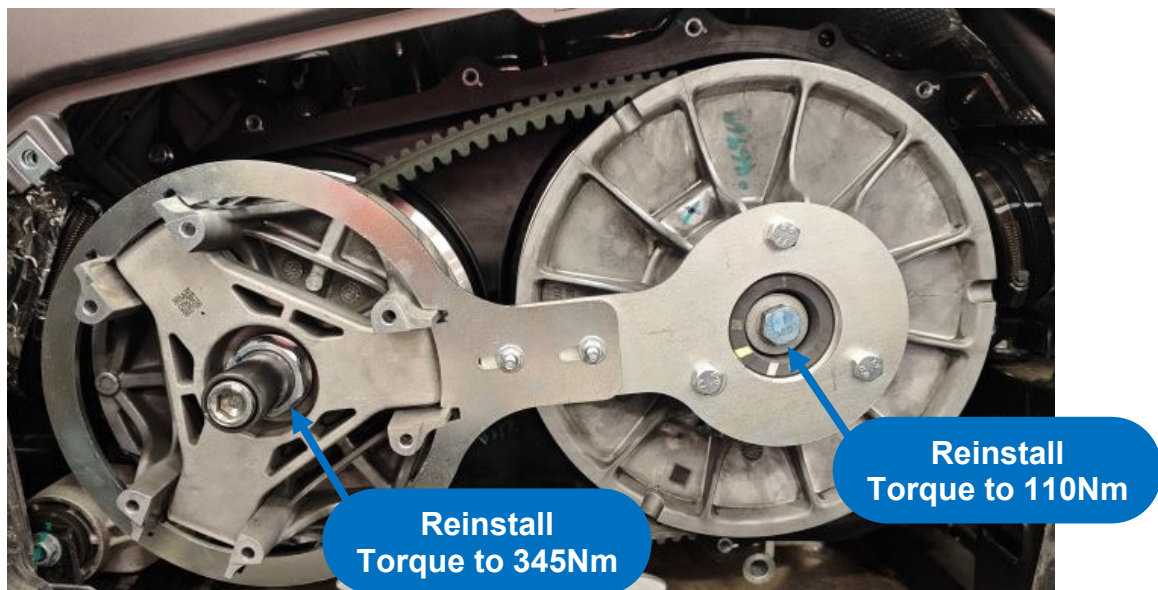
15. Connect two halves of secondary clutch. Make sure that two marks align or are close to each other!
Torque the bolts to 70Nm!



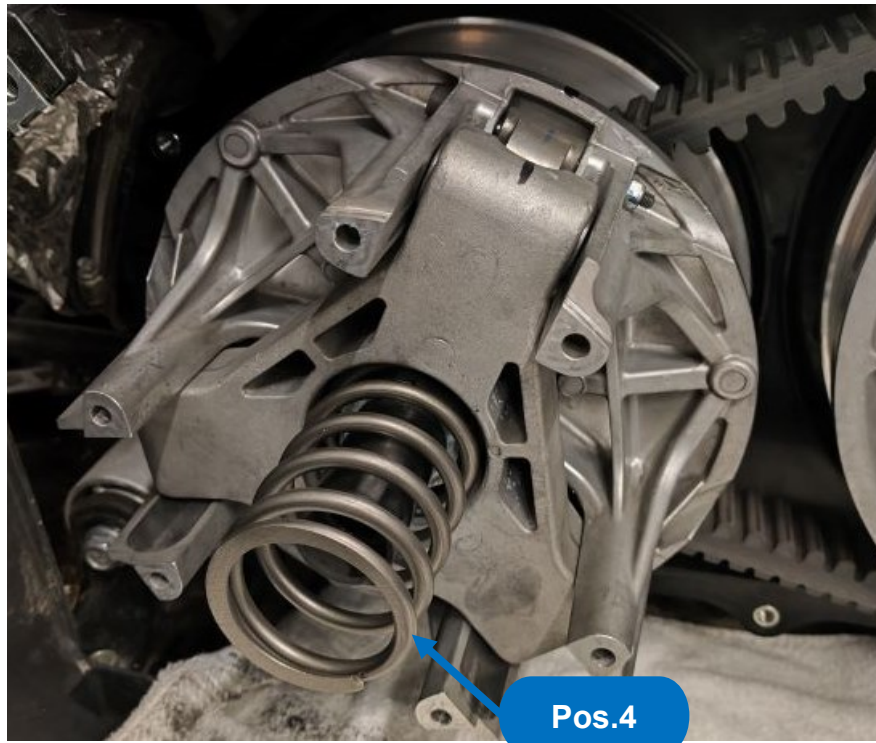
16. Reinstall secondary and primary clutch.



17. Place the clutch holding tool (80.10600) in place and reinstall primary clutch nut and secondary clutch bolt. Afterwards remove the clutch holding tool.

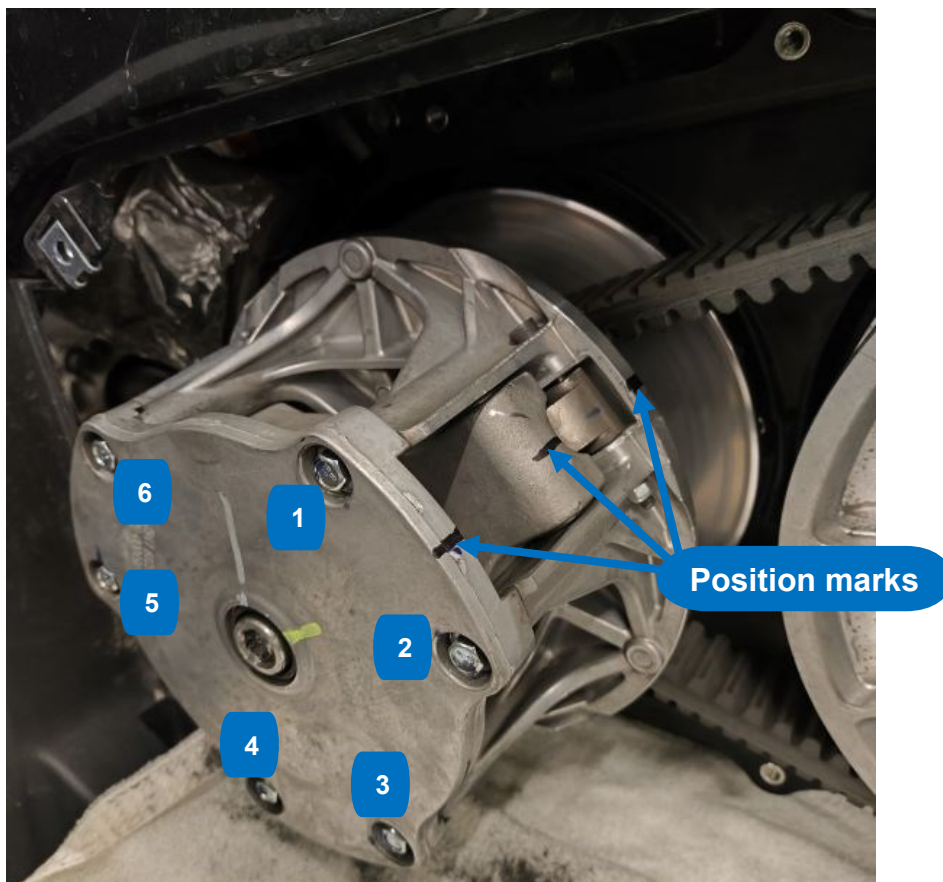


18. Install new primary spring (Pos.4)



19. Reinstall primary clutch top plate.

Install bolts 1,3 and 5 and gradually tighten them in clockwise direction.
Tighten bolts 2,4 and 6. Torque the bolts to 10Nm.



20. Reinstall the CVT cover.
21. Reinstall the plastic cover.
22. Reinstall the passenger footrest.
23. Reinstall CVT cover, plastic cover and passenger footrest.

You are ready to test drive!



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