

IRON BALTIC

VAUHTI VARIKKO

SECONDARY CLUTCH SPRING STAGE 2

CVTech LP3 Driven Clutch
Code 80.1000

Version 08122023



IRON BALTIC

VAUHTI VARIKKO

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

INSTALLATION VIDEO



code.ironbaltic.com/u/Sx5w62e0

MULTILINGUAL MANUAL



code.ironbaltic.com/u/qX65Z2il

SPECIFICATION

| Pos. | Description | Code | Amount |
|------|-------------------------|--------------|--------|
| 1 | Spring | 80.1001 | 1 |
| 2 | Sticker (VauhtiVarikko) | PM.13.05.024 | 1 |
| 3 | Sticker (IronBaltic) | PM.13.05.007 | 1 |



INSTRUCTIONS

Stage 2 secondary clutch spring is recommended to use with model specific Stage 1 clutch kits (see clutch kits at www.ironbaltic.com)

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.

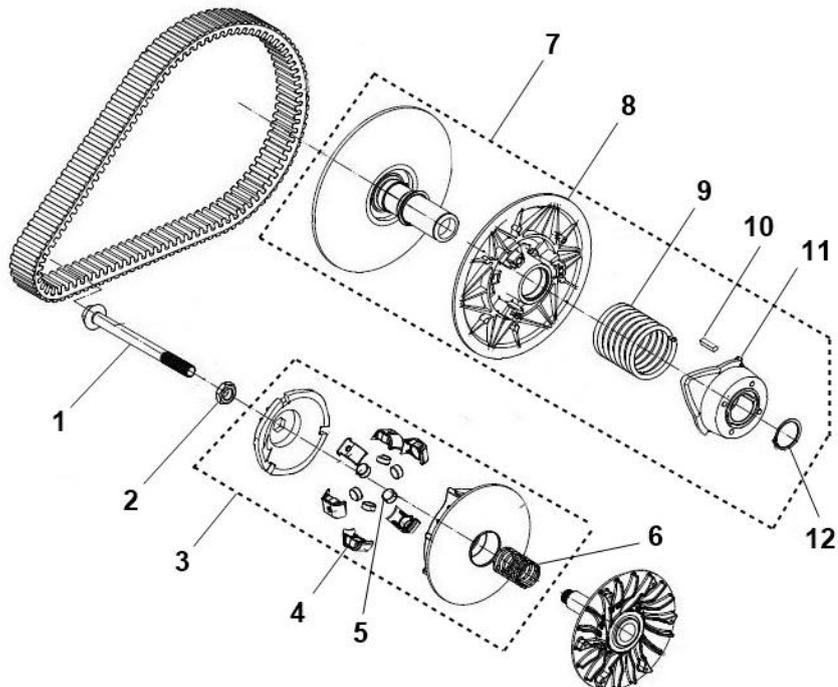
Clutch upgrade kits are fully tested and accepted by most CFMOTO distributors. Correctly installed upgrade kit will not cause any damages to your vehicle. The manufacturer of the clutch kit is not responsible for any damage or failure of your vehicle or in case the warranty of your machine will be voided.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

Stage 2 Clutch kits (Tires 29"-34"):

- Entry level for big tires and Mud / Skeg use.
- Smoother Engagement
- Makes up for the power loss and slowed response of using big tires.
- Specially designed for mud and skeg use.
- Better low-end power and torque to get tires turning in the mud.
- Quicker backshift which results in crisp throttle response.
- Reduces belt slip and heat!
- Can be upgraded to Stage 3 by adding the right Helix.

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

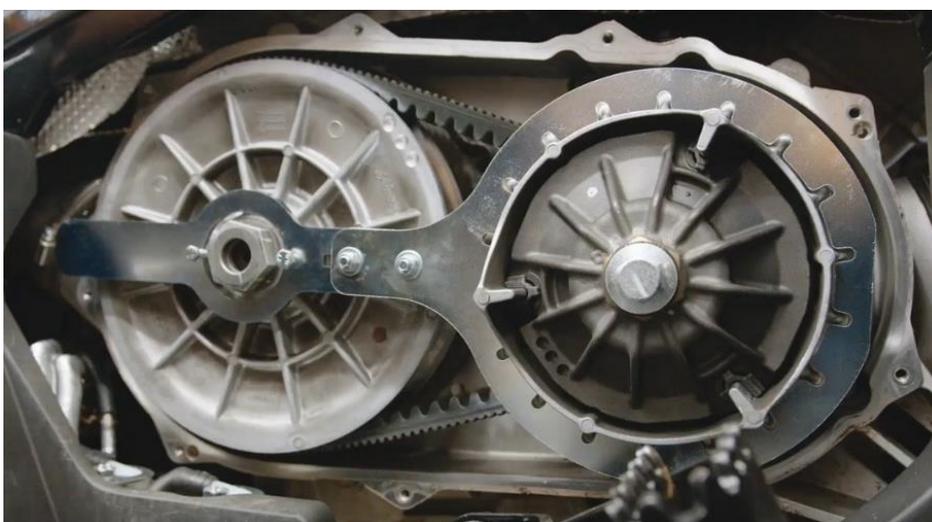
- 1 – Clutch bolt
- 2 – Cover plate nut
- 3 – Primary clutch
- 4 – Weight slider
- 5 – Weight
- 6 – Clutch spring
- 7 – Secondary clutch
- 8 – Sliding flange
- 9 – Secondary clutch spring
- 10 – Key
- 11 – Helix
- 12 – Retaining ring



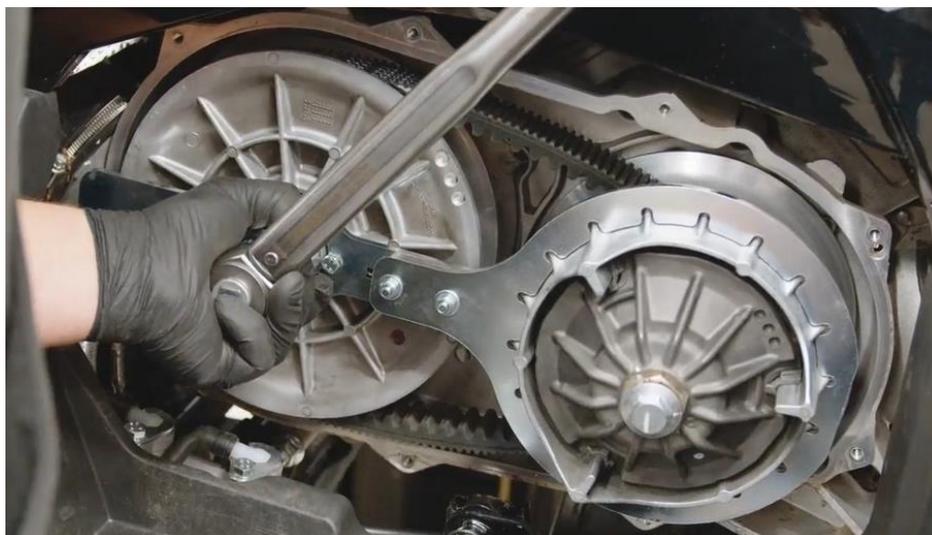
1. Open CVT cover.



2. Install the clutch holding tool (80.1700).



3. Remove the secondary clutch nut. Use a 36 mm wrench.



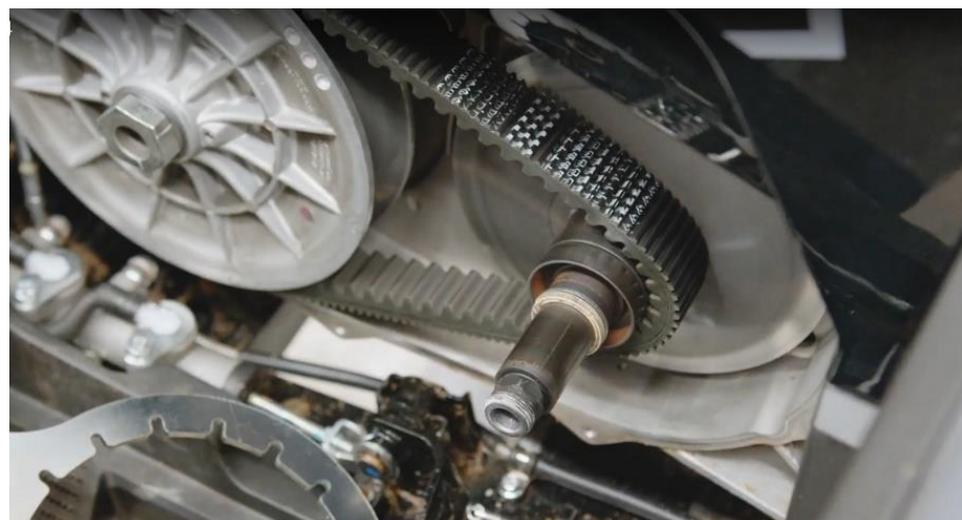
4. Remove the clutch bolt. Use 18mm wrench. **NB! Bolt has left hand thread!**



5. Remove the cover plate nut. Use 30 mm / 32 mm wrench. **NB! Nut has left hand thread!**



6. Remove primary clutch and original clutch spring.



7. Loosen CVT belt by screwing M6 bolt into the secondary clutch at the locations shown in the picture. Remove the secondary clutch. Make sure you don't lose the original washer!



8. Open secondary clutch.
A special tool (Clutch spring compression tool: 80.400) is required.
a. Place the secondary clutch to tool



b. Lower the helix with the compression tool until the retaining ring appears.



c. Remove the retaining ring. Use an appropriate pair of pliers.



d. Raise the compression tool slowly until the spring pressure is completely loosen and you can remove the helix. Be careful of the loaded spring!



9. There are holes in the helix and sliding flange for position the spring.
In the helix, the holes are marked with numbers (1,2,3,4) and in the sliding flange, the holes are marked with letters (A, B, C).



10. Set the new spring (Pos.1) to position **B-1**.



11. Reassemble the secondary clutch.

- a. Press the helix with compression tool.



- b. Align the keyways and insert the key.



- c. Turn the helix counterclockwise to pre-stress the spring to the position. Make sure that the helix goes to the right side of the cam shoes

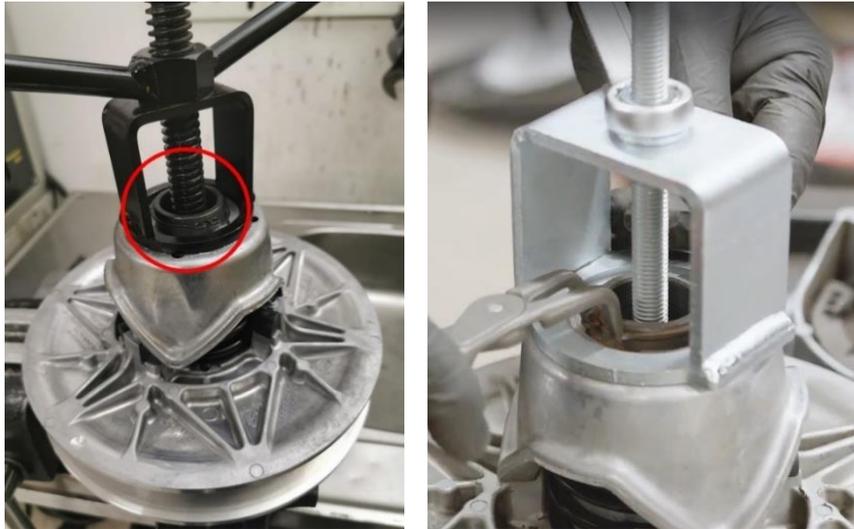


Spring zero position



Spring pre-stressed position

d. Press the helix with compression tool until you can install the retaining ring back.



e. Remove the compression tool.

12. Re-install the secondary clutch and CVT belt.



13. Re-install the primary clutch in place.



14. Reinstall the back plate nut. Do not tighten it. Use thread-lock glue. **NB! Nut has left hand thread!**



15. Reinstall the Clutch Bolt. Do not tighten it. Use thread-lock glue. **NB! Bolt has left hand thread!**



16. If removed, reinstall secondary clutch nut. Do not tighten it. Use thread-lock glue.



17. Install the clutch holding tool (80.1700)



18. Tighten the bolts / nuts.

a. Use 30 mm / 32 mm wrench and tighten back plate nut to 105 Nm.

NB! Nut has left hand thread!

b. Use 18 mm wrench and tighten the clutch bolt to 60 Nm.

NB! Nut has left hand thread!

c. Use 36 mm wrench and tighten the secondary clutch nut to 150 Nm

19. Remove clutch holding tool. Check that everything is secured and install CVT cover back.

You are ready to test drive!

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