

IRON BALTIC

VAUHTI VARIKKO

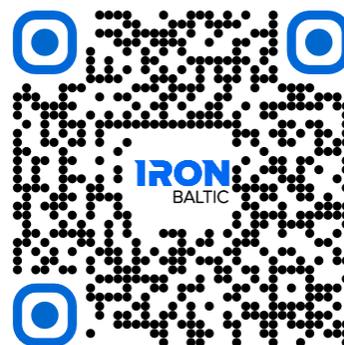
CLUTCH KIT STAGE 2

CFMOTO CFORCE 850
Code 80.700

Version 08122023



INSTALLATION VIDEO



code.ironbaltic.com/u/Sx5w62e0

MULTILINGUAL MANUAL



code.ironbaltic.com/u/g04RzUIm

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

SPECIFICATION

| Pos. | Description | Code | Amount |
|------|-------------------------|--------------|--------|
| 1 | Spring (BLACK marked) | 80.701 | 1 |
| 2 | Weight (BLACK marked) | 80.702 | 6 |
| 3 | Washer 1 mm | 80.102 | 1 |
| 4 | Secondary clutch spring | 80.1001 | 1 |
| 5 | Bolt M6x60 DIN933 | OT.02.02.140 | 1 |
| 6 | Sticker (VauhtiVarikko) | PM.13.05.024 | 1 |
| 7 | 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 2 Clutch kits (Tires 28"-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.

All parts in this kit are designed just for this setup combination and we do not offer parts separately.

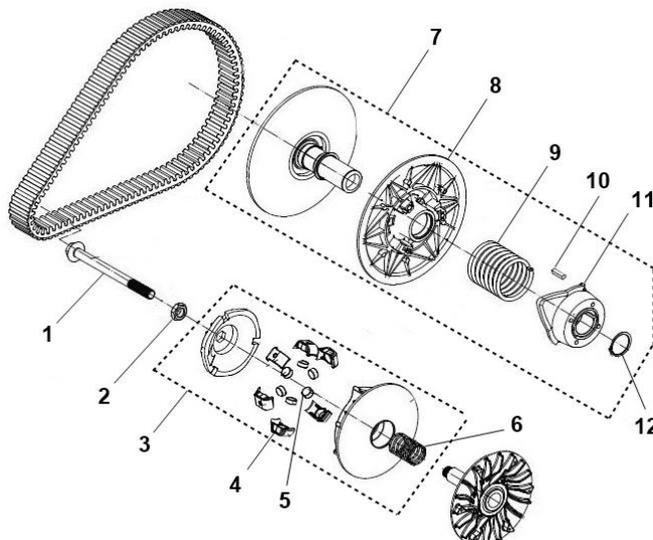
We recommend using official dealership installation services; they have the correct tools and knowledge for such installation.

Some vehicles (older 850 xc models) may have fault code P0500 when driving slowly.

If this happens, we recommend to contact your ATV brand service. The vehicle will be upgraded under warranty to fix this error code!

Clutch kit is designed for CFMOTO original belts, when using aftermarket belts make sure that its same width than original. Wider belts may need one extra washer to have right engage rpm. Washer is sold separately (P/N 80.102)

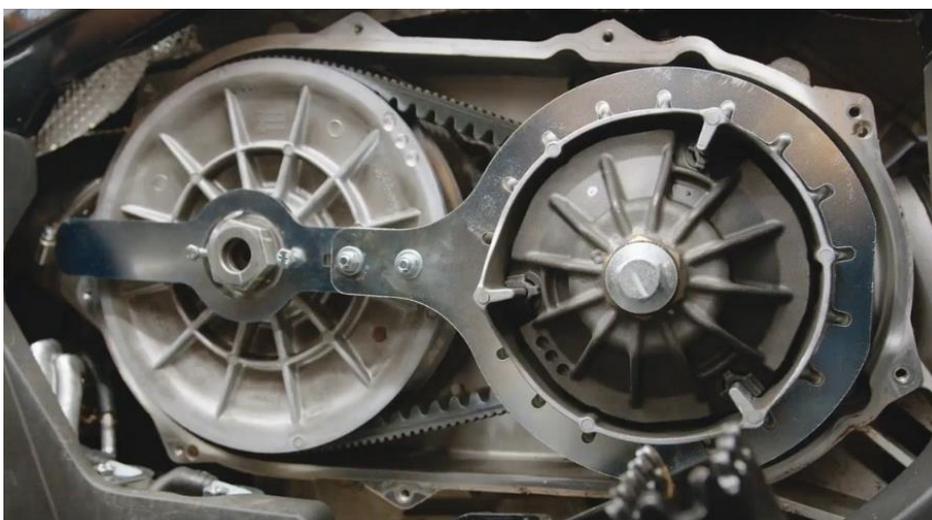
- 1 – Clutch bolt
- 2 – Cover plate nut
- 3 – Primary clutch
- 4 – Weight slider
- 5 – Weight
- 6 – Clutch spring
- 7 – Secondary clutch
- 8 – Sliding flange
- 9 – Secondary clutch spring
- 10 – Key
- 11 – Helix
- 12 – Retaining ring



1. Open CVT cover.



2. Install the clutch holding tool (80.1700).



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



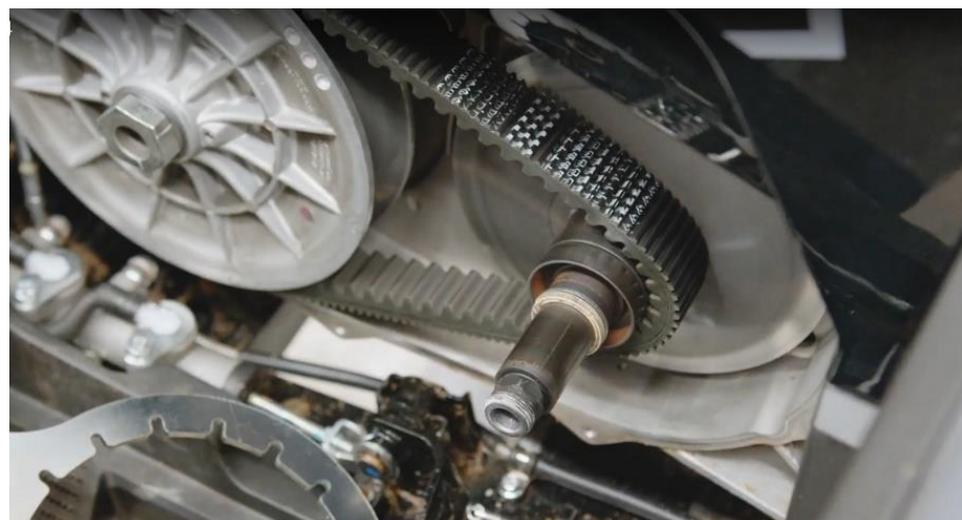
4. Remove the clutch bolt. Use 18mm wrench. **NB! Bolt has left hand thread!**



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



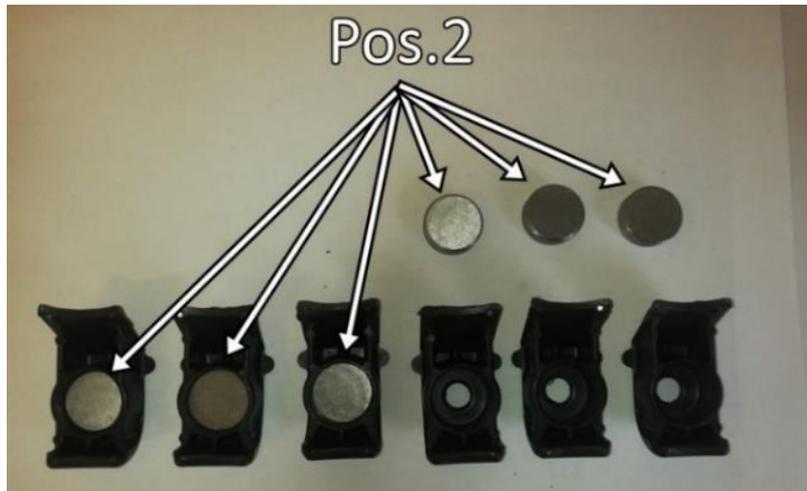
6. Remove primary clutch and original clutch spring.



7. Remove the weight sliders from the primary clutch.



8. Remove original weights and replace them with new weights (Pos.2).



9. Reassemble the primary clutch.

10. 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!



11. 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!



12. 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).



13. Set the new spring (Pos.4) to position B-1.



14. 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

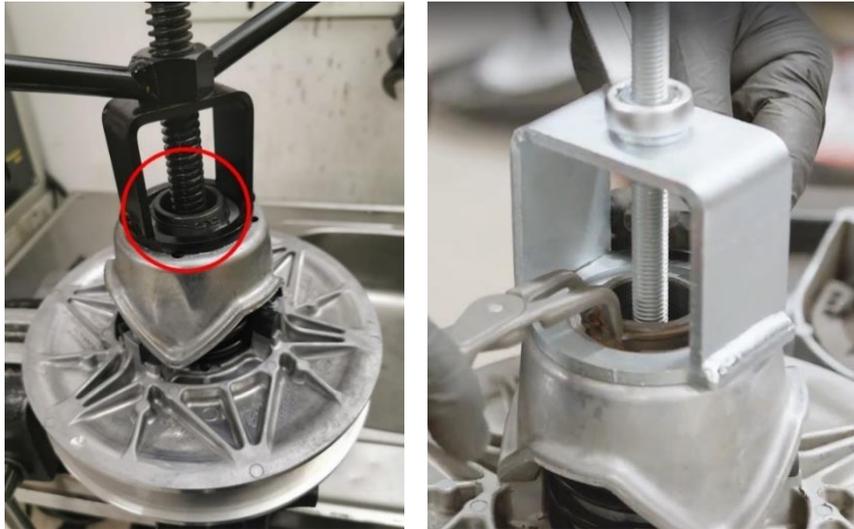


Spring zero position



Spring pre-stressed position

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



e. Remove the compression tool.

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



16. Install washer (Pos.3) under clutch spring (engine side).



17. Install new spring (Pos.1).



18. Re-install the primary clutch in place.



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



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



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



22. Install the clutch holding tool (80.1700)



23. 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

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

You are ready to test drive!

**Stage 2 clutch kit can be upgraded Stage 3.
Look at the table below to see what parts you need to order!**

| MODEL | STAGE 2 | STAGE 3 | |
|------------------------|---------|---------|--------------|
| | 28-34" | MUD | SKEG MÖNSTER |
| | | 28"-34" | 30"-34" |
| CFORCE 450/500/520 | 80.900 | | 80.1160 |
| CFORCE 625/625 Touring | 80.550 | 80.1150 | |
| CFORCE 850 | 80.700 | 80.1140 | 80.1160 |
| CFORCE 1000 | 80.800 | 80.1140 | 80.1160 |
| CFORCE 1000 Overland | 80.800 | 80.1140 | 80.1160 |
| UFORCE 1000 | 80.650 | 80.1140 | 80.1160 |
| UFORCE 1000 XL | 80.650 | 80.1140 | 80.1160 |
| ZFORCE 950 | 80.2200 | 80.1140 | 80.1160 |
| ZFORCE 1000 | 80.2200 | 80.1140 | 80.1160 |

Stage 3 MUD (Tires 28"-34")

- Big tire kit for Mud / Skeg use! Helps to transfer the engine power better to the wheels!
- This is the kit for you if you love riding in thick mud or have big tires!

Stage 3 SKEG MÖNSTER (Tires 30"-34")

- For EXTREME users, when monster is not enough, MÖNSTER is even more!
- Big tire kit for Mud / Skeg Monsters! Helps to transfer the engine power best to the wheels!
- Unintended wheelies can occur!
- Will reduce your top speed.
- This Mönster kit is for you if you live and breathe for Mud/Skeg riding.

All Stage 3 kits:

- 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.
- The higher part of the helix is designed to give more, more and more upshifting with the same rate as your engine is making more power!
- Better acceleration and overall feeling.
- Quicker backshift which results in crisp throttle response!
- Reduces belt slip and heat.

For Advanced users:

| Helix | Code |
|---|---------|
| 35° for Mud (all engines) | 80.1120 |
| 40° for Mud (all engines) | 80.1110 |
| 50° for small tires and fast acceleration (recommended for upgraded two-cylinder engines) | 80.1130 |

Straight Helixes for getting linear upshifting behaviour.

IRON BALTIC

IRON BALTIC OÜ
Joa tee 17
Vääna 76903
Estonia / Europe

+372 6 533 711
sales@ironbaltic.com

www.ironbaltic.com
www.facebook.com/ironbaltic
www.youtube.com/user/ironbalticLtd