

IRON BALTIC

VAUHTI VARIKKO

MULTILINGUAL MANUAL



code.ironbaltic.com/u/u7klmf7F

CLUTCH KIT STAGE 3 MUD

SEGWAY VILLAIN (with CVTech clutch)
Code 80.7000

Version 15022024



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	Primary clutch spring (GREEN marked)	80.6901	1
2	Secondary clutch spring (GREEN-RED marked)	80.7001	1
3	Washer 1 mm (Ø42/52)	80.6903	1
4	Helix 38° - 46°	80.7002	1
5	Bolt M10x60 DIN933	OT.02.02.345	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 SEGWAY distributors. Correctly installed upgrade kit will not cause any damages to your vehicle. The manufacturer of the Clutch upgrade 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 SEGWAY dealer.

This kit is designed to give max belt grip to get those big tires spinning. No matter if you are in a mud pit or crawling up a deep rocky hill, this kit won't let you down. New Helix Cam's and secondary spring are designed just for this use. Best part is the multi angle helix wich can give you best of both worlds, tire spinning torque at L gear and for excellent H gear performance for fast trails!

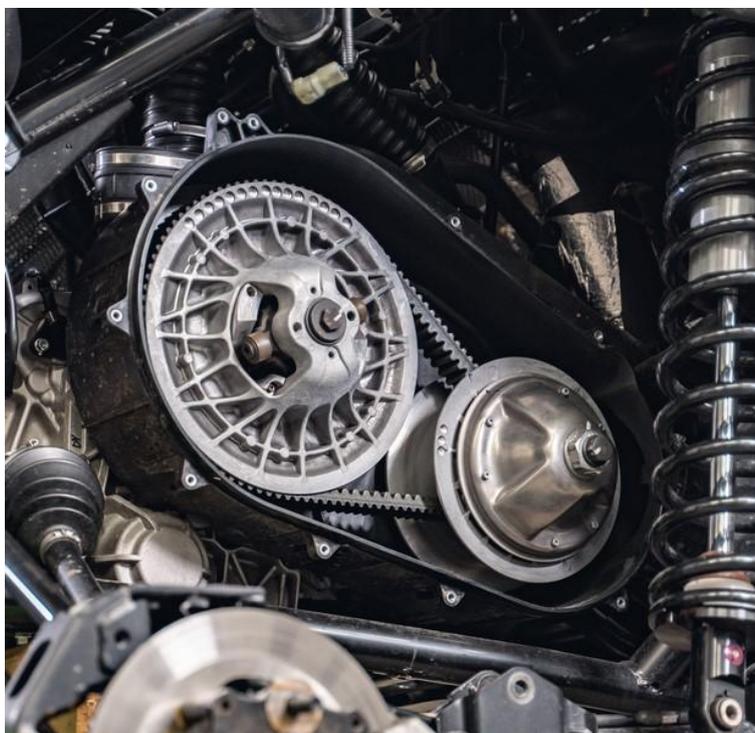
- Ultimate Belt Grip for big tires
- BEST for rocky trails, big hills, mud, sand
- Smoother engagement!
- Multiangle Helix. The lower part of Helix will let you drive at low speed with higher rpm and therefore gives you more HP and Torque to the wheels.
- The higher part of the helix is designed to give more, more and more upshifting with the same rate as your engine is making more power!
- Better belt grip
- Quicker backshift which results in crisp throttle response!
- Reduces belt slip and heat.

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

1. Raise the vehicle and remove the rear right wheel and shock absorber lower bolt.



2. Open CVT cover.



3. Loosen CVT belt by screwing M10x60 bolt (Pos.5) into the secondary clutch at the locations shown in the picture. Remove belt.



4. Remove M10x60 bolt (Pos.5)
5. Remove the secondary clutch bolt and clutch. Make sure you don't lose the original washers which are behind the clutch.



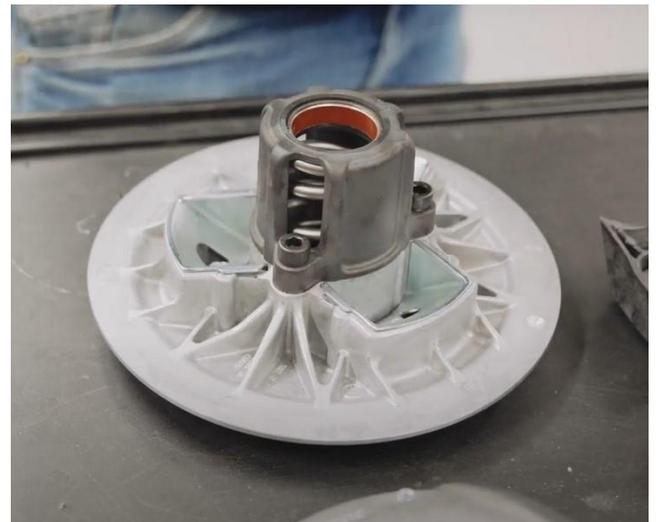
6. Remove the primary clutch bolt. **NB! Bolt has left hand thread!**



7. Remove the primary clutch nut. **NB! Nut has left hand thread!**



8. Remove primary clutch cover plate and weight sliders.



9. Remove primary clutch spring cover and original primary clutch spring. Loosen all three bolts gradually at the same time.



10. Place the washer (Pos.3) and new primary spring (Pos.1) into the primary clutch.



11. Reinstall primary clutch spring cover. Tighten all three bolts gradually at the same time. Use thread lock glue on bolts.



12. Reassemble primary clutch and install weight sliders and primary clutch cover plate.



13. There are small marks/notches on primary clutch and on the back plate. Align them and reinstall the primary clutch.





14. Reinstall primary clutch nut and tighten it to **120NM**. Use thread-lock glue.
NB! Nut has left hand thread!



15. Reinstall primary clutch bolt and tighten it to **120NM**. Use thread-lock glue.
NB! Bolt has left hand thread!



16. Take secondary clutch and open it.

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

a. Place the secondary clutch to tool



b. Lower the spring seat with the compression tool until the retaining ring appears and remove it with an appropriate pair of pliers.

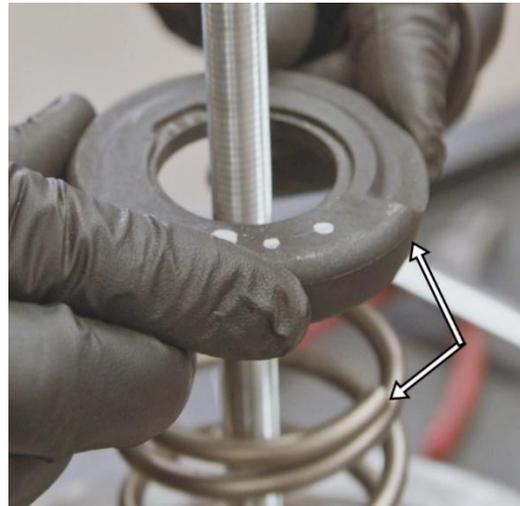


- c. Raise the compression tool slowly until the spring pressure is completely loosen and you can remove the spring seat. Be careful of the loaded spring! Remove the old spring.



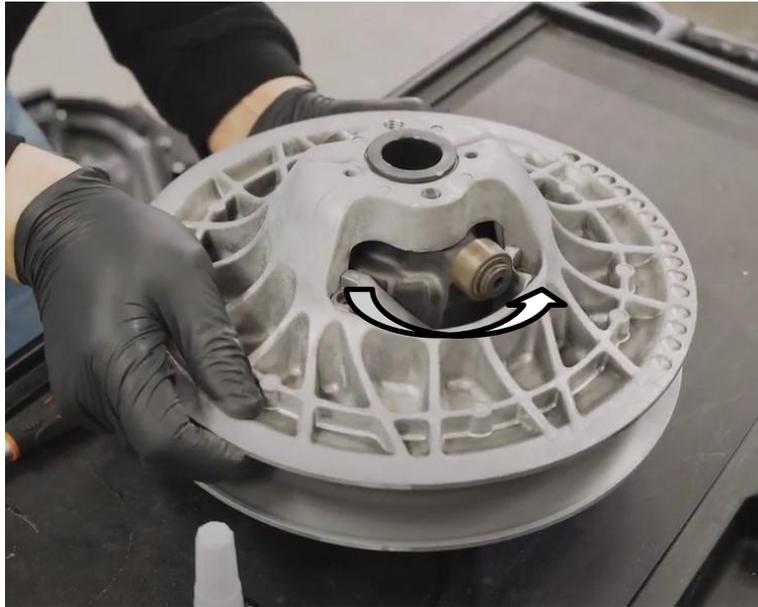
17. Install new secondary spring (Pos.2) and reassemble secondary clutch. Press the spring seat with compression tool until you can install the retaining ring back.

NB! Make sure the spring seat is in correct position! Notch on the seat fits with spring end.

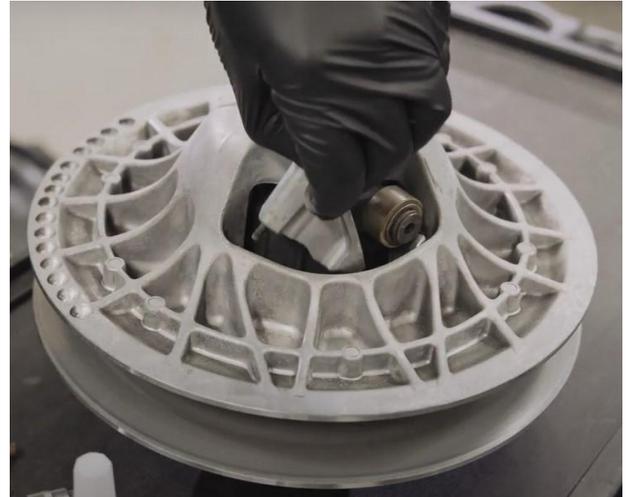


18. Remove the compression tool.

19. Turn one clutch plate while holding the other in place so that the rollers are aligned with the helix thinner tips.



20. Remove original helix blocks.



21. Install new helix blocks (Pos.4). Use thread lock glue for bolts.



22. Reinstall secondary clutch. Make sure there are original washers (see step 5) are under the clutch.



23. Reinstall secondary clutch bolt and tighten it to **80NM**. Use thread-lock glue.



24. Screw M10x60 bolt (Pos.5) into the secondary clutch at the locations shown in the picture. Reinstall belt.



25. Remove M10x60 bolt (Pos.5).

26. Check that everything is secured and then reinstall CVT cover, rear shock absorber lower bolt and wheel.
You are ready to test drive!

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