INSTALLATION VIDEO

code.ironbaltic.com/u/Or4W4d0S

MULTILINGUAL MANUAL

code.ironbaltic.com/u/euRauzhi

CLUTCH KIT

STAGE 3 "SKEG MÖNSTER"

CFMOTO CFORCE 1000

Code 80.5800

Version 06122023



Distributer **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 (YELLOW marked)	80.501	1
2	Weight (BLACK marked)	80.702	6
3	Washer 1 mm	80.102	1
4	Helix 32°- 42°	80.1161	1
5	Secondary clutch spring	80.1001	1
6	Bolt M6x60 DIN933	OT.02.02.140	1
7	Sticker (VauhtiVarikko)	PM.13.05.024	1
8	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.

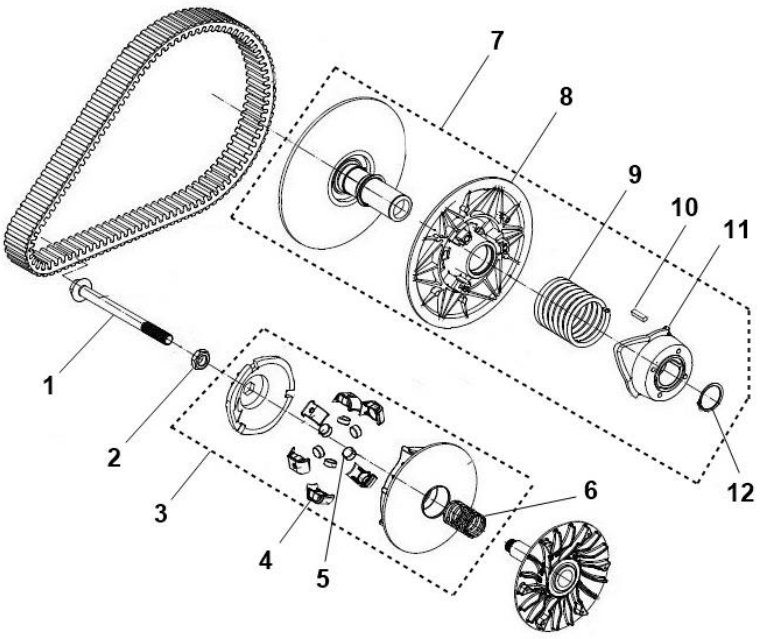
Stage 3 Skeg Mönster Kit (Tires 30”-34”)

- For EXTREME users, when monster is not enough, MÖNSTER is even more!
- Big tire kit for Mud / Skeg Mönsters! Helps to transfer the engine power best to the wheels!
- The lower part of Helix will let you drive at low speed with higher rpm and therefore gives you more HP and Torque to wheels. This will give you a lot of tire-turning torque to hammer through thick mud / Skeg.
- Higher part of helix is designed to give more upshifting with same rate than your engine is making more power!
- Quicker backshift which results in crisp throttle response!
- Reduces belt slip and heat.
- Unintended wheelies can occur!
- Will reduce your top speed.
- This Mönster kit is for you if you live and breathe for Mud/Skeg riding.

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

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

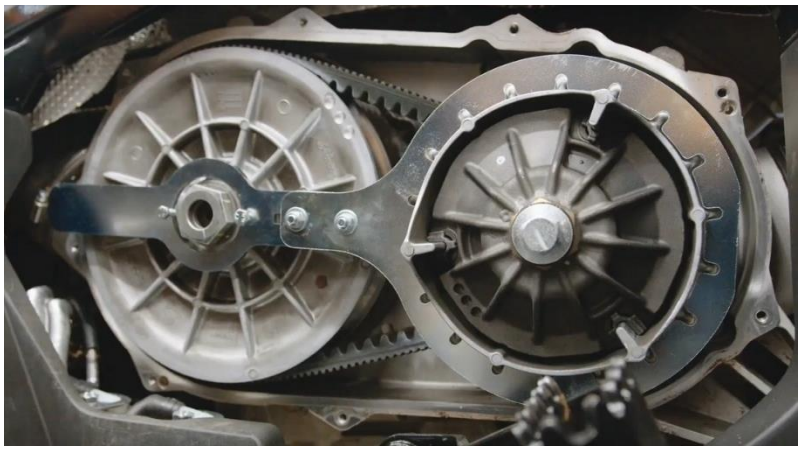
1 – Clutch bolt
2 – Cover plate nut
3 – Primary clutch
4 – Weight slider
5 – Weight
6 – Clutch spring
7 – Secondary clutch
8 – Sliding flange
9 – Secondary clutch spring
10 – Key
11 – Helix
12 – Retaining ring



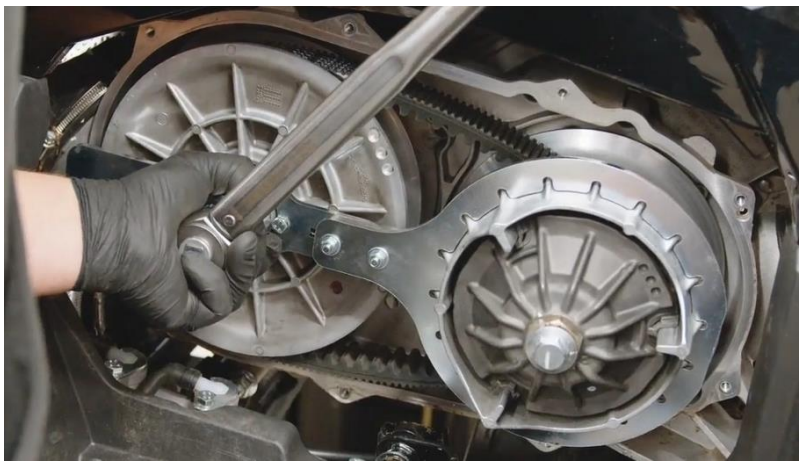
1. Open CVT cover.



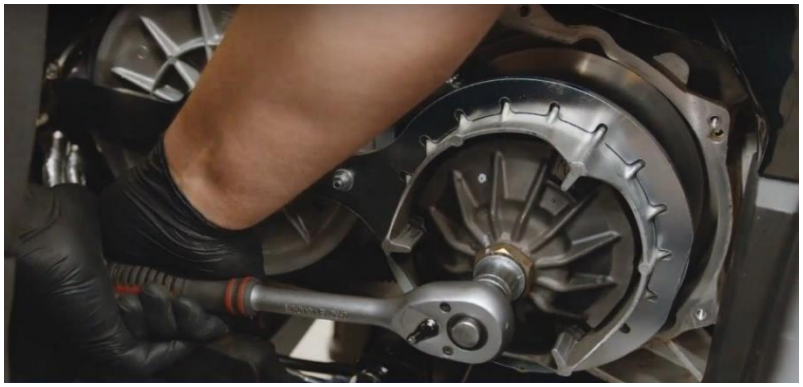
2. Install the clutch holding tool (80.1700).



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!**

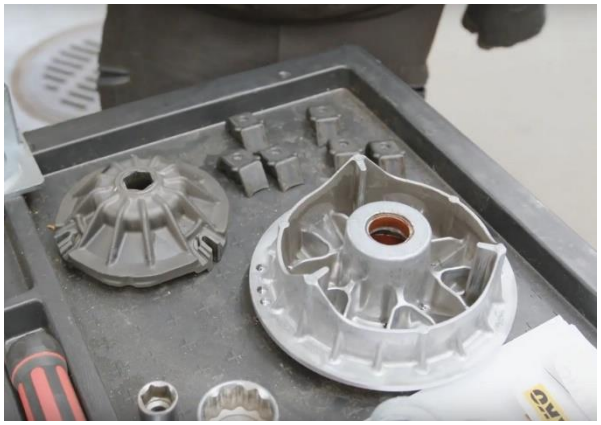


6. Remove primary clutch and original clutch spring.

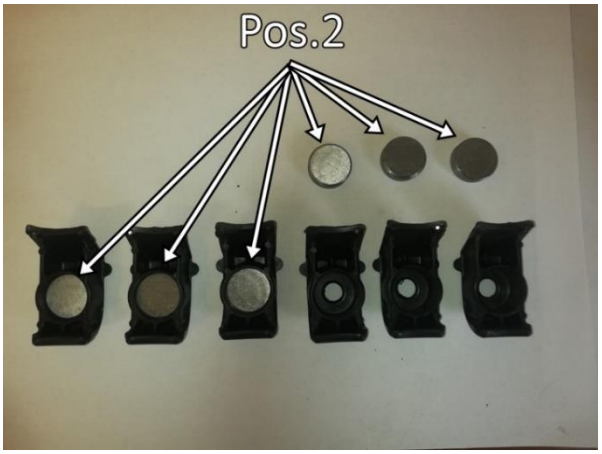


7. Remove the weight sliders from the primary clutch.



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



9. Reassemble the primary clutch.

10. Loosen variator 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.

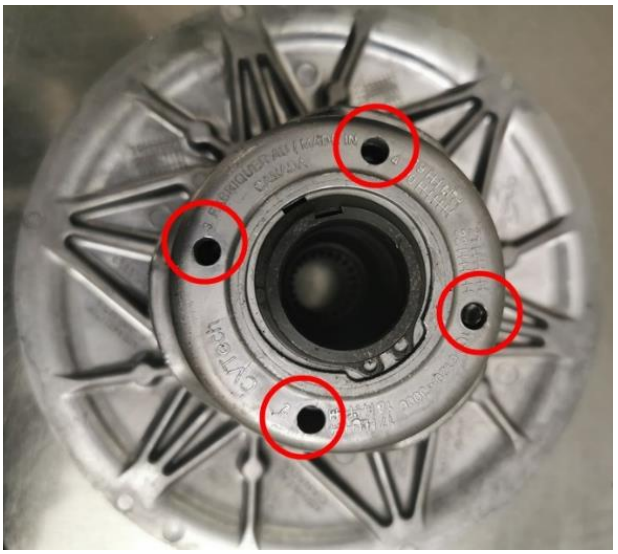


d. Raise the compression tool slowly until the spring pressure is completely loosen and you can remove the helix. Be careful of the loaded spring!





12. Install new helix (Pos.4).
    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 secondary clutch spring to position **B-1** with new multiangle helix!





14. Reassemble the secondary clutch.

a. Press the helix with compression tool.



b. Align the keyways and insert the key.



e. 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

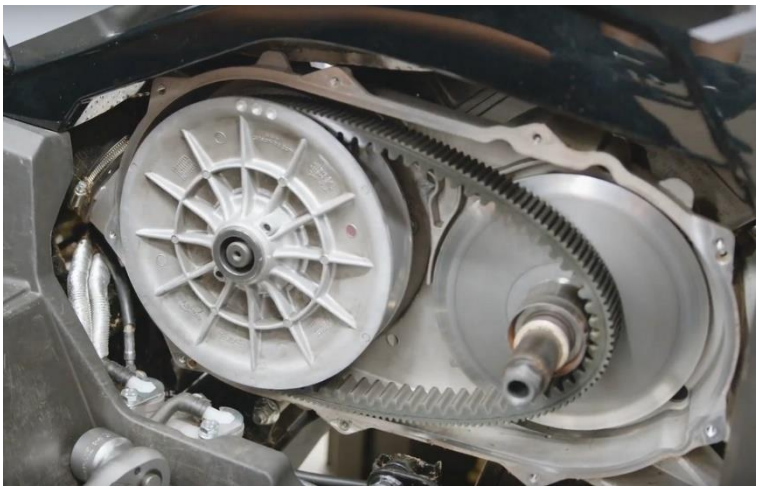
c. Press the helix with compression tool until you can install the retaining ring back.





f. Remove the compression tool.

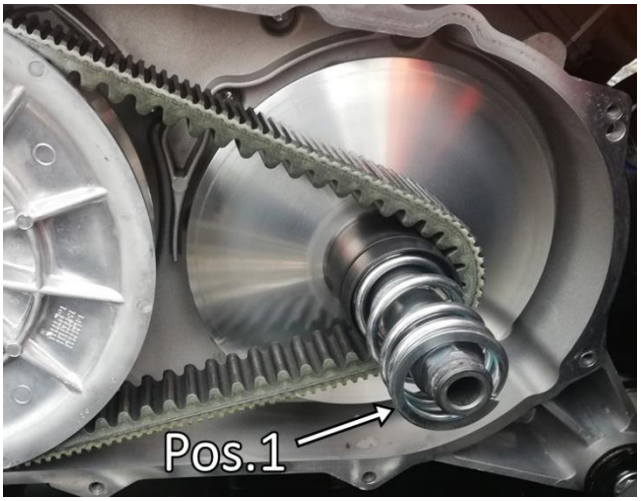
15. Re-install the secondary clutch and variator belt.



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



17. Install new spring (Pos.1).



18. Re-install the primary clutch in place.



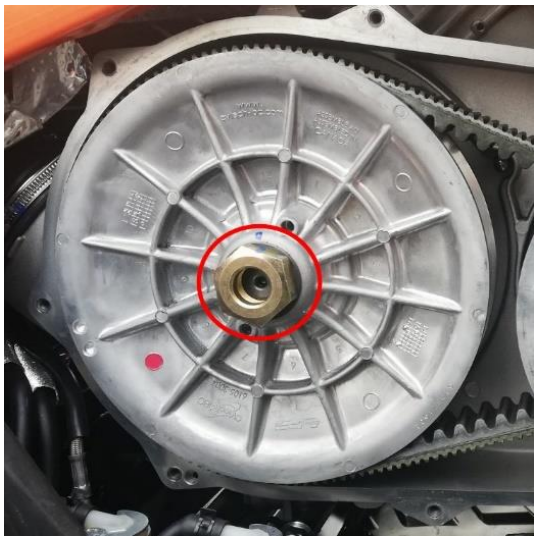
19. Reinstall the back plate nut. Do not tighten it. Use thread-lock glue. **NB! Nut has left hand thread!**



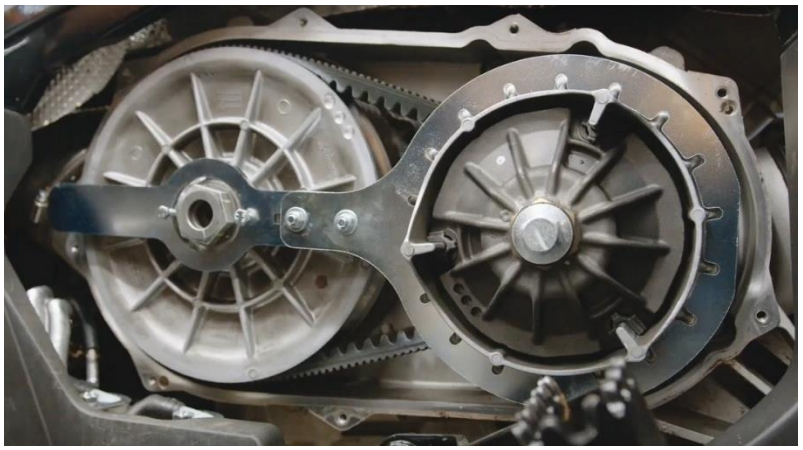
20. Reinstall the Clutch Bolt. Do not tighten it. Use thread-lock glue. **NB! Bolt has left hand thread!**



21. 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.
    d. Use 30 mm / 32 mm wrench and tighten **back plate nut** to 105 Nm.

    NB! Nut has left hand thread!
    e. Use 18 mm wrench and tighten the **clutch bolt** to 60 Nm.

    NB! Nut has left hand thread!
    f. 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!

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