MULTILINGUAL MANUAL

code.ironbaltic.com/u/k6LtaInc

CLUTCH KIT

STAGE 3

ADVENTURE & WORK (29”- 30”)

CFMOTO U10 PRO / XL / HIGHLAND

Code 80.10900

Version 31032026_Ver01

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	Helix 42°- 48°	80.10201	1
2	Helix sliding block		3
3	Weight arm for U10 Pro	80.10901ML	3
4	Bolt M6x8 DIN6912		3
5	Bolt M6x10 DIN6912		3
6	Ø6 Nord-Lock washer		3
7	Screw M4x16 DIN7985	OT.01.02.040	3
8	Bolt M8x40 DIN933	OT.02.02.220	1
9	Washer Ø4 DIN125	OT.04.01.005	3
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 ADVENTURE & WORK (29”-30”):

- Works best together with **PowerECU**
- Softer engagement
- Drops cruise RPM (pre-tuned to drop 500-800RPM at cruise speeds)
- Easy to Install
- Lower fuel consumption
- Better low and midrange feeling
- Can be used for performance when adjusting weights
- Will give the most tuning possibilities for U10 weight arms, low, mid, and top end.
- Most reliable weight adjustment, no magnets
- Perfect for everyday use, long day trips and for work!
- Makes UTV feel more like driving a truck and not an UTV.
- Weight arms are pre-adjusted for U10PRO for sea-level altitude. If used at higher altitude, you can unscrew preset tip weight to gain higher WOT rpm.

This multiangle helix will correct the gear ratio and upshifting when using bigger than stock tires.
This kit is our ultimate recommendation for units with 29"-30" tires.

Stock helix is straight 45° and gives linear upshifting but when adding bigger tires, this causes the upshifting to be too harsh for takeoff.
This, in turn, causes the belt to get too much stress which can cause the belt to slip, if driving slow on harsh terrain or hauling heavy load.

Our multiangle helix will slow upshift at lower speeds and corrects the gear ratio so that the unit still feels just like driving with stock tires even when fitted with oversized tires.

After the speed goes over 25km/h the helix starts to upshift more and that will show as lower cruise rpm.
Unit top speed remains still the same as with stock helix.

- With tip weights you can adjust your WOT rpm to perfect.
- Optimal WOT rpm:
  H gear - 6800-7300 rpm
  L gear - 7300-7500 rpm.

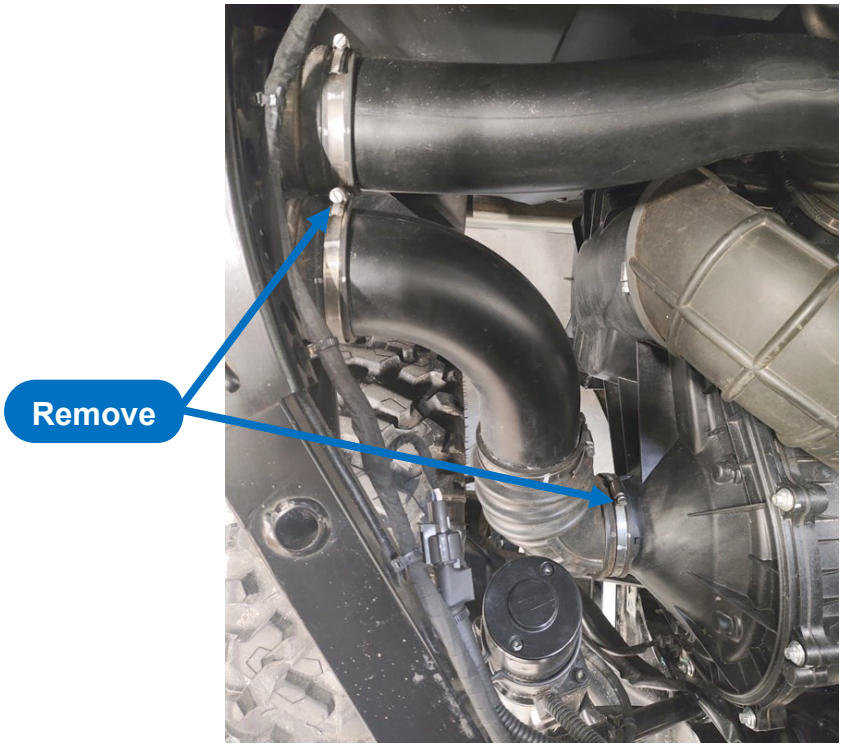
- More weight to heel gives more low end power feeling and upshift
- Less weight to heel gives quicker rpm increase to WOT rpms.

NB! Always use NordLock/wedgelock washers or thread lock fluid when installing weights.

NB!
All pictures in this manual are for illustration purposes only and may differ from real product due to the changes made to the product during improvements!

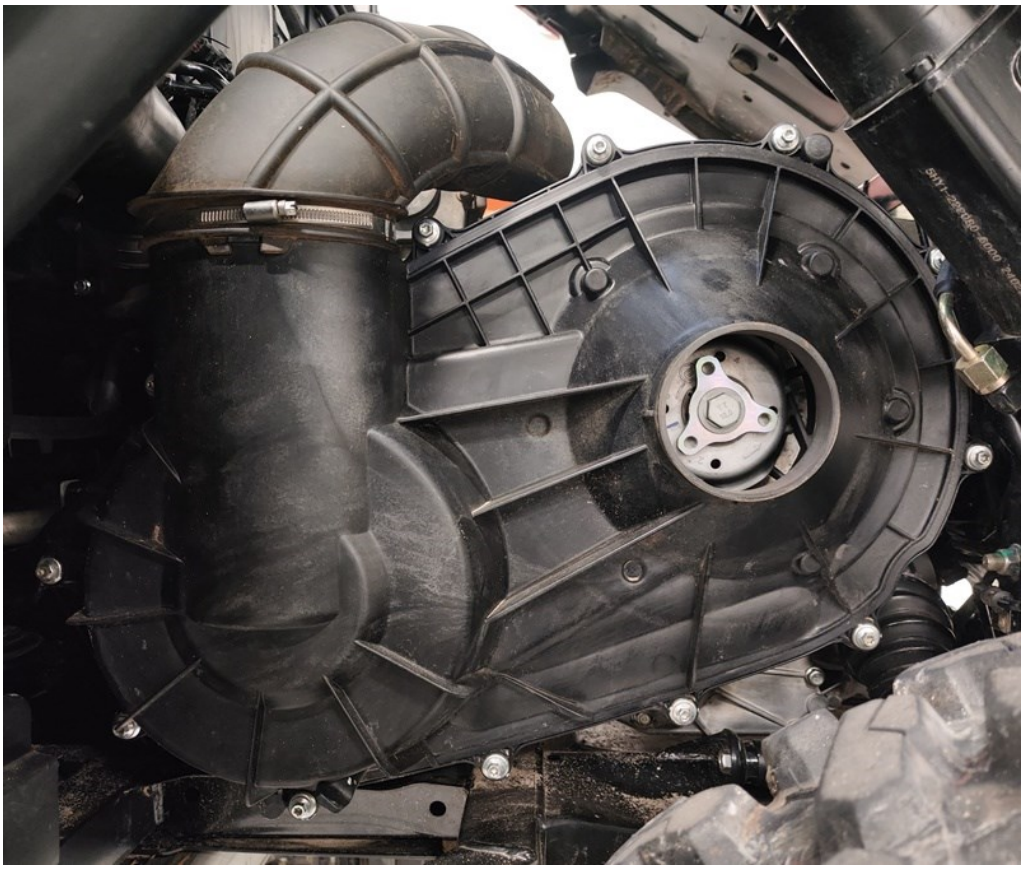
We recommend using official dealership installation services; they have the correct tools and knowledge for such installation.

1. For easier access,lift the cargo box and then remove the CVT breather hose.

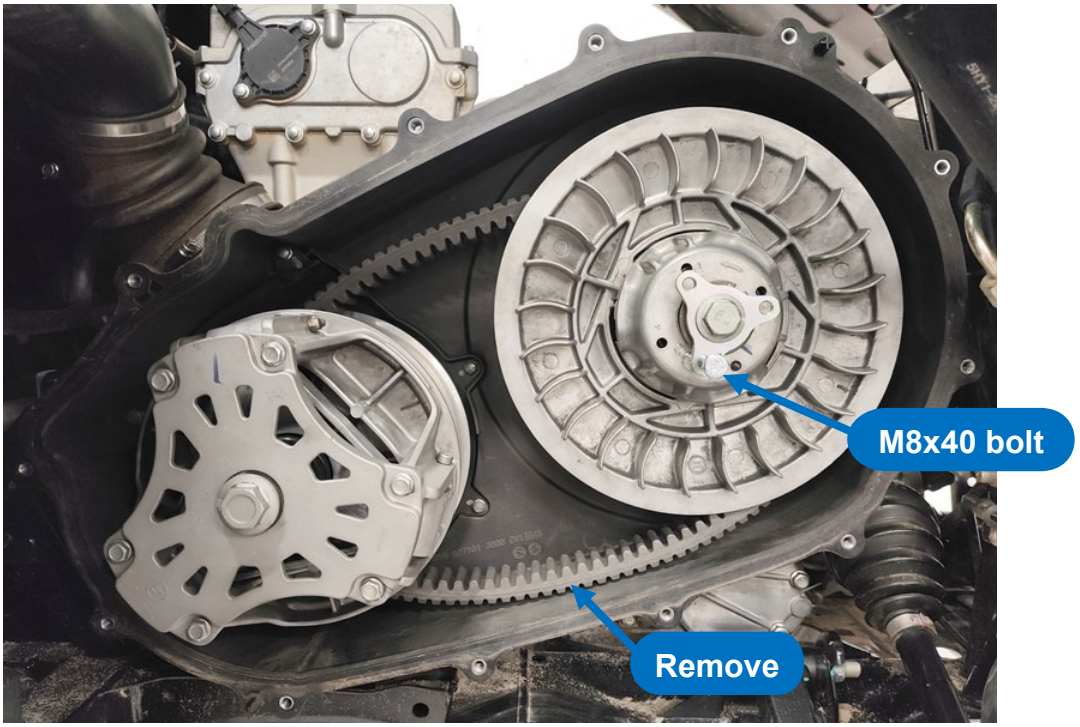


2. Lift the UTV so you can remove rear left wheel.

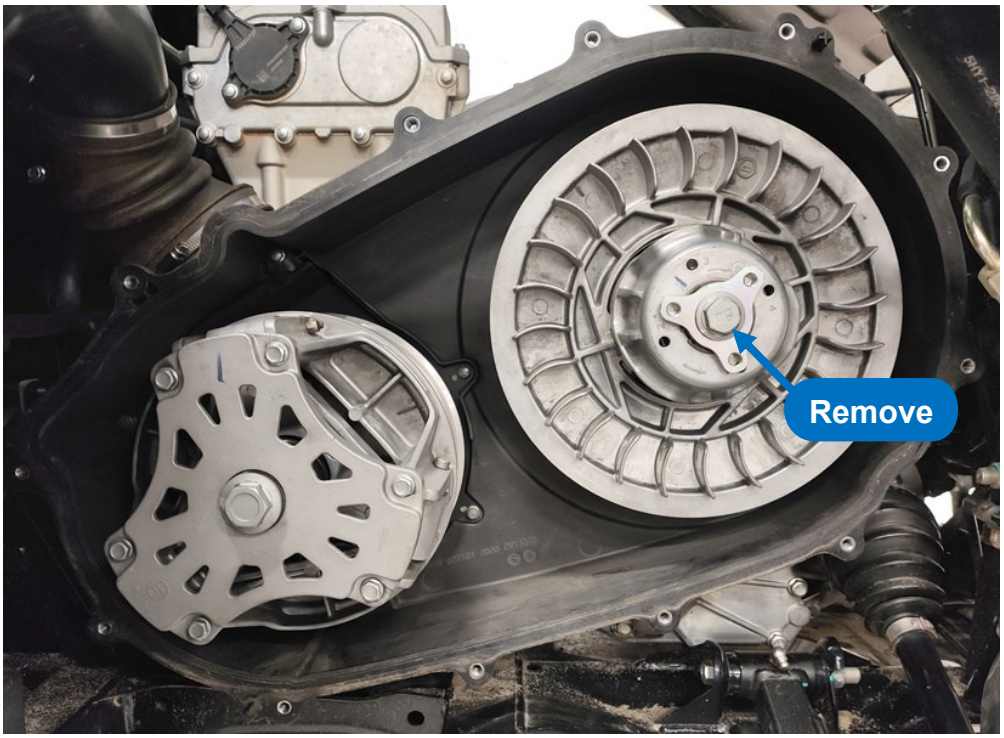
3. Open CVT cover, use T30 torx or 8mm socket.



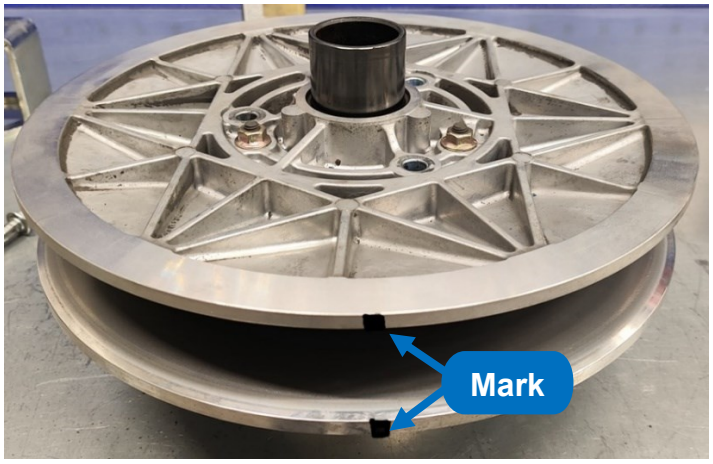
4. Screw in M8x40 bolt to spread the secondary clutch plates and remove the belt.
   Use 13mm wrench or socket. **NB! Remove M8x40 bolt after the belt has been removed!**

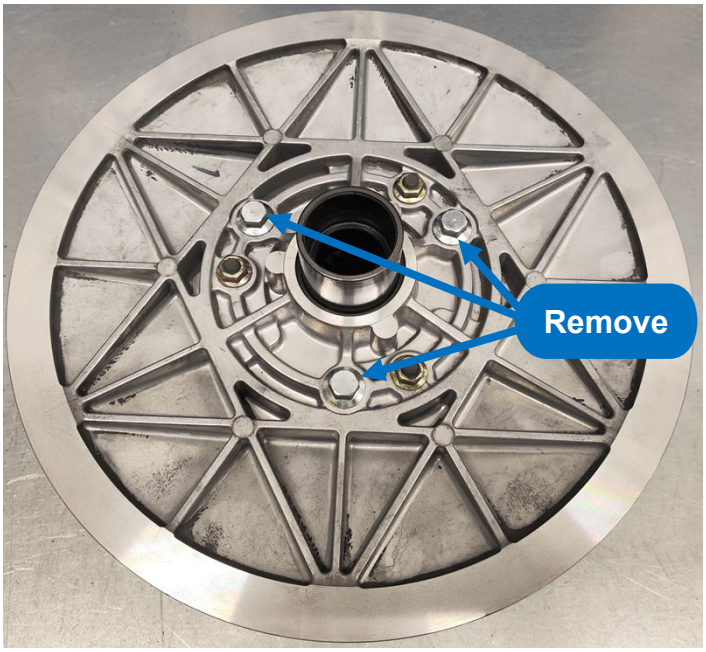


5. Remove the secondary clutch bolt, use 18mm socket.
   If needed use clutch holder tool 80.2300 to hold the secondary clutch in place.



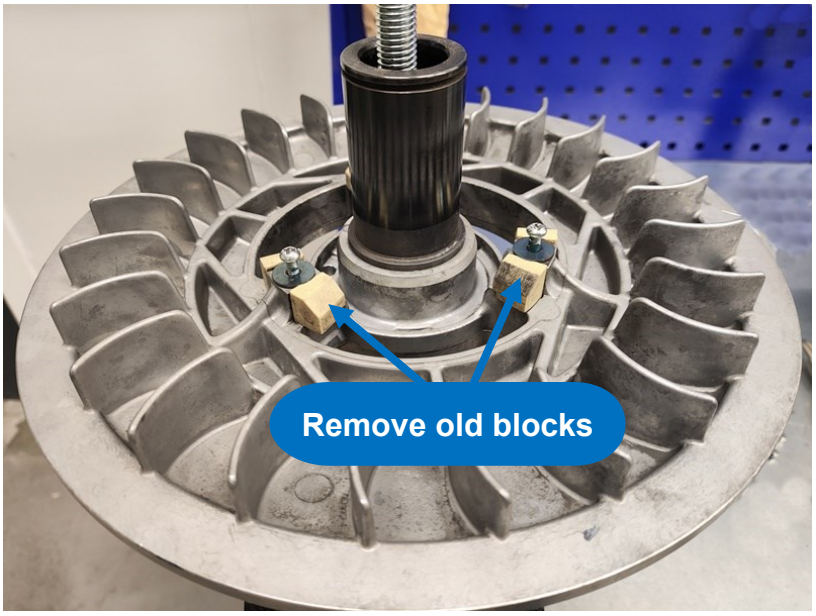
6. Mark the secondary clutch plates and then remove three bolts holding the helix. Use 10mm socket. Disassemble secondary clutch plates.

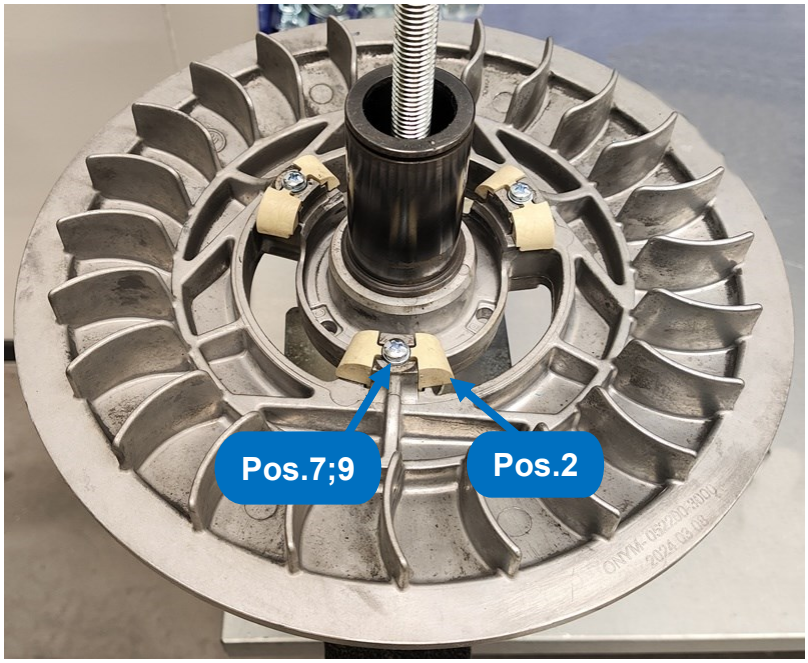




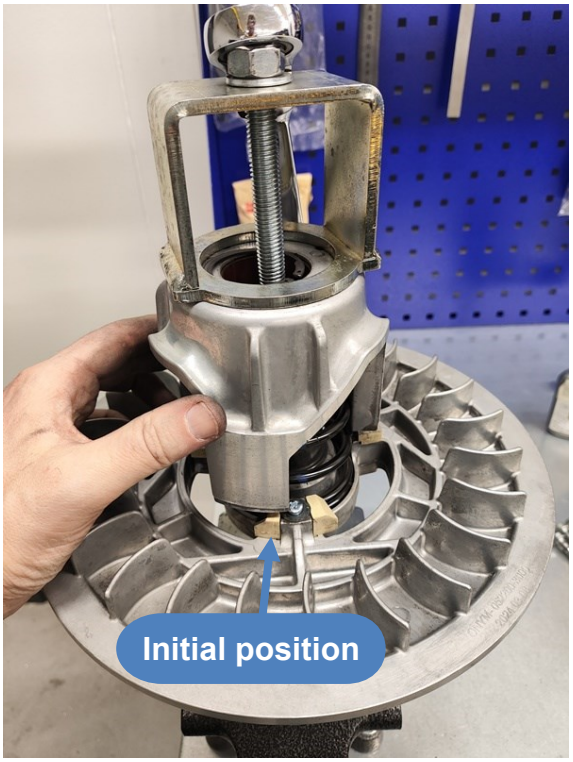
7. Place the secondary clutch onto the compression tool 80.400 to compress the spring and remove the spring clip. After removing the spring clip, slowly release the tension and remove the old helix and old spring.

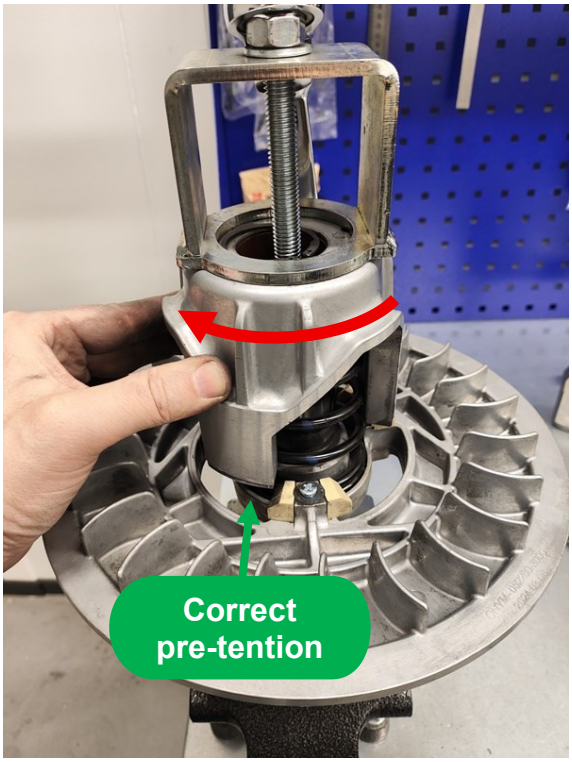
8. Remove old sliding blocks and install new ones, use supplied screws and washers.
   Use thread lock fluid!
   NB! New helix can not work with old sliding blocks, so it is mandatory to replace sliding blocks with new ones, supplied with the kit!

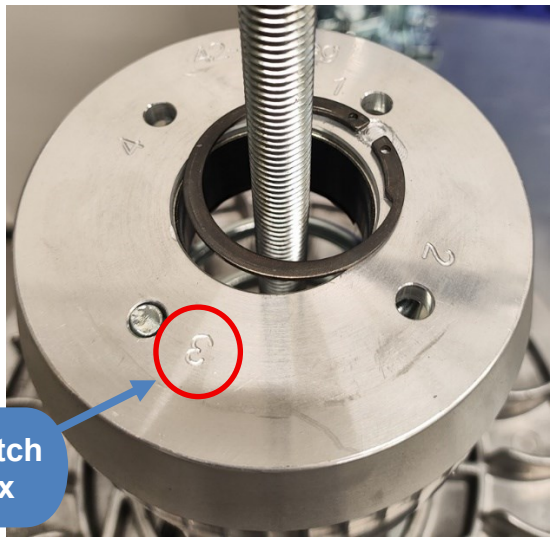




9. Install new helix. Install spring to **B-3** position. There are markings on the clutch plate and on the helix. **NB! Remember to pre-tension the spring clockwise! So that the helix sits to the left side of the sliding block!**

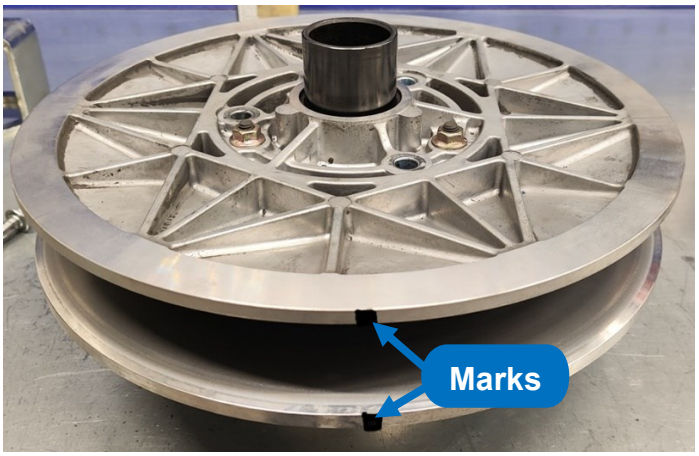




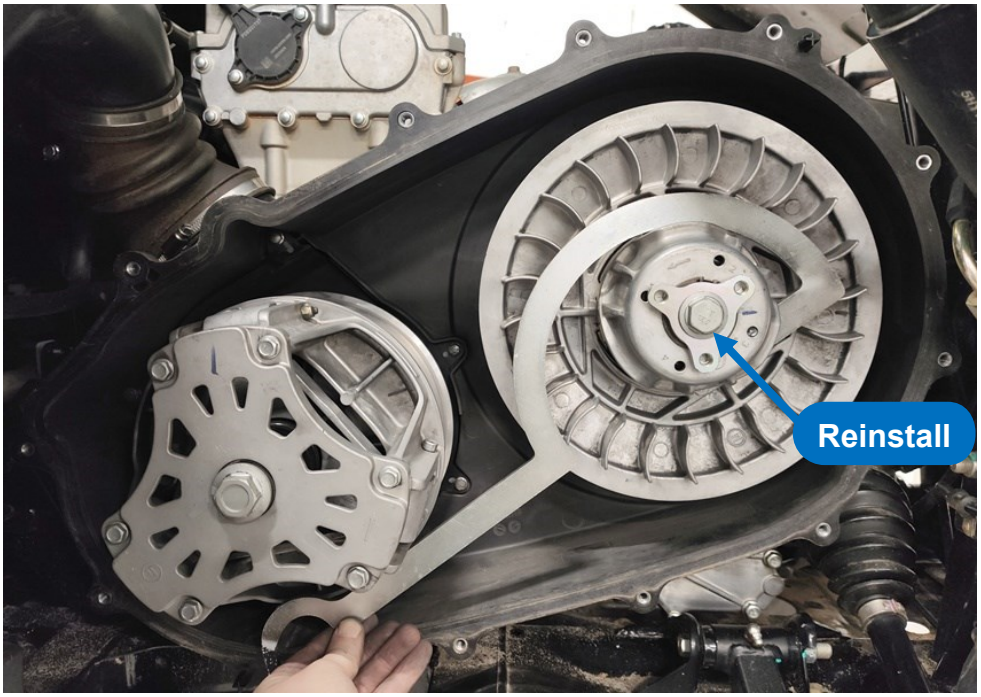


10. Compress the helix slowly, making sure the helix goes straight onto the secondary clutch shaft. Reinstall the spring clip.

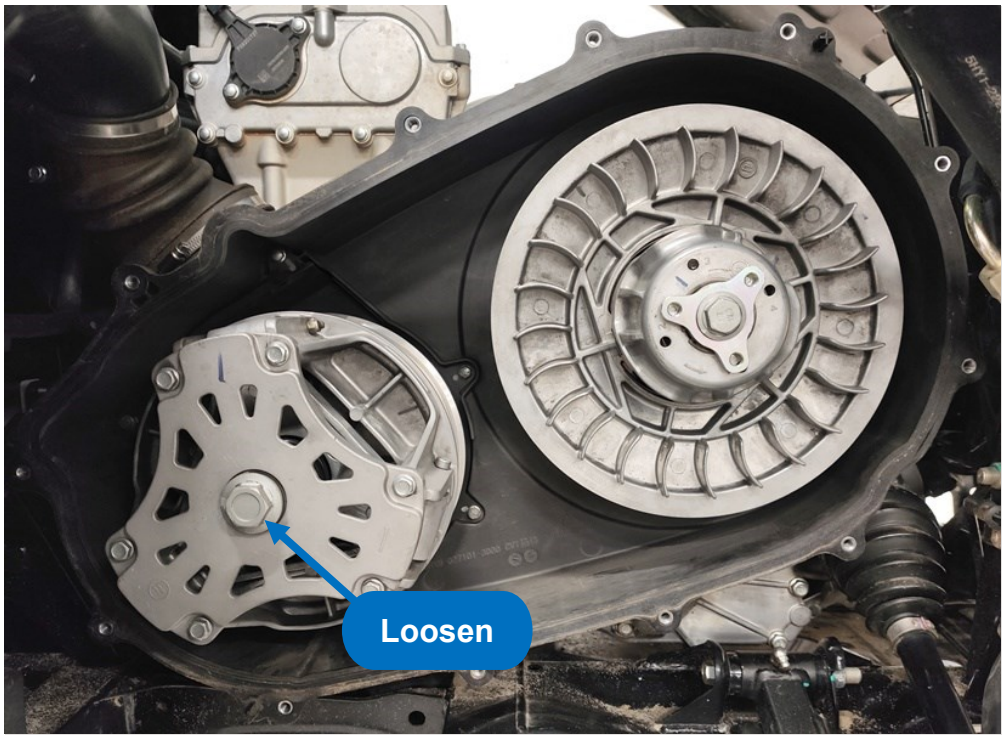
11. Reassemble the secondary clutch. Pay attention to the marks made in Step.6. Use thread lock fluid and torque the bolts to 25Nm.



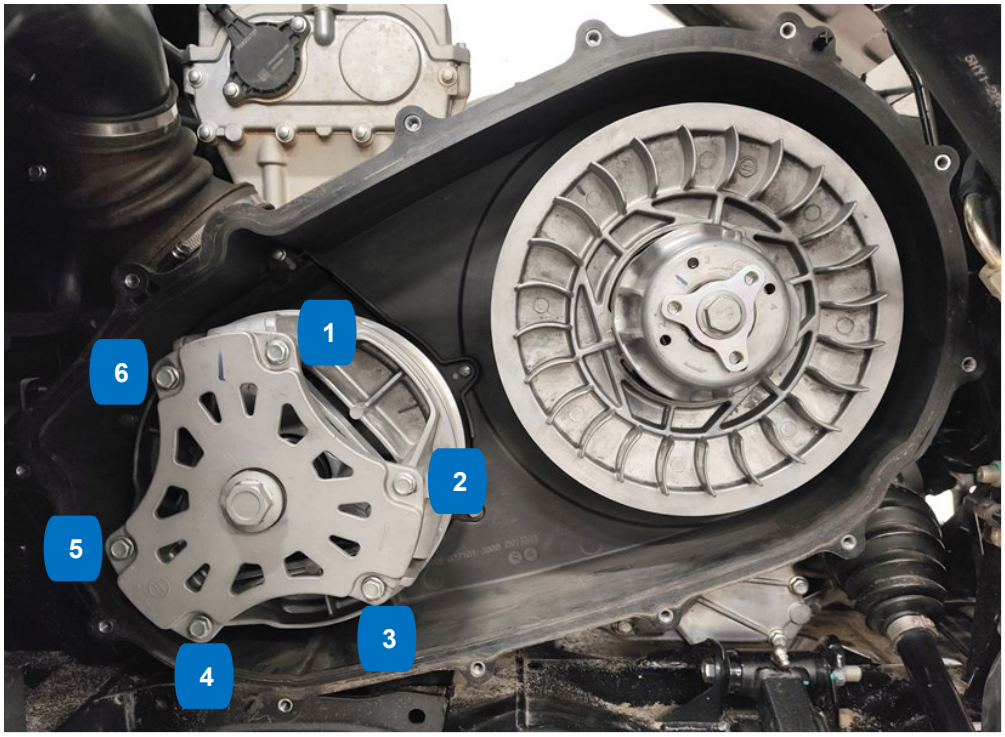
12. Reinstall secondary clutch to UTV. Use 18mm socket and torque the bolt to 70Nm. If necessary, use clutch holding tool 80.2300 to hold the clutch in place. NB! Use thread lock fluid!



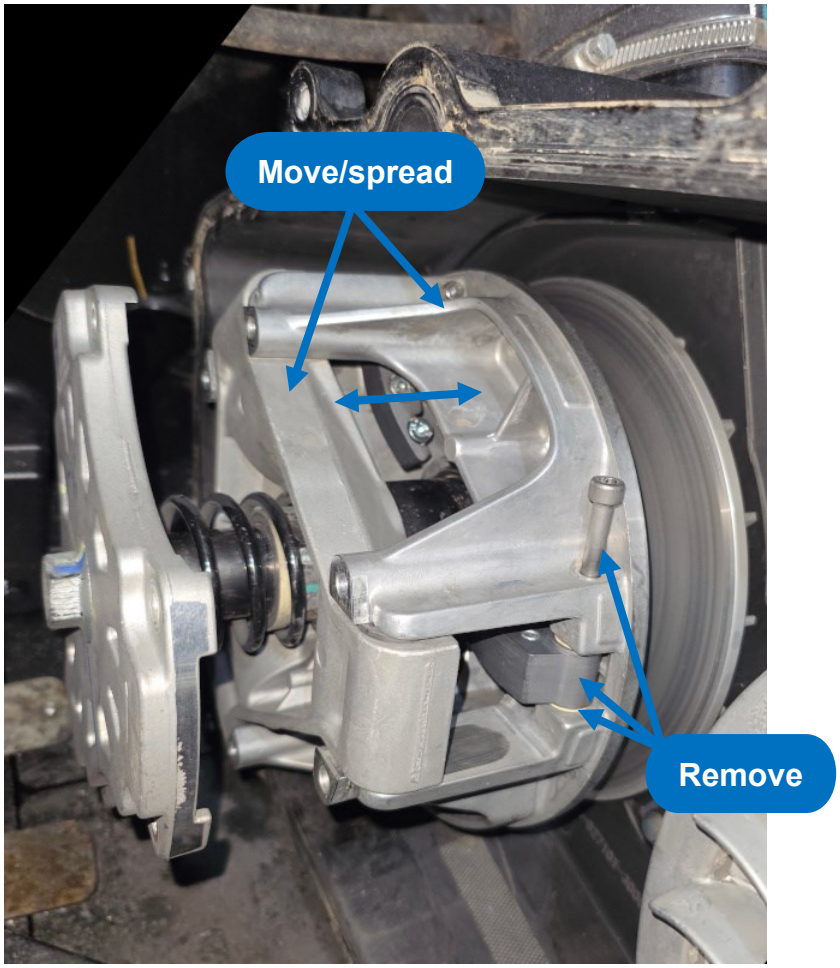
13. Before loosening the primary center bolt, mark the position of clutch basket, plate and spider!
    Loosen the center bolt but do not remove it completely!
    NB! If your clutch has been working hard and for a long time, we recommend removing primary clutch basket and clean everything before installing new weight arms!



14. Remove bolts 1,3 and 5 holding the clutch top plate.
    Remove bolts 2,4 and 6 **gradually** in clockwise direction to prevent bending /warping of the top plate.

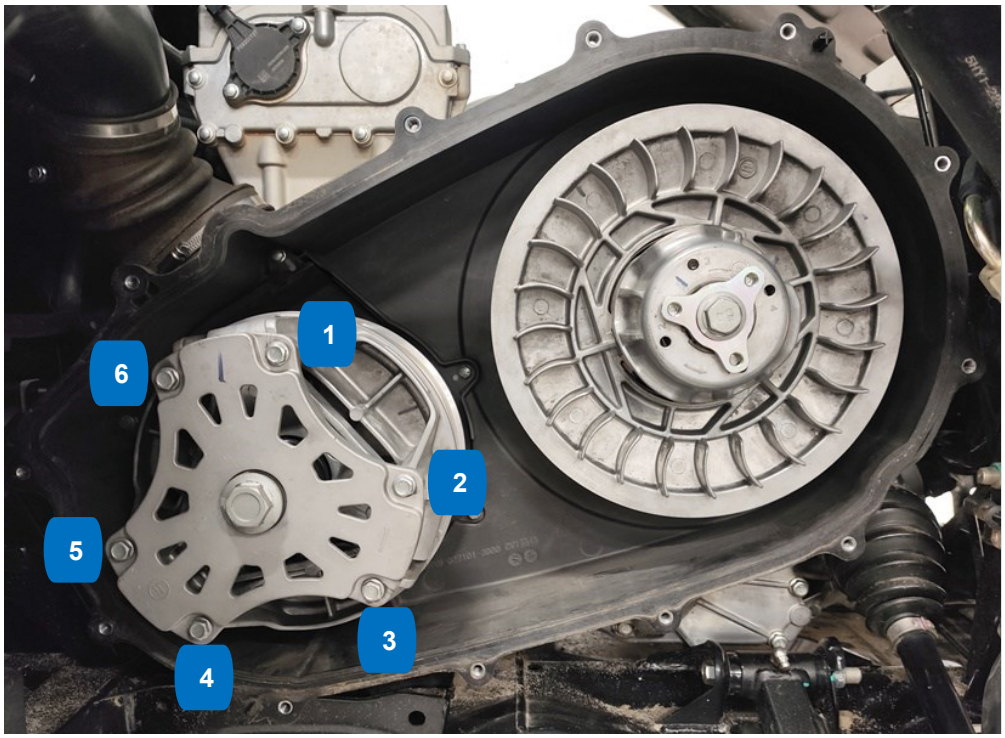


15. Remove original weight arms and weight arm washers.
    You can move spider and clutch basket to give you enough room to remove original weight arms.

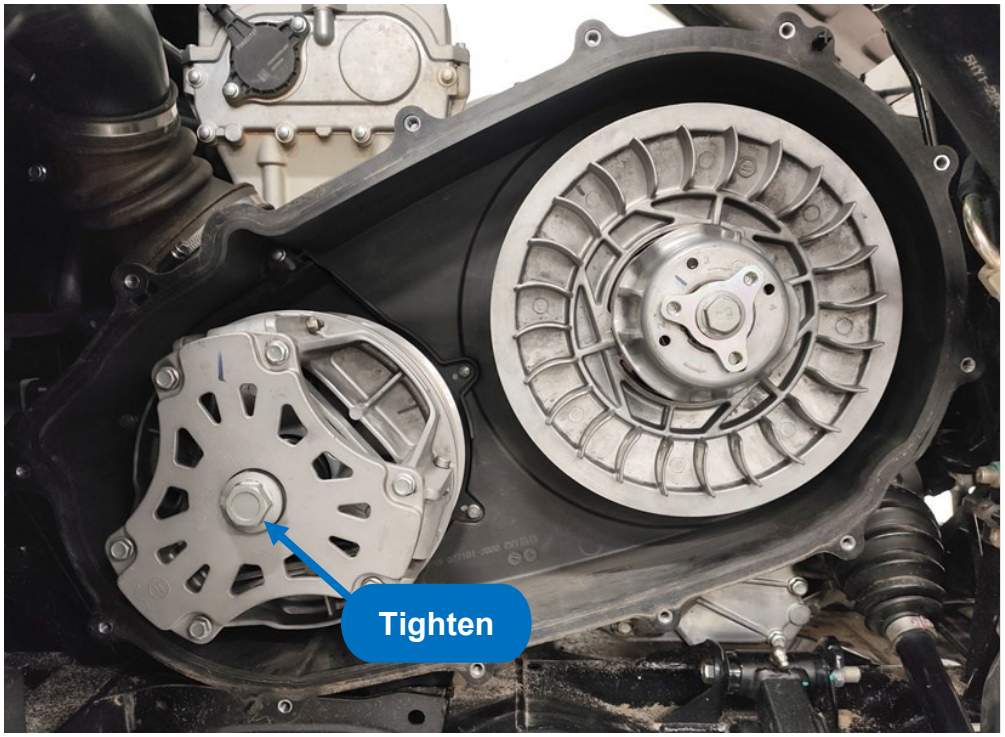


16. Install new weight arms (Pos.3). Use original bolts and nuts.
    NB! Do not install original washers! Your new weight arms have integrated washers!

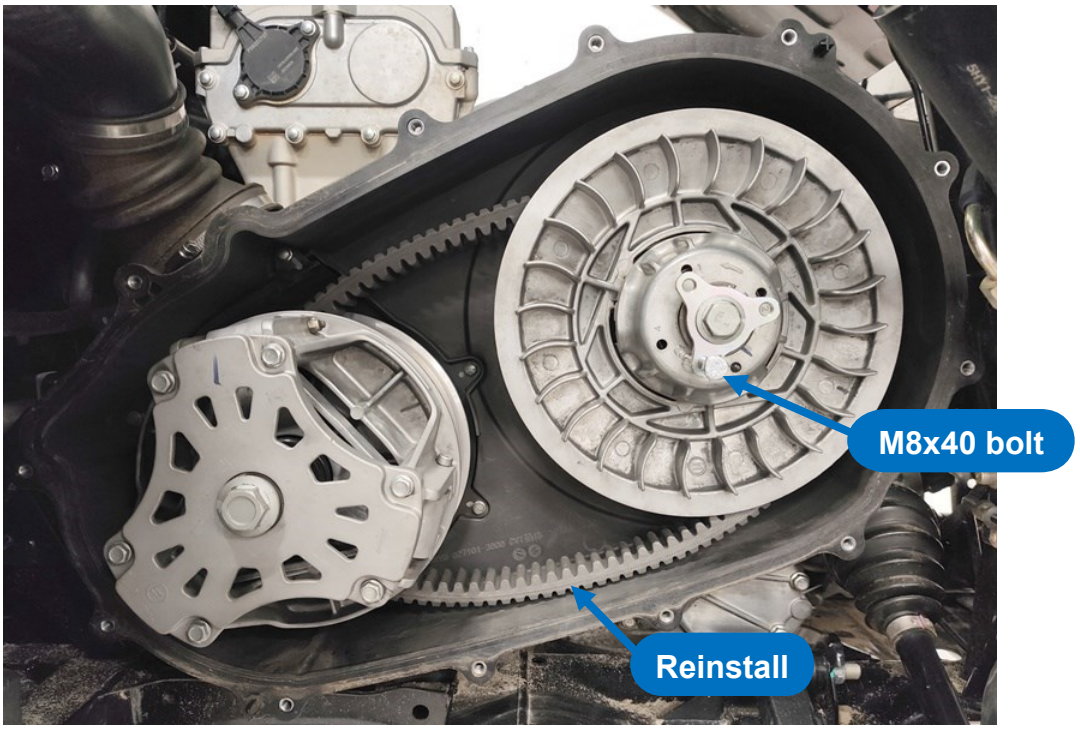
17. Tighten bolts 2,4 and 6 **gradually** in clockwise direction to prevent bending /warping of the top plate.
    Tighten bolts 1,3 and 5 holding the clutch top plate. Torque all the bolts to 13~16Nm



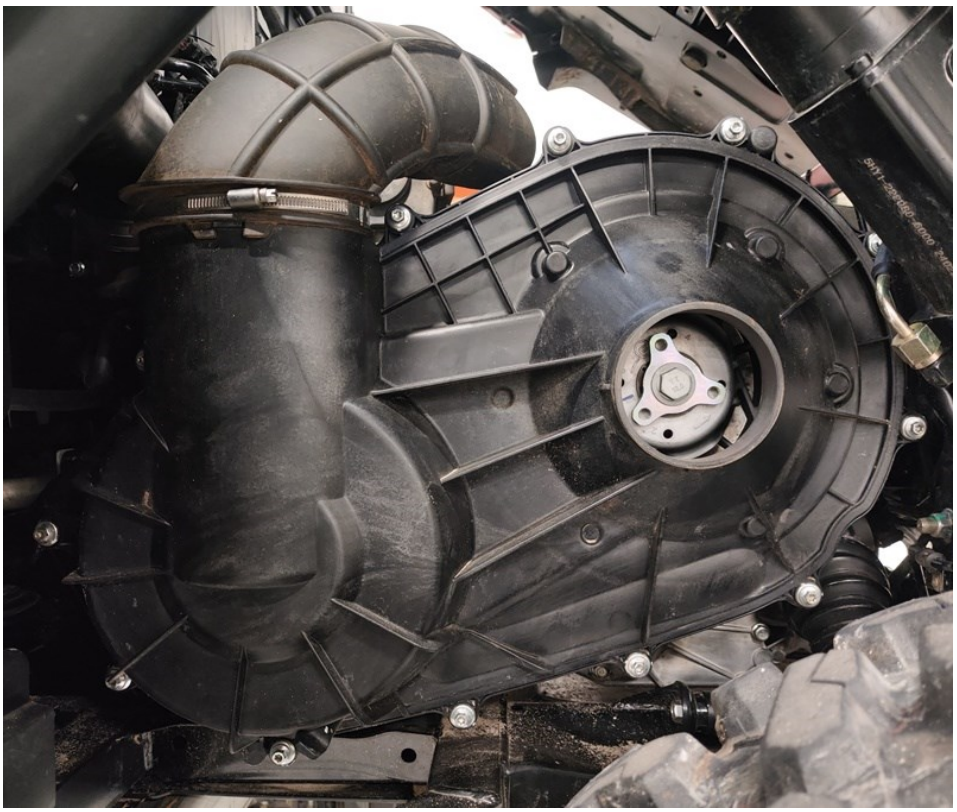
18. Before tightening the primary center bolt, make sure the position of clutch basket, plate and spider has not moved! Torque the center bolt to 130Nm.



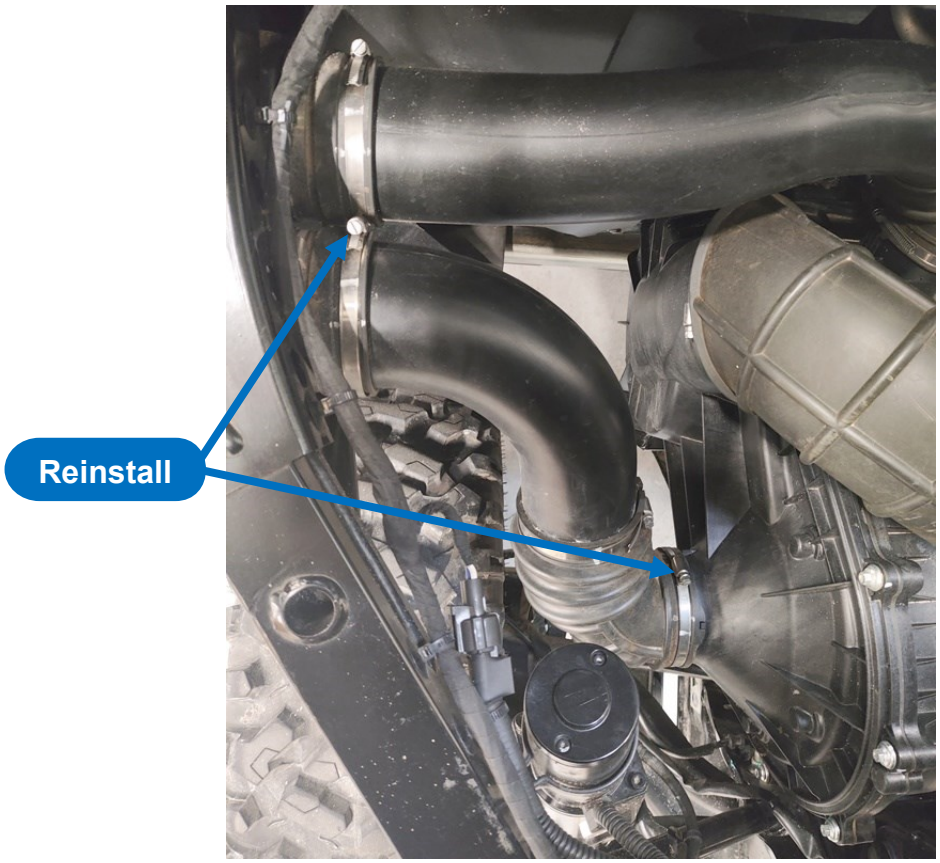
19. Screw in M8x40 bolt to spread the secondary clutch plates and reinstall the belt.
Use 13mm wrench or socket. **NB! Remove M8x40 bolt after the belt has been reinstalled!**



20. Reinstall CVT cover and torque the bolts to 10Nm.



21. Reinstall the CVT breather hose.



22. Reinstall the wheel and lower the cargo box.

You are ready to test drive!

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