DOWNLOAD MANUAL

Performance package (30"-32")

80.11600 rev. 1

https://ironbaltic.com/f/80.11600/1

PERFORMANCE PACKAGE (30”-32”)

CFMOTO Z10 TURBO (2026+)

Models with BOSCH UP8/MG1UA008 ECU´s

Code 80.11600

Version Rev01(24092026)





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	Power ECU for CFMOTO Z10 TURBO T3b	96.5600ML	1
2	Helix 60º - 52º	80.11601	1
3	Bolt M8x60 DIN933	OT.02.02.250	1
4	Sticker (VauhtiVarikko)	PM.13.05.024	1
5	Sticker (IronBaltic)	PM.13.05.007	1



POWER ECU IS ONLY FOR OFF-ROAD AND/OR RACING USE!



The end user is responsible for using this Power ECU with modified speed limiters and taking care of any penalties set by local authorities. This is an electronic device, and no warranty or replacement is implied.



Installing this ECU might void your SSV warranty!

All ECU software's are developed by professional tuners using engine and wheel dynos and tested by industry's biggest test group: Team Vauhti Varikko professional drivers.



TOOLS REQUIRED FOR INSTALLATION:

- Socket 8mm
- Socket 21mm
- Torx T27
- Flathead screwdriver
- Phillips screwdriver



NB!

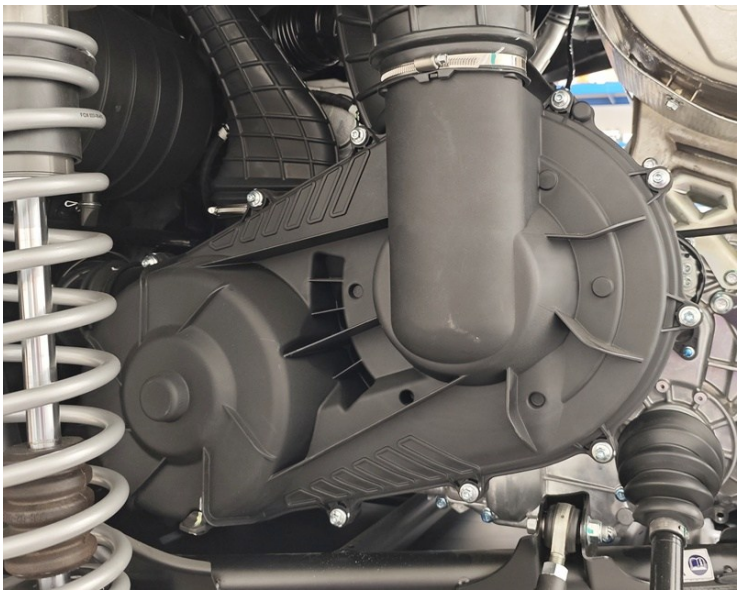
All pictures in this manual are for illustration purposes only and may differ from real product due to the changes made to the product during improvements!

INSTRUCTIONS

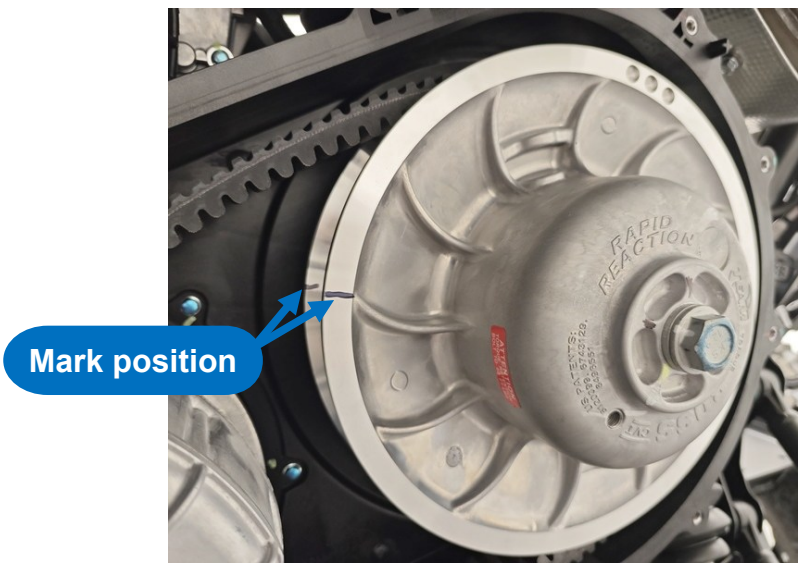
1. Remove the rear left wheel for better access



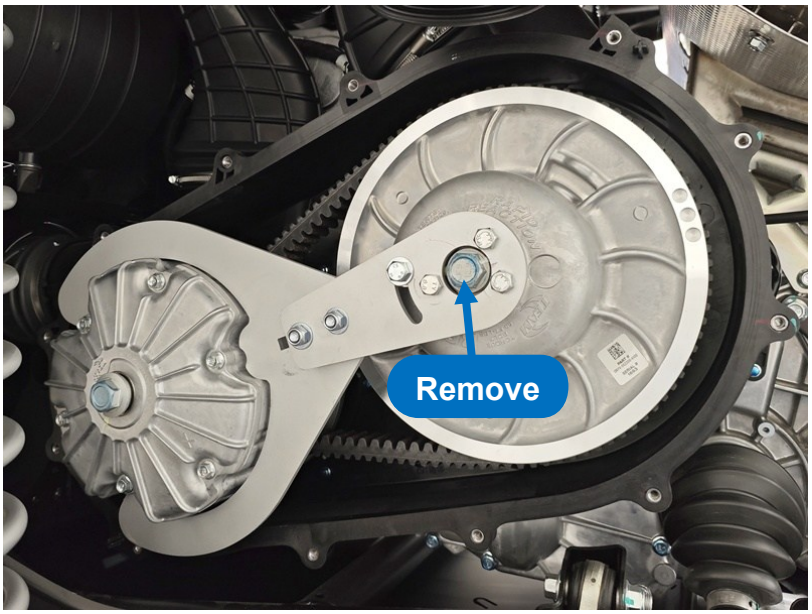
2. Open CVT cover and disconnect CVT breather pipe. Use 8mm socket and flathead screwdriver.



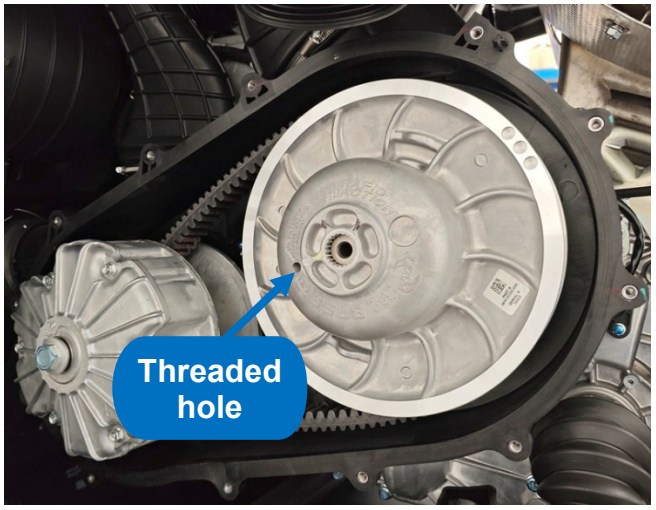
3. Before removing the secondary clutch, mark the top and bottom plate position!

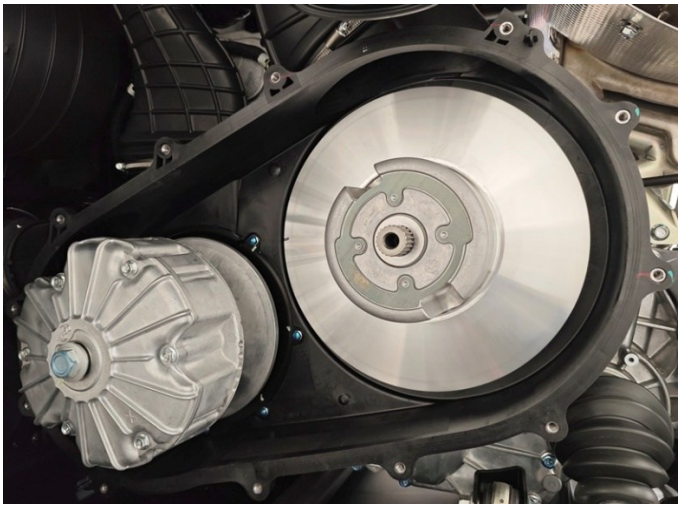


4. Install clutch holding tool p/n 80.11900 and remove the secondary clutch bolt. Use 21mm socket.

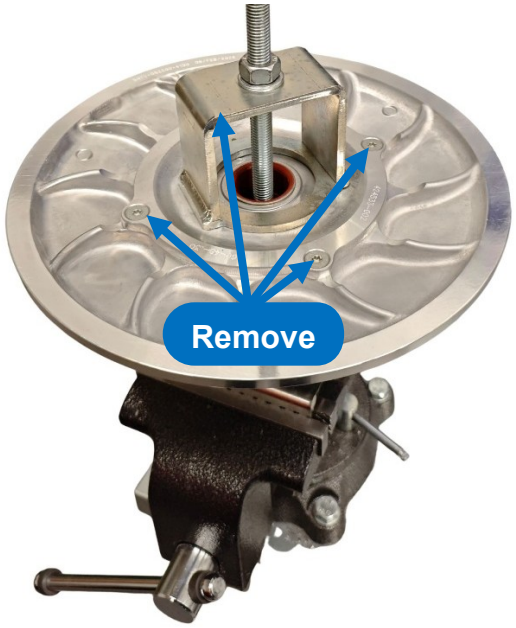


5. Remove the secondary clutch from the shaft and belt. If the clutch top plate won't pop off by itself, use supplied M8x60 bolt. Screw the bolt into the threaded hole on the top plate.
Remember the direction the belt was on!
NB! Be careful not to lose washer(s) between secondary clutch top and bottom plate!





6. Place the secondary clutch onto clutch holding tool p/n 80.400 (place the large washer under the clutch) and screw the clutch holding top tool gently against the clutch. Open the 4 screws on the helix.



7. Slowly release the tension and remove the old helix.

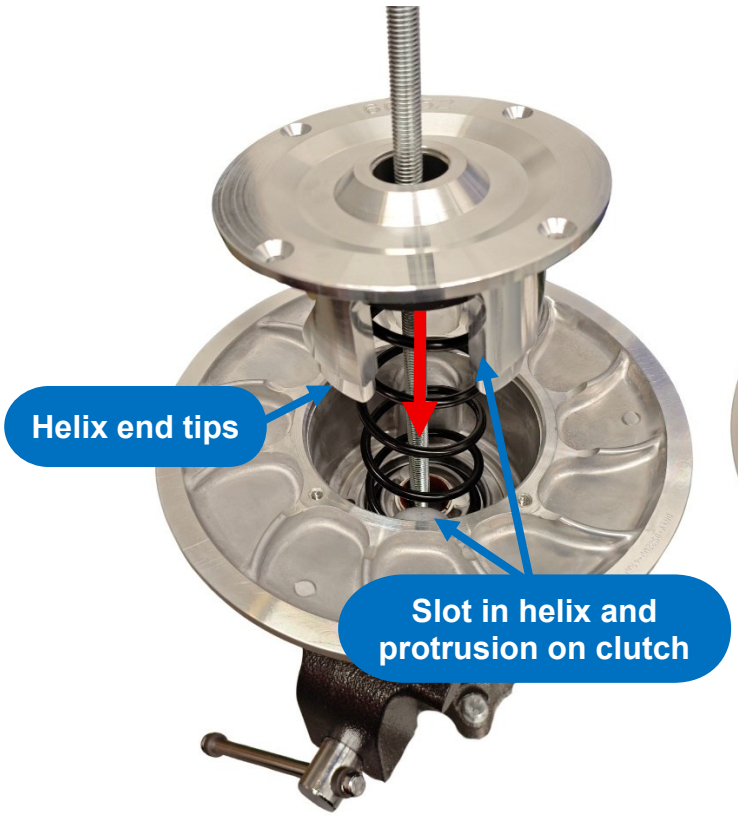


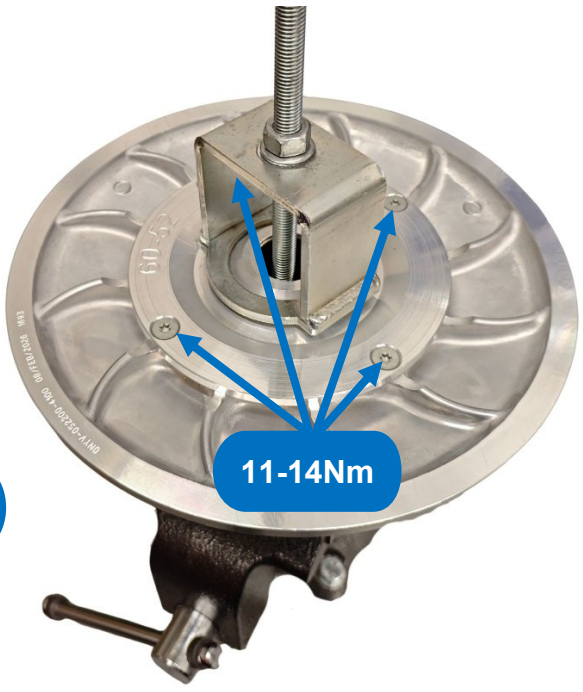


8. Install new 60º-52º helix. Add thread lock fluid to the screws and torque the bolts to 11-14Nm.

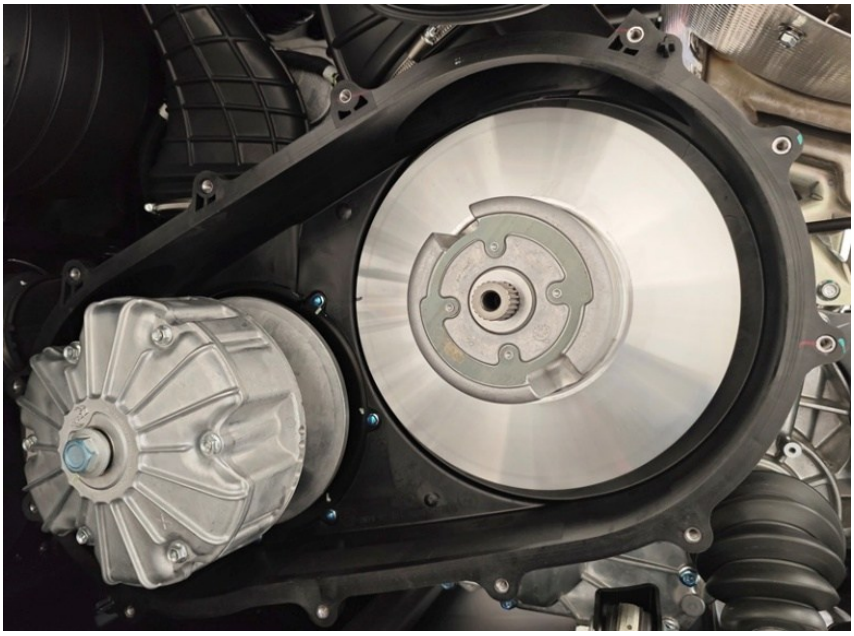
   NB! Be careful when lowering helix into final position. The helix end tips must go straight into the socket on the bottom of clutch plate. The helix position might need adjusting on the final 10mm.

   Do not use force!

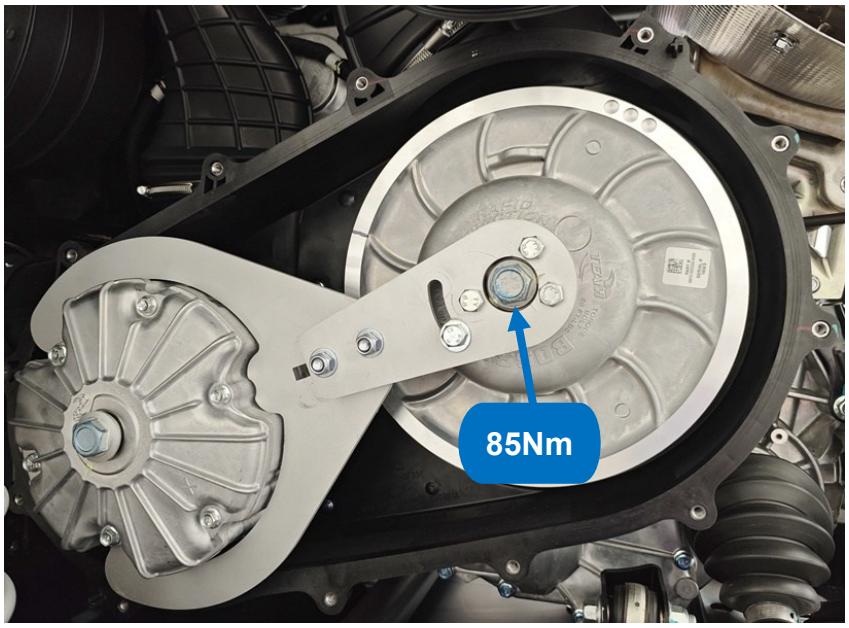




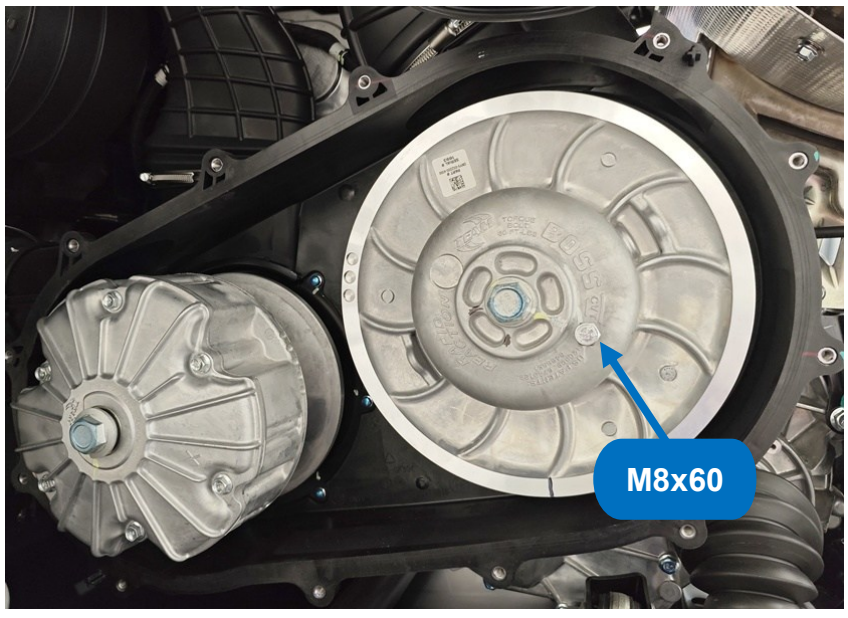
9. Reinstall secondary clutch to the shaft. Do not install belt!



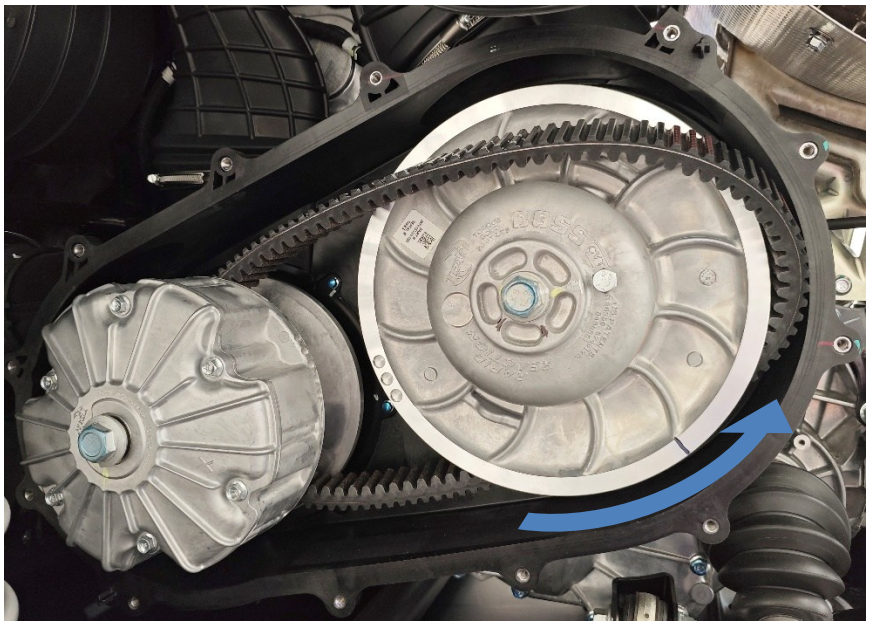
10. Reinstall secondary clutch top plate and original washer(s) between top and bottom plate. Place the clutch holding tool p/n 80.11900 in place and install secondary clutch bolt. **Torque the bolt to 85Nm**.



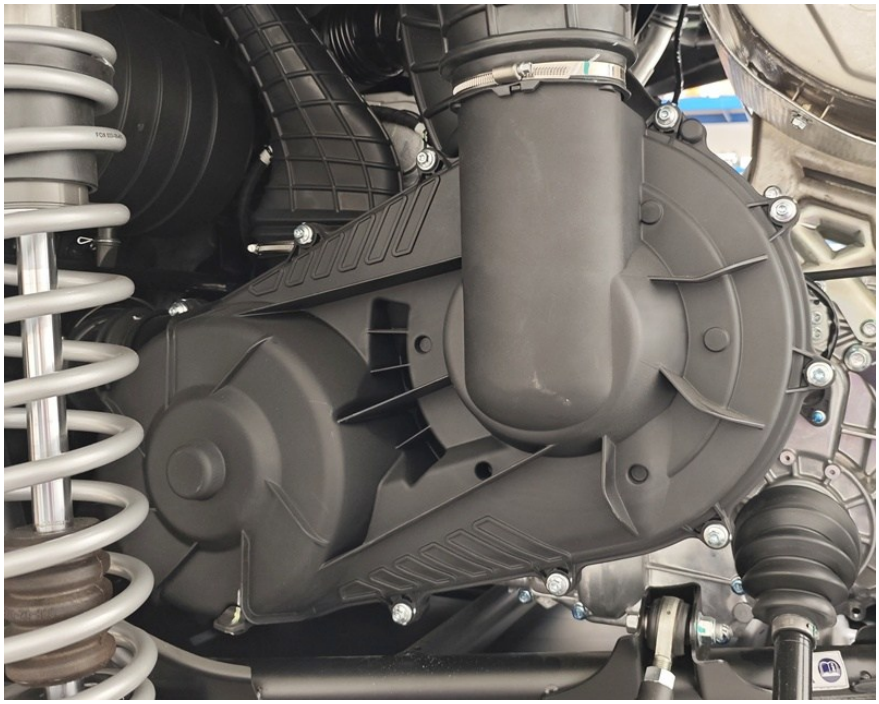
11. Screw in the M8x60 bolt to secondary clutch to spread the clutch.



12. Reinstall the belt. Make sure you reinstall it the same direction as before.
    Remove the M8x60 bolt afterwards.



13. Reinstall CVT cover. Torque the cover bolts to 10Nm. Remember to tighten CVT breather pipe clamp!



14. Reinstall the wheel.

Installing the PowerECU

15. Make sure the vehicle ignition is turned OFF!

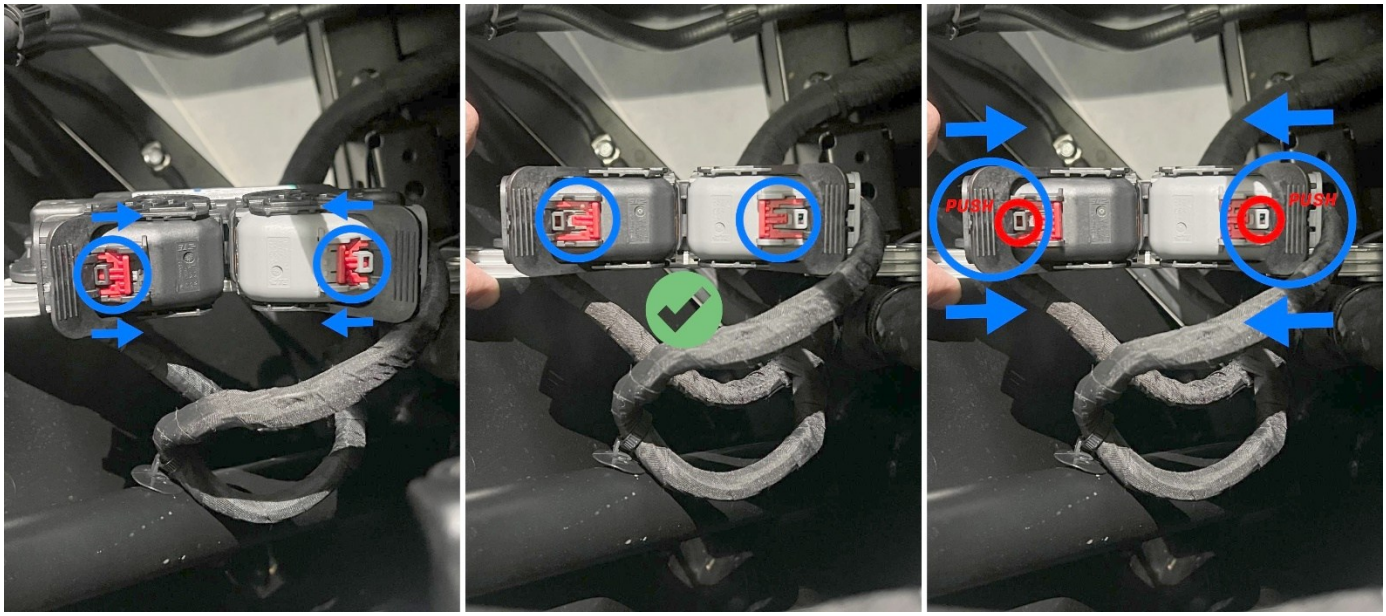
16. Disconnect battery negative terminal.

17. Locate the ECU behind passenger seat.





18. Carefully disconnect the old ECU. Be careful not to damage contacts between ECU and connector. Use phillips screwdriver to remove the ECU screws.



19. Carefully connect new ECU. Be careful not to damage contacts between ECU and connector.

20. Reconnect the battery negative terminal.

21. Switch on the ignition and **wait 60 seconds** for the new ECU to communicate with the vehicle **(DO NOT START THE ENGINE!)**.

22. Start the engine and let it **idle for 5 minutes** to adapt to new values.

23. In some rare cases, fault code or engine light can occur. Usually, it is cleared after couple of engine starts and stops OR the fault code can be cleared with OBD diagnostic cable.

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