

Maintenance Advice

1. Wipe the bikes down with a soft cloth after each class. Sweat is highly corrosive and your bikes will deteriorate quickly if not regularly cleaned.

2. Spray the bikes. To help protect the finish and components on the bikes, lightly spray the bike with a universal spray such as WD40 or GT85 (available from Instyle, cycle shops or motor factors) concentrating on the handlebar, stem, flywheel and brake arms, then wipe off the excess with a soft cloth. Avoid spraying the saddle, handlebar grips and pedals.

3. Visually check the bike over after each session - does everything look as it should? Are there any parts that look damaged or out of line? Adjust if necessary and replace any damaged parts. Do not use a bike that is damaged in any way. If in doubt contact the Instyle Technical Hotline.

4. Check the stem and seat-post clamps, are they loose, or over tightened? Are the stem or seat post raised above the safety line?

5. Reset the gear adjustments. During the class your customers will almost certainly have moved the various gear adjustments. These should all be returned to the neutral zero resistance position at the end of each class. (see point 9)

6. Remove the stem and handlebar assembly from the frame. Set the gear shifter to zero resistance. Squeeze the brake arms together and then remove the noodles from their carriers. Unscrew the brass safety screw from the front of the stem tube. Release the stem clamp then pull complete handlebar assembly out of the frame tube. Clean the stem and the inside of the frame tube with a cloth. Spray the stem and inside of the frame tube with silicon spray (available from Instyle) and remove excess with a cloth. Insert the stem back into the frame tube, replace the brass

safety screw and tighten. Re-connect the brake/gear cable by inserting the noodles into their carriers, squeezing the brake arms together will make this easier. Set the stem and handlebar to the desired height, align the handlebars then tighten the stem clamp. Make sure the minimum insertion line is not showing.

Tools required: 10mm socket spanner

7. Remove the saddle and seat post assembly
Remove the brass safety screw, release the seat clamp and pull the saddle and post from the frame. Clean the post and frame tube with a cloth then spray the post and inside the frame tube with a silicon spray, removing any excess with a cloth. Replace the seat post back into the frame tube, replace brass safety screw, align the saddle with the frame then tighten the seat post clamp. Make sure the minimum insertion line is not showing.

Tools required: 10mm socket spanner.

8. Check brake pads. Set the gear shifter to zero resistance, release the brake/gear cable from the brake arms by squeezing the brake arms together and remove the noodles from their carriers.

The brake arms will now swing out and the pad material can be checked. If the surface of the braking material has worn smooth using light sandpaper can roughen it up.

Align the pads – the pads should be parallel to the flywheel with the top of the brake pad in line with the top of the fly-wheel. If the pad is out of alignment, push the brake arm against the flywheel and then undo the allen bolt holding the pad onto the arm. Align the pad into the correct position then re-tighten the allen bolt. Repeat for the other pad if necessary. Once adjustment is completed re-attach the brake/gear cable by squeezing the brake arms together and then put the noodles back into their carriers. Check that the gear shifter and the brake work correctly.

Tools required: 5mm allen key

Maintenance Advice

9. Adjust the gear resistance. First make sure the gear system is set to zero resistance. Wind the barrel adjuster on the brake lever all the way in so no threads are showing. Wind the adjusters on the top of the noodles all the way in so no threads are showing. Check the brake pads are evenly aligned, (see point 8 above). To take up any slack in the system, wind out the adjusters on the noodles until there is a 1-2mm gap (width of a credit card) between the brake pads and the flywheel.

The wheel should spin freely with no discernible drag.

10. Check security of all clamps and nuts. Starting at the front of the bike check that all nuts and bolts are tight, pay particular attention to flywheel nut, Brake arm fixing bolts and saddle clamp bolts.

Tools required: 15mm spanner, 14mm spanner, 5mm allen key.

11. Check the toe straps for wear. It is important that the toe straps are kept in very good order. Replace the strap if you see any signs of wear. Check the strap at the point it threads through the pedal and also where it threads through the buckles. Important - do not tuck the loose end into the buckle.

12. Check the crank bolts. Use an 8mm allen key to check the security of the crank bolt which is located in the center of the crank arms. These bolts must be very securely tightened to prevent the crank arm from working loose and becoming damaged. Once a crank arm has worked loose, it must be replaced with a new one.

Tools required: 8mm allen key

13. Check the pedals. Make sure the pedals are securely fastened into the crank arms. Prolonged back-peddalling may cause the pedals to unscrew from the cranks and is not recommended. If the pedals have unscrewed, use a 15mm open-ended spanner to tighten them. Note the right pedal has a right hand thread (turn clockwise to tighten) and the left pedal has a left-hand thread (turn anti-clockwise to tighten).

Tools required: 15mm open ended spanner

14. Check the chain tension Sit on the bike, activate the handbrake and then check if there is

any forward or backwards play in the crank-arm.

If there is any movement, this indicates that the chain needs adjusting. Loosen the flywheel mounting bolts and tighten chain by turning the adjustment nuts clockwise an equal number of turns. There should be approximately 5mm up and down movement in the lower chain run. Re-tighten the flywheel nuts. If the chain is tightened too much, it will cause serious vibration and the chain should be loosened immediately. Make sure to keep fingers, hair and loose clothing away from the chain and sprockets while adjusting to prevent injury.

Tools required: 15mm spanner, 10mm spanner

15. Lubricate chain. The chain must be kept lubricated with quality chain oil - available from cycle shops - to lubricate the chain lift the bike from the front and tip backwards until it is resting on the back legs and back of the saddle. Very carefully rotate the flywheel by hand whilst dripping chain oil onto the chain and flywheel sprocket.

16. Clean and lubricate gear/brake cable. It is very important to keep the gear cable clean and lubricated to maintain good performance from the resistance system.

Set the gear system to zero resistance - screw in all adjusters on the noodles and brake lever, squeeze the brake arms together and then remove the noodles from their carriers.

Next, you must remove the cable from the brake lever - align the slots in the brake lever barrel adjuster then pass the cable through the slot. Pull the brake lever back to the bar and you can then remove the cable end from the lever.

Clean the entire cable by spraying with universal spray. Pay particular attention to parts of the cable that run through the noodles, spring tension cartridge and the cable outer. Wipe off any excess with a cloth. Once clean the cable can be lubricated with oil, (3 in 1 or similar) To lubricate the cable through the noodles etc, drops of oil can be applied to the cable where it enters the noodle or cable outer. Pull the cable back and forwards through the noodle and outer cable a couple of times to disperse the oil.

Maintenance Advice

16 Continued

Open the black cylinder which houses the cable tension spring by unscrewing the end cap. This provides access to the cable and spring. Clean the cable with universal spray and then lubricate as above. Clean off any excess oil with a cloth and then reassemble the cylinder.

Pull the brake lever back to the bar and replace the cable end into the recess. Feed the cable through the slot in the barrel adjuster and then relocate the noodles back into their carriers.

Adjust the cable tension by use of the adjusters on the noodles until there is a 1-2mm gap between the brake pads and the flywheel.

Finally, you should put a few drops of oil behind the brake arms on the pivot point.

17. Clean and re-grease brake arms. Over a period of time, sweat will inevitably work its way into the brake arm mechanism and this may decrease the efficiency of the resistance system. Every 3 months we recommend you disassemble the brake arms from the frame, clean them thoroughly and re-grease. While this is not a complicated job, you may wish to call in a cycle mechanic or an Instyle engineer.

If you decide to do this job in-house, call us for detailed instructions.

18. Check bottom bracket. The axle that goes through the frame, together with the bearings (called the bottom bracket) is the one part of the bike that takes the most punishment. Instyle uses only the best quality parts and a bottom bracket should last up to 2 years before it needs replacing. To check the bottom bracket, take hold of the crank arms and see if there is any play in the axle area. If the crank arms are unstable and there is sideways movement, the bottom bracket needs replacing.

This job requires specialist tools and is best done by a cycle mechanic or an Instyle engineer.

However, if you wish to do this job yourselves, we are happy to provide detailed instructions and the appropriate tools.

19. Check flywheel bearings. The freewheel should run smoothly at all times. If you can hear any abnormal grating or grinding noise coming from the flywheel area, or if the flywheel moves from side to side, the bearings may need replacing. Again this job may best be done by a qualified cycle mechanic or Instyle engineer but we are happy to provide detailed instructions if you wish to do the job yourselves.

20. Annual full service. Once a year we recommend you arrange for Instyle to carry out an in depth service and safety audit of your bikes. During this visit we offer full maintenance training for new staff.

