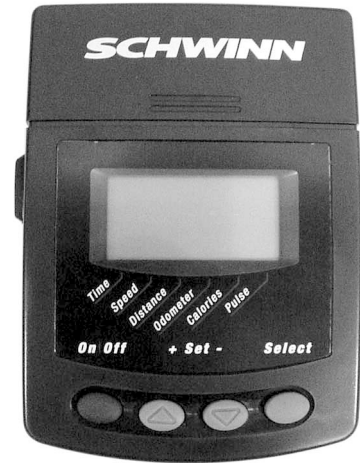




## ELECTRONIC TROUBLESHOOTING

### 1. PROBLEM: Faded or no computer display

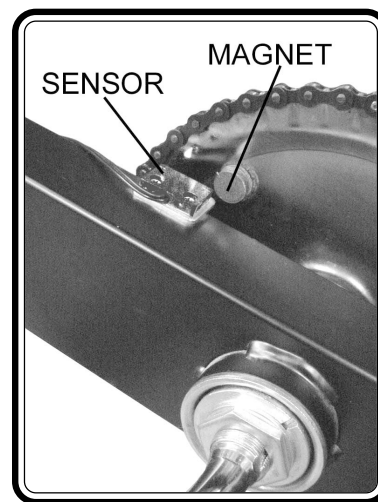
**SOLUTION:** a. Replace the batteries (make sure you have the correct voltage and polarity). If the display does not return, clean the battery contacts. If the batteries and contacts are okay, replace the computer.



### 2. PROBLEM: Inconsistent or no SPEED reading

**SOLUTION:** a. Disconnect and reconnect the sensor wire on the back panel of the computer. If the SPEED reading doesn't return, disconnect the sensor wire and using a multimeter (set for an audible response if available) test the wire by placing your probes on each of the two sensor wire pins. Slowly turn the cranks and you should get a change in reading (beep) once for each full revolution. If you do get a response from the sensor/wire, replace the computer. If you don't get a response, see step b.

b. Remove the shrouds and make sure that the sensor and magnet are securely mounted. Adjust the sensor so that it's squarely aligned with the magnet and there's a 2 mm to 4 mm gap between them. Using the multimeter, retest the sensor wire pins. If you still don't get a response, replace the sensor/wire.

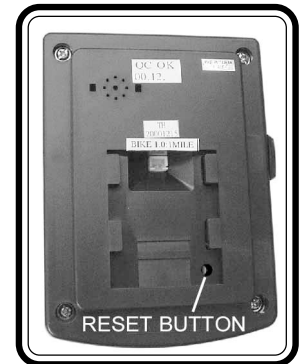




## ELECTRONIC TROUBLESHOOTING (continued)

### 3. PROBLEM: The computer shows an unusually high odometer reading

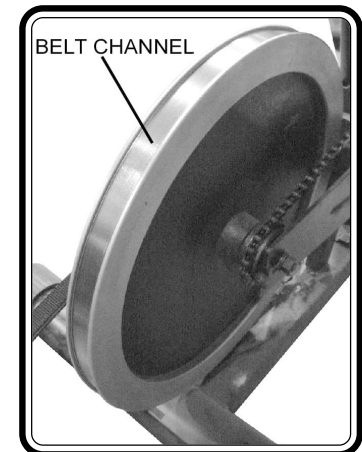
**SOLUTION:** a. This is caused by the initial computer “burn in” test simulating use. To reset the computer, slide the computer off of the mounting bracket and use a paper clip to press the recessed button on the back of the computer.



## MECHANICAL TROUBLESHOOTING

### 1. PROBLEM: The resistance belt wears out too quickly

**SOLUTION:** a. Remove the resistance belt from the flywheel and hold a piece of emery cloth against the belt channel in the flywheel as you turn the cranks. The emery cloth will smooth out any flaws in the channel surface.



### 2. PROBLEM: Flywheel feels rough or makes grinding noise

- SOLUTION:**
- If the flywheel is rough out of the box, loosen the chain tensioner nuts to reduce the chain tension.
  - Remove the shrouds and disconnect the tension belt.
  - Loosen the 15mm axle nuts and remove the flywheel.
  - Remove the locknuts on either side of the axle and, using a hammer, tap out the flywheel axle. Remove the one sealed bearing that came out with the axle and reinsert the axle to tap out the remaining bearing. Replace the bearings and replace the axle if it is damaged.

