



Belt Tensioner Adjustment





To begin you will need to level the bike. Make sure the front two leveler feet on the front stabilizer are screwed all the way up to the frame, even and level. On the rear stabilizer, screw the leveler feet all the way up to the frame then only adjust the left or right rear leveler feet to level the bike. In some cases just by leveling the bike, the vibration or rough ride could go away and no adjustment on the flywheel would be needed.



STAGES C Y C L I N G



Check the belt tension (deflection) on the bike. Position the crank in the 12 o'clock position then press down the resistance knob to hold the crank in place. Grab the crank with your hand and move the crank forward and back while continuing to press down the resistance knob. There can be up to a 1/8 of inch of deflection in the crank. Follow the next steps to adjust the deflection.





Remove the two bolts on both front covers with a 3mm allen.





Slide off the right side cover.





Slide off the left side cover.





Now the flywheel axle should be visible.

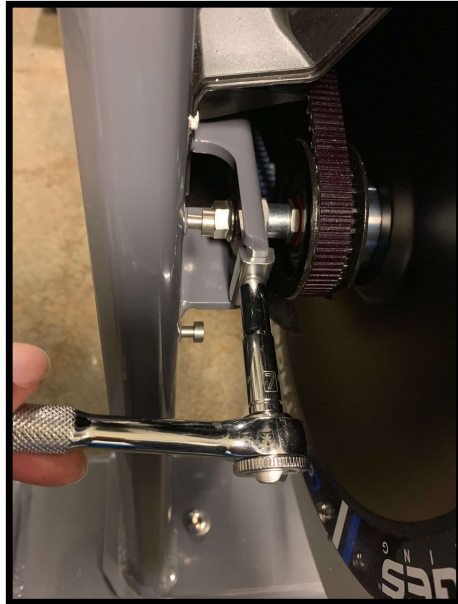




If your bike has over a 1/8 of inch of deflection slightly loosen the user right (drive side) and user left (non drive side) axle nuts with a 14mm wrench. If the bike has vibration while riding, the drive belt is too tight. Loosen only the user right (drive side) and follow the next step to adjust the tension.

Note: Do not remove the axle nuts.





If your belt deflection is too loose. Tighten the belt by turning the tensioner nuts clockwise with a 7mm wrench on both sides in small increments, the same amount on both the left and right sides. If your belt tension is too tight or the bike is vibrating while riding. Loosen only the user right (drive side) tensioner nut counter clockwise in small increments. Test the deflection and ride the bike after every adjustment (on a SC3/Solo, tighten the axle nut on the generator side before testing).



STAGES CYCLING

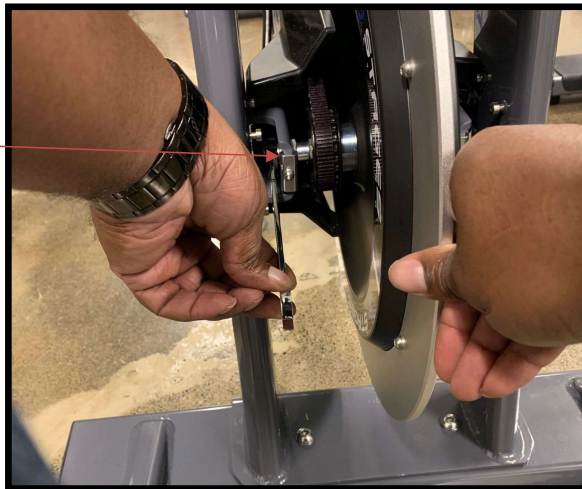


Check the belt tension (deflection) on the bike. Position the crank in the 12 o'clock position then press down the resistance knob to hold the crank in place. Grab the crank with your hand and move the crank forward and back while continuing to press down the resistance knob. If there is up to a 1/8 of inch of deflection in the crank and the bike rides smooth, the axle nuts and front covers can be secured.





Tensioner
Clip



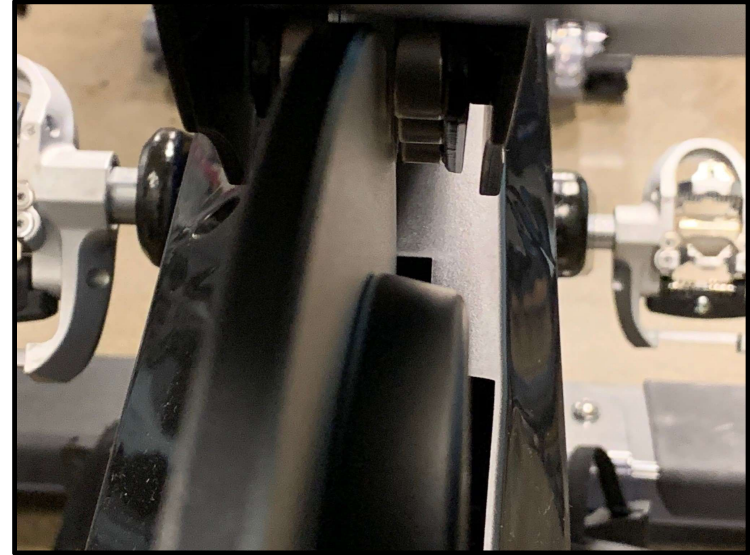
Tensioner
Clip



While pressing the flywheel back into the frame putting tension on the tensioners, tighten the user right (drive side) and user left (non drive side) 14mm axle nuts.

Note: Make sure that the tensioner clip is in the same position on both the left and right sides before tightening the axle nuts. Test the bike one more time to make sure the bike is still riding smooth.





Ride the bike and press down the brake to make sure the flywheel is not rubbing on the magnets. If flywheel is rubbing on the magnets, adjust the magnets away from the flywheel.

To adjust the magnet bracket away from the flywheel use a 3mm Allen key to loosen the bolts on top of the magnet bracket, then move the bracket away from the flywheel. When the flywheel is no longer rubbing on magnets tighten bolts.





Install the left and right front covers back on the bike. Make sure that both of the front covers line up with seam of side covers and then tighten the bolts with a 3mm Allen key.

