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(manufacturer contact)

TOMAHAWK INDOOR CYCLE Care and Maintenance Manual

It is of vital importance that this manual is read
before the initial bike set-up.

Tomahawk Indoor Cycling Maintenance Manual

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Part 1

Introduction to care and maintenance of the Tomahawk Bikes

- **Care and maintenance spray**
- **Opening times**
- **Warning instructions**
- **Important instruction regarding reverse cycling**



Dear Client

We'd first like to thank you for your confidence and for your purchase. By choosing the TOMAHAWK INDOOR CYCLE you've decided on a quality product, designed to meet the highest demands for product reliability in accordance with all technical stipulations.

In the long term, optimum product reliability can only be sustained through regular care and maintenance. Adhering to the following care and maintenance instructions, will ensure that your TOMAHAWK INDOOR CYCLE achieves it's maximum life span with a minimum of maintenance; guaranteeing you many years of trouble free usage.

When maintaining the bikes, please use only the care and maintenance products recommended in this service manual. For further information about these products contact your distributor or the manufacturer directly , www.Indoorcycling.com or int.support@indoorcycling.com .

Please understand that our guarantee obligations can only be upheld, when the following care and maintenance checks are carried out at regular intervals.

Paying regular attention to the maintenance instructions within this manual will ensure the optimum performance of the bikes. Should you wish to consider a maintenance and service contract with our customer service technician to meets your individual needs, we would be happy to provide a quotation. For further information please contact your dealer or our Service Hotline by Email int.support@indoorcycling.com or Fax +49 911 544 4529

Monday to Thursday from	9.00 a.m. – 5.00 p.m.
Friday from	9.00 a.m. – 4.00 p.m.



SAFETY INSTRUCTIONS

- **The Tomahawk Indoor Cycle has a fixed fly-wheel, rather than a 'free wheel' facility. With a fixed-fly wheel mechanism, the pedals continue to turn when the wheel is moving. This should be pointed out to clients to ensure cycling safety.**
- **Clients should only use the Tomahawk cycle after a thorough introduction by a qualified instructor**
- **Cycling should be performed with controlled movement and always with some resistance on the fly-wheel**
- **Clients should be advised to wear close fitting fitness clothes or special bike wear**
- **Indoor cycling is not advised for children under 14 years of age**
- **Should dizziness or sickness occur, stop training immediately**



IMPORTANT INSTRUCTION

To all trainers holding an
INDOOR CYCLING class !!!

It is essential to be aware that during the class ***reverse cycling does not take place whilst using resistance***, otherwise the screw connection (thread) on the pedal axle to the crank arm can be loosened. Loosening of the connection may result in the pedal becoming detached from the crank arm.



Part 2

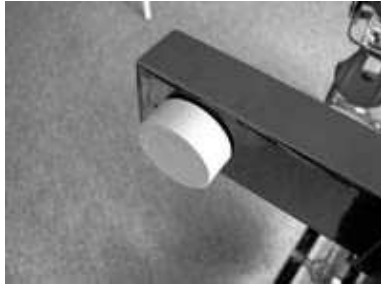
Usage, care and cleaning of the bikes by class participants

- **Before each class**
- **After each class**



Usage, care and cleaning of the bikes by the class participants!

1. Before each class



Before the beginning of each class, check that the bikes are in a stable position. This should be carried out for the safety of class participants. The underside of the frame bearers (stabilizers) on TOMAHAWK INDOOR CYCLES are equipped with feet on which the level can be regulated, in order to ensure a stable position on an uneven surface.

2. After each class

The regular care procedures must take place after each class and should be carried out by the each bike user. Make sure that enough soft paper towels or cleaning cloths as well as maintenance and disinfectant products are available in the cycling room for this purpose.

For reasons of hygiene it is necessary to clean the handlebar and the saddle with a disinfectant spray, after each class. It is also necessary to clean the frame of any sweat residue, to ensure a clean bike for the next class participant. For this purpose it's best to spray the affected areas with WD40 maintenance spray and then subsequently rub them with a dry cloth.



Disinfectant:

Lightly spray the handlebar and the saddle with the disinfectant spray and rub the surfaces dry with a cloth.



Cleaning:

Spray the **Brunox** maintenance spray, which is recommended by the manufacturer, onto a cloth and rub down the frame parts and the chain guard with it.





Part 3

**Regular care procedures to be carried out
by employees**

after EVERY 10 hours of usage

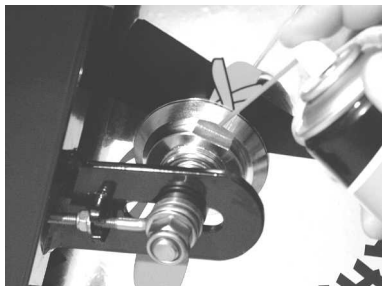
- **Thorough cleaning of the bikes**
- **Maintenance of the brake pads**
- **Emergency brake function**



1. Thorough cleaning of the bikes – after EVERY 10 hours of usage



Spray the **Brunox** maintenance spray onto a cloth and rub down the bike. Parts which cannot properly be cleaned with the cloth, (like for example the brake system, flywheel hub and axle) should be sprayed with the maintenance spray so that a light oily film forms on these parts.



2. Maintenance of the brake pads – after EVERY 10 hours of usage



incorrect brake pad set-up

So that the brake system's very sensitive resistance regulation can maintain its optimum effect, and in order to minimise the wear and tear of the brake pads' supporting surface should be sprayed (slightly saturated) with sufficient **Brunox** spray.



correct brake pad set-up

In addition, the correct set-up and adjustment of the brake pads should undergo a visual check. (see also Chapter C, Position 9 – Set-up of the brake system)





3. Check emergency brake function – after every 10 hours of usage



Due to safety reasons during classes, the emergency brake function must be checked regularly. In order to do this, the red emergency stop handle is to be pulled whilst pedalling. When functioning optimally, an immediate braking effect should take place bringing the flywheel to a stand still. **(see also Chapter C, Position 9 - Set-up of the brake system)**

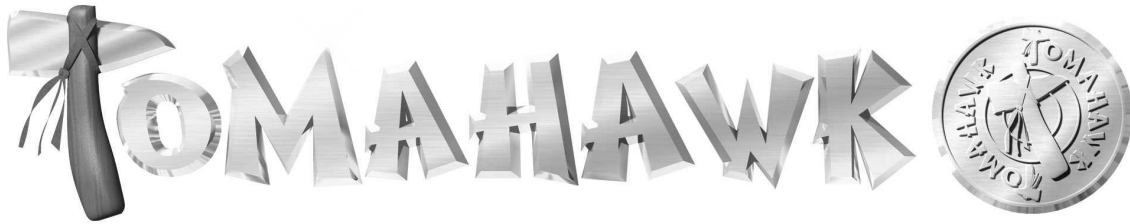


Part 4

**Regular care procedures to be carried out
by employees**

after EVERY 20 hours of usage

- **Clean handlebar & saddle supports**
- **Clean flywheel & hub**



1. Clean handlebar & saddle supports – after every 20 hours of usage



To ensure the smooth and easy adjustment of the handlebar and saddle both the horizontal and vertical saddle supports, as well as the handlebar, must be taken out of their inserts.



Remove the handlebar and saddle support stems, spray the stainless steel supports with maintenance spray and rub them down with a cloth. At the same time, the inserts on the frame should also be sprayed with maintenance spray.

2. Clean flywheel & hub – after every 20 hours of usage



Spray the flywheel and the flywheel hub with maintenance spray and rub these parts down with a soft cloth, so that a light oily film remains.

Part 5

**Regular care procedures to be carried out
by employees**

after every 40 hours of usage

- **Check locking and adjustment handles**
- **Check chain play and adjust**
- **Check all screw connections**
- **Check function of the brake system**



1. Check locking and adjustment handles – after every 40 hours of usage



The thread of the three adjustment handles on the saddle and on the handlebar shaft should be sprayed with maintenance spray, in order to ensure the normal smooth and easy movement of the adjustment handles. To do this screw the adjustment handle out as far as possible and spray the thread. At this point, the function of the engagement mechanism should be checked for safety reasons.





2. Check chain play and adjust

XL version every 40 hours of usage

XXL version every 80 hours of usage

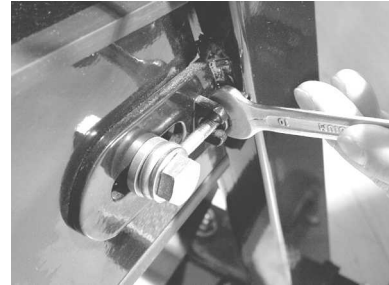
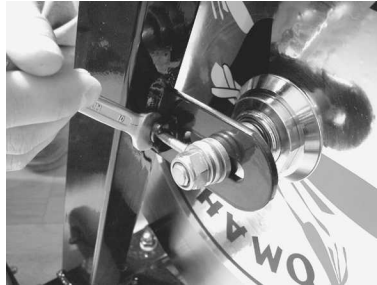
To do this proceed as follows:

- Bring the pedal arms into a horizontal position
- Operate the emergency brake system and rock (standing on the pedals) backwards and forwards. The optimal chain play should be around 2-3 mm. If chain play is too much, it's necessary to tighten the chain. This can be determined by a slight free play of the chain in the chain wheel, which causes a quiet clicking noise.
- Loosen the tightening screw on the flywheel axle by max. 2 turns (Please do not completely remove the self-locking nut)
- The automatic chain tension ring at the XXL bikes should be taken out before and put into again afterwards.
- With a 10 mm spanner slightly tighten the adjustment screw on the chain adjuster. Whilst doing this, it is essential to make sure that the same amount of rotations are made on the left and on the right side of the nut (usually one rotation is sufficient). Otherwise the chain wheel, which is connected to the flywheel, will be at an angle in the guider and the chain cannot retain its straight position. (If the chain wheel is at an angle, an increase in chain noises can be heard.)
- Tighten the screw on the flywheel axle (a hand-tight adjustment is sufficient, as there is a self-locking nut). Maximum torque 40 Newton metres.
- Test chain play again, as described above. Ride the bike whilst set at the medium resistance, in order to establish whether increased running noises or vibrations occur !!!

Running noises or vibrations are clear signs, that the chain has been tightened too much or that the flywheel is at an angle with the chain wheel and therefore the chain is no longer straight. The reason for this is the uneven adjustment of the chain adjuster.



remove flywheel axle



Important !! Always evenly tighten and release the left and right chain adjuster nut, so that the straight setting of the chain is not changed !!

3. Check the tautness of all screw connections – after every 40 hours of usage



As a precautionary measure, check that all fixings and screw connections are tightened and in the correct positions.

Moving parts can become loose as a result of the enormous amount of pressure over a long period,

For the safety of class participants it's also important to check that pedal straps, toe clips and saddles are in good condition. It is essential to replace worn or faulty parts immediately.





4. Check functions of the brake system – after every 40 hours of usage

With an increase in the amount of usage and as a result of pressure, the brake pads begin to show wear, which could mean that the fine resistance regulator and emergency brake no longer operate at their optimum. We therefore recommend regular checks on the brake system's functions. Should you discover that the braking system's functions are deficient, it is essential to fine-tune the braking system before the bike is used again! Please check the setting of the brake system as follows:

- First turn the resistance regulator on the brake system as far as it will go to the left (minimum braking effect). If the setting is correct, the brake pads should be parallel to both sides of the flywheel and lightly touching each side, so that it's possible to cycle with a hardly noticeable amount of resistance.
- If both brake pads are parallel, but the distance to the flywheel is too great, then please first release the top locking nut on both brake hooks. The distance of the right brake pad to the flywheel can now be set with the left adjustment screw (screw on the carrier plate of the resistance regulator) and vice versa.
- If the brake pads are not parallel to both sides of the flywheel, please release the M10 nut on both sides of the brake pad mount and set the brake pads first by hand, so that these sit correctly in a parallel position to the flywheel, before you carry out the fine adjustment.

For safety reasons the bikes should never be ridden without any resistance at all!



Turn the brake locking handle to the left as far as it will go (open).



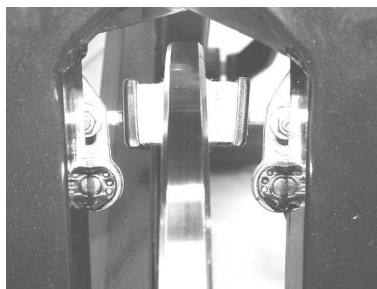
Release the M8 locking nut on both sides of the brake rods.



Carry out the fine adjustment of the distance of the brake pads to the flywheel with the adjustment screws.



Should the brake pads not be parallel to the flywheel, release the brake pad holder M10, and then set the position of the brake pads by hand; subsequently carry out the fine adjustment.



After the brake pads have been correctly set, they both lie flat against the flywheel in a parallel position at both sides.



Incorrect positioning of the brake pads to the flywheel! The brake system's functions are greatly limited – it is essential to reset the brakes !!!



5. Check functions of the brake system – after every 40 hours of usage



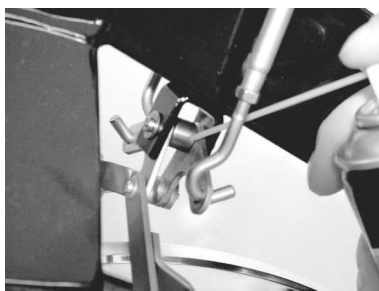
To adjust the brake resistance, turn the resistance regulator (brake locking handle) on the brake system as far as it will go to the left (minimum resistance). As part of the maintenance procedure, spray the ball bearing located directly under the resistance regulator, as well as the thread and the brake rods with maintenance spray: this retains easy movement of the brake adjustment mechanism and minimises wear and tear on the threads of the brake mechanics.



In addition, the thread of the brake screw must be oiled at regular intervals, in order to ensure the long term optimal function of the resistance adjustment mechanism (otherwise, an increase in wear and tear can occur on the thread of the brake locking handle).



As part of the regular maintenance procedures on the brake system, the brake rods and the brake pads should always be sprayed with maintenance spray. Care should be taken to spray the brake pads sufficiently, in order to minimise wear and tear, and to ensure the necessary degree of sensitiveness on the resistance adjustment mechanism in the long term.





Please observe the following:

The regular care and maintenance of the Tomahawk Indoor Cycles should be carried out as described on pages 1-13 and then entered into the following table.

For ease of use, it is advisable to issue all existing bikes with serial numbers in advance, and to include these in the enclosed maintenance plan.

Please copy the maintenance plan several times, in order to have a template for future maintenance and care procedures, which need to be carried out.

With all the above mentioned care and maintenance procedures for your TOMAHAWK INDOOR CYCLES, you will ensure minimal depreciation and extensive, trouble free usage for many years. Should however irregularities occur, which cannot be resolved using simple set-up procedures, our experts are available to support you.

We'd now like to wish you much enjoyment using your TOMAHAWK INDOOR CYCLES and success for your classes.

Tomahawk Cycling Team
CYTECH GmbH



Part 6

Check lists for service and maintenance periods

Tomahawk spare parts

Description

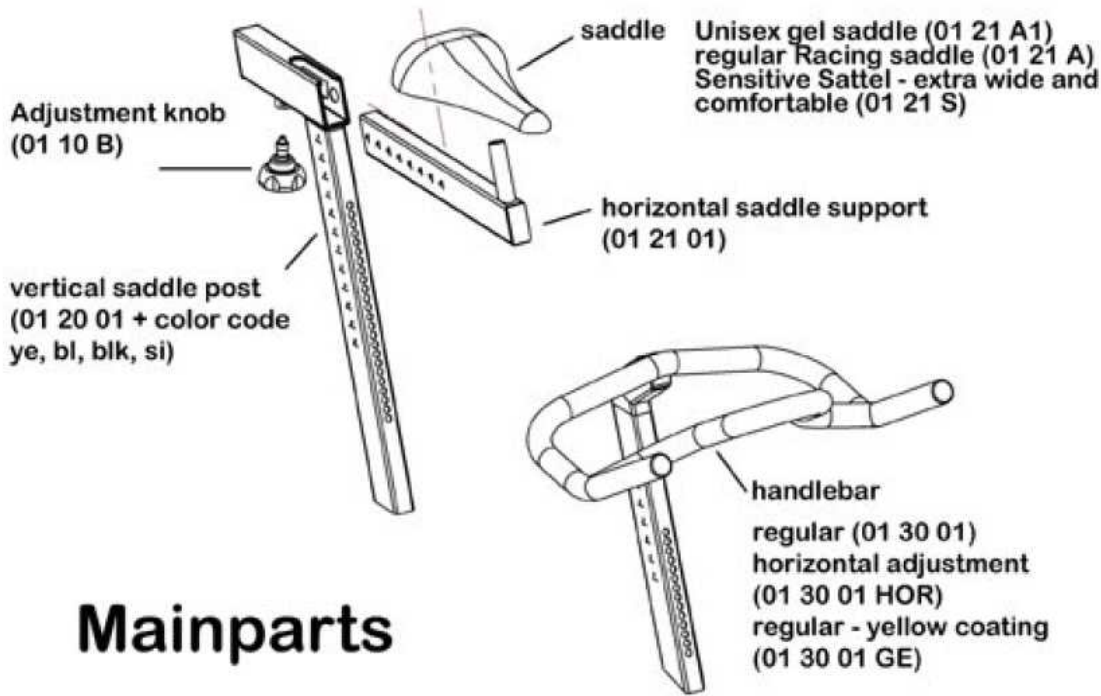
Detailed diagram



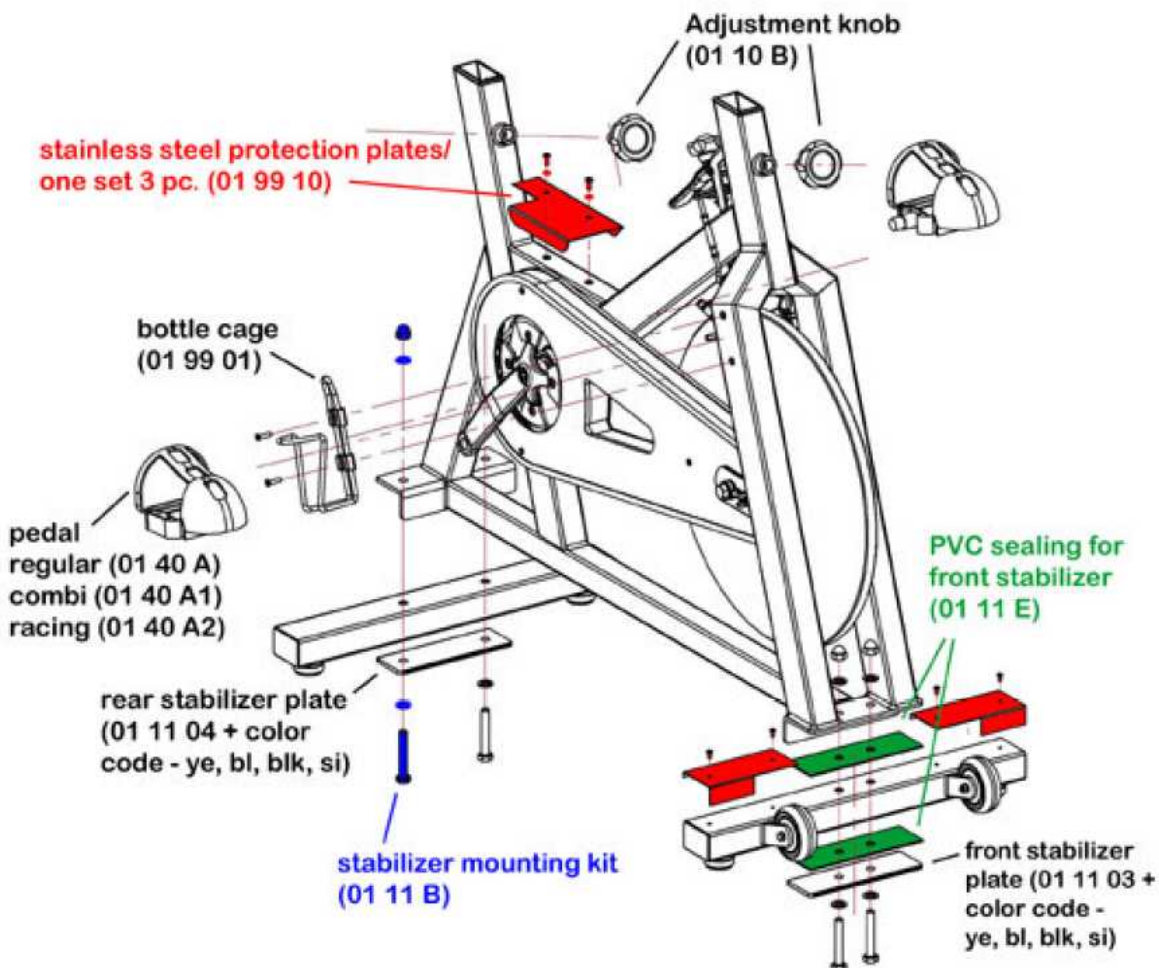
CHECK LIST FOR SERVICE AND MAINTENANCE INTERVALS

Number in maintenance plan	Activity, direction in service manual	Pictures & explanation to be found on page...	Chapter A after every 10 hours of usage	Chapter B after every 20 hours of usage	Chapter C after every 40 hours of usage
1	Detailed cleaning of the bikes (Clean the frames with maintenance spray)	5	<u>X</u>		
2	Service the brake pads (with maintenance spray)	5	<u>X</u>		
3	Test the emergency brake function, if necessary reset	6	<u>X</u>		
4	Clean handlebar and saddle supports, spray inserts with maintenance spray	7		<u>X</u>	
5	Clean flywheel and hub (maintenance spray)	7		<u>X</u>	
6	Check locking handles for ease of use and spray threads with maintenance spray	8			<u>X</u>
7	Check chain play and if necessary reset	9 & 10			<u>X</u>
8	Check that pedals, toe clips, pedal straps, saddles as well as all other connections and fixings on the bike are secure and in their correct positions	10			<u>X</u>
9	Carry out a check on the brake system's functions and check the position of the brake pads on the flywheel, and if necessary reset	11 - 13			<u>X</u>

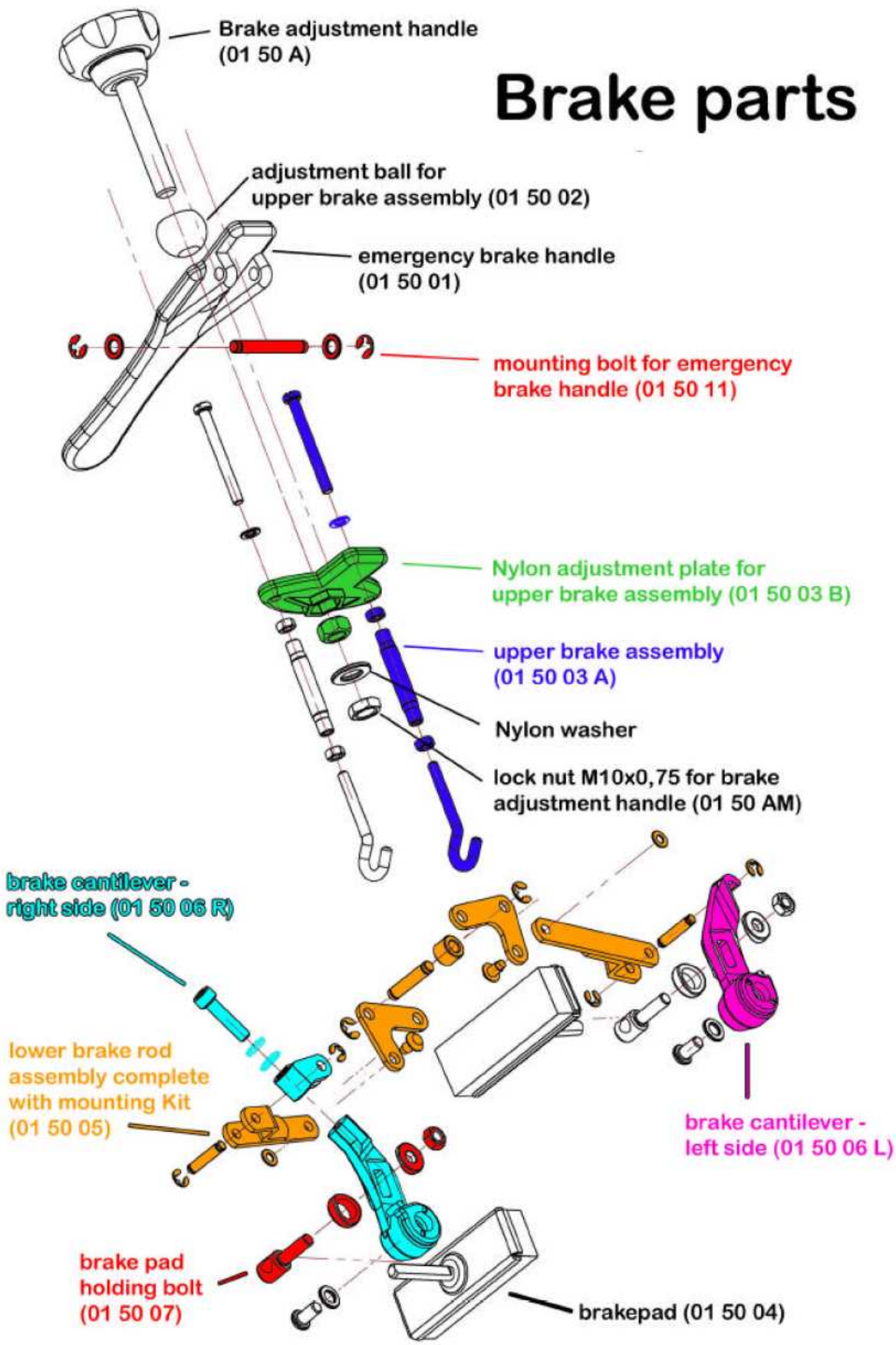
Please only use care products recommended by CYTECH GmbH on your TOMAHAWK Indoor Cycles.



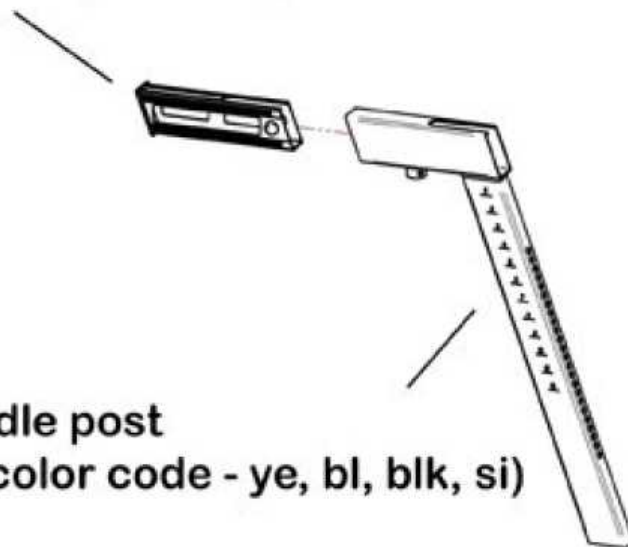
Mainparts



Brake parts



Nylon insert sleeve for horizontal saddle support (01 20 02)



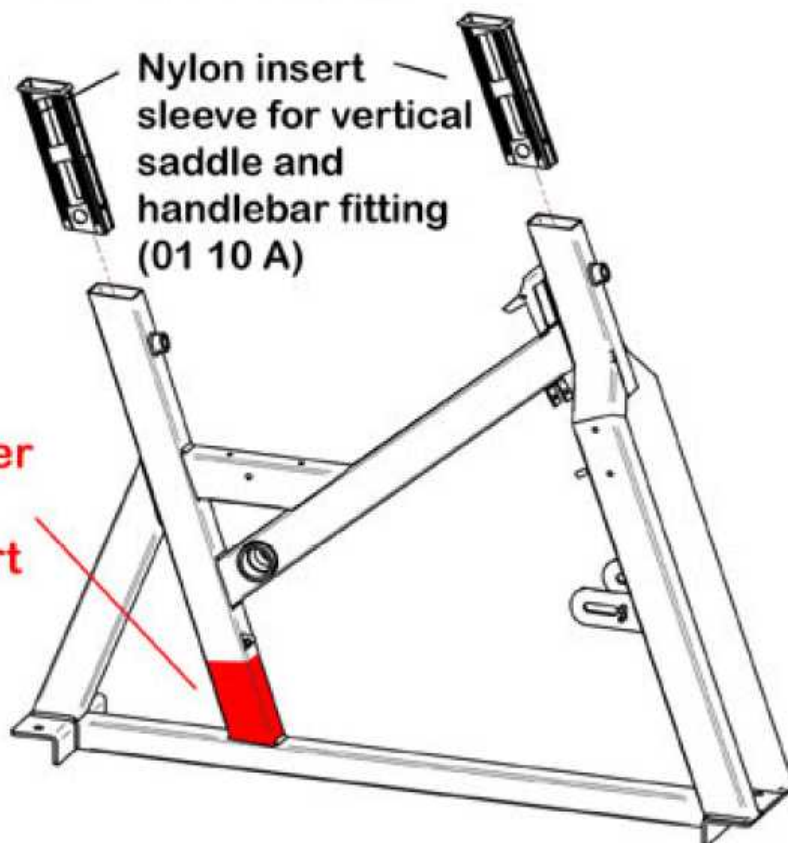
vertical saddle post
(01 20 01 + color code - ye, bl, blk, si)

Frame

Bike frame

blue (1001 RA) - yellow (1002 RA)

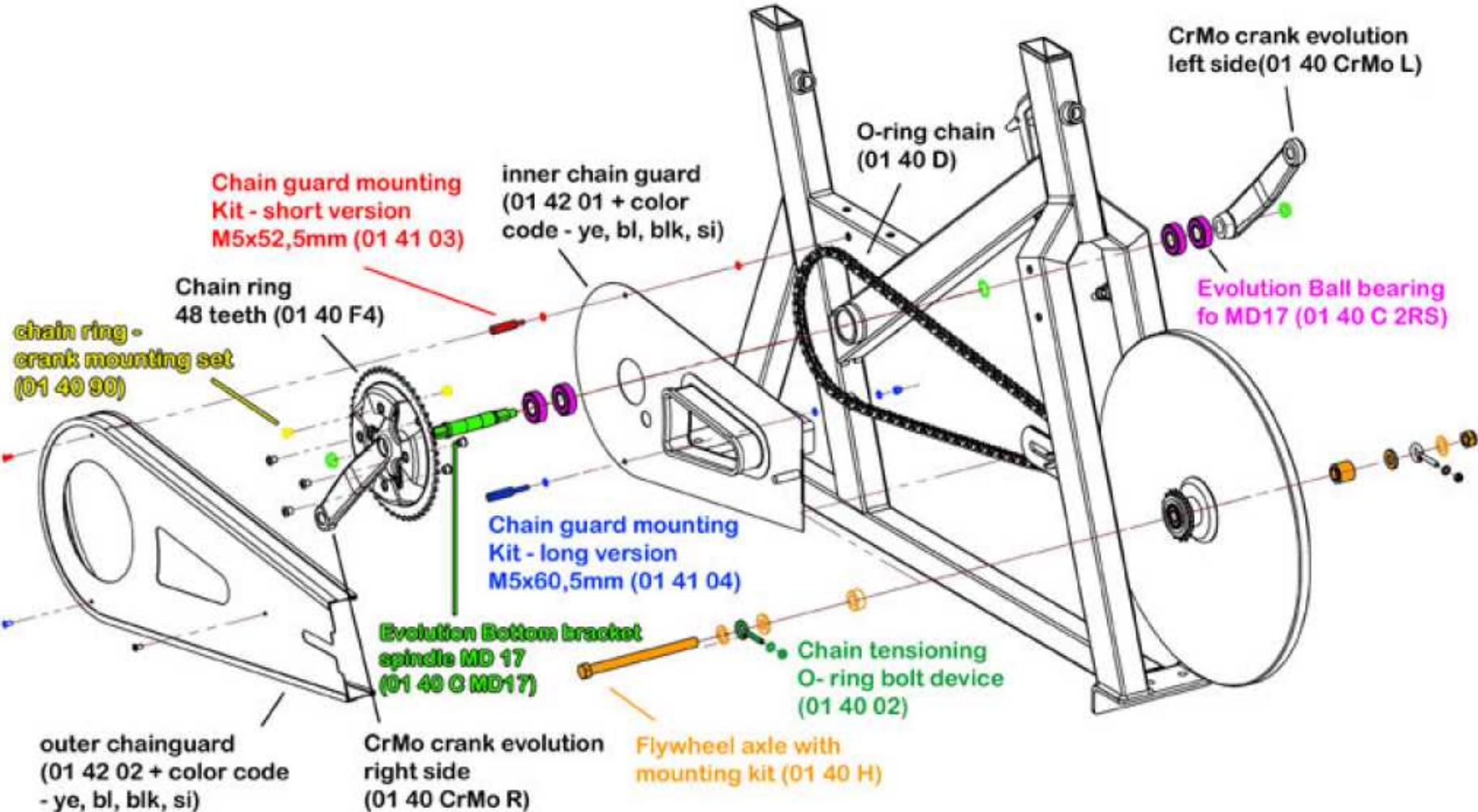
black (1003 RA) - silver (1004 RA)



Nylon insert sleeve for vertical saddle and handlebar fitting (01 10 A)

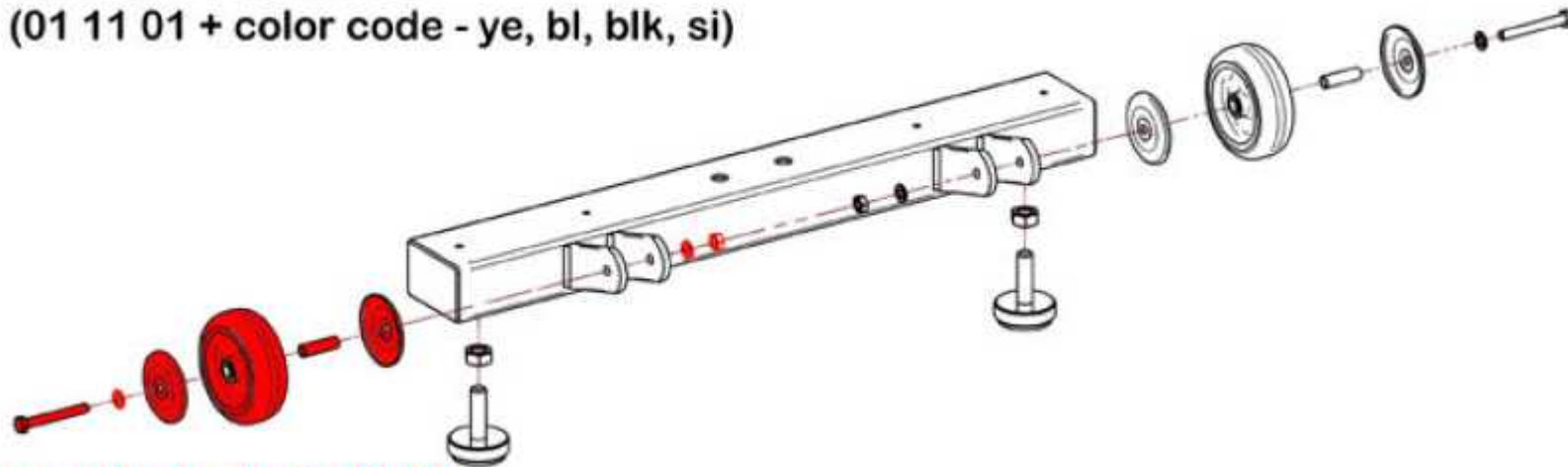
Rubber bumper for vertical saddle support (01 20 03)

drive gear parts



front stabilizer

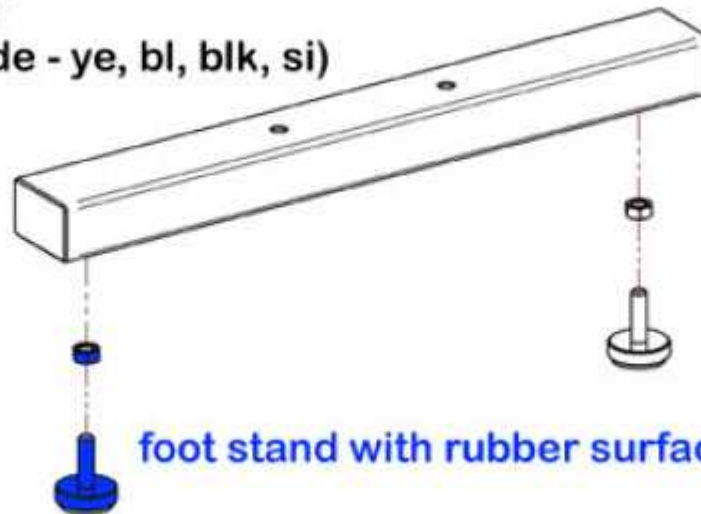
(01 11 01 + color code - ye, bl, blk, si)



transport wheel (01 11 A)

rear stabilizer

(01 11 02 + color code - ye, bl, blk, si)



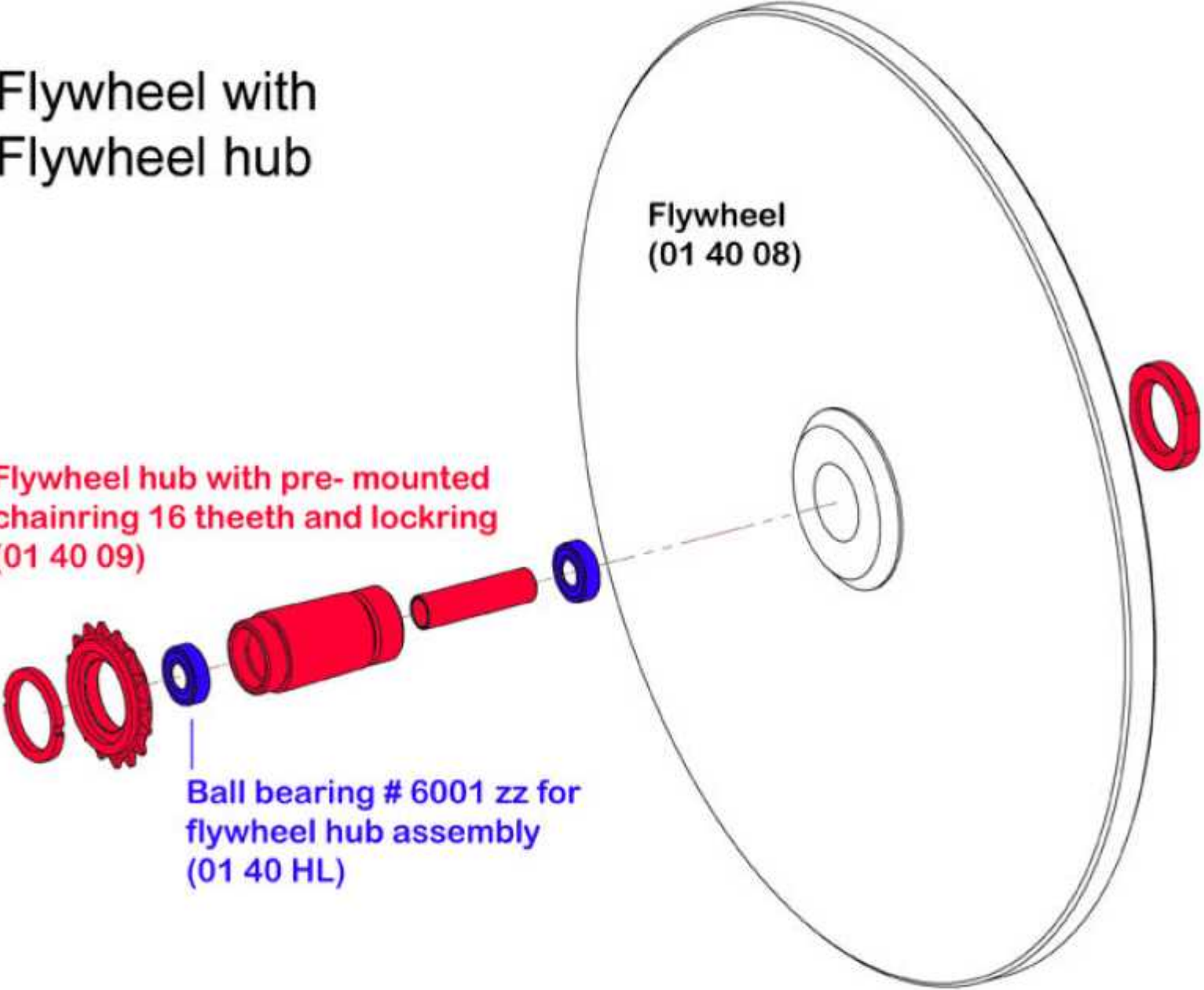
foot stand with rubber surface (01 11 05)

Flywheel with Flywheel hub

Flywheel hub with pre-mounted
chainring 16 teeth and lockring
(01 40 09)

Ball bearing # 6001 zz for
flywheel hub assembly
(01 40 HL)

Flywheel
(01 40 08)





Distributor address:

Company:

Name:

Address:

Tel:

Fax:

Email:

Order Form

* Obligatory

Client number (if known)

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From* (Company stamp)

(In capital letters please)

Name of client*: _____

Department: _____

Telephone/Extension*: _____

Date/Signature*: _____

Credit card no: _____ Exp. Date: _____

Visa

Master

AMEX

Conditions of payment*:

UPS COD

Advance payment

Order Number	Description of part	Amount	Price	Total Price

Delivery charge

Total
