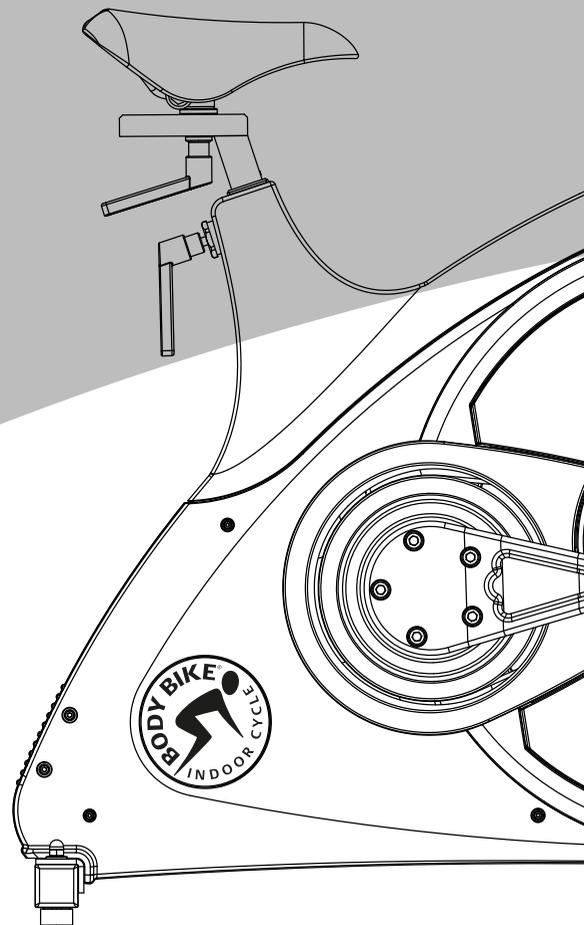


INSTRUCTIONS

BODY BIKE® INDOOR CYCLE

BODY BIKE® CONNECT



ENGLISH

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EQUIPMENT REQUIRED

Unpacking

Drill bit
Drill

Bottom frame

13 mm wrench

Saddle

14 mm wrench

Pedals

15mm pedal wrench
Grease

Cleaning

Tissue paper or cloth
Spray bottle with water
Soap (only washing-up liquid)
Vaseline oil

Post cleaning

Cloth
Vaseline oil

Console

3mm and 4mm Allen Wrench

Sideways play in posts

A coin
3mm Allen wrench
32mm wrench

Adjustment handle

5mm Allen Wrench
Screwdriver
Steel brush
Grease
Brush

Brake block

A coin
8 mm wrench

Poly-V belt

A coin
10 mm Allen wrench
19 mm wrench
Measuring device

Side covers

A coin
3,4 and 8 mm Allen wrenches
13 mm wrench

INTRODUCTION

This manual provides information on the assembly and maintenance of the BODY BIKE® indoor cycle. The manual is intended for the owners and service people responsible for cleaning and maintenance.

Before assembling the cycle, please read the manual and prepare the correct tools, see equipment required page 2. When assembling the cycle, we recommend that you follow the manual step by step.

Maintaining the cycle is very important. In the manual you will find clear instructions on how to maintain the cycle.

Over time it will be necessary to replace worn-out parts. You will find a detailed description and exploded drawings of BODY BIKE®'s spare parts on our website www.body-bike.com. When ordering spare parts from the local BODY BIKE® distributor, please refer to the item number (P/N no.) in order to make sure you will receive the correct spare part.

We recommend that you order original parts, accessories and materials necessary for the maintenance of the cycle at your local BODY BIKE® distributor.

For further information on accessories, please check our website www.body-bike.com



CERTIFICATION

Federal Communication Commission Interference Statement

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses, and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

FCC Caution:

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

EU Declaration of Conformity

This device complies with the essential requirements of the R&TTE Directive 1999/5/EC. The following test methods have been applied in order to prove presumption of conformity with the essential requirements of the R&TTE Directive 1999/5/EC:

EN 60950-1:2006+A12:2011
EN 55022+EN 55024(2010)
EN 301 489-1 V1.8.1(2008-04)
EN 301 489-3V1.4.1(2002-08)
EN 300 440-2 V1.3.1(2009-03)

This device is a 2.4 GHz wideband transmission system (transceiver), intended for use in all EU member states and EFTA countries, except in France and Italy where restrictive use applies.

In Italy the end-user should apply for a license at the national spectrum authorities in order to obtain authorization to use the device for setting up outdoor radio links and/or for supplying public access to telecommunications and/or network services.

This device may not be used for setting up outdoor radio links in France and in some areas the RF output power may be limited to 10 mW EIRP in the frequency range of 2454 – 2483.5 MHz. For detailed information the end-user should contact the national spectrum authority in France.

Hereby, BODY BIKE® declares that this Performance Console is in compliance with the essential requirements and other relevant provisions of Directive 1999/5/EC.

ANT+™

Performance Console and Control Box is ANT+ certified.



SPECIFICATIONS

Manufacturer:

BODY BIKE® International A/S
Niels Bohrs Vej 2
DK-9900 Frederikshavn
Denmark
Phone: +45 9843 9696

Weight:

Assembled: 65 kilogram
Packed weight(5 cycles): 350kg

Length, Width, Height:

Assembled size:
105cm, 60cm, 100cm
Packed size (5 cycles):
120cm, 80cm, 114cm

Maximum user weight

150 kg (Please note that the
max. pedal load may be lower)

Patent held for:

Crank system

Materials

Cast iron
Stainless steel
Plastic (ABS) covers
High quality bearings
Frame: Robot-welded, powder coated and hardened.

Console features

ABS plastic with POM battery hatch
LCD Display of the FSTN type
Acrylic glass lens
ANT+ wireless data transfer
Compatible with most heart rate transmitters, but BODY BIKE recommends
ANT+ (See a list of ANT+ heart rate transmitters here: www.thisisant.com/directory)
Water resistant (IPX2)
Console battery: 3 AAA (DC 4,5V 30mA), battery life: 450 hours*
Control box battery: 3 AA (DC 4,5V 30mA), battery life: 400 hours*
*depending on usage.
CE 1177 Certified
FCC Certified. FCC ID: QSWAPWDBB
ANT+ Certified.

GENERAL INFORMATION

Wipe off the cycle after EVERY use.

ALWAYS loosen all handles and release tension after use.

The rubber feet should always be adjusted to ensure that the cycle is in level.

Every other year the rubber feet should be replaced as the rubber hardens and becomes unable to absorb the impact.

Tighten up the pedals every 14 days or every month to avoid them getting loose or breaking off.

Pedals and adjustment handles should be changed once a year.

Inspect the brake pad after the first month and hereafter every three months to make sure it is not worn through.

DO NOT perform stretch exercises on the cycle, pedals or up against the cycle, except against the stretch area at the rear end of the cycle.

DO NOT switch the front or seat post from one cycle to another.

DO NOT lift the cycle by the saddle.

DO NOT switch console from one bike to another unless recoding

Immediately change the battery in console when the icon below is shown on the screen

Immediately change the battery in control box when the icon below is shown on the screen

DO NOT pedal fast in an attempt to set a record if you do not have the bike under control

DO NOT add more tension than necessary. Over-tightening the tension knob to the extent that pedaling is not possible may cause harm to the brake unit

The console is water resistant, not water proof. Do not expose it to large amounts of water

DO NOT overload the load cell by pulling or twisting it by hand

WARRANTY

As information to our customers we hereby outline the warranty obligations applicable to BODY BIKE® Indoor Cycles. The warranty comes into force the moment the unit leaves BODY BIKE International A/S. To get an overview see figure 1.

	FRAME	FLY WHEEL & PULLEY	Manufact defects	Crank & pedal arm	Consumable items*	Generator	Load cell, brake & control box	Console/Screen
BODY BIKE® SMART+ SWITCH	5 years	2 years	2 years	3 years	None	2 years	2 years	2 years
BODY BIKE® SMART+	5 years	2 years	2 years	3 years	None	2 years	2 years	-
BODY BIKE® SMART+ OceanIX	5 years	2 years	2 years	3 years	None	-	-	-
BODY BIKE® SMART	5 years	2 years	2 years	3 years	None	-	-	-
BODY BIKE® CONNECT	5 years	2 years	2 years	3 years	None	-	2 years	2 years
BODY BIKE® SUPREME	5 years	2 years	2 years	3 years	None	-	-	-
BODY BIKE® CLASSIC	5 years	2 years	2 years	3 years	None	-	-	-

Figure 1

WARRANTY

The warranty does not cover any accessories used together with the BODY BIKE® Performance Console. Data transfer between the cycle and non-BODY BIKE® products is not guaranteed by any warranty.

PLEASE NOTE

All warranties are cancelled if the console or control box has been disassembled.

WARRENTY

Warranty for the Danish manufactured BODY BIKE® Indoor Cycle:

A two-year warranty against manufacturing defects, excluding normal wear and tear, is given for the flywheel and pulley. A three-year warranty is given on the crank and the pedal arms, and a five year warranty is given against frame breakage.

Consumable items (such as the poly V-belt, brake pad, handlebar rubber, adjustment handles, saddle and pedals, etc.) which are subject to continuous wear and tear, are not covered by a warranty.

There is currently no warranty applying to the pedals.

The warranty only applies to cycles equipped with original BODY BIKE® spare parts. All warranties are cancelled if the cycle has been modified or in any way not used as intended.



PLEASE NOTE

ALWAYS RELEASE TENSION AFTER USE

In order for the warranty to be sustained, all instructions in the respective manuals have to be followed.

This particularly relates to:

- Replacement of rubber feet on the bottom frames once a year
- Replacement of pedals once a year and tightening of these
- General cleaning of the bikes after use with correct materials
- Lubrication of the adjustment handles every 3 months
- Original spare parts must be used on the bike

Warranty repairs are to be carried out by BODY BIKE International A/S in Denmark.

At the expense of BODY BIKE International A/S.

Related freight costs are held by the customer.

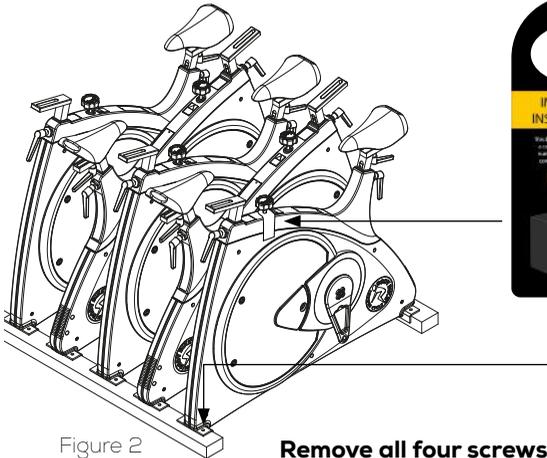
Warranty spare parts are shipped ex. works.

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UNPACKING

- 1) Open the top of the box.
- 2) Remove all the unmounted parts.
- 3) Flatten the box on the floor next to the pallet.
- 4) Loosen the four screws mounting the first cycle to the pallet. See figure 2.
- 5) Lift the cycle off the pallet and place it on the flattened box to spare your floor from getting marks.



BOTTOM FRAME

A fixing tool can be bought at BODYBIKE® International A/S to ease the mounting of the bottom frame. Go to page 38.

- 1) Arrange the bottom frames parallel on the floor next to the cycle with the correct mounting distance between them, see figure 3. On the front bottom frame, the transport wheels should point forward.
- 2) Take hold of the front post and seat post and lift the cycle onto the bottom frames, see figure 3. Ensure that the holes in the frame match the holes in the bottom frames.
- 3) Put on the spring lock washer and the cap nut and tighten by using a 13 mm wrench, see figure 4.
- 4) Unscrew the rubber feet a little. Place the cycle in the correct position. Turn them up and down until the cycle stands properly and it is in level.

! PLEASE NOTE

Do not overtighten the nuts. Max 12 Nm.

The cycle is precoded to a console. Match the number on the hanger to the number on the console box.

BOTTOM FRAME

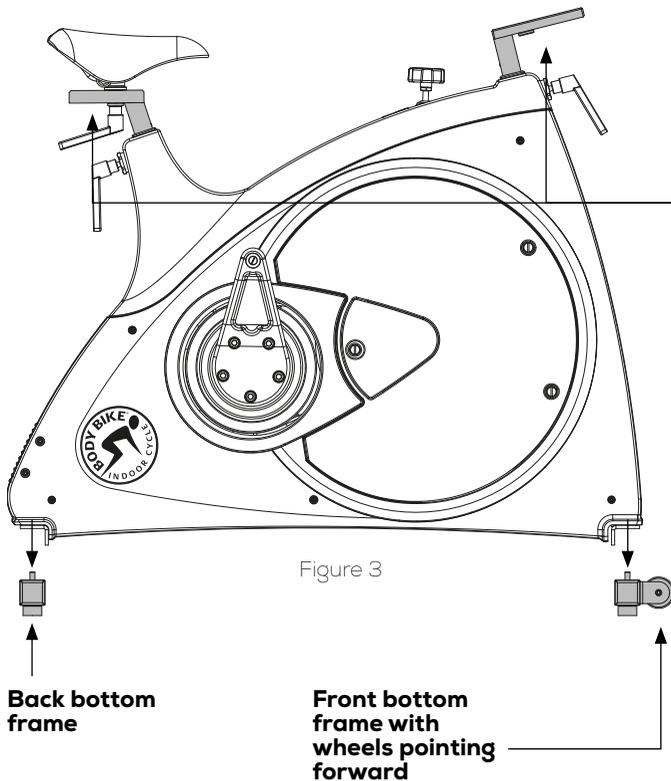


Figure 3

LIFTING SPOTS. Be sure that the saddle and handlebar are locked before lifting

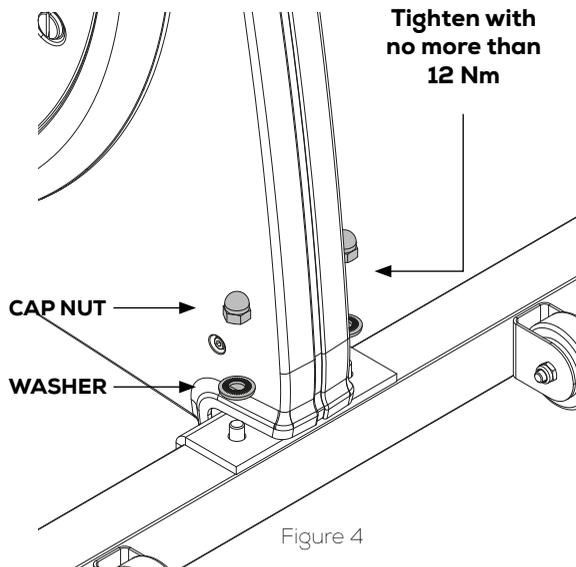


Figure 4

HANDLEBAR

- 1) Place the handlebar on top of the front post.
- 2) Screw an adjustment handle (size 32mm) clockwise into the socket from underneath the post, see figure 5. Fix the handlebar completely to the front post by tightening the adjustment screw on the right side of the handlebar.

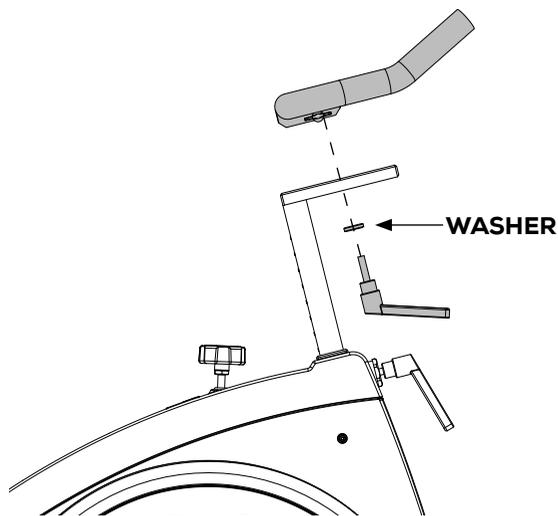


Figure 5

BOTTLE HOLDER

Mount the bottle holder at the top of the handlebar, see figure 6. Insert the two rubber rings so the bottle holder is firmly fixed.

ⓘ PLEASE NOTE

Do not lift the bike in the Bottle Holder.

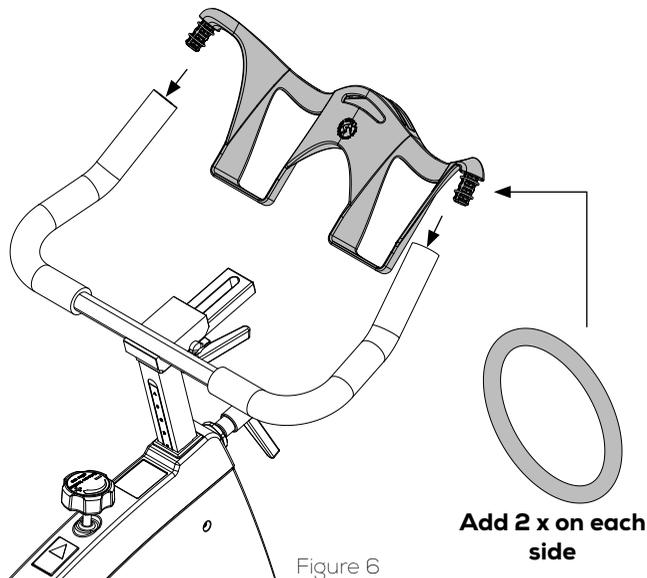


Figure 6

CONSOLE

1) Make sure batteries are correctly inserted into the console. Check this before you continue.

2) First mount the console bracket on the bottle holder by placing the bottom of the bracket as shown on figure 7.

2) Press the bottom of the bracket in place. It may be necessary to push to fit it. **Push back on the bottle holder to counter the pressure** (figure 7).

3) Nudge the top of the bracket in position right above the tip of the bottle holder. Carefully press down until it clicks. Again push back on the bottle holder to counter the pressure (figure 7).

4) Place the lock fitting under the bottleholder and screw the two stainless steel screws into the fitting with a 3mm Allen wrench (figure 8).

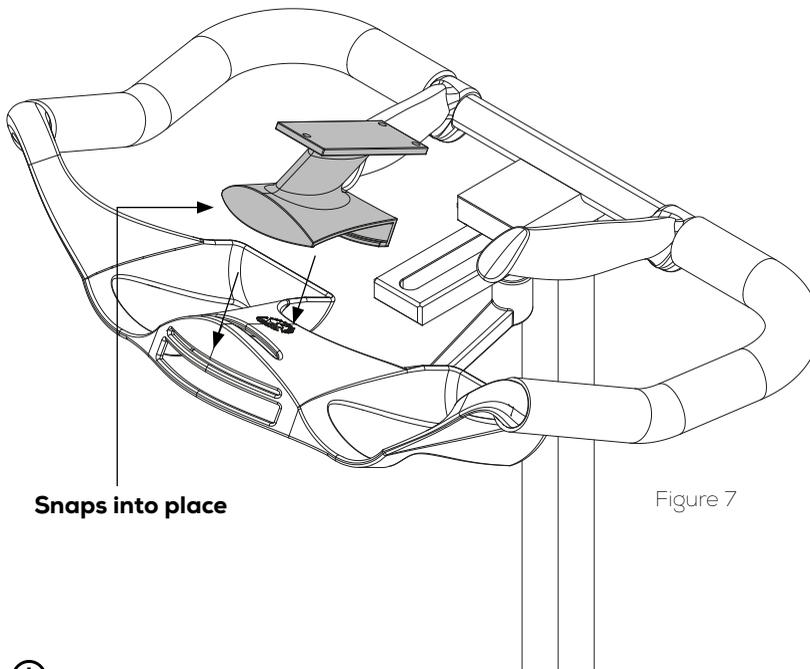
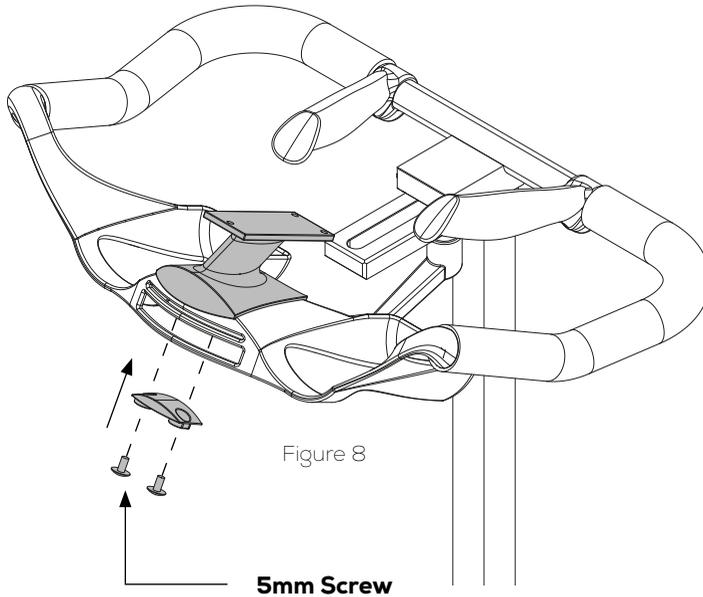


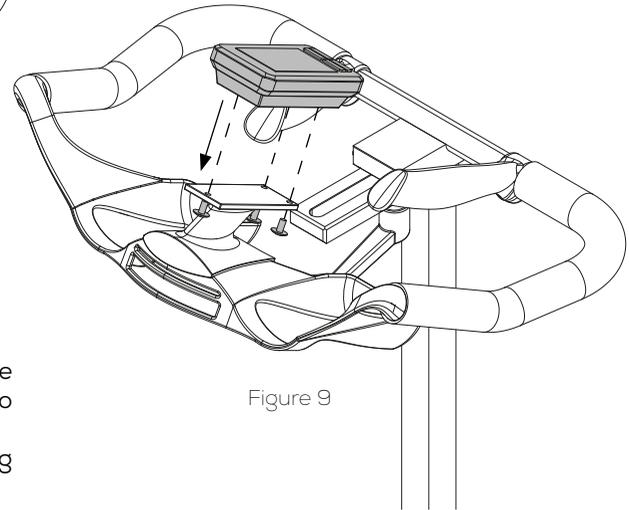
Figure 7

⚠ PLEASE NOTE

The console is set for km and kg as default. If preferred change to miles and lb before mounting the console, see page 18.



! PLEASE NOTE
Tighten the screws carefully



5) Place the console on the bracket - make sure that the batteries are inserted. Screw the three black screws up into the bracket and console using the Allen key. Keep a hand on the console until the first screw is in to avoid it falling off, see figure 9.

SADDLE

ONLY RELEVANT IF THE SADDLE IS NOT ALREADY INSTALLED.

- 1) Place the saddle in the track on the seat post.
- 2) Secure the saddle with the remaining adjustment handle, see figure 10.

To fasten the saddle to the adaptor and adjust the tilt of the saddle, use a 14 mm wrench on the bolt marked with an A on figure 10.

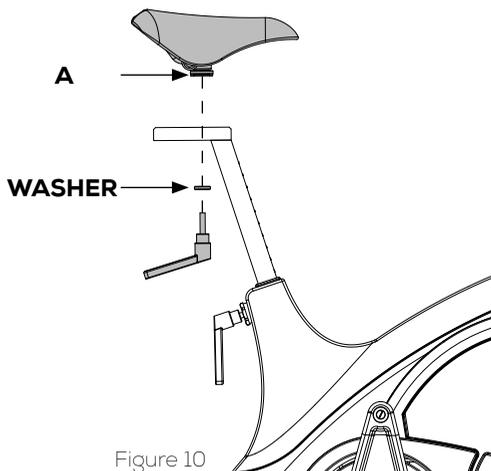


Figure 10

PEDALS

- 1) Place the right pedal arm with the socket pointing upwards, see figure 11.
- 2) Put maximum resistance on the brake, so the pedal-arm is unable to rotate, see figure 12

⚠ PLEASE NOTE

The pedals are marked with R for Right and L for Left side.

The pedals should always be screwed on in the direction of the handlebar, see figure 13 and 14.

Make sure that the hole in the pedal arm is greased when mounting the pedal.

Start mounting the pedal by hand as tools will tighten the pedal at a wrong angle.

- 3) After tightening by hand, use a 15mm pedal wrench to tighten the pedal completely (45Nm).

PEDALS

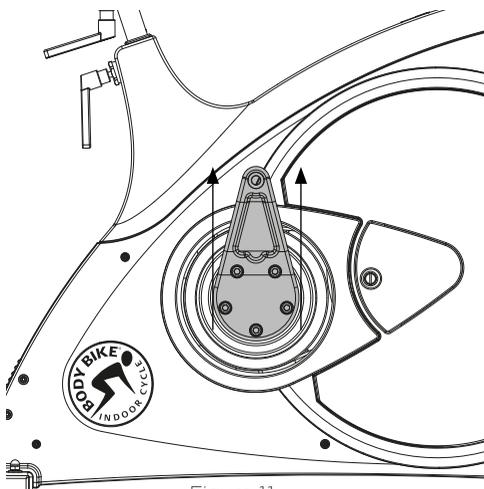


Figure 11

Increase the resistance of the brake, before installing the pedals.

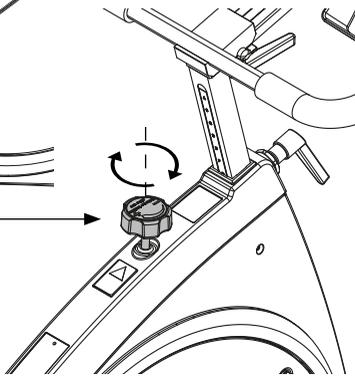


Figure 12

Always screw on in the direction towards the handlebar

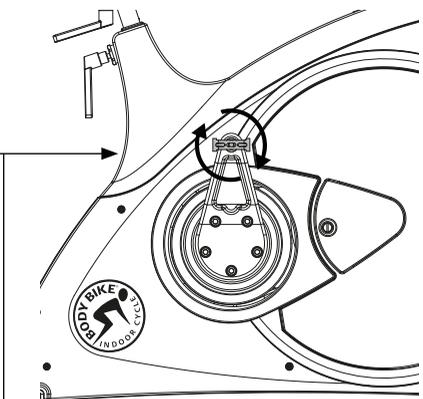


Figure 13

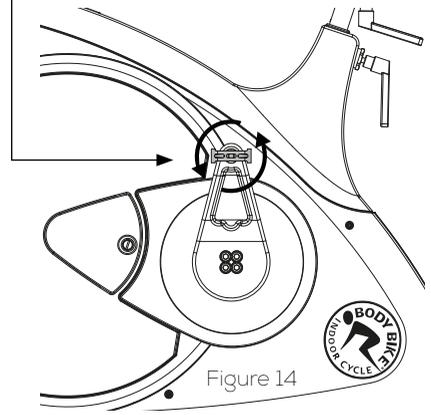


Figure 14

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Replace console batteries.....	26
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CLEANING

After each workout, wipe the cycle down with tissue paper.

If the cycle is covered in sweat or dirt, use water in a spray bottle and if necessary a tissue with some washing-up liquid. Remember handlebar and saddle.

⚠ PLEASE NOTE

NEVER use alcohol or chemicals

To make the cycle look its best, use a cloth with a little vaseline oil on all parts except the handlebar and saddle.

Vacuum clean the bike inside when necessary to prevent dust from gathering on the flywheel. If dirt has already gathered on the flywheel edge, use a piece of rough felt to sand it down.

At an annual service check, remove the right side cover and make sure that the small hole by the front bottom frame is not blocked and allows water and sweat to exit the frame, see figure 15. Also check that the ribs on the poly-v belt and pulley are clean. **To remove the side cover go to page 28.**

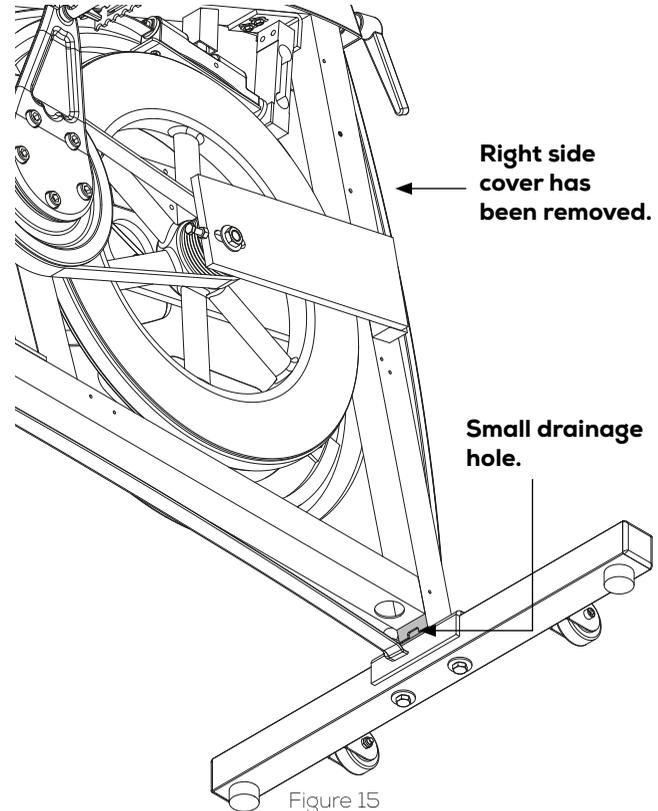


Figure 15

SIDEWARDS PLAY IN POSTS

Front post

1) Remove the service hatch. See figure 20. Remove the right side cover by loosening the 8 bolts by using a 3 mm Allen wrench. **Go to page 28.**

2) Adjust the 5x6mm pinion screw, marked S1 by using a 2.5 mm Allen wrench, see figure 16.

Seat post

1) Remove the seat post

2) Remove the handle, the 32 mm nut and the brass piston with a 32 mm wrench.

3) Remount the seat post

4) Carefully lift up the top cover as shown on figure 17. Adjust the right hand side screw marked S2 with a 2.5 mm Allen wrench. See figure 17.

5) Push the top cover back in place.

6) Remove the seat post and remount the brass piston, 32 mm nut and the handle

7) Remount the seat post

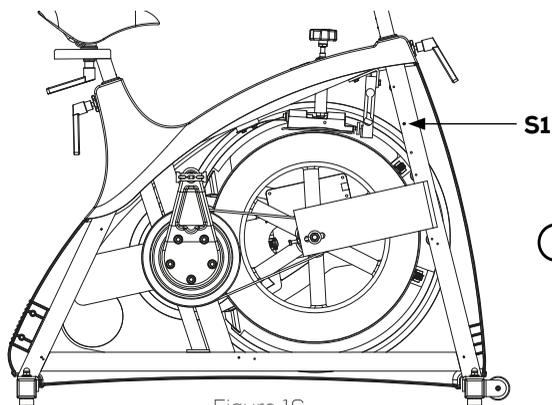


Figure 16



PLEASE NOTE

The adjustment has to be very subtle in order for the post still to be able to move up and down.

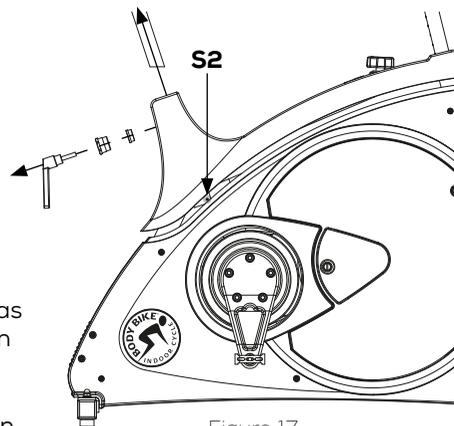


Figure 17

CLEANING THE POSTS

Every other week the posts need cleaning to protect them from sweat etc.

Pull out the seat post and the front post and wipe them clean with an oily cloth, see figure 18. Use vaseline oil.

⚠ PLEASE NOTE

The posts should be cleaned every other week to keep them in good condition

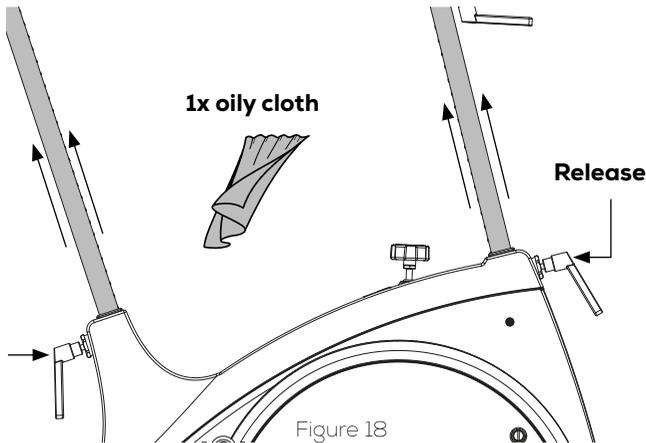


Figure 18

ADJUSTMENT HANDLES

Every 3 months the handles need cleaning and grease to protect the parts from sweat, dust, dirt and water.

1) Remove the adjustment handle and disassemble the handle completely into a screw, a spring, a handlegrip, a main screw and a brass washer, see figure 19. Do this with both the horizontal and vertical adjustment handle.

Removing the 32mm nut is optional.

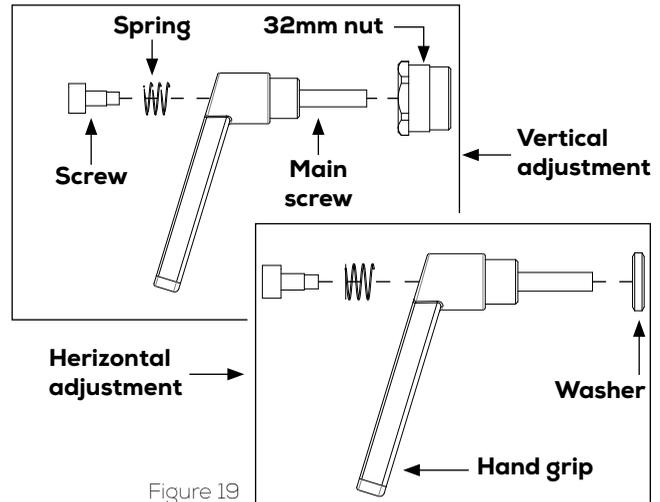


Figure 19

REPLACING THE BRAKE BLOCK

- 2) Clean all the parts thoroughly one by one using a steel brush. If the residue is extreme, a sharp object can be used, for example a screwdriver.
- 3) Lubricate the internal parts with grease before reassembling the handle. Remember to lubricate inside the handlegrip as well.
- 4) Reassemble the handle by inserting the main screw in the handlegrip.
- 5) The spring is inserted into the top of the handle and fixed in place with the remaining screw.
- 6) Tighten with a 5mm Allen wrench.
- 7) Add grease to the main screw before mounting it on the cycle.

⚠ PLEASE NOTE

Never use a tool when tightening the adjustment handle on the cycle.

By pulling the handle it can be turned freely.

The Kevlar® pad on the BODY BIKE® Synthetic Brake has an expected durability of a minimum of 1500 hours, so eventually the brake pad will be worn. To ensure that the brake pad is correctly mounted, it has been pre-fitted to the block, and it is only possible to purchase the complete brake block. Go to page 38. Inspect the Kevlar brake pad after the first month and hereafter every 3rd month. The Kevlar® brake pad should be replaced before it is worn through and reveal the black rubber. Go to page 38.

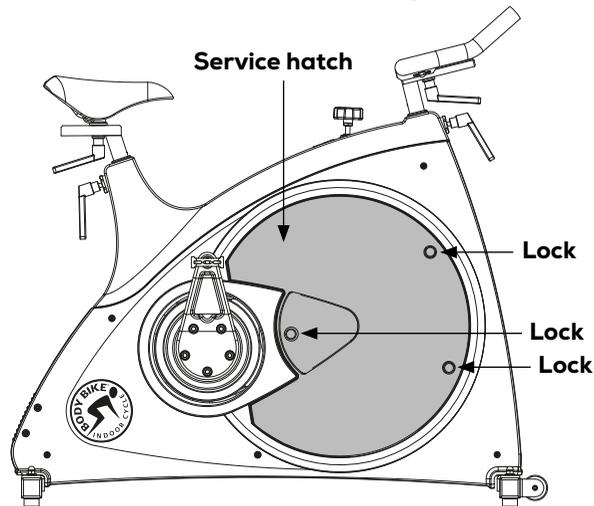


Figure 20

REPLACING THE BRAKE BLOCK

- 1) Remove both service hatches by loosening the locks with a coin, see figure 20.
- 2) Release tension completely on the brake.
- 3) Remove the two screws holding the brake block to the frame by using an 8 mm wrench, see figure 21
- 4) Take the new brake block and fasten it to the frame by tightening the screw closest to the brake block. Then place the block in the correct position under the brake (see figure 22).
- 5) Fasten the remaining screw furthest away from the block, and then make sure that both screws are tightened properly, see figure 23.
- 6) Grease should be applied to the cavity on top of the brake block or to the top nut on the brake to ensure a smooth interaction between the two.
- 7) Remount both service hatches.

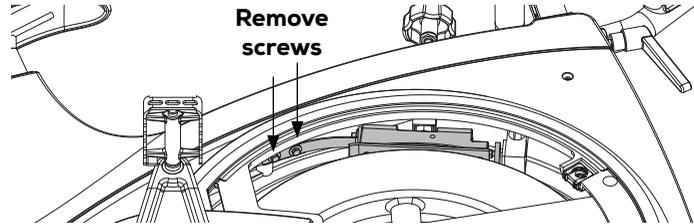


Figure 21

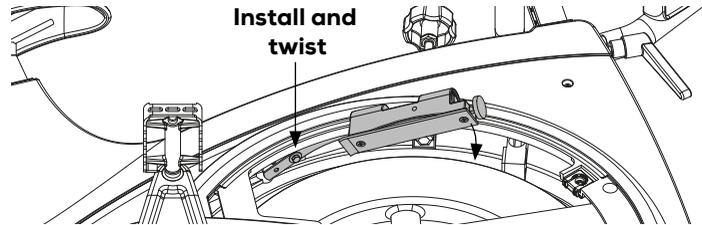


Figure 22

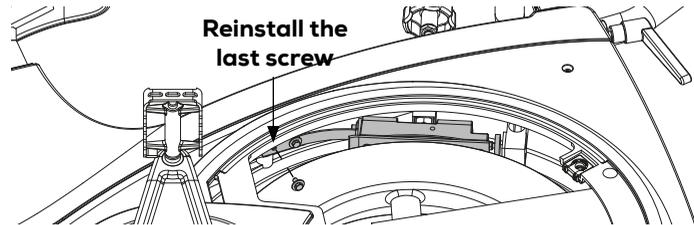


Figure 23

POLY-V BELT

If the belt does not catch hold of the flywheel, it is time for it to be tightened.

1) Remove the service hatch on both sides of the cycle by loosening the three locks with a coin, see figure 20.

2) Loosen the bolts (1) on both sides of the cycle with a 19 mm wrench, see figure 24.

3) Loosen the nuts (2) on the counter bolt on both sides of the cycle using a 10 mm wrench, see figure 24.

4) Use a 10 mm wrench to tighten the counter bolts (3). On the right side, the tool should be pulled downwards and on the left side upwards to tighten.

5) The belt should be tightened to approximately 125 kg/229 Hz. To measure this, a special device can be bought at your local BODY BIKE® distributor. Go to page 28.

6) Tighten the counter bolt (2) on both sides of the cycle again.

7) And tighten the bolt(1) again on both sides of the cycle.

8) Close the cycle by fastening the two hatches again.

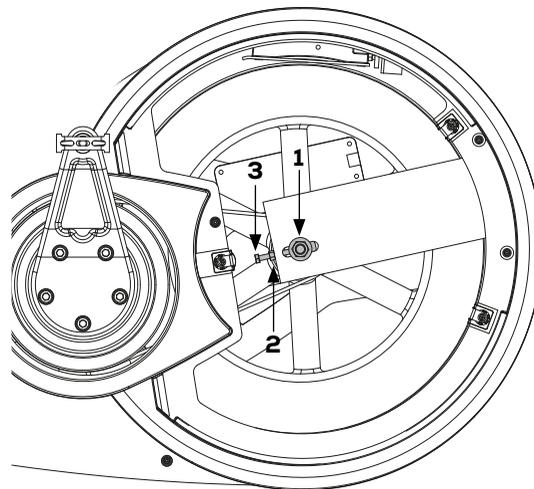


Figure 24

! PLEASE NOTE

The belt should be evenly tightened on both sides.

The flywheel should be parallel with the long main side member.

REPLACE CONTROL BOX BATTERIES

An icon lights up on the console when the control box needs fresh batteries.



1) Remove the left side service hatch with a coin, see figure 20 page 23.

2) Remove the battery hatch on the control box and replace the three AA batteries, see figure 25. They should be minimum 1.5V and they must not be rechargeable.

3) Remount the battery hatch and the service hatch.

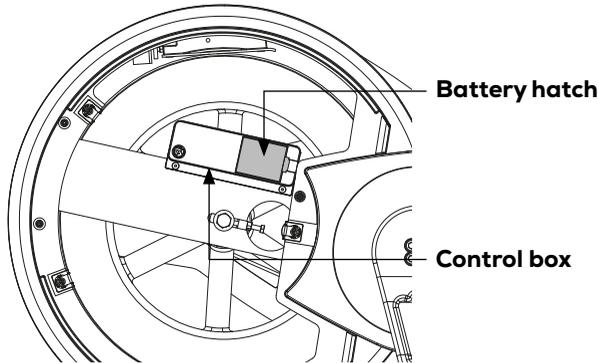


Figure 25

REPLACE Console BATTERIES

An icon lights up on the console when the display needs fresh batteries.



1) Dismount the console from the bottleholder by removing the three screws on the back, see figure 26.

2) Remove the battery hatch on the back of the console, see figure 27.

3) Replace the 3 AAA batteries. They should be minimum 1.5 V and they must not be rechargeable.

4) Remount the battery hatch and remount the console. See page 16.

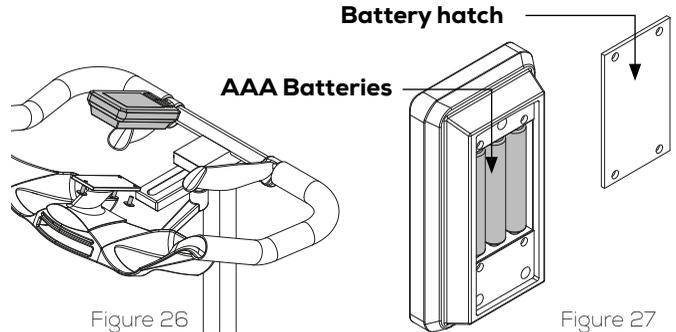


Figure 26

Figure 27

RESETTING LOAD CELL

BODY BIKE® Connect is able to measure extremely accurate due to the unique brake unit. When replacing the brake unit it can be necessary to adjust the set screw in order to obtain full advantage of the high level of accuracy.

1) Remove the right service hatch, see figure 10 on page 23.

2) Release all tension and push the brake unit back on the shaft, see figure 28.

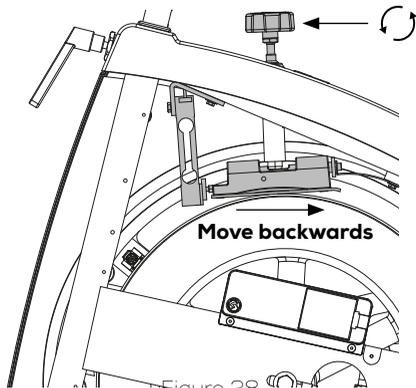


Figure 28

3) Slowly add tension without touching the brake unit. The brake unit will automatically move forward on the shaft until the brake block arc settles on the flywheel curvature. If the brake unit does not move forward it has already settled on the flywheel.

4) When the brake unit has settled, adjust the set screw to obtain 1mm space between the load cell and the set screw, see figure 29. Tighten counter nut. Move the load cell

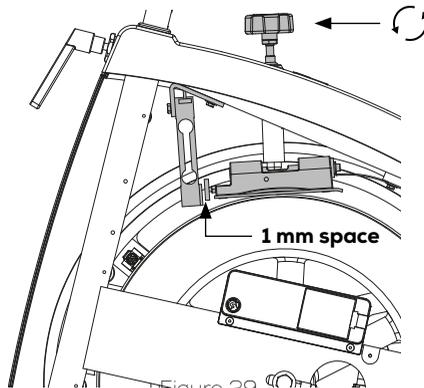


Figure 29

bracket if the adjustment of the set screw is not adequate. Be careful not to overload the load cell by pulling or twisting it.

5) Tighten the counter nut, see figure 29.

6) Reset the load cell by pressing the red reset button on the control box, see figure 30. Make sure nothing is pressing on the load cell when resetting. Lastly remount the service hatch.

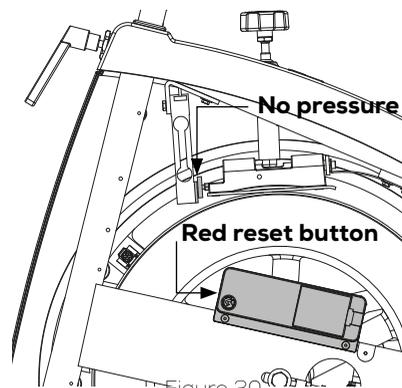


Figure 30

REMOVAL OF SIDE COVERS

The side covers can be removed e.g. if the belt needs to be changed. **This is technician only.**

- 1) Dismount the right pedal arm with an 8mm Allen wrench. See figure 31. Remove hatch. See figure 20.
- 2) Loosen all the screws holding the side cover with a 3 and 4 mm Allen wrench and remove them. See figure 32.
- 3) Dismount the top nut and washer on the bottom frame on the right side of the cycle both in front and back with a 13 mm wrench. See figure 33.
- 4) Screw the bolts down in order for the side covers to slide past them. See figure 33.
- 5) Remove the side cover.

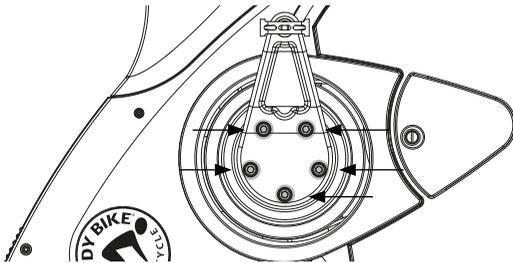


Figure 31

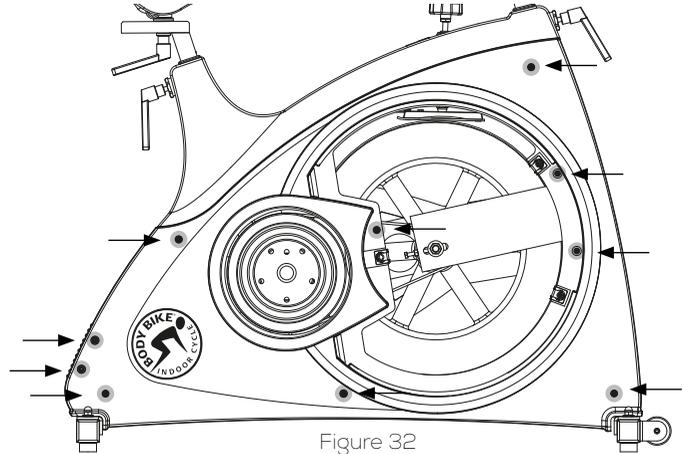


Figure 32



Figure 33

ON, OFF AND RESET

The console will turn ON when you are pressing on a random key.

The console will turn OFF when you are continually pressing ►**E**. Or no cadence for 5 minutes.

The console will RESET when you are continually pressing **F** and the message 'Hold to clear' will appear. Keep pressing the key for 5 sec and all recorded data will be reset. Heart rate pairing and individual settings will be kept. This function is useful if you have used the console during warm-up before the actual class starts. When turning off the console, all data and individual settings will be reset and the console is ready for a new user.

TIP How to enter default settings without taking out the bat-teries. **1.** Turn on console **2.** Go to screen 3 by pressing ► 3 times **3.** Press ►**E** to pause the console **4.** Press and hold **F** (do not let go) **5.** While holding **F** simultaneously press and hold the other 3 buttons. Keep holding until the console displays the second screen on figure 34. You have now entered default settings.

KEYS

◀ and ▶ are for navigating between screens and for adjusting values in setting mode. Continually press either ◀ or ▶ to increase/decrease rapidly.

F is for entering setting mode and for accepting individual values. A continued press will reset time and data measurements.

►**E** is for starting or pausing time and data measurements. A continued press will turn off the console.

DEFAULT SETTINGS

In the default settings it is possible to change 3 settings.

- Model (Cad/Po)
- Code for control box
- Units (kg/lb, km/mi).

1) Enter default settings by taking out the batteries and press any button while reinserting the batteries. A full screen display will indicate that you have entered the default settings. Press **F** to accept. See figure 34.

ⓘ PLEASE NOTE

Individual settings like age, MHR and weight can be changed in setting mode, see page 32-34.

DEFAULT SETTINGS

2) Choose the model Po. Use ◀▶ to change. Press **F** to continue directly to set units (go to step 3) or press ▶**E** to start reconnecting to the control box. See figure 34.

For reconnecting automatically, press ▶**E** again and pedal a few times to activate the control box. The console will run segments until the control box code is shown. For reconnecting manually, continually press ▶**E**.

Use ◀▶ to enter code and **F** to accept. The control box code is written on the black/white label inside the control box battery hatch.

3) Set units (kg or lb) by using ◀▶. Press **F** to accept.

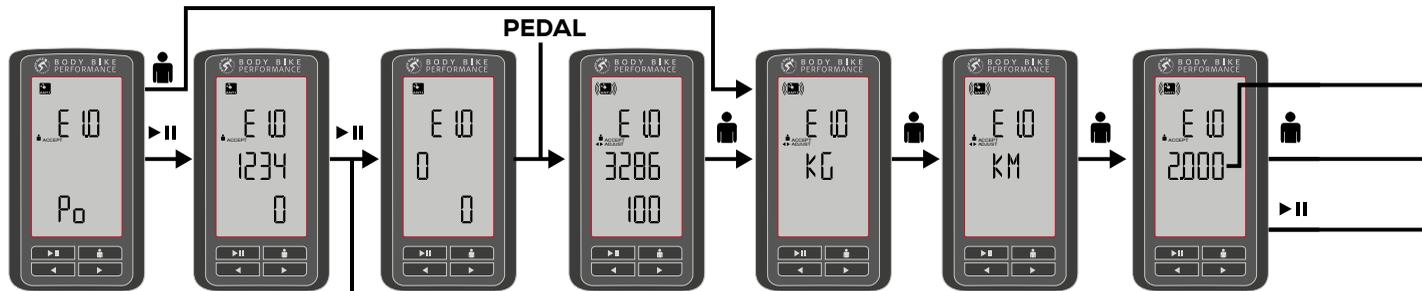
4) Set units (km or miles) by using ◀▶. Press **F** to accept.

5) The next number shown on the display will be the load cell calibration number. Do not change this number unless you have replaced the load cell. Move between options by using ◀▶. Accept and quit by pressing **F**.

⚠ PLEASE NOTE

The console will display 'Err' if it is not able to leave default setting mode because it failed to connect to the control box. Make sure the control box code is correct and pedal a few times to activate the control box.

You can retain the load cell calibration number from BODY BIKE® if necessary. Please write an email to info@body-bike.com and state the bike's serial number (on the metal plate on the top cover) and the two numbers on the right side of the load cell.



PRESS ▶**E** FOR AUTO SEARCH
LONG PRESS ▶**E** FOR MANUAL

Figure 34

TIPS AND INFORMATION

Heart rate

The BODY BIKE® Performance Console is able to receive data from several brands of heart rate transmitters. Some connections may be more fragile than others. Move the bikes further apart if you experience crosstalk. BODY BIKE® recommends use of an ANT+ heart rate transmitters. Make sure you are the one closest to the console when pairing.

Weight

Units (kg/lb) can be set in default setting mode, see page 29-30. Your weight together with your work load is used for calculating calories.

Age or MHR

Enter maximum heart rate if you know it. Otherwise enter age and your maximum heart rate will be calculated from your age (220 - age). Your MHR is used to determine %MHR.

Watt level test

Relative VO₂ max and %MAX WATT If you do not know your relative VO₂ max, you can take the watt level test to determine it. The test will reveal your watt level and from this the relative VO₂ max is calculated. The relative VO₂ max is an expression of your oxygen consumption in relation to your body weight. The watt level

is used to determine %MAX WATT. Many instructors use the %MAX WATT to guide a class because it is relative to what each participant is able to perform. If you feel the level is too high or too low, adjust your watt level in user settings, see page 33-34. A high watt level means you will have to work harder to obtain a certain %MAX WATT than if you choose a lower watt level. Adjust the watt level according to your physical state.

Default user values

If you start pedaling without entering your individual values, the default settings will be used. The default setting are:
Age or MHR - 30 or 190bpm.
Weight - 70kg or 154lb.
Relative VO₂ max - 35.

———— **INDIVIDUAL LOAD CELL NO. DO NOT CHANGE.**

———— **END DEFAULT SETTING MODE**

———— **CHANGE LOAD CELL CAL. NO. (ONLY WHEN REPLACING LOAD CELL)**

HEART RATE

1) Put on your heart rate transmitter, see figure 35. The belt should be worn tight without causing discomfort. The electrodes must be moist and be placed just below the chest muscles.

⚠ PLEASE NOTE

Electrodes facing inwards in contact

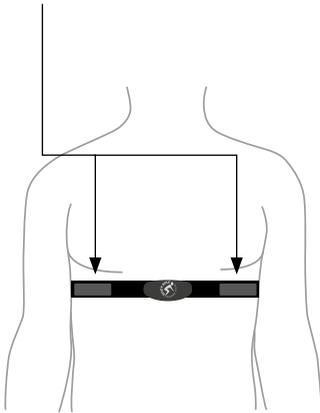


Figure 35

2) Press **F** to enter setting mode.

3) If there is no heart rate transmitter paired, the pairing will start automatically and the display will look like figure 36. If a heart rate transmitter is already paired, the display will look like figure 33. Press **F** to maintain this pairing and continue to next setting, see figure 41, or press **◀** or **▶** to start new pairing.

4) Lean forward to get your heart rate transmitter as close to the bottom of the console as possible. The display will run segments in 0 shapes until the code is registered. When the pairing is finished the display will look like figure 37. Press **F** to maintain this pairing and continue to next setting. Press **◀** or **▶** to start new pairing.

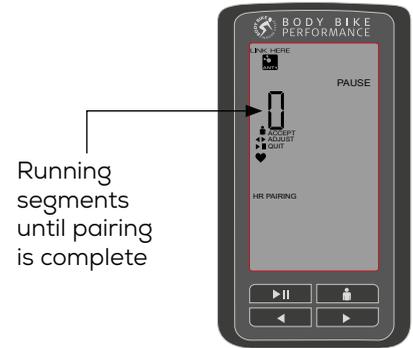


Figure 36



Figure 37

AGE, HMR AND WEIGHT

Press **F** to enter setting mode. If you are wearing a heart rate transmitter, follow the guidance on page 32 to pair it. If not, press **F** to continue without heart rate transmitter. Enter your age or MHR and weight as described on figure 38.

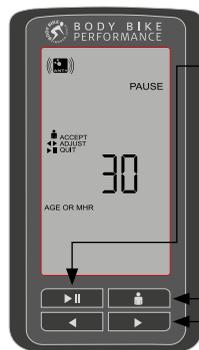


Figure 38

Press **▶E** to accept and end setting mode

Press **F** to accept and continue to next setting

Press **◀** or **▶** to increase/decrease

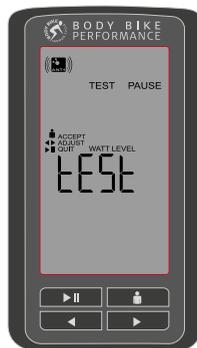


Figure 39

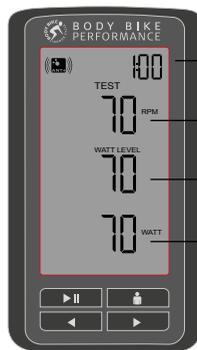


Figure 40

Time left on this level

Your current cadence

The watt you must attain

Your current watt

WATT TEST

If you already know your relative VO₂ max, use the arrows to enter it and press F or **▶E** to accept and end setting mode. If you do not know it, you can do a watt max test. Please follow the guide below.

- 1) Gently warm up for 5-10 min.
- 2) Enter the test by pressing F until you reach the test screen, see figure 39.
- 3) Press F again to start the test.
- 4) The top figure is your cadence. This should be as close to 70 as possible, see figure 40.
- 5) The middle figure is the watt you need to attain and the bottom figure is how many watt you are currently performing, see figure 40. Adjust the tension until you attain the watt prescribed in the middle figure. The arrows at the bottom left of the screen will tell you if you need to add more tension or release tension.

WATT TEST

6) Every 2 minutes, the watt will increase by 35 watt. Adjust tension to match again. You can follow the time in the top right corner of the display, see figure 40.

7) Continue until you are unable to progress further. Press any button to end test. The display will show your relative VO2 max and your watt level, see figure 41. Press F or ►E to accept and end or use ◀▶ to adjust.

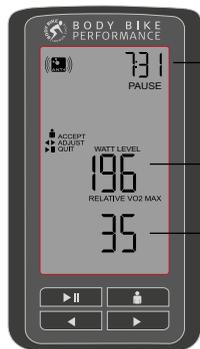


Figure 41

Total test time

Your Watt level

Your relative VO2 max

NAVIGATION AND SCAN

The navigation line at the bottom of the screen will show you what screen you are on and if you are in scan mode. In scan mode the console automatically changes between the first two screens. The console is in scan mode when the line underneath the word 'scan' is on and the line above 'scan 1 2' is on. A line will also appear under the screen number which is currently shown, see figure 43.

End scan mode:

Press ◀ or ▶ and the console will end scan mode. ▶ takes you to screen 1 and ◀ takes you to screen 5, see figure 46.

Enter scan mode:

Keep pressing ◀ or ▶ until the line under 'scan' turns on, see figure 42.

Navigate between screens:

Use ◀ or ▶, see figure 42.

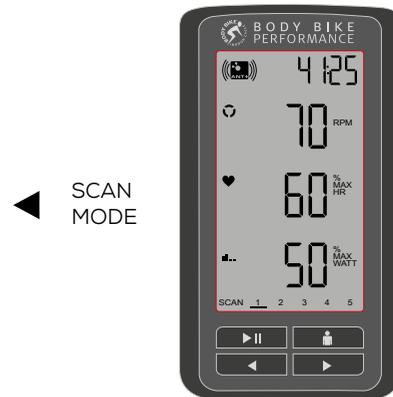


Figure 42

◀ SCAN MODE

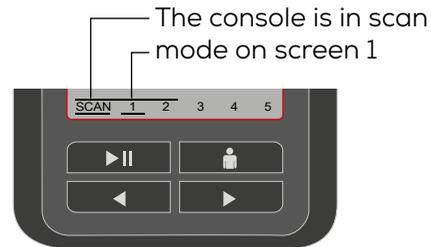


Figure 43

The console is in scan mode on screen 1

Screen 1

[RPM, %MAX HR, %MAX WATT] The screen shows the values relative to your maximum values. This is the data you will most likely use during training.

Screen 2

[RPM, HR, WATT] This screen holds the absolute values.



Figure 44

Screen 3

[Km/Mi, Kcal/Hr, Kcal] This is a summary screen with your total distance at the top and your total burned kilocalories at the bottom. Both the distance and the calories are based on watt. The middle figure is KCAL/HR. It is an expression of how hard you are working right now and tells how many kilocalories you will burn if you keep up the current pace and tension for an hour.

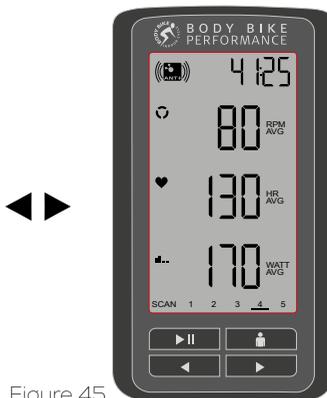


Figure 45

Screen 4

[RPM AVG, HR AVG, WATT AVG] Screen 4 holds average values accumulated from all data collected throughout the workout.

Screen 5

[MAX RPM, MAX HR, MAX WATT] Screen 5 shows the maximum values you have reached during the workout. Do not pedal uncontrollably fast or hard in an attempt to break a record.



Figure 46

TROUBLESHOOTER

1) The bike is showing an uneven watt output?

In most situations, an uneven watt output is due to a dirty flywheel and brake pad. This needs to be maintained in order to keep up a smooth ride. Resetting the loadcell can also help in some situations. Go to page 27.

2) How to get rid of downwards movement in the saddle and steer?

If the front post or saddle post begins to slide down even though they are locked, it is time to tighten them up. Go to page 21 and follow the instructions. Remember, do not overtighten.

3) How to get rid of horizontal movement in the saddle and steer?

If the front sled or saddle sled begins to slide forward even though they are locked by the smart handles, it is time to tighten them up. Go to page 14 and 17 and follow the instructions. Remember, do not overtighten. Everybody needs to be able to adjust the bike.

4) How do I replace batteries?

Over time you will have to change the batteries in both the console and control box. This is quite simple. Go to page 26 and follow the instructions.

5) How to pair the console with my Heartrate monitor?

This operation is simple. Just follow the instructions on page 32. Connecting an HRM to the console will happen automatically if it has been connected before. We recommend a waist HRM because it is the most precise compared to other types eg. wrist.

6) Does the warranty cover me?

If something on your bike breaks it is always a good idea to check if it is covered by the warranty. Go to page 8 and 10. This gives you the overview that you need. If the warranty covers the damage then go to Page 38.

TROUBLESHOOTER

7) How do I perform a VO2 max test?

If you don't know your relative VO2 MAX, it will be a good idea to perform a test. Go to page 33-34 and follow the instructions. Remember to warm up before you do the test.

8) The poly-v belt doesn't grip properly in the flywheel?

This can easily be fixed. Go to page 25 and follow the instructions. But do not perform this action if you don't have the necessary tools.

9) What is the durability of the brake block?

It is expected that the durability of the brake block is minimum 1500 hours. This can vary depending on the power applied. Go to page 23 and check if it is time to replace your brake block.

10) Any good daily advice to keep the cycles in a good condition?

It is not only important to follow the maintenance but also very important to treat the bike well in everyday use. This keeps the bikes in a good condition. Go to page 7 and make sure that this is respected in daily use.

ONLINE INFORMATION

Need any spare parts?

If you need any spare parts for your bike, follow the link below and choose your location. You will then get the direct contact information for your local distributor.

<https://body-bike.com/distributors-search/>

Need more information?

Wanna know more about your BODY BIKE Supreme, follow the link below.

<https://body-bike.com/indoor-bikes/body-bike-connect/>

Need online support?

If you have any questions, problems or anything else regarding your BODY BIKE, you are welcome to contact us on the mail below.

info@body-bike.com

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We provide a wide range of bikes and customization.

Follow the link below.

<https://body-bike.com/category/indoor-bikes/>

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BODY BIKE® International A/S
Niels Bohrs Vej 2
DK-9900 Frederikshavn
Denmark
Phone: +45 9843 9696

www.body-bike.com