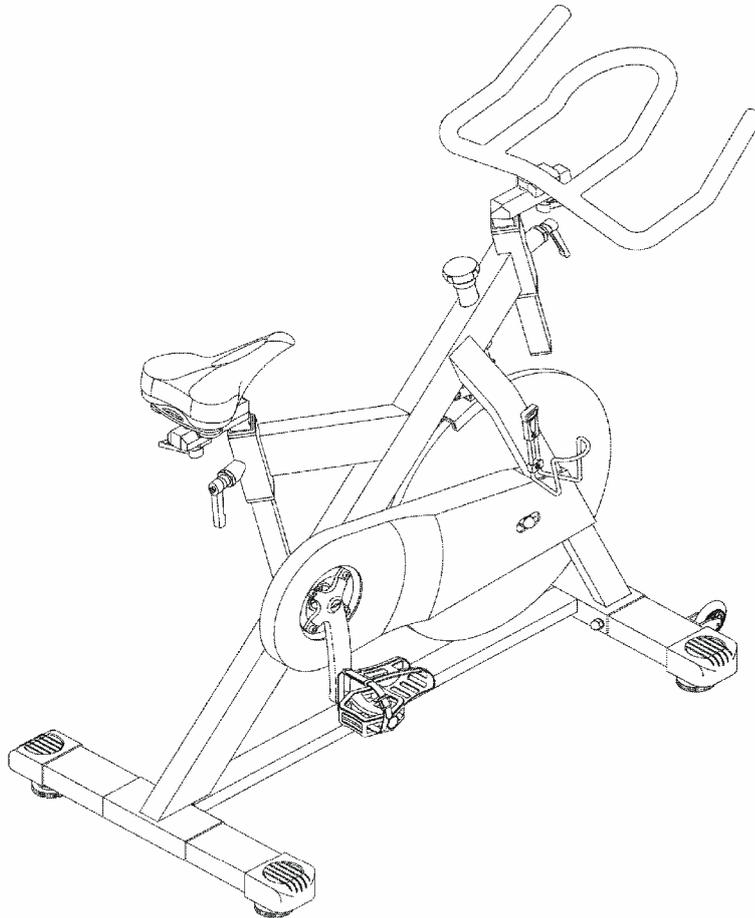


MAXIM

XTR 05 HORNET SPIN CYCLE

Operation Manual



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PREFACE

Before using this product it is essential that you read this **ENTIRE** operation manual and **ALL** installation instructions if applicable.

This will help in setting up the equipment quickly and in instructing others on how to use it correctly and safely.

Statement of Purpose: This bike is an exercise machine that enables users to exercise through pedaling.

Maxim Fitness strongly recommends seeing a physician for a complete medical examination prior to undertaking an exercise program.

- Particularly if the user has a family history of high blood pressure or heart disease
- Over the age of 45, or smokes
- High cholesterol, obese or has not exercised regularly in the past year.

If at any time while exercising, the user experiences faintness, dizziness, pain or shortness of breath, he or she must stop immediately.

In the body of the text following many items are referred to by name and number i.e. “Saddle (#17)” – The bracketed numbers are part number references to ensure correct identification and are detailed in the drawings and indices at the end of this manual. (Pages 14 -16)

INSTRUCTIONS FOR USE

1. The **HORNET** Model XTR05 is specifically designed for use in ‘Spin’ Cycle classes, fitness studios and health clubs. The bike uses a fixed wheel drive flywheel and should only be used with professional supervision or instruction.
2. **Assembly:** It is important that the bike is correctly assembled, and we recommend that the installation and assembly be undertaken by suitably qualified personnel. Detailed Assembly instructions are supplied separately with an unassembled bike. If your bike was supplied preassembled follow the service and maintenance instructions later in this manual. If you have assembled the bike yourself ensure that all assembled procedures are correct and recheck that all assembled parts are fully tightened. Recheck if necessary.
3. **Location:** The bike should be placed in the desired location and then checked that it is both level and stable. Each ground tube has adjustable leveling feet located on the underside of each corner. Ensure that each of the leveling feet are in a fully inserted position (Fully rotated CW when viewed from bottom) Rotate feet CCW until the bike is both level and stable.
4. **Handlebar And Seat Stem Adjustment**

It is important that the handlebar and seat height adjustments are correctly set for your particular body dimensions – if you are undertaking any of the various classes using spin cycles then your instructor will advise you as to the correct adjustment procedures relative to the program you are undertaking.

Incorrectly adjusted bikes may produce can produce excessive strain, soreness and / or irritation of muscles and joints.

The instructions that follow are to assist with bike set up should you not have an instructor to advise you as to correct and proper procedures.

5. SADDLE (SEAT) ADJUSTMENT:

- i) Grasp the saddle (#17) with which ever hand is most comfortable and release the locking lever (#12) with the other hand. **Do not allow the saddle assembly to drop.** Adjust the saddle height so that when raised to a position underneath your armpit it allows the tips of your extended fingers to align with the axle (#61) centre line. Tighten the locking lever whilst the saddle is held in this position. Sit on the bike saddle and recheck the position so that when the foot is sitting on a pedal in the lowest position (6 o'clock) the knee joint retains a slight bend. It should be possible to pedal without fully straightening the legs (Locking the knees) or shifting in the seat. Rolling on the saddle apart from indicating an incorrect seating position damages and shortens the life of a saddle. Check and make any further adjustment if necessary.
- ii) When the saddle height is set, adjust the user settable fore / aft position so that when seated and the feet are correctly positioned on the pedals (#7R & #7 L) and, whilst the pedals are held in a horizontal position (3 & 9 o'clock) the knee joint is in a vertical position over the pedal.

6. HANDLEBAR ADJUSTMENT:

- i) Hold the handlebar (#14) with which ever hand is most comfortable and release the lock lever (#18). **Do not allow the handle to drop.** Raise or lower the stem so that the handle bar is in line with or slightly above the saddle position. Retighten the lock lever.
- ii) Release the lock lever (#12) and adjust the handle bar fore/aft so that when your elbow is place against the front of the seat (#17) and the fingers are extended the fingers just reach the handle bar (#11).

This position should provide a comfortable posture when leaning forward and resting on the forearm support as well as in an almost upright position you are able to grip the bike handle cross bars. Make any minor adjustments that may be necessary and retighten the lock lever.

Check all lock levers and ensure that all are firmly tightened and that there is no lateral or vertical movement of either the handle bars or seat.

All lock levers have a variable start position. If rotation of a lock handle is no longer possible due to the presence of another component lift the lever and rotate it away from the component. Release the lever in its new position and allow the lever to relocate. Further rotation and tightening will be possible. Lever re-positioning can also be used to enable the releasing of a lever lock if the handle position is difficult to access.

Once a bike is set up properly keep a record of the setting positions so they can be speedily reproduced in the future. All adjustable moving parts are engraved with positional engravings to assist set up.

7. PEDAL STRAPS:

Pedal straps must be adjusted correctly. Place the foot on the pedal so that the ball of the foot is centered over the pedal. Tighten the strap so that the foot is secured in the pedal.



Safety lines are engraved on the seat post and the handlebar stem. On no account should either the seat post or handle bar stem be raised above these lines.

OPERATIONAL OVERVIEW

The HORNET XTR 05 has a durable HD poly 'V' belt drive system that will provide years of trouble free use and is extremely smooth and quiet in operation.. The braking system consists of a unique self aligning peripheral brake complete with side pads that is designed to stand the rigors of commercial use but still provide a smooth quiet and ultra reliable brake. The linkage system provides exceptional peripheral contact to ensure a linear braking effect relative to the load knob adjustment. There is negligible brake fade regardless of duration of operation and if maintained correctly will provide an extremely long service life. Refer to the maintenance procedures following.

If you are using the bike in a class environment always follow the instructor's advice. If you are riding this style of bike for the first time apply a light brake load and commence pedaling. Regulate the braking load as required by rotating the braking control knob (#27). Clockwise rotation will increase load as counterclockwise rotation will decrease load. Never remove all brake loading whilst riding unless you are a competent and experienced user.

If a foot or feet become disengaged from the pedals whilst riding **DO NOT** attempt to place the feet back into the rotating pedals. Keep the feet well clear of the pedals and apply the brake by pushing down on top of the brake knob. The brake will stop the flywheel very quickly, depending on the effort applied to the brake knob. Once stationary replace the feet in the pedals, check and retighten pedal straps if necessary and recommence your exercise.

Overview – cont.

If you are an experienced rider and both push and pull the pedal cranks whilst riding you may prefer to fit 'SPD' clip-less pedals (Or similar). These provide greater foot security and are available as an optional extra. Clip-less pedals position the foot in the correct riding position and transfer the power from your legs to the pedal without trying to bend your foot over the top of the pedal. This is a much more efficient way of power transfer and will help reduce both fatigue and pain from incorrect technique. Riding foot-ware is not provided and must be sourced from other suppliers, i.e. a local specialist bicycle shop will be happy to provide a service.

Properly maintained the Hornet XTR 05 will provide years of trouble free operation.

ENJOY!!

Service and Maintenance

Preventative maintenance tips

The safety of the equipment can be maintained only if equipment is examined regularly for damage or wear. Keep equipment out of service where defective parts are identified until these parts are repaired or replaced. Continued use of a defective part will invariably cause more damage than would otherwise be the case.

The following tips will help keep the bike in peak operating condition -

1. If possible locate the bike in a cool dry place, avoiding any positions that are in direct sunlight.
2. Ensure the pedal straps are fastened whilst the bike is being used.
3. Keep the bike clean, dry and free of sweat.
4. Use a 100% cotton cloth, moistened with water and a mild detergent solution. Immerse the cloth in a mild water detergent solution, wring out the cloth to remove excessive solution and completely wipe the handle bars, frame and covers. Pay attention to the areas where a user will drip sweat particularly, internal corners and joints that trap or allow sweat to pool.
5. Avoid using paper towels which are abrasive, and do not use ammonia or acid based cleaners.
6. Clean on a regular basis. When the used in a class environment the bike should be wiped down after every class and is best done by each user as part of a warm down procedure. A good instructor will incorporate this as part of any warm down and stretch procedures at the end of a class.

Periodically the frame and flywheel should be sprayed with a corrosion preventative product. (Such as CRC 5.56® or WD40®) These products are available in both aerosol or trigger action spray units. Lightly spray and then wipe of an excess fluid. Do not spray on handle bars, saddle or pedals. The product will leave a thin protective barrier that will help prevent sweat corrosion. This application should always be completed after the frame etc has been cleaned as described in (#4) above.



After the first week of use, the pedal crank arms will need to be checked and tightened. Remove the plastic caps (#64) and using a 14mm socket re-tension both the LH and RH locknuts (#63). Both threads are RH threaded.

7. If clip-less pedals are used it is best that bikes be dedicated for this use. The pedals are permanently fitted to the cranks. Where clients change and fit their own pedals the pedal security must be checked. Loose pedals will very quickly destroy a bike crank. Generally a client will ensure that their pedals are tight when fitted – however the same diligence is not always applied when they refit/return the old pedal to the crank.
8. Crank removal requires a special tool and should only be removed by qualified personal. Crank removal, crank locknut and pedal tools are available. These are professional tools specifically designed for these applications and must be ordered as spare parts.



Pedal shafts require a 15mm spanner to tighten – Remember that a LH pedal is LH threaded (CCW rotation to tighten) and a RH pedal is RH threaded (CW rotation to tighten)

There are tools specifically designed to assist with the removal and tightening of pedals and crank arms. These tools are available but must be ordered separately. These items can be purchased from your supplier, a reputable bike shop or from Maxim Strength Fitness Equipment.

The following detail relates to the simple service procedures referred to in the service schedule opposite.

1. Lubricate the two lock lever threads (#12) by completely unscrewing the lock lever. Smear some grease on the tread and return to its original position.
2. To lubricate the two lock lever threads (#18) firstly release the lock levers and lower the stems fully. (Do Not Drop) Using a suitable spanner (28mm or 1 $\frac{1}{8}$ ") or shifter loosen the nut (#19) and remove the lock lever assembly completely. Rotate the lever so that a maximum of thread is exposed on the inner side and smear grease on the thread. Rotate the lever counter clockwise to expose the maximum of thread on the outside and smear the exposed thread similarly. Return the assembly to its original position and retighten with a spanner or shifter. Lift the seat or handle bar and re-clamp with the lock lever.
3. Grasp the saddle and check if there is any looseness, either a tendency to tilt or slide. If any movement is detected or if any looseness or movement in the seat is reported the matter must be attended to as quickly as is possible. Movement in these areas will damage the seat mounting mechanism. There are two points to monitor –
 - a) Socket head screws (4mm key) either side of the saddle clamp (#26) must be tightened so that the saddle rails are held firmly. The preferred position is centrally on the two seat rails. This adjustment controls a fixed fore / aft movement of the saddle.
 - b) The socket head screw (6mm key) (#25) controls rotational or the tilting movement of the seat. If a seat has rotated (tilted) – Firstly loosen the clamp screw (#25) then correct the seat attitude - preferred position is horizontal. When realigned correctly, firmly retighten the clamp screw (#25)

Preventative Maintenance Schedule

Detail	Daily	Weekly	Monthly
Wipe Clean	I		
Wash & Clean		I	
Spray with Anti-corrosion product		I	
Check All Slides and that lock levers function correctly		I	
Grease Lock Lever threads			I
Security of saddle, frame screws, fixtures, pedals and pedal cranks.		I	
Pedal And Strap Security	I		
Check brake operation and adjustment		I	



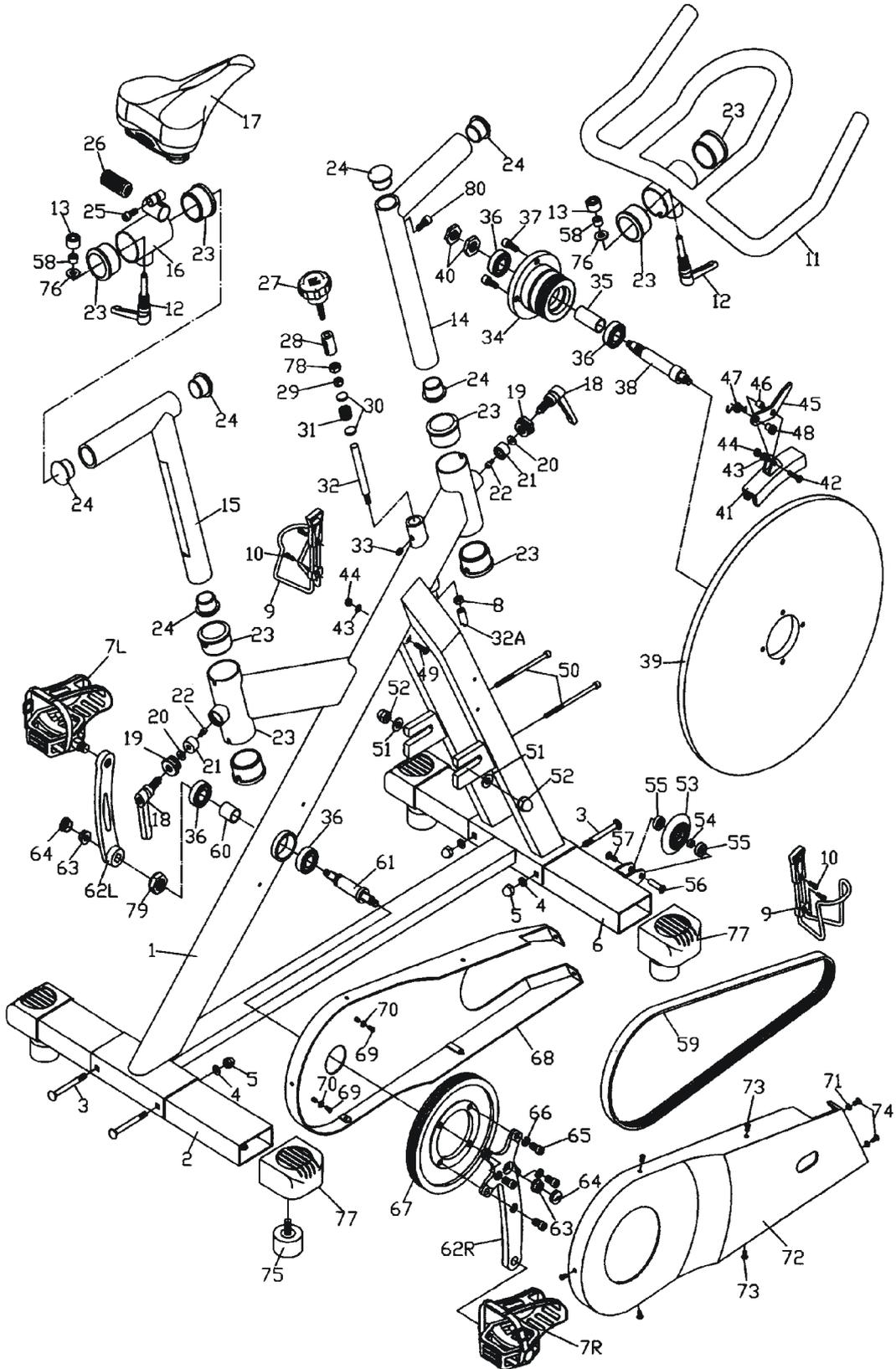
If pedals are being substituted in daily use, the security of the returned pedal must be checked daily. Do not rely on the client to replace the old pedal correctly.

When used commercially Maxim Strength Fitness Equipment strongly recommends that you instigate a regular service and maintenance program. Warranties are always contingent on the completion of proper and regular service and maintenance. If a program has not been arranged already, Maxim or your supplier will be glad to discuss the details of the service and maintenance facilities that are available to you facility.

Contact the applicable service department.

XTR05 HORNET PARTS LIST

To suit the earlier round tube stem version
(All descriptions on opposite page)



XTR 05 HORNET PARTS DESCRIPTIONS

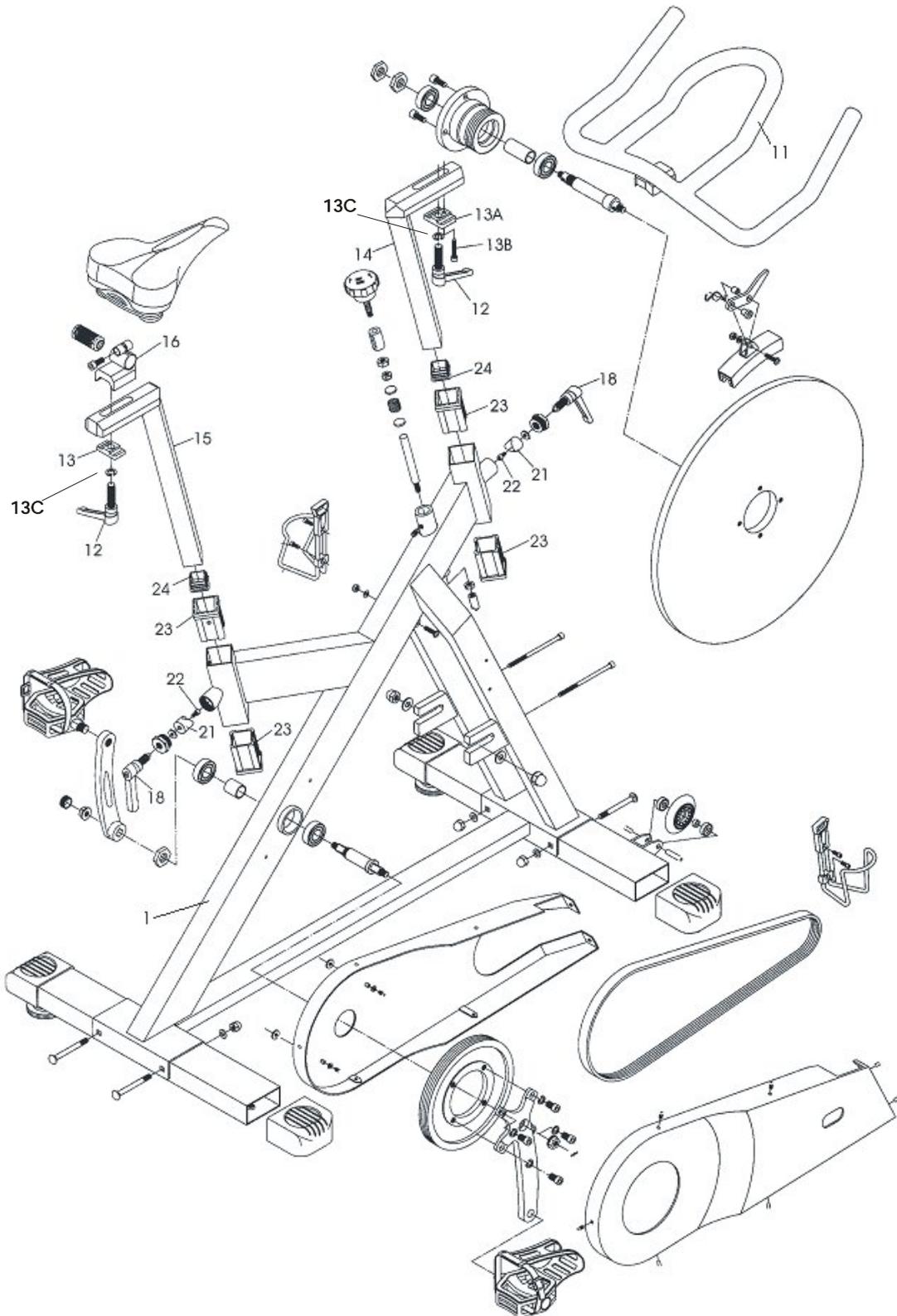
(To suit the early round tube stem version)

Part	Description	Qty	Part No	Description	Qty
1	Main Frame	1	41	Brake Pad Assembly	1
2	Rear Ground Tube	1	42	Screw M6(P 1.0) x 25L	1
3	SS Bolt M8(P1.25) x 100L	4	43	Flat Washer 13 x 6 x 1t	2
4	SS Flat Washer 16 x 8.5 x	4	44	Nvloc Nut M6(P1.0)	2
5	SS Dome Nut M8(P1.25)	4	45	Brake Arm	1
6	Front Ground Tube	1	46	Sleeve 10 x 6I x 10L	1
7	Pedal (Pair) LU 214 x	1	47	Torsion Spring 1.5x 4.5	1
8	Nut M8(P1.25)	1	48	Sleeve 14 x 14.9L	1
9	Bottle Holder UL-127A	2	49	Bolt M6(P1.0) x 30L	1
10	Screw M5(0.8) x 12L	4	50	Adjusted Screw	2
11	Handle Bar Assembly	1	51	Washer 25 x 10 x 2t	2
12	Lock Lever M12	2	52	Dome Nut M10(P1.5)	2
13	Bronze Pressure Plate	2	53	Transport Wheel 64 x 19t	2
14	Stem w/Slider	1	54	Sleeve 12.5 x 8.2 x 5.5t	2
15	Seat Post w/slider	1	55	Bearing 608ZZ	4
16	Saddle Outer Slide Tube	1	56	Tube Nut 8 x 30 M6(P1.0)	2
17	Saddle	1	57	Screw M6(P1.0) x 12L	2
18	Lock Lever M12	2	58	Lock Lever Spacer	2
19	Lock Lever Bush M26	2	59	Belt K4 x 1270	1
20	Flat Washer 16 x 6 x 2t	2	60	Sleeve 240 x 20.1 x 27L	1
21	Bronze Pressure Plate	2	61	B.B Axle 25 x 20 x 137.5L	1
22	Screw M5(P0.8) x 8L	2	62L	Left Crank 175L	1
23	Plastic Sleeve 56 x 42 x	8	62R	Right Crank 175L	1
24	End Cap 42mm	6	63	Flange Nut	2
25	Bolt M8(P1.25) x 20L	1	64	Dust Cover	2
26	Saddle Clamp	1	65	Bolt M 10(P1.5) x 15L	4
27	Brake Knob	1	66	Spring Washer	4
28	Moving Part 20 x 34L	1	67	Pulley 205 x K4 x 20t	1
29	Nvloc Nut M8(P1.25)	1	68	Inner Belt Guard	1
30	Disc 20 x 3t	2	69	Screw M5(P0.8) x 10L	2
31	Spring 19 x 2.3 x 20L	1	70	Flat Washer 10 x 5 x 1t	2
32	Brake Stud 12.7 x 92/25L	1	71	Flat Washer 16 x 6 x 2t	2
33	G.Screw M8(P1.25) x 8 L	1	72	Outer Belt Cover	1
34	Fly Wheel Boss	1	73	Screw M5(P0.8) x 10L	5
35	Spacer 24 x 20. I x 51 L	1	74	Screw M5(P0.8) x 15L	2
36	Bearing 6004ZZ	4	75	Adjustable Foot Pads	4
37	Screw M8(P1.25) x 20L	4	76	Flat Washer 23 x 10 x 2t	2
38	Fly Wheel Axle 25 x 20 x	1	77	Ground Tube End Cap	4
39	Fly Wheel 490 x 1	1	78	Nvloc Nut 3/8" x 16TPI x 6t	1
40	Nvloc Lock Nut M	2	79	B.B. Axle Nvloc Nut	1
			80	Stem Safety Stop Screw	1

XTR05 HORNET SERIES 2 PARTS LIST

To suit the later square tube stem version

(All descriptions on opposite page – Only parts that have changed are shown)



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